

From: Planning and Sustainability Commission
Sent: Monday, November 03, 2014 10:50 AM
To: Kovacs, Madeline
Subject: FW: 2035 Draft Comprehensive Plan

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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From: Karen Jackson [mailto:nanayoga1@gmail.com]
Sent: Monday, November 03, 2014 7:36 AM
To: Planning and Sustainability Commission; Commissioner Saltzman; mnaLandUseCommittee@gmail.com
Subject: 2035 Draft Comprehensive Plan

To: Planning and Sustainability Commission

1900 SW Fourth Ave Portland, Oregon 97201-5380

(1) Re: Multnomah Village as Neighborhood Corridor

I am requesting that the Planning and Sustainability Commission change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the Draft 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 Capital Highway.

If the Village were designated a Neighborhood Center with a 1/2-mile radius, it would overlap with the boundaries of the two

adjacent town centers (Hillsdale and West Portland) leaving little room for the existing single-family zoning. According to the

BPS, the number of households projected to be located in the Village in 2035 is less than zoned for in the current plan.

The BPS has projected a 28% increase in capacity in Multnomah Neighborhood's corridors through the Mixed Use zoning project, thus there is no need for the Neighborhood Center designation. 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,
Karen and Craig Jackson
7345 SW 26th Ave. Portland oregon 97219
(503)977-558

(2) Re: Corner Lot Development

I am requesting that the specific language shown below be removed from the general description of land use designations on page GP10-8 the Proposed Draft 2035 Comprehensive Plan:
I am also requesting that Section 33.110.240.E of the zoning code, that allows corner lots that are zoned RS or R7 to be rezoned to R2.5 if they are larger than 50 feet by 110 feet, be removed from the zoning code associated with the Proposed Draft 2035 Comprehensive Plan.
The Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted similar requests. Please add this to the record. Thank you, (
Karen and Craig Jackson
7345 SW 26th Ave. Portland oregon 97219
(503)977-558

(3) Re: Environmental Zone Regulation Plans Proposed Draft 2035 Comprehensive Plan

I am requesting that Policies 8.9 through 8.17 (listed below) of the current Comprehensive Plan be added to Chapter 7, Environmental and Watershed Health, of the Proposed Draft 2035 Comprehensive Plan and that the existing environmental zone plans referenced in these policies be in full force and effect after the 2035 Comprehensive Plan is adopted.
Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted similar requests. Please add this to the record. Thank you,
Karen and Craig Jackson
7345 SW 26th Ave. Portland oregon 97219
(503)977-558

(4) Re: Requesting for Comment Period Extension and Additional Hearings

I am requesting that the record be left open to allow comments on the Proposed Draft 2035 Comprehensive Plan for at least 90 days after the definitions of the mixed use zones and campus institutional zones have been made public. Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted similar requests. Without the definitions and the deadline extension, the citizens and Neighborhood Associations will not be able to evaluate the impact of the new zoning designations.
I would also like to request that additional hearings on the Proposed Draft be scheduled, including one in Southwest Portland out of the central city.
Please add this to the record. Thank you,

Karen and Craig Jackson
7345 SW 26th Ave. Portland oregon 97219
(503)977-558

(5) Re: The Role of Neighborhood Associations Proposed Draft 2035 Comprehensive Plan

I am requesting that the following policies be added to Chapter 2, Community Involvement, in the Proposed Draft 2035 Comprehensive Plan:

New Policy #1: Neighborhood Associations are Portland's acknowledged Citizen Involvement Program.

New Policy #2: All of the policies adopted in the current comprehensive plan concerning neighborhood plans, area plans, neighborhood livability, neighborhood character, and neighborhood stability must be included in the proposed draft

I am also requesting the following changes to the glossary to be consistent with the City Code 3.96:

Neighborhood: A geographically contiguous self-selected community. A Neighborhood is defined by the geographic boundary as established by the Neighborhood Association and as accepted by the City.

Neighborhood Association: A Neighborhood Association is the basis of Portland's acknowledged Citizen Involvement Program. It is an autonomous organization formed by people for the purpose of considering and acting on issues affecting the livability and quality of their Neighborhood, formally recognized by the Office of Neighborhood Involvement, and subject to Portland Code Chapter 3.96.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods, Inc. have made similar requests.

Please add this to the record.

From; Karen and Craig Jackson
7345 SW 26th Ave. Portland oregon 97219
(503)977-558

November 3, 2014

Dear PSC Members:

This letter is to register deep concern about **Proposed Change #297** to rezone the Broadmoor Golf Course. This proposed rezoning would convert a section of the Golf Course from Open Space to General Industrial 2.

This zone change would pave the way to construction of new industrial facilities directly on and adjacent to two areas (the Buffalo Slough and the Broadmoor Golf Course) that the city has designated as **Special Habitat Areas**¹.

In support, I reference the City's 2010 Draft Report on Inventory CS1: Buffalo Slough/ Peninsula Canal found here: <https://www.portlandoregon.gov/bps/article/248890>

This report states that the **Buffalo Slough** garners a **CS14.A and B —Special Habitat Area designation** for two reasons: it provides a wildlife connectivity corridor (C) and unique habitat function. . . because it is an active groundwater upwelling area (U).

Similarly, the **Broadmoor Golf Course** received a **CS28—Special Habitat Area designation**—because it provides unique migratory stopover habitat (M) and is an area of vital habitat to at-risk bat species (S).

This area is rich in wildlife species, both migratory and resident. From the Port of Portland's Fish & Wildlife Species Observations of the Buffalo Slough 2001-2008:

- 82% or 727 acres of this area ranked HIGH for providing riparian and wildlife habitats.
- 76 resident bird species were observed.
- A wide range of animals make their home there, including river otters and rabbits, painted turtles, tree frogs, coyotes, deer and beaver.

I live on the Buffalo Slough and can report that this area is a recovering treasure within the City. I have watched river otters teach their pups to crack mussels at the water's edge. I've seen cormorants dive repeatedly for fish and bald eagles swoop in to snag ducklings. I have documented dozens of species of migratory and native birds in this area that are unseen in the rest of Portland.

I also know that the City understands this is a special area, because you've directed many resources toward helping the Middle Slough to recover from its 50 year history of industrial dumping, groundwater contamination and other polluting practices. You have extensively studied the Slough, you've produced lengthy reports on the critical importance of its wetland habitats, and you've invested hundreds of thousands of taxpayer dollars to re-vegetate and improve water quality on the Slough.

Given these investments, I'm utterly flummoxed by this proposed zoning change. I understand the need to maintain good neighbor policies toward existing industrial sites on the Slough, but I simply cannot fathom why the City would encourage new industrial development on these two designated special habitat areas.

The City's report states that the primary source of water flow in Buffalo Slough is groundwater from the south. There are no tributaries to the Buffalo Slough and it is an active groundwater upwelling area.

¹ From: <https://www.portlandoregon.gov/bps/article/248890>. Special Habitat Areas (SHA) descriptions. SHAs contain unique features and provide critical wildlife habitat as describe in the Natural Resources Description section above. SHAs receive a high relative rank for wildlife habitat. The SHA ranking supersedes lower rankings generated by the GIS Model. Therefore, all Special Habitat Areas within the site rank high for wildlife habitat (CS1Map5).

The report states that: "More current contamination of the Buffalo Slough is the result of used motor oil spills, abandoned drums and other industrial uses. Types of pollutants found in the site included ethylbenzene, toluene, TPH, xylenes, metals, and cyanide sludge."

Further, the report suggests that chemicals could have been washed into the Buffalo Slough years ago or *may have been recently introduced* into sediments from "legacy sources." Legacy sources include upland sources that may become disturbed *during construction activities*.

So what do these dots connect? Buffalo Slough is a Special Habitat Area. It is fed by groundwater upwelling and its primary sources of groundwater are directly upland from the south.

Proposed Change #297 would encourage new industrial development on a steep slope directly south of and upland from the Buffalo Slough, an area that moreover features active groundwater upwelling.

I do not believe the City has the resources to ensure that new industrial development on this site will not re-pollute this fragile and recovering body of water. Impervious surfaces and new construction are documented sources of upland water contamination.

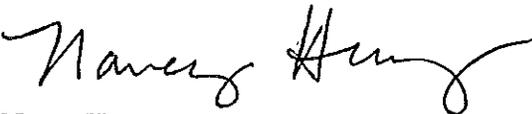
On a personal level, this area abuts my home and my neighbors' homes. We are a low density community. We are not a wealthy community. But we care about the quality of all life (including wildlife) in our neighborhood.

I would suggest that you, as individual members of this commission, conduct more due diligence before you make a final recommendation regarding Proposed Change #297. First, if you are not sufficiently informed about the Columbia Slough's history and its current ecological status, please read about it. You need to thoroughly understand this complex ecosystem. Second, come out and visit this neighborhood for yourself. Drop by at your convenience; let me and my family show you around. Over the past six years, my husband and I have planted dozens of trees and native plants that sequester toxins on both sides of the Buffalo Slough. We are intimately familiar with its cycles, its wildlife, and its struggles to recover within an urban landscape.

Buffalo Slough is a rich and vital wildlife habitat. If the city needs to build anything on the Buffalo Slough, you should build trails and create more open spaces there. But please, do not open the door to more industry. This is a raw deal.

If you need further proof, just study the sediments, where you can find written plainly the history of industry's effects on the Columbia Slough.

With great hope and urgency,



Nancy Henry

3261 NE Holland Court, Portland, OR 97211

503.709.0818

From: Planning and Sustainability Commission
Sent: Monday, November 03, 2014 12:04 PM
To: Kovacs, Madeline
Subject: FW: comments on the proposed comprehensive plan changes

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
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-----Original Message-----

From: Dabbs, Eden
Sent: Monday, November 03, 2014 11:43 AM
To: Ocken, Julie
Subject: FW: comments on the proposed comprehensive plan changes

Julie - NaTasha sent this to me, but it's Comp Plan testimony. Would you like to me to reply to the testifier and tell them to send their comments to the PSC email? Or do you have a standard way of handling these? Thx, e

Eden Dabbs, Communications/Public Affairs City of Portland Bureau of Planning and Sustainability p 503 823 9908 | c 503 260 3301 | f 503 823 7800 Subscribe to the new BPS E-newsletter at: www.portlandoregon.gov/bps To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, call 503-823-6947, City TTY 503-823-6868, or use Oregon Relay Service: 711.

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

From: BPS Mailbox
Sent: Monday, November 03, 2014 11:15 AM
To: Dabbs, Eden
Subject: FW: comments on the proposed comprehensive plan changes

The following email was received in the BPS mailbox. It's being sent to you for a response or other appropriate follow-up. Thanks.

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

From: robert greene [mailto:greeneportland@gmail.com]
Sent: Monday, November 03, 2014 10:09 AM
To: BPS Mailbox

Subject: comments on the proposed comprehensive plan changes

1. Neighborhoods should have a design review process to get concerns to developers early in the process so neighborhood concerns can be addressed before plans are finalized
2. The demolition standards should be changed and definitions revised. Any change in a structure over 50% should be considered a demolition.
3. Save west hayden island.
4. Industrial brown areas should first be rehabbed before new land is rezoned industrial. Open space, parks and recreational spaces should not be a priority for industrial zoning
5. the proposed mixed use zoning CS should be made clear that the zoning allows for the manufacture, construction, development and production of goods. Live and work spaces should be allowed in the CS zone
- 6 sight lines and scenic views should be protected
7. Along Streets like Lombard and Killingsworth and Rosa Parks access should be made for sun and light for dwellings adjacent to the project. all proposed developments should not block sun and light
- 8 There should be design standards. all buildings should be required to be at least passively cooled.
- 9 health/environmental overlays should allow for noise reduction and pollution control along heavily traveled streets like lombard street.
- 10 Bike storage should be inside the building and include space for repairs.
- 11 buildings without parking should provide residences with a cargo bike, electric bike and car sharing to give residents ways to reduce the need for cars.
12. buildings without parking should provide some apartments at affordable rents to justify the no parking privilege and subsidy.
- 13 the reuse and redevelopment of existing Industrial lands should be a priority before new industrial zoning.
14. there should be a stated commitment for neighborhood schools.

very truly yours

robert greene

6535 n fenwick

pdx 97217

a property owner

From: Planning and Sustainability Commission
Sent: Monday, November 03, 2014 12:06 PM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
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From: Peggy Dollar [mailto:peggydollar@gmail.com]
Sent: Monday, November 03, 2014 10:56 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan

PSC,
I support the Audubon Strategy for Addressing Industrial Land. See the link to the plan: audubonportland.org/files/urban/11-point-plan/

Please attend to the research, wisdom, and dedication of the Audubon Strategy.

Thank you.

Margaret Dollar
12 NE Bridgeton Rd
Portland, OR 97211

From: Planning and Sustainability Commission
Sent: Monday, November 03, 2014 12:07 PM
To: Kovacs, Madeline
Subject: FW: Draft 2035 Comprehensive Plan~ Multnomah Village as Neighborhood Corridor

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
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From: M TL [mailto:h97219@gmail.com]
Sent: Monday, November 03, 2014 9:37 AM
To: Planning and Sustainability Commission
Cc: Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnaLandUseCommittee@gmail.com
Subject: Draft 2035 Comprehensive Plan~ Multnomah Village as Neighborhood Corridor

To: Planning and Sustainability Commission
psc@portlandoregon.gov

1900 SW Fourth Ave
Portland, Oregon 97201-5380

Re: Multnomah Village as Neighborhood Corridor

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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) leaving little room for the existing single-family zoning. According to the BPS, the number of households projected to be located in the Village in 2035 is less than zoned for in the current plan. The BPS

has projected a 28% increase in capacity in Multnomah Neighborhood's corridors through the Mixed Use zoning project, thus there is no need for the Neighborhood Center designation. 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,

(Name) Marianne Terrell-Lavine
(Address) 8619 SW 37th Ave, Portland OR97219

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
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

From: Planning and Sustainability Commission
Sent: Monday, November 03, 2014 12:08 PM
To: Kovacs, Madeline
Subject: FW: 2035 Comprehensive Plan~ Comment Period Extension and Additional Hearings

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From: Planning and Sustainability Commission
Sent: Monday, November 03, 2014 12:08 PM
To: Kovacs, Madeline
Subject: FW: 2035 Comprehensive Plan~ Chapter 2, Community Involvement

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From: M TL [mailto:h97219@gmail.com]
Sent: Monday, November 03, 2014 9:47 AM
To: Planning and Sustainability Commission
Cc: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnaLandUseCommittee@gmail.com
Subject: 2035 Comprehensive Plan~ Chapter 2, Community Involvement

To: Planning and Sustainability Commission
psc@portlandoregon.gov
1900 SW Fourth Ave
Portland, Oregon 97201-5380

Re: The Role of Neighborhood Associations
Proposed Draft 2035 Comprehensive Plan

I am requesting that the following policies be added to Chapter 2, Community Involvement, in the Proposed Draft 2035 Comprehensive Plan:

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To: Kovacs, Madeline
Subject: FW: 2035 Comprehensive Plan~ Corner Lot Development

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From: M TL [mailto:h97219@gmail.com]
Sent: Monday, November 03, 2014 9:54 AM
To: Planning and Sustainability Commission
Cc: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnaLandUseCommittee@gmail.com
Subject: 2035 Comprehensive Plan~ Corner Lot Development

To: Planning and Sustainability Commission
psc@portlandoregon.gov
1900 SW Fourth Ave
Portland, Oregon 97201-5380

Re: Corner Lot Development

I am requesting that the specific language shown below be removed from the general description of land use designations on page GP10-8 the Proposed Draft 2035 Comprehensive Plan:

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 am also requesting that Section 33.110.240.E of the zoning code, that allows corner lots that are zoned RS or R7 to be rezoned to R2.5 if they are larger than 50 feet by 110 feet, be removed from the zoning code associated with the Proposed Draft 2035 Comprehensive Plan.

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From: Planning and Sustainability Commission
Sent: Monday, November 03, 2014 12:09 PM
To: Kovacs, Madeline
Subject: FW: 2035 Comprehensive Plan~ Environmental Zone Regulation Plans

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From: M TL [mailto:h97219@gmail.com]
Sent: Monday, November 03, 2014 10:01 AM
To: Planning and Sustainability Commission
Cc: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnaLandUseCommittee@gmail.com
Subject: 2035 Comprehensive Plan~ Environmental Zone Regulation Plans

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Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

POLICIES & OBJECTIVES—LAND RESOURCES:

8.9 Open Space

Protect Portland Parks, cemeteries and golf courses through an Open Space designation on the Comprehensive Plan Map.

8.10 Drainageways

Regulate development within identified drainageways for the following multiple objectives.

Objectives:

A. Stormwater runoff

Conserve and enhance drainageways for the purpose of containing and regulating stormwater runoff.

B. Water quality and quantity

Protect, enhance, and extend vegetation along drainageways to maintain and improve the quality and quantity of water.

C. Wildlife

Conserve and enhance the use of drainageways where appropriate as wildlife corridors which allow

the passage of wildlife between natural areas and throughout the city, as well as providing wildlife

habitat characteristics including food, water, cover, breeding, nesting, resting, or wintering areas.

8.11 Special Areas

Recognize unique land qualities and adopt specific planning objectives for special areas.

Objectives:

A. Balch Creek Watershed

Protect and preserve fishery, wildlife, flood control, and other natural resource values of the Balch

Creek Watershed through the application of special development standards and approval criteria in

the environmental overlay zones.

B. East Buttes, Terraces and Wetlands

Conserve wildlife, forest and water resource values and the unique geology of East Portland through implementation of the East Buttes, Terraces and Wetlands Conservation Plan.

C. Fanno Creek Watershed

Conserve fishery, wildlife, flood control, and water quantity and quality values of the Fanno Creek

Watershed through implementation of the Fanno Creek and Tributaries Conservation Plan.

D. Johnson Creek Basin

Protect and preserve the scenic, recreation, fishery, wildlife, flood control, water quality, and other

natural resource values of the Johnson Creek basin through application of environmental overlay zones and implementation of the Johnson Creek Basin Protection Plan.

E. Northwest Hills

Protect and preserve forest, wildlife and watershed resources through implementation of the Northwest Hills Natural Areas Protection Plan.

F. Skyline West

Conserve wildlife, forest and water resource values of the Skyline planning area through implementation of the Skyline West Conservation Plan.

G. Southwest Hills

Protect and preserve fish and wildlife, forest, and water resources through implementation of the Southwest Hills Resources Protection Plan.

H. The Willamette River Greenway.

Protect and preserve the natural and economic qualities of lands along the Willamette River through implementation of the city's Willamette River Greenway Plan.

I. Portland International Airport

Conserve, restore, and enhance natural resource values through environmental zoning, voluntary strategies, and the implementation of special development standards in the plan district and the Portland International Airport/Middle Columbia Slough Natural Resources Management Plan.

8.12 National Flood Insurance Program

Retain qualification in the National Flood Insurance Program through implementation of a full range of floodplain management measures.

8.13 Natural Hazards

Control the density of development in areas of natural hazards consistent with the provisions of the City's Building Code, Chapter 70, the Floodplain Ordinance and the Subdivision Ordinance.

8.14 Natural Resources

Conserve significant natural and scenic resource sites and values through a combination of programs which involve zoning and other land use controls, purchase, preservation, intergovernmental coordination, conservation, and mitigation. Balance the conservation of significant natural resources with the need for other urban uses and activities through evaluation of economic, social, environmental, and energy consequences of such actions.

Objectives:

A. Acquisition Program for Significant Resources

Prepare and maintain a long-range list of properties, in order of priority, desirable for public acquisition in order to insure long term natural resource conservation. Actively solicit donations of property or easements to protect and enhance identified resources.

B. Intergovernmental Coordination

Notify and coordinate programs with affected local, state, and federal regulatory agencies of development proposals within natural resource areas.

C. Impact Avoidance

Where practical, avoid adverse impacts to significant natural and scenic resources.

D. Mitigation

Where adverse impacts cannot be practicably avoided, require mitigation or other means of preservation of important natural resource values. The following order of locational and resource preference applies to mitigation:

- (1) On the site of the resource subject to impact, with the same kind of resource;
- (2) Off-site, with the same kind of resource;
- (3) On-site, with a different kind of resource;
- (4) Off-site, with a different kind of resource.

E. Soil Erosion Control

Protect natural resources where appropriate from sediment and other forms of pollution through the

use of vegetation, erosion control measures during construction, settling ponds, and other structural and non-structural means.

F. Pruning to Maintain and Enhance Views

Actively manage the pruning and cutting of trees and shrubs on public lands or on non-public areas

with scenic designations to maintain and enhance scenic views which may be impacted by vegetation.

G. Improving Turnouts along Scenic Routes and at Viewpoints

Improve and maintain turnouts along scenic corridors and at identified viewpoints throughout Portland.

H. Bike and Pedestrian Routes

Enhance the value and beauty of Portland's bicycle and pedestrian routes by locating them to take

advantage of significant viewpoints, scenic sites, and scenic corridors.

I. Consideration of Scenic Resources in Street Vacations

Require the preservation and maintenance of existing and potential view corridors and viewpoints

when approving street vacations. Require view easements within or near street vacations where access to viewpoints or view corridors is desired.

J. Consideration of Scenic Resources in Planning Process

Ensure that master plans and other planning efforts include preservation and enhancement of significant scenic resources.

K. Enhancing View Corridors

Improve the appearance of views along designated view corridors by placing utility lines underground.

8.15 Wetlands/Riparian/Water Bodies Protection

Conserve significant wetlands, riparian areas, and water bodies which have significant functions and

values related to flood protection, sediment and erosion control, water quality, groundwater recharge

and discharge, education, vegetation, and fish and wildlife habitat. Regulate development within significant water bodies, riparian areas, and wetlands to retain their important functions and values.

Objectives:

A. Wetland/water body Buffer

Conserve significant riparian, wetland, and water body natural resources through the designation and protection of transition areas between the resource and other urban development and activities.

Restrict non-water dependent or non-water related development within the riparian area.

B. Water Quality

Maintain and improve the water quality of significant wetlands and water bodies through design of

stormwater drainage facilities.

C. Stormwater and Flood Control

Conserve stormwater conveyance and flood control functions and values of significant riparian areas within identified floodplains, water bodies, and wetlands.

D. Fish

Balch Creek cutthroat trout will be maintained in a range at least as extensive as their range in 1987

and at a population of at least 2,000.

8.16 Uplands Protection

Conserve significant upland areas and values related to wildlife, aesthetics and visual appearance, views and sites, slope protection, and groundwater recharge. Encourage increased vegetation, additional wildlife habitat areas, and expansion and enhancement of undeveloped spaces in a manner beneficial to the city and compatible with the character of surrounding urban development.

Objectives:

A. Wetland/water body Buffer

Provide protection to significant wetland and water body natural resources through designation of significant upland areas as a buffer between the resource and other urban development and activities.

B. Slope Protection and Drainage

Protect slopes from erosion and landslides through the retention and use of vegetation, building code regulations, erosion control measures during construction, and other means.

C. Wildlife Corridors

Conserve and enhance drainageways and linear parkways which have value as wildlife corridors connecting parks, open spaces, and other large wildlife habitat areas, and to increase the variety and quantity of desirable wildlife throughout urban areas.

8.17 Wildlife

Conserve significant areas and encourage the creation of new areas which increase the variety and quantity of fish and wildlife throughout the urban area in a manner compatible with other urban development and activities.

Objectives:

A. Natural resource areas

Regulate activities in natural resource areas which are deemed to be detrimental to the provision of food, water, and cover for fish and wildlife.

B. City-wide

Encourage the creation or enhancement of fish and wildlife habitat throughout the city.

C. City Parks

Protect existing habitat and, where appropriate, incorporate new fish and wildlife habitat elements into park plans and landscaping.

From: Planning and Sustainability Commission
Sent: Monday, November 03, 2014 1:10 PM
To: Kovacs, Madeline
Subject: FW: Requesting for Comment Period Extension and Additional Hearings

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: Jan Hurst [mailto:gargouillade@aol.com]
Sent: Monday, November 03, 2014 12:47 PM
To: Planning and Sustainability Commission; Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnaLandUseCommittee@gmail.com
Subject: Requesting for Comment Period Extension and Additional Hearings

To: Planning and Sustainability Commission
psc@portlandoregon.gov

1900 SW Fourth Ave
Portland, Oregon 97201-5380

Re: Requesting for Comment Period Extension and Additional Hearings

I am requesting that the record be left open to allow comments on the Proposed Draft 2035 Comprehensive Plan for at least 90 days after the definitions of the mixed use zones and campus institutional zones have been made public. Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted similar requests. Without the definitions and the deadline extension, the citizens and Neighborhood Associations will not be able to evaluate the impact of the new zoning designations.

I would also like to request that additional hearings on the Proposed Draft be scheduled, including one in Southwest Portland out of the central city.

Please add this to the record.

Thank you,
Jan Hurst
7344 SW 27th Ave
Portland, OR 97219

From: Planning and Sustainability Commission
Sent: Monday, November 03, 2014 1:11 PM
To: Kovacs, Madeline
Subject: FW: Proposed Draft 2035 Comprehensive Plan

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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From: Jan Hurst [mailto:gargouillade@aol.com]
Sent: Monday, November 03, 2014 12:51 PM
To: Planning and Sustainability Commission; Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman; City Auditor Griffin-Valade; mnaLandUseCommittee@gmail.com; Anderson, Susan
Subject: Proposed Draft 2035 Comprehensive Plan

To: Planning and Sustainability Commission
psc@portlandoregon.gov
1900 SW Fourth Ave
Portland, Oregon 97201-5380

Re: The Role of Neighborhood Associations

I am requesting that the following policies be added to Chapter 2, Community Involvement, in the Proposed Draft 2035 Comprehensive Plan:

New Policy #1: Neighborhood Associations are Portland's acknowledged Citizen Involvement Program.

New Policy #2: All of the policies adopted in the current comprehensive plan concerning neighborhood plans, area plans, neighborhood livability, neighborhood character, and neighborhood stability must be included in the proposed draft.

I am also requesting the following changes to the glossary to be consistent with the City Code 3.96:

Neighborhood: A geographically contiguous self-selected community. A Neighborhood is defined by the geographic boundary as established by the Neighborhood Association and as accepted by the City.

Neighborhood Association: A Neighborhood Association is the basis of Portland's acknowledged Citizen Involvement Program. It is an autonomous organization formed by people for the purpose of considering and acting on issues affecting the livability and quality of

their Neighborhood, formally recognized by the Office of Neighborhood Involvement, and subject to Portland Code Chapter 3.96.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods, Inc. have made similar requests.

Please add this to the record.

Thank you,

Jan Hurst

7344 SW 27th Ave

Portland, OR 97219

(Name)

(Address)

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

MNA Land Use Committee, mnaLandUseCommittee@gmail.com

From: Planning and Sustainability Commission
Sent: Monday, November 03, 2014 4:09 PM
To: Kovacs, Madeline
Subject: FW: [User Approved] RE: City of Portland - Comprehensive Plan Hearing

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: Lynn Herring [mailto:lynnhe@comcast.net]
Sent: Monday, November 03, 2014 3:51 PM
To: Planning and Sustainability Commission
Subject: [User Approved] RE: City of Portland - Comprehensive Plan Hearing

Hi, Julie,

My mailing address is as follows:

Lynn Herring
1090 Chandler Road
Lake Oswego, OR 97034

Thank you for your attention to detail.

Appreciatively,

Lynn

lynnhe@comcast.net

From: psc@portlandoregon.gov
To: lynnhe@comcast.net
Subject: RE: City of Portland - Comprehensive Plan Hearing
Date: Mon, 3 Nov 2014 23:48:30 +0000
Hello Lynn,

Thank you for your testimony to the Planning and Sustainability Commission. So that I may forward your

comments to the commissioners, can you please email me your mailing address as is required for all testimony?

Thanks,
julie

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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From: Lynn Herring [mailto:lynnhe@comcast.net]
Sent: Monday, November 03, 2014 3:42 PM
To: Planning and Sustainability Commission; Hales, Mayor; Commissioner Novick; Commissioner Fritz; Commissioner Saltzman; Commissioner Fish
Subject: City of Portland - Comprehensive Plan Hearing

To: Planning and Sustainability Commission, City of Portland, Oregon
c/o psc@portlandoregon.gov

Re: City's Draft Comprehensive Plan Hearing

cc: Mayor Hales
cc: City Councilors Novick, Fritz, Saltzman and Fish

Dear Commissioners,

In the City of Portland Draft Comprehensive Plan, it is imperative to protect -- not sacrifice -- critical open space, fish and wildlife habitat and related environmental protections in the quest to provide industrial land over the next 20 years.

State Land Use Planning Goal 9 states, "The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources."

Do not give industry a pass from regulatory protection to protect wildlife habitat and water quality on the Willamette and Columbia Rivers.

Do not destroy critical natural areas and open space on West Hayden Island and along the Columbia Slough.

I support the Audubon Strategy for Addressing Industrial Land

Demand: audubonportland.org/files/urban/11-point-plan/ and encourage the Planning and Sustainability Commission to follow its lead.

This plan addresses ways to provide industrial land by cleaning up existing contaminated brownfields and intensifying use of the existing industrial land base and other thoughtful strategies that can avoid degrading natural areas.

I would like to re-iterate Audubon Strategy Point 11: "If meeting industrial land deficiencies would undermine protection of critical natural resources and the health of our communities, then the City should seek a Goal 9 exception."

This plan is your legacy. Choose natural resource protection over environmental degradation.

Sincerely,

Lynn Herring
lynnhe@comcast.net

From: Planning and Sustainability Commission
Sent: Tuesday, November 04, 2014 9:57 AM
To: Kovacs, Madeline
Subject: FW:

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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From: laurawozniak1@gmail.com [mailto:laurawozniak1@gmail.com] On Behalf Of Laura Wozniak
Sent: Monday, November 03, 2014 6:23 PM
To: Planning and Sustainability Commission; mnaLandUseCommittee@gmail.com
Subject:

To: Planning and Sustainability Commission
psc@portlandoregon.gov

1900 SW Fourth Ave
Portland, Oregon 97201-5380

Re: Request PSC Hearings Extension

I am requesting that the Bureau of Planning and Sustainability provide the definitions for the new mixed-use zoning and new campus institutional zoning designations and that the Planning and Sustainability Commission either extend the hearings for the Comprehensive Plan or keep the hearings record open for at least 90 days following the release of these definitions. Without the definitions and the deadline extension, the citizens and Neighborhood Associations will not be able to evaluate the impact of the new zoning designations. We are now dealing with the very negative impacts on our neighborhood of development that violates the character of our neighborhood through the use of zoning variations we would never have expected. I am not against density added along major arteries, but I am against density that destroys the little remaining wildlife shelter and beauty of

homes that have been here since early in the city's history. It is not only big fancy homes that are historic - it is also small older neighborhoods where people have lived for 3 generations (in the case of my next door neighbor).

I would also like to request that you hold one hearing on the Comprehensive Plan in southwest Portland.

Please add this to the record.

Thank you,

Laura Wozniak
7226 SW 29th Ave
Portland, OR 97219
lawoz@comcast.net

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
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

From: Planning and Sustainability Commission
Sent: Tuesday, November 04, 2014 9:58 AM
To: Kovacs, Madeline
Subject: FW: corner lots - please do not allow them to be divided for duplexes/or attached houses

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: laurawozniak1@gmail.com [mailto:laurawozniak1@gmail.com] On Behalf Of Laura Wozniak
Sent: Monday, November 03, 2014 6:34 PM
To: Planning and Sustainability Commission; mnaLandUseCommittee@gmail.com; Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan
Subject: corner lots - please do not allow them to be divided for duplexes/or attached houses

To: Planning and Sustainability Commission
psc@portlandoregon.gov
1900 SW Fourth Ave
Portland, Oregon 97201-5380

Re: Corner Lot Development

I am requesting that the specific language shown below be removed from the general description of land use designations on page

GP10-8 the Proposed Draft 2035 Comprehensive Plan:

I am also requesting that Section 33.110.240.E of the zoning code, that allows corner lots that are zoned RS or R7 to be rezoned to R2.5

if they are larger than 50 feet by 110 feet, be removed from the zoning code associated with the Proposed Draft 2035 Comprehensive Plan.

The Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted similar requests.

Please add this to the record. This affects me personally in our little Multnomah Neighborhood where a developer is, not only

cramming in huge houses on 5000 sq ft lots and taking down our trees, but wants to remove old growth Douglas Firs and cover any

remaining land with roof line and concrete. We do not want this and it does not fit in the character of our neighborhood. He also uses

deceptive tactics to buy old houses and divides traditional lots and sells half to unsuspecting people before trying to divide the corner

lots into 50X50 foot parcels for two more houses. The little owls and birds will eventually have no place to go.

Thank you,

(Name)

(Address)

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

MNA Land Use Committee, mnaLandUseCommittee@gmail.com

From: Planning and Sustainability Commission
Sent: Tuesday, November 04, 2014 9:59 AM
To: Kovacs, Madeline
Subject: FW: 2035 Comp Plan Draft

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

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

From: Steve Dodge [mailto:swrite@europa.com]
Sent: Monday, November 03, 2014 7:25 PM
To: Planning and Sustainability Commission
Subject: Re: 2035 Comp Plan Draft

Thanks, Julie. My address is 3330 NE Ainsworth St. Portland 97211

Steve Dodge

Sent from my iPhone

> On Nov 3, 2014, at 2:55 PM, Planning and Sustainability Commission <psc@portlandoregon.gov> wrote:

>

> Hello Steve,

>

> Thank you for your comments to the Planning and Sustainability Commission. So that I may forward your message to the PSC members, can you please email me your mailing address as is required for all public testimony?

>

> Thank you,

> julie

>

>

> Julie Ocken

> City of Portland

> Bureau of Planning and Sustainability

> 1900 SW 4th Ave, Suite 7100

> Portland, OR 97201

> 503-823-6041

> www.portlandoregon.gov/bps

> -----

> To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

> -----

>

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

> From: Steve Dodge [mailto:swrite@europa.com]

> Sent: Monday, November 03, 2014 2:06 PM

> To: Planning and Sustainability Commission

> Subject: 2035 Comp Plan Draft

>

> Dear commissioners:

>

> Re: policy 4.28.e -- Light Pollution

>

> Although it is clear that good lighting is a factor in safety, I would like the city to require lighting practices that emphasize energy savings, and lights that reduce unhealthy glare and light pollution.

>

> Street and building light technology now offers significant reductions in power use as well as light designs that better illuminate areas such as a street corner or intersection without impacting views of the night sky, wildlife and human sleep patterns.

>

> Thanks for your attention,

> Steve Dodge

> NE Portland

>

> Sent from my iPhone

>

From: Planning and Sustainability Commission
Sent: Tuesday, November 04, 2014 10:01 AM
To: Kovacs, Madeline
Subject: FW: Corner Lot Development

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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From: Jan Hurst [mailto:gargouillade@aol.com]
Sent: Monday, November 03, 2014 11:34 PM
To: Planning and Sustainability Commission; Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnaLandUseCommittee@gmail.com
Subject: Corner Lot Development

To: Planning and Sustainability Commission
psc@portlandoregon.gov
1900 SW Fourth Ave
Portland, Oregon 97201-5380

Re: Corner Lot Development

I am requesting that the specific language shown below be removed from the general description of land use designations on page GP10-8 the Proposed Draft 2035 Comprehensive Plan:

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 am also requesting that Section 33.110.240.E of the zoning code, that allows corner lots that are zoned RS or R7 to be rezoned to R2.5 if they are larger than 50 feet by 110 feet, be removed from the zoning code associated with the Proposed Draft 2035 Comprehensive Plan.

The Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted similar requests.

Please add this to the record.

Thank you,

Jan Hurst

7344 SW 27th Ave

Portland, OR 97219

Jan(Name)

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov

Commissioner Amanda Fritz, Amanda@portlandoregon.gov

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

MNA Land Use Committee, mnaLandUseCommittee@gmail.com

From: Planning and Sustainability Commission
Sent: Tuesday, November 04, 2014 10:01 AM
To: Kovacs, Madeline
Subject: FW: Multnomah Village as Neighborhood Corridor

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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From: Jan Hurst [mailto:gargouillade@aol.com]
Sent: Monday, November 03, 2014 11:39 PM
To: Planning and Sustainability Commission; Hales, Mayor; "Amanda Amanda"@portlandoregon.gov; "nick nick"@portlandoregon.gov; "novick novick"@portlandoregon.gov; Commissioner Saltzman; "LaVonne LaVonne"@portlandoregon.gov; Anderson, Susan; mnaLandUseCommittee@gmail.com
Subject: Multnomah Village as Neighborhood Corridor

To: Planning and Sustainability Commission
psc@portlandoregon.gov

1900 SW Fourth Ave
Portland, Oregon 97201-5380

Re: Multnomah Village as Neighborhood Corridor

I am requesting that the Planning and Sustainability Commission change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the Draft 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 Capital 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) leaving little room for the existing single-family zoning. According to the BPS, the number of households projected to be located in the Village in 2035 is less than zoned for in the current plan. The BPS has projected a 28% increase in capacity in Multnomah Neighborhood's corridors through the Mixed Use zoning project, thus there is no need for the Neighborhood Center

designation. 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,

Jan Hurst

7344 SW 27th Ave

Portland, OR 97219

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

MNA Land Use Committee, mnaLandUseCommittee@gmail.com

From: Planning and Sustainability Commission
Sent: Tuesday, November 04, 2014 10:02 AM
To: Kovacs, Madeline
Subject: FW: Environmental Zone Regulation Plans

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: Jan Hurst [mailto:gargouillade@aol.com]
Sent: Monday, November 03, 2014 11:43 PM
To: Planning and Sustainability Commission; Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnaLandUseCommittee@gmail.com
Subject: Environmental Zone Regulation Plans

To: Planning and Sustainability Commission
psc@portlandoregon.gov
1900 SW Fourth Ave.
Portland, Oregon 97201-5380

Re: Environmental Zone Regulation Plans
Proposed Draft 2035 Comprehensive Plan

I am requesting that Policies 8.9 through 8.17 (listed below) of the current Comprehensive Plan be added to Chapter 7, Environmental and Watershed Health, of the Proposed Draft 2035 Comprehensive Plan and that the existing environmental zone plans referenced in these policies be in full force and effect after the 2035 Comprehensive Plan is adopted. Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted similar requests. Please add this to the record.

Thank you,
Jan Hurst
7344 SW 27th Ave
Portland, OR 97219

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
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

From: Planning and Sustainability Commission
Sent: Tuesday, November 04, 2014 10:02 AM
To: Kovacs, Madeline
Subject: FW: Environmental Zone Regulation Plans

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Kyle Foreman
1245 SW 162nd Ave
Beaverton, OR 97006
October 27, 2014

Planning and Sustainability Commission
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

RE: City of Portland 2035 Comprehensive Plan – Addressing Light Pollution

Every year we lose a little piece of our night sky. Light pollution affects all of us.

Wouldn't it be amazing by 2035 that our children could look up into the sky from Portland and see the Milky Way?

Portland can announce to the world that we are going to reclaim our night sky and be a trendsetter by being the first major metro area to require tough lighting laws in accordance with <http://darksky.org/>

The dark sky map located here shows how light pollution affects our night sky:
<http://djlorenz.github.io/astronomy/lp2006/overlay/dark.html>

If you go in on Portland you can see how pollution is affecting our night sky. If we could reduce the red area to yellow the Milky Way would be visible in our skies.

Please require lighting design and encourage lighting practices that reduce the negative impacts of light pollution, including sky glow, glare, energy waste, impacts to public health and safety, disruption of ecosystems, and hazards to wildlife in current Policy 4.28.e.

Sincerely,



Kyle Foreman, Member
Rose City Astronomers

November 3, 2014

Portland Planning and Sustainability Commission
Comprehensive Plan Update
1900 SW 4th Ave, Suite 7100
Portland, OR. 97230

Re: Proposed zone change at 323 NE 156th Ave.

The attached letter and preliminary drawings of a Site Plan and Street view elevation are provided in support of this zone change. If you don't receive any mail or e-mails objecting to your proposed change you don't have to bother reviewing this dissertation.

The zone change will provide the unit density needed to make it economical to develop and also make street improvements feasible.

My transition to 55 and older will keep this Garden Court complex of multi-family flats from over burdening the adjacent school, while still allowing children for 20% of the units and very important, provide for Grandparents that have the responsibility of raising their grandchildren



Robert G. Rosholt
409 NE 156th Ave
Portland, OR. 97230

November 3, 2014

Proposed Zone Change at 323 NE 156th Ave, Portland, OR. 97230

In the late 60's my wife and I built the first 6 units of an eventual 18 unit Garden Court Multi-family complex on three Multnomah County Tax lots (TL 18,19,20) This was at a time when landlords openly discriminated against single mothers and couples with children. These lots were adjacent to Glenfair Grade School and these families were the very individuals we intended to serve.

In 1968 we purchased $\frac{3}{4}$ acres immediately south of our TL 18,19,20 and also adjacent to the Glenfair Grade School). This property at 403 NE 156th Ave was zoned multi-family and we planned to build a Management and Social Activity unit as well as another 6 unit multi-family building. Construction for the management unit and the complex's social activity unit was completed in 1976. Life got in the way of our proceeding with the additional 6-unit expansion of our Garden Court development for almost 40 years. During this period we continued to acquire adjacent property with plans for expansion of our original project. These included 411 N.E. 156th Ave, then 15606 N.E. Glisan, followed by 323 NE 156th Ave. Both 411 NE 156th and 15606 NE Glisan are currently zoned R2 which is ideal for Garden Court development. The 323 NE 156th property is proposed for a change to R2 on your Comprehensive Plan.

Your plan to change the zoning of 323 N Glisan from R7 to R2 is key to how and if this process continues for several reasons.

Note: I will attempt to purchase 408 NE 156th if it is rezoned R2. Combining the square footage with my lot at 15606 NE Glisan would yield enough units to make street improvements doable for that side of NE156th Ave.

1. I am committed to multi story flats (Woody Walk-Ups)
 - a. Flats are less of a problem for the aged or handicapped. Negotiating internal stairs all day within a unit. (i.e. bedrooms up and living area down.) is quite an impediment. For these folks.

- b. The infrequent trip up or down a flight of stairs to gain access to a unit is desired by many who feel this provides added security. They get on a waiting list to move to a lower unit when it becomes physically necessary
- c. Garden Courts allow for a sense of community to develop. The back yard get together that used to exist and welcomed all the surrounding neighbors is restored by a shared back yard (the center court.)experience.

Note: For 45 years we have enjoyed a community that encompasses all ages, many cultures and races. A very positive environment to live in and raise your children. The sense of community that develops results in a stabilizing affect. We are up to 4 generations living here. Many tenants who have left due to job or marriage have come back. Children who grew up here have come back as adults. We have had tenants live here more than 2 decades and one analysis my wife discovered our average tenancy lasted 17 years.

- 2. We live in a time when ,even with low interest rates on debt, it will cost more to build new units than my existing units are worth.
 - a. This dynamic drives higher and higher density developments that usually fail to achieve affordable units, These virtual mausoleums for individuals still alive merely warehouse people and disrupt adjoining neighborhoods with their cars.
 - b. The ability to stay at the low end of market is achieved in Garden Court Multi-family due to cost savings achieved from low turnover.

3.I started the process to develop this property last spring. I planned to accomplish this with a Planned Unit Development and spread the amenity bonus units I would achieve on my R2 property onto my R7 property and retain an enlarged center court. I was told I would still be limited to only 5 units on my property at 323 NE 156th. This didn't pencil out even before you added the street improvement costs. I was forced to abandon development on 323 NW 156th. I then proceeded with a plan to develop only my existing R2 property and avoid getting involved with the additional expensive street development I could no longer afford.

Your proposed zone change makes it possible to proceed with development. of 323 NE 156th. I intend to focus on a transition to 55 and older. This allows Grandparents raising grandchildren and up to 20% non 55 and older tenants. This should eliminate any increase pressure on the Glenfair Grade School from an increase student population, provide increased dwelling units for elderly and handicapped that do not want home ownership and are under served by desirable flats in the available market.



Robert G. Rosholt

409 NE 156th Ave.

Portland, OR. 97230



Homestead Neighborhood Association

3404 SW 13th Avenue
Portland, OR 97239

November 3, 2014

Planning and Sustainability Commission
psc@portlandoregon.gov
1900 SW Fourth Ave
Portland, Oregon 97201-5380

Re: Comprehensive Plan Testimony

Please consider the following positions taken by the Board of the Homestead Neighborhood Association on issues related to the Proposed Draft of the Comprehensive Plan:

1. OHSU and VAMC campuses should not be changed to Mixed Use zoning. Mixed Use zoning allows too many uses not related to institutional uses. The goals and policies of the Marquam Hill Plan should remain unchanged for the near future, but eventually there will be need to update it. Mixed Use would open the door to uses that would attract more vehicle trips through the neighborhood and on Terwilliger Parkway that will be much more difficult to control if not associated with one or two large institutions. It has never been the intention of the Marquam Hill Plan to open up the medical campuses to non-institutional employment or commercial enterprises nor should that be allowed without a rigorous planning process.
2. We are very concerned about Policy 1.15, which states that “the goals and policies of this Comprehensive Plan supersede any goals or policies of a community, area, or neighborhood plan that conflict with a goal or policy of this plan.” We need to be assured that all components of the Marquam Hill Plan, the Marquam Hill Design Guidelines, the Terwilliger Parkway Corridor Plan, and the Terwilliger Parkway Design Guidelines will remain in full force exactly as written and not be superseded by new Comprehensive Plan goals and policies. The existing plans and guidelines were developed through a rigorous planning process that involved all stakeholders and must not be superseded unless BP&S engages the same stakeholders to discuss exactly how the new goals and policies will change existing plans.

3. The Portland Parks & Recreation owned property (Tax ID R327753) between the gas station at 2800 SW Sam Jackson Park Rd. and Terwilliger Blvd. should be changed to Open Space zoning, not Mixed Use. It was originally part of Terwilliger Parkway and should eventually return to park use. We should not perpetuate a past bad decision to convert park property to commercial use. The PP&R owned parking lot at the Chart House restaurant (5700 SW Terwilliger Parkway) is also used for private parking but is zoned OS; if it works for one it should work for the other.

4. We support positions taken by SW Neighborhoods Inc. and Multnomah NA regarding the need to extend the comment period deadline beyond March 15th and the role of Neighborhood Associations.

Respectfully Submitted,



Edward L. Fischer
President Homestead N.A.

November 3, 2014

Planning and Sustainability Commission
1900 SW Fourth Ave
Portland, Oregon 97201-5380

To Whom It May Concern:

Re: Corner Lot Development

I am requesting that the specific language shown below be removed from the general description of land use designations on page GP10-8 the Proposed Draft 2035 Comprehensive Plan:

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 am also requesting that Section 33.110.240.E of the zoning code, that allows corner lots that are zoned RS or R7 to be rezoned to R2.5 if they are larger than 50 feet by 110 feet, be removed from the zoning code associated with the Proposed Draft 2035 Comprehensive Plan.

The Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted similar requests. Please add this to the record.

Thank you,

Travis Kindler
7216 SW 28th Ave
Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
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November 3, 2014

Planning and Sustainability Commission
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Portland, Oregon 97201-5380

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Thank you,



Nicole L Wilson
7216 SW 28th Ave
Portland, OR 97219

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
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Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

November 3, 2014

Dear PSC Members:

This letter is to register deep concern about **Proposed Change #297** to rezone the Broadmoor Golf Course. This proposed rezoning would convert a section of the Golf Course from Open Space to General Industrial 2.

This zone change would pave the way to construction of new industrial facilities directly on and adjacent to two areas (the Buffalo Slough and the Broadmoor Golf Course) that the city has designated as **Special Habitat Areas**¹.

In support, I reference the City's 2010 Draft Report on Inventory CS1: Buffalo Slough/ Peninsula Canal found here: <https://www.portlandoregon.gov/bps/article/248890>

This report states that the **Buffalo Slough** garners a **CS14.A and B—Special Habitat Area designation** for two reasons: it provides a wildlife connectivity corridor (C) and unique habitat function . . . because it is an active groundwater upwelling area (U).

Similarly, the **Broadmoor Golf Course** received a **CS28—Special Habitat Area designation**—because it provides unique migratory stopover habitat (M) and is an area of vital habitat to at-risk bat species (S);

This area is rich in wildlife species, both migratory and resident. From the Port of Portland's Fish & Wildlife Species Observations of the Buffalo Slough 2001-2008:

- 82% or 727 acres of this area ranked HIGH for providing riparian and wildlife habitats.
- 76 resident bird species were observed.
- A wide range of animals make their home there, including river otters and rabbits, painted turtles, tree frogs, coyotes, deer and beaver.

I live on the Buffalo Slough and can report that this area is a recovering treasure within the City. I have watched river otters teach their pups to crack mussels at the water's edge. I've seen cormorants dive repeatedly for fish and bald eagles swoop in to snag ducklings. I have documented dozens of species of migratory and native birds in this area that are unseen in the rest of Portland.

I also know that the City understands this is a special area, because you've directed many resources toward helping the Middle Slough to recover from its 50 year history of industrial dumping, groundwater contamination and other polluting practices. You have extensively studied the Slough, you've produced lengthy reports on the critical importance of its wetland habitats, and you've invested hundreds of thousands of taxpayer dollars to re-vegetate and improve water quality on the Slough.

Given these investments, I'm utterly flummoxed by this proposed zoning change. I understand the need to maintain good neighbor policies toward existing industrial sites on the Slough, but I simply cannot fathom why the City would encourage new industrial development on these two designated special habitat areas.

The City's report states that the primary source of water flow in Buffalo Slough is groundwater from the south. There are no tributaries to the Buffalo Slough and it is an active groundwater upwelling area.

¹ From: <https://www.portlandoregon.gov/bps/article/248890>. Special Habitat Areas (SHA) descriptions. SHAs contain unique features and provide critical wildlife habitat as describe in the Natural Resources Description section above. SHAs receive a high relative rank for wildlife habitat. The SHA ranking supersedes lower rankings generated by the GIS Model. Therefore, all Special Habitat Areas within the site rank high for wildlife habitat (CS1Map5).

The report states that: "More current contamination of the Buffalo Slough is the result of used motor oil spills, abandoned drums and other industrial uses. Types of pollutants found in the site included ethylbenzene, toluene, TPH, xylenes, metals, and cyanide sludge."

Further, the report suggests that chemicals could have been washed into the Buffalo Slough years ago or may have been recently introduced into sediments from "legacy sources." Legacy sources include upland sources that may become disturbed during construction activities.

So what do these dots connect? Buffalo Slough is a Special Habitat Area. It is fed by groundwater upwelling and its primary sources of groundwater are directly upland from the south.

Proposed Change #297 would encourage new industrial development on a steep slope directly south of and upland from the Buffalo Slough, an area that moreover features active groundwater upwelling.

I do not believe the City has the resources to ensure that new industrial development on this site will not re-pollute this fragile and recovering body of water. Impervious surfaces and new construction are documented sources of upland water contamination.

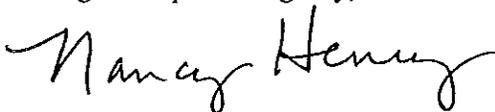
On a personal level, this area abuts my home and my neighbors' homes. We are a low density community. We are not a wealthy community. But we care about the quality of all life (including wildlife) in our neighborhood.

I would suggest that you, as individual members of this commission, conduct more due diligence before you make a final recommendation regarding Proposed Change #297. First, if you are not sufficiently informed about the Columbia Slough's history and its current ecological status, please read about it. You need to thoroughly understand this complex ecosystem. Second, come out and visit this neighborhood for yourself. Drop by at your convenience; let me and my family show you around. Over the past six years, my husband and I have planted dozens of trees and native plants that sequester toxins on both sides of the Buffalo Slough. We are intimately familiar with its cycles, its wildlife, and its struggles to recover within an urban landscape.

Buffalo Slough is a rich and vital wildlife habitat. If the city needs to build anything on the Buffalo Slough, you should build trails and create more open spaces there. But please, do not open the door to more industry. This is a raw deal.

If you need further proof, just study the sediments, where you can find written plainly the history of industry's effects on the Columbia Slough.

With great hope and urgency,



Nancy Henry

3261 NE Holland Court, Portland, OR 97211

503. 709. 0818

Planning and Sustainability Commission
Comprehensive Plan Update
1900 SW 4th Ave
Portland, OR 97201-5380

Subject: Comments on Proposed Change #330 in the Draft Comprehensive Plan

These comments are to supplement the oral testimony provided by Susan Schuster at the November 4, 2014 Public Hearing. We live at 1522 SE Clinton Street, and the residence we own would be directly impacted by proposed "Change 330". Change 330 would change our zoning from R-2 to Storefront Commercial. We would like to formally go on record as being opposed to this proposal.

As Susan expressed during her oral testimony, our primary concern with the proposed change to our zoning is the potential impact on affordable housing. One of the overarching goals in the Comprehensive Plan is to provide affordable housing for low and middle-income individuals and families. The area encompassed by Change #330 already fulfills that goal. Many of the houses in the area proposed for change are rented to college students, young singles, and lower income families. On the 1500 block of SE Clinton there are 3 retirees living on fixed incomes. There are 5 houses in the proposed rezoning area owned and managed by REACH Community Development specifically for low-income families. The 13 homes in the area proposed for zoning change provide housing for approximately 50 low to moderate-income individuals. To construct storefronts in the area in question would require tearing down houses. This would result in reduced and/or more expensive housing. A good example of newly constructed housing over commercial storefronts exists nearby on SE Division Street, where studio apartments rent for up to \$1,600 a month.

The following are additional reasons we oppose Change #330:

1. The stated purpose of the proposed change is to "Create a new mixed use area to meet neighborhood needs". As a long time residents of this neighborhood, we are perplexed as to what those needs might be. We currently can (and do) walk to virtually anything we need, including: a grocery store; natural food coop; convenience stores; hair salons; coffee shops; restaurants; taverns; music venues; opticians; and clothing stores to name a few. New shops are opening almost daily on SE Division St. Any needs not within walking distance are easily accessed by bicycle or mass transit. We do not need commercial rezoning for of our neighborhood to meet any of our needs.
2. The Storefront Commercial (CS) zone is "intended to preserve and enhance older commercial areas that have a storefront character". The area is predominately residential and there is not a "storefront character" to preserve. The area encompassed by proposed Change #330 is comprised of one remnant commercial building and 13 homes.
3. If there is a future need for commercial development, ample space zoned to allow such development already exists nearby. A large block of land that fronts SE Clinton Street from 12th Avenue to the middle of the 1400 block, extending south and east along the railroad right-of-way to 21st Avenue is zoned EG1. While EG1 designated primarily for industrially related uses, the Comprehensive Plan also states "Other commercial uses are also allowed to support a wide range of services and employment opportunities." That could include commercial storefronts.

4. The neighborhood is comprised of historic homes from the turn of the last century. Our house was built in 1885. The two houses next door to us date from 1898 and 1885 respectively. All 13 homes in Change #330 are of similar vintage (1885 – 1906). The proposed zoning change would encourage the destruction of these historic homes. This is a neighborhood of homes that is proposed for change, it is not vacant land! The City of Portland should zone to protect historic homes rather than to facilitate their destruction.
5. The neighborhood is trending residential and away from commercial. Numerous properties have been converted from commercial use into residences. An old storefront building at 1724 SE Clinton was recently converted into a home. Another former commercial property was converted to an apartment at 1501 SE Clinton. A large lumberyard adjacent to Change #330 closed a few years ago. This former commercial property was developed into the Tibbetts Village Condominiums, a complex of owner occupied townhomes. Additionally, 2 recent in-fills in the immediate vicinity are both single-family homes.
6. Commercial development would compound a parking shortage in the neighborhood. Commuters park in our neighborhood and catch buses into the city center. We also have vehicles parking in our neighborhood as a result of the recent commercial development on Division Street. When the new Clinton Street/12 Avenue Max station opens later this year, we will have additional commuters parking in our neighborhood, as TriMet is not providing any parking at the new station. Zoning for commercial development on Clinton Street will make an already crowded parking situation much worse.
7. SE Clinton Street is designated by the City of Portland as a Bicycle Boulevard/ Neighborhood Greenway. Greenways are intended to be "streets with low traffic volume and speed where bicycles, pedestrians and neighbors are given priority". Clinton Street has both the highest bicycle use and the highest traffic levels of any Portland neighborhood greenway, with up to 2400 cars per day according to a 2008 PBOT count. Since that count, the level of traffic on Clinton Street has increased dramatically in both volume and speed as a direct result of the recent construction and development associated with the Division Streetscape Project. Previous efforts by PBOT to slow traffic and discourage cut through traffic have been unsuccessful. (See #bikeloudpdx). Clinton Street is now heavily used to avoid the congestion on Division Street. Any additional commercial development on Clinton Street would further increase traffic and endanger an already compromised neighborhood greenway.

We commend the City's efforts to have an open and citizen involved planning process in the development of the Draft Comprehensive Plan. Unfortunately, we believe outreach was less than perfect. It would have been helpful if residents in our neighborhood were directly contacted early in the process, rather than when the draft was released. This would have provided opportunity for us to provide proactive input to the planning process. Unfortunately, a mailer informing us we would be affected was the first that anyone in our neighborhood knew about the proposed change. Most of our neighbors, some of whom lease their residences, received no notification what so ever. In visiting our neighbors living in the homes directly affected, they unanimously thought that proposed Change #330 was a poor idea and readily signed a petition to express their opposition. That petition is enclosed with this letter and is submitted as testimony.

For the reasons outlined above, it is important that proposed Change # 330 be reviewed prior to finalizing the Comprehensive Plan. We believe that an objective reexamination of this proposed change will reveal that it is not in the best interest of the residents of the neighborhood it is intended to benefit, will negatively impact affordable housing, and will further compromise a crowded neighborhood greenway.

Thank you for considering our concerns in this planning process. We are willing to discuss these issues with you further and can be reached at 541-733-3271 or the address below.



Steve Niles

Susan Schuster

1522 SE Clinton St.

Portland, OR 97202

cc: Mayor Charlie Hales
Commissioner Dan Saltzman
Commissioner Steve Novick

Petition to [action]

Petition to delete Proposed Change #330 from the Draft 2035 Comprehensive Plan.

We, the undersigned residents of the SE Clinton Street neighborhood urge the City of Portland to modify the Draft Comprehensive Plan to eliminate Proposed Change #330. We request that the Map Designation remain Medium Density Multi-Dwelling and the zoning remain R-2.

Printed Name	Signature	Address	Comment	Date
Jordan Niles		1522 SE Clinton St. Portland, OR 97202	lets keep our neighborhood! hood our neighborhood!	10/5/14
STEVEN NILES		1522 SE CLINTON PORTLAND 97202	DO NOT CHANGE OUR ZONING	10/5/14
CHRISTINE Cimcinsky		1521 SE CLINTON ST PORTLAND, OR 97202	KEEP CLINTON SMALL!!!	10/15/14
Yoni LAOS		1527 SE Clinton Portland, OR 97202	No BIG BUILDINGS! DON'T change ZONING	10/15/14
Molly Luba		1535 SE CLINTON PORTLAND, OREGON		10/15/14
Ed MARCELL		1606 SE Clinton BDX, OR 97202	Don't change zoning!!!	10/5/14
Rebecca Darling-Burke		2727 SE 16th Ave. Portland, OR 97202	No change to zoning!	10/5/14
Stephan Weiss		1537 SE Taggart St. Portland, OR 97214	NO Rezoning	10/5/14
Dawn M. Conner		1501 SE Taggart St PORTLAND OR 97202	KEEP OUR NEIGHBORHOOD NEIGHBORHOOD!	10/5/14
PAUL PARKER		1508 SE Clinton Portland OR 97202	No coffee shops/restaurants here, please. Keep affordable	10/5/14
Victor Johnson		1506 SE Clinton St Portland, OR 97202	DIVISION IS CLOSE ENOUGH	10/5/14
BENJAMIN MCGINN				

Petition to [action]

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Printed Name	Signature	Address	Comment	Date
Robin Helms	<i>Robin Helms</i>	1506 SE Clinton St Portland, OR 97202	Enough businesses within walking distance as it is	10/5/14
Patrick Huyter	<i>P. Huyter</i>	1436 SE Clinton Portland, OR 97202	The last time I left a 2 mi. Radius of my house was camping	10/5/14
Holly Myers	<i>Holly Myers</i>	1420 SE Clinton Portland, OR 97202	Our old house is beautiful, it needs to stay here!	10/5/14
Lynda Peel	<i>Lynda Peel</i>	1417 SE Clinton St PDX 97202	Family home w/ neighbors all around - residential community!	10/5/14
Tweelie Krals	<i>Tweelie Krals</i>	1431 SE Clinton St PDX 97202	don't need it here. My son older home	10/5/14
Wanda Kay Faust	<i>Wanda Kay Faust</i>			
Dave Sharp	<i>Dave Sharp</i>	1433 SE Clinton Portland, OR 97202		
Julie Patten	<i>Julie Patten</i>	1515 S.E. CLINTON ST PORTLAND, OREGON 97202	BAD IDEA RUINS NEIGHBORHOOD	10/5/14
SUSAN SCHUBERT	<i>Susan Schubert</i>	1522 SE Clinton St 97202		10/5/14



CONCORDIA
UNIVERSITY

November 3, 2014

Portland Planning and Sustainability Commission
c/o Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7000
Portland, Oregon 97201

Re: Portland Comprehensive Plan Update
Proposed Campus Institution Plan Designation

Dear Commissioners:

On behalf of Concordia University, I would like to provide comments on the proposed changes to the Comprehensive Plan relating to institutions, and in particular the proposed amendments relating to Campus Institutions.

As you may be aware, a coalition of colleges within the City of Portland has been formed to specifically address the land use challenges we face on all of our campuses. The adoption of new zoning and specifically the new Campus Institution (CI) Plan Designation appears to be a solid step in supporting our colleges, yet ensuring that we continue good planning that addresses the concerns of our surrounding neighborhoods.

Concordia University has been under an Impact Mitigation Plan (IMP) since 1997. We are currently in the process of amending our IMP to accommodate the Faubion School project, and are also underway with early programming and master planning for an update to our IMP for the next 20 years which we anticipate will be submitted in spring/summer of 2015. This is well in advance of the State of Oregon's anticipated 2017 acknowledgement of the new Comprehensive Plan. Because of the land use history and campus development that has occurred and is envisioned for Concordia University, it would be a significant hardship to eliminate or change regulations relating to IMPs without ensuring that nuances associated with the existing IMP are properly reflected in future land use regulations.

Draft Concept Report #1 outlines two potential ways that individual campuses would be regulated at the expiration of their existing Conditional Use Master Plan (CUMP) or IMP. Option 1 allows the university to choose whether to renew the CUMP/IMP or to apply to rezone the site to a campus institution zone, whereas Option 2 would mandate that apply to rezone the campus. We believe the City should consider a third option in which the City simultaneously rezones existing institutional campuses when the new plan designation is applied, while giving each institution the option to renew the CUMP or IMP upon its expiration.

We look forward to working with City Staff and the College Coalition as these amendments to the Comprehensive Plan Update and the campus institution implementing zones move forward. While we endorse the concept of the Campus Institution plan designation, the final details of the implementing zones will determine the ultimate effect of the land use regulations on existing institutions. Pending further refinement of campus institution implementing zones, it is unclear at this time whether the proposed zones would support the university's continued growth as predictably as our current IMP.

Please do not hesitate to contact me if you have any questions and/or need additional information regarding our campus and our university's benefits to the community.

Sincerely,

A handwritten signature in black ink, appearing to read "Dennis Stoecklin". The signature is fluid and cursive, with a large initial "D" and "S".

Dennis Stoecklin, CPA
Chief Financial Officer

Subject: Planning Commission: low income housing and parks
From: postcards <postcards@hevanet.com>
Date: 11/3/2014 7:46 PM
To: mayorhales@portlandoregon.gov, "nick@portlandoregon.gov"
<nick@portlandoregon.gov>, Amanda Fritz
<amanda@portlandoregon.gov>, Steve Novick
<Steve.Novick@portlandoregon.gov>, Dan Salzman
<dan@portlandoregon.gov>
CC: CAT Jensi Albright <jensi@oregoncat.org>, Cristina
<crisrina@oregoncat.org>

Dear Commissioners,

I'm a long time member of the Community Alliance of Tenants. They just informed their membership that there's a hearing tomorrow in the Planning and Sustainability Office. I'm not sure which Commissioners will be there, and, as I cannot attend myself, I am hereby submitting my comments.

Could you please submit these written comments as testimony to tomorrow's hearing?

Please be sure to include safe low-income housing, employment opportunities and training programs, and affordable grocery stores in Portland neighborhoods! Also, in my own North Tabor Neighborhood, there are no decent parks. There is a small bluff park which older people like myself cannot enjoy because it's almost vertical. There is about a 1/2 lot of level space there, right next to a house, so it's not a "real" park. There is a ballpark on Halsey & 57th, which is the closest park to me. But it's mostly ball fields and a dog park with a children's play area and a small picnic area. It's nearly a mile from where I live, too, so I almost never walk there. I do not have a car, and it takes me a MAX and a bus ride to get to

Laurelhurst Park, so I usually don't go there, either.

When I lived at 1705 SE Morrison, I could walk to Col. Summers Park. I would love a park similar to it, here in the North Tabor Neighborhood.

Sincerely,

Marian Drake

CAT member, 97213

cc: Community Alliance of Tenants

November 3, 2014

Portland Planning and Sustainability Commission
Comprehensive Plan Update
1900 SW 4th Ave, Suite 7100
Portland, OR. 97230

Re: Proposed zone change at 323 NE 156th Ave.

The attached letter and preliminary drawings of a Site Plan and Street view elevation are provided in support of this zone change. If you don't receive any mail or e-mails objecting to your proposed change you don't have to bother reviewing this dissertation.

The zone change will provide the unit density needed to make it economical to develop and also make street improvements feasible.

My transition to 55 and older will keep this Garden Court complex of multi-family flats from overburdening the adjacent school, while still allowing children for 20% of the units and very important, provide for Grandparents that have the responsibility of raising their grandchildren



Robert G. Rosholt
409 NE 156th Ave
Portland, OR. 97230

November 3, 2014

Proposed Zone Change at 323 NE 156th Ave, Portland, OR. 97230

In the late 60's my wife and I built the first 6 units of an eventual 18 unit Garden Court Multi-family complex on three Multnomah County Tax lots (TL 18,19,20) This was at a time when landlords openly discriminated against single mothers and couples with children. These lots were adjacent to Glenfair Grade School and these families were the very individuals we intended to serve.

In 1968 we purchased $\frac{3}{4}$ acres immediately south of our TL 18,19,20 and also adjacent to the Glenfair Grade School). This property at 403 NE 156th Ave was zoned multi-family and we planned to build a Management and Social Activity unit as well as another 6 unit multi-family building. Construction for the management unit and the complex's social activity unit was completed in 1976. Life got in the way of our proceeding with the additional 6-unit expansion of our Garden Court development for almost 40 years. During this period we continued to acquire adjacent property with plans for expansion of our original project. These included 411 N.E. 156th Ave, then 15606 N.E. Glisan, followed by 323 NE 156th Ave. Both 411 NE 156th and 15606 NE Glisan are currently zoned R2 which is ideal for Garden Court development. The 323 NE 156th property is proposed for a change to R2 on your Comprehensive Plan.

Your plan to change the zoning of 323 N Glisan from R7 to R2 is key to how and if this process continues for several reasons.

Note: I will attempt to purchase 408 NE 156th if it is rezoned R2. Combining the square footage with my lot at 15606 NE Glisan would yield enough units to make street improvements doable for that side of NE156th Ave.

1. I am committed to multi story flats (Woody Walk-Ups)
 - a. Flats are less of a problem for the aged or handicapped. Negotiating internal stairs all day within a unit. (i.e. bedrooms up and living area down.) is quite an impediment. For these folks.

- b. The infrequent trip up or down a flight of stairs to gain access to a unit is desired by many who feel this provides added security. They get on a waiting list to move to a lower unit when it becomes physically necessary
- c. Garden Courts allow for a sense of community to develop. The back yard get together that used to exist and welcomed all the surrounding neighbors is restored by a shared back yard (the center court.)experience.

Note: For 45 years we have enjoyed a community that encompasses all ages, many cultures and races. A very positive environment to live in and raise your children. The sense of community that develops results in a stabilizing affect. We are up to 4 generations living here. Many tenants who have left due to job or marriage have come back. Children who grew up here have come back as adults. We have had tenants live here more than 2 decades and one analysis my wife discovered our average tenancy lasted 17 years.

- 2. We live in a time when ,even with low interest rates on debt, it will cost more to build new units than my existing units are worth.
 - a. This dynamic drives higher and higher density developments that usually fail to achieve affordable units, These virtual mausoleums for individuals still alive merely warehouse people and disrupt adjoining neighborhoods with their cars.
 - b. The ability to stay at the low end of market is achieved in Garden Court Multi-family due to cost savings achieved from low turnover.

3.I started the process to develop this property last spring. I planned to accomplish this with a Planned Unit Development and spread the amenity bonus units I would achieve on my R2 property onto my R7 property and retain an enlarged center court. I was told I would still be limited to only 5 units on my property at 323 NE 156th. This didn't pencil out even before you added the street improvement costs. I was forced to abandon development on 323 NW 156th. I then proceeded with a plan to develop only my existing R2 property and avoid getting involved with the additional expensive street development I could no longer afford.

Your proposed zone change makes it possible to proceed with development. of 323 NE 156th. I intend to focus on a transition to 55 and older. This allows Grandparents raising grandchildren and up to 20% non 55 and older tenants. This should eliminate any increase pressure on the Glenfair Grade School from an increase student population, provide increased dwelling units for elderly and handicapped that do not want home ownership and are under served by desirable flats in the available market.



Robert G. Rosholt

409 NE 156th Ave.

Portland, OR. 97230



Real Estate and Construction

November 3, 2014

Mr. Andre Baugh, Chair
City of Portland Planning and Sustainability Commission
City of Portland Bureau of Planning and Sustainability
1900 SW Fourth Avenue, Suite 7000
Portland, OR 97201

Re: Proposed Comprehensive Plan ("Plan") Amendments; Proposed Policies 6.53-6.58

Dear Chair Baugh and Members of the Commission:

I am writing this letter on behalf of Providence Health & Services - Oregon to comment on the proposed Plan policies. The purpose of the proposed Plan policies is to recognize and support campus institutional uses, including medical centers. Providence appreciates the City's recognition of the importance of campus institutions in supporting the region's economy.

There are several issues Providence would like the Commission to consider before making a recommendation to the Portland City Council.

1. The Plan policies should expressly state that existing Conditional Use Master Plan ("CUMP") decisions remain valid pursuant to the terms of a CUMP approval.

In the case of the Providence Portland Medical Center CUMP, Providence spent a considerable amount of time seeking approval for this 10 year master plan. Providence's capital plan is based upon the CUMP approval. CUMP approvals should remain valid and unaffected by land use regulation changes. Providence does not want the Providence Portland Medical Center uses and development to become nonconforming. The proposed Plan policies should include specific implementation direction that existing CUMP decisions shall remain valid.

2. Medical institutions should have the option of retaining and using the CUMP process or seeking a quasi-judicial zoning map amendment.

The CUMP process has a number of benefits, including not constituting a post-acknowledgment amendment to the City's acknowledged land use regulations. Unless the City's Transportation System Plan ("TSP") is amended to reflect the proposed Plan policies supporting campus institutions, an applicant for a quasi-judicial map amendment will be

Mr. Andre Baugh, Chair
November 3, 2014
Page 2

required to address the Transportation Planning Rule ("TPR"). This places a substantial burden on a quasi-judicial applicant to solve what are, in many cases, region-wide transportation issues.

The proposed Plan policies should include specific direction that they may be implemented either through the CUMP process, or a quasi-judicial map amendment, at the Applicant's choice.

3. The City should adopt the proposed Plan policies and the land use regulations concurrently.

While Providence supports the proposed Plan policies acknowledging the importance of campus institutions to the region's economy, once the Plan policies are adopted and acknowledged, the City will implement those policies with land use regulations. These land use regulations as adopted may not be satisfactory to campus institutions. Therefore, because implementation is so important, the City should act on the proposed Plan policies and the implementing land use regulations concurrently so that all of the affected parties, including neighbors, have an opportunity to review and comment on the entire amendment package.

Please place this letter in the official file for this legislative amendment and provide me with written notice of the Commission's recommendation to the Portland City Council.

Very truly yours,



Dana White

Cc: Ms. Karen Weylandt (via email)
Ms. Marty Stiven (via email)
Mr. Michael C. Robinson (via email)

From: Planning and Sustainability Commission
Sent: Tuesday, November 04, 2014 11:47 AM
To: Kovacs, Madeline
Subject: FW: Proposed Change #297

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: PDX Comp Plan
Sent: Tuesday, November 04, 2014 11:44 AM
To: Planning and Sustainability Commission
Subject: FW: Proposed Change #297

From: Thomas Reider [mailto:reiderthomas@yahoo.com]
Sent: Monday, November 03, 2014 10:08 AM
To: PDX Comp Plan
Subject: Proposed Change #297

We are not in favor of Proposed Change #297. In our opinion you are choosing a lightly populated residential area where the opposition to the proposal might be scant. Shame on you! The Buffalo Slough should remain protected. It is one of Portlands hidden gems. We are:
Thomas W Reider and Jill DeRosa
3544 NE Hancock St
Portland, Or 97212

From: Planning and Sustainability Commission
Sent: Tuesday, November 04, 2014 11:46 AM
To: Kovacs, Madeline
Subject: FW: [User Approved] Proposed Change #297

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
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-----Original Message-----

From: PDX Comp Plan
Sent: Tuesday, November 04, 2014 11:41 AM
To: Planning and Sustainability Commission
Subject: FW: [User Approved] Proposed Change #297

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

From: Andrea Baker [mailto:andrea@abpup.com]
Sent: Monday, November 03, 2014 3:02 PM
To: PDX Comp Plan
Subject: [User Approved] Proposed Change #297

I am writing to address the plan to rezone the Broadmoor Golf Course. I'm not a golf player, but I am an advocate for urban open spaces and wildlife protection. The City has designated this as a Special Habitat area deserving of extra protection. After investing significant time and resources into protecting the Slough, it seems counterproductive and downright curious why the city would want to approve the re-polluting of an area it already took efforts to preserve. As Portland continues to draw people from around the country due, in part, to our concern for the environment, it seems to me that the city would want to make every effort to protect the trails and open spaces we already have. Please, for the sake of a healthy and concerned Portland, don't rezone the Broadmoor Golf course to industrial uses.

Thank you for listening.

Andrea Baker
10512 NW 4th St.
Portland, OR 97231

From: Planning and Sustainability Commission
Sent: Tuesday, November 04, 2014 11:47 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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From: PDX Comp Plan
Sent: Tuesday, November 04, 2014 11:43 AM
To: Planning and Sustainability Commission
Subject: FW: Comprehensive Plan Testimony

From: hillin jones [mailto:hillinj@yahoo.com]
Sent: Monday, November 03, 2014 11:58 AM
To: PDX Comp Plan
Subject: Comprehensive Plan Testimony

Proposed Change #297 - rezone a section of Broadmoor Golf Course to IG2 - Industrial

The Portland Planning Commission

To whom it may concern,

I've been a public artist, college professor, contractor, golfer, and conservationist in Portland since 1976. I moved here with the fertile hope of all those possibilities coupled with access to nature, the intimacy of a small town and the benefits of living in a culturally diverse city. I didn't have to drive for hours to see a V of swans migrating south, eagles nesting, or wonder at the scars from the Missoula Flood on the walls of the Columbia River.

What has distinguished Portland from so many other developed urban centers has been its ability to combine access to natural spaces with urban living. We have the largest city park in the nation, Forest Park. Our many inner city golf courses mirror the natural state of Forest Park - Eastmoreland Golf Course and Broadmoor Golf Course quickly come to mind. These wetland and natural spaces are public and, versus private membership only, are available to anyone. They are also a much needed habitat for the hundreds of varieties of birds, bees and animals vital to the health of our city environment.

Storm water run-off and flood control has been everywhere in the news lately with good reason, and our recent storms have underlined the concern. The recent construction of the big pipe for storm water management, bio-swale construction citywide, the campaign to disconnect rainwater downspouts from city sewers, all point to the wisdom of letting rainwater soak back into the ground to control sewage spilling directly into our rivers and to recharge our depleted aquifers.

The entire flood plain of the Columbia Slough is not only irreplaceable habitat for thousands of year round and migrating birds, it is historic flood and storm control for the Columbia River. You do not need to be a scientist to look at the Columbia River and realize paving its flood plains and banks with concrete for industrial use is a tragic use of the land. The many flood plains and sloughs evolved over millennia to allow water to be reabsorbed by the ground. These wetlands were also perfect breeding grounds for diverse wildlife. It is unique for our city to have a national reputation for wildlife diversity. I would encourage you all to take a fall walk around the Broadmoor Golf Course. It's free to walk on soft ground, easy on your joints and inspiring to see the thousands of migrating geese, swans, ducks, herons and even pelicans, that crowd the sky and slough. It will be a rare experience you will remember for a very long time. Leaving the ground open to replenish our challenged water reserves will be a decision which your children will remember long after the few dollars gained by taxes will have been spent and forgotten.

Thank you for your time and consideration.

My regards,

Hillin Jones
3614 SE 13th Ave
Portland, Or. 97202

From: Planning and Sustainability Commission
Sent: Tuesday, November 04, 2014 11:46 AM
To: Kovacs, Madeline
Subject: FW: Reference Proposed Change # 297 to rezone a section of the Broadmoor Golf Course to IG2-Industrial

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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From: PDX Comp Plan
Sent: Tuesday, November 04, 2014 11:42 AM
To: Planning and Sustainability Commission
Subject: FW: Reference Proposed Change # 297 to rezone a section of the Broadmoor Golf Course to IG2-Industrial

From: David Pyle [mailto:david.pyle@torchlightpr.com]
Sent: Monday, November 03, 2014 5:44 PM
To: PDX Comp Plan
Subject: Reference Proposed Change # 297 to rezone a section of the Broadmoor Golf Course to IG2-Industrial

Hi all,

Name: David Pyle
Address: 2220 NW Johnson St, Portland, OR, 97210

I wanted to chime in to voice my opinion on the issue. While rezoning this area may be tempting, it is your job to consider the impact to the entire area at-large. Residential homes and the surrounding natural areas will be unduly affected by this change. affecting both the quality of the life of Portland residents and potentially endangered wildlife areas.

Please count my opinion as firmly opposed to rezoning the area to industrial.

Thanks for your time,
David

David Pyle
Creative Strategist
971.533.5063
www.torchlightpr.com

11/3/15

Dear Sir/Madam

I am the owner of record for the following properties:

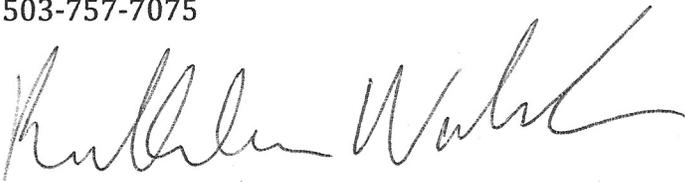
6805 S.E. 82nd Ave
6819 S.E. 82nd Ave
6829 S.E. 82nd Ave
8132 SE Cooper Ave

This is to notify you on the record that I object to the proposed change in zoning of my above properties from Urban Commercial to Mixed Use Civic Corridor.

Accordingly, legal council will be contacting you on my behalf about this matter in the future.

Sincerely,

Kathleen Walsh Penn
503-757-7075



From: Planning and Sustainability Commission
Sent: Monday, November 03, 2014 10:49 AM
To: Kovacs, Madeline
Subject: FW: PSC Comprehensive Plan Testimony

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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From: Ciaran.Little@CH2M.com [mailto:Ciaran.Little@CH2M.com]
Sent: Sunday, November 02, 2014 2:09 PM
To: Planning and Sustainability Commission
Subject: PSC Comprehensive Plan Testimony

To whom it may concern,

I wish to state my opposition to the current plan to change the current R5 designation to CU on the residential properties on the south side of SE Caruthers between SE Cesar Chavez Blvd and and SE 35th Place.

As a home owner on the south side of SE Caruthers I am greatly concerned that a “Mixed Use – Urban Center” designation would greatly affect the neighborhood to its detriment. This is the only part of the entire Richmond neighborhood where this situation exists.

The impact of the Richmond Flats project has already done enough damage in the neighborhood and I would urge you not to allow commercial development to creep into this fantastic residential area.

Regards,

Ciarán Little

3736 SE Caruthers St,
Portland, OR 97214
Cell: 503 705 5077
Email: ciaran.little@ch2m.com

From: Planning and Sustainability Commission
Sent: Monday, November 03, 2014 10:51 AM
To: Kovacs, Madeline
Subject: FW: [User Approved] Comprehensive Plan Testimony

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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From: Andrew Miller [mailto:ahm@wahkeena-int.com]
Sent: Sunday, November 02, 2014 7:33 PM
To: Planning and Sustainability Commission
Subject: [User Approved] Comprehensive Plan Testimony

I oppose the plan to change the zoning to single family in the vicinity of my property at 10211 N Lombard St. I think Portland should allow higher density development in areas close to the city. The area is served by mass transit and suited for higher density development.

Regards,
Andrew Miller

Kathy Fuerstenau
4930 NE 73rd
Portland, OR 97218

November 2, 2014

To Planning and Sustainability Commission

RE: 2035 Comprehensive Plan

I have read the 2035 Comprehensive Plan proposed draft 2 ½ times and have found that I agree with many of the policies and goals that have been proposed. I appreciate the opportunity to make additional comments before a final plan is drafted.

There are only two sections that I will be commenting on at this time; Industrial Land Acquisitions and List of Significant Projects.

Industrial Land Acquisitions-

Policy 6.50, Public facilities and land acquisition. Limit the use of prime industrial Land for parks or other non-industrial public facilities. How would you categorize the use the word “prime”? In the Cully neighborhood there are industrial zoned properties that abut open space areas like Whitaker Ponds, Colwood Golf Course and Thomas Cully Park. Policy 6.50 could prevent the expansion of these areas if the opportunity to acquire adjacent industrial property ever presented itself. If an industrial property owner wanted to sell his property to be converted into Open Space or Park area, would putting these limits on the land prevent this transaction? I understand the need to preserve industrial areas but I also hope that a more flexible and less restrictive approach would be considered.

List of Significant Projects-

As you may already be aware, over 1/3 of Cully neighborhood streets are classified as substandard with no curbs or sidewalks. **Cully has a substandard street percentage of a whopping 35.9% versus the City at 18.8%, and a standard street percentage of only 55.4% versus the City at 77.9% and unimproved street percentage of 9% versus the City at 3%.**

This large neighborhood of over 13,000 residents has to accommodate the growing influx of a diversified population, and desperately needs improved streets and sidewalks, adequately sized schools, parks with amenities, a community center and a safe means to get there.

I encourage your continued support of all the projects currently listed and specifically Map ID # 40010 (construct sidewalks etc. on 60th) and 40012 (construct sidewalks etc. on 72nd) on the List of Significant Projects. I would like to recommend 3 other crucial projects be added to the list.

1. NE Columbia Boulevard at 75th
 - a. Description: There is no safe pedestrian connection between Thomas Cully Park and Colwood Nature Park. A railroad track separates the two properties and there are no sidewalks on Cully Blvd (the adjacent street that connects Killingsworth and Columbia Blvd) to safely traverse from one park to the other.
 - b. Project Requested: Construct a pedestrian bridge across Columbia Blvd from Thomas Cully Park to Colwood Nature Park.

2. NE Alberta Street from 42nd Avenue to Cully Boulevard
 - a. Description: This neighborhood greenway lacks sidewalks and bike lanes. It connects two proposed neighborhood centers (currently Our 42nd Ave and Cully Blvd Alliance Neighborhood Prosperity Initiatives) and provides access to Khunamokwst Park, Cully's only fully developed park.
 - b. Project Requested: Build sidewalks and bike lanes.

3. NE Cully Boulevard at Mason Street
 - a. Description: Unsafe pedestrian crossing. There are no pedestrian crosswalks between Fremont to Prescott along 57th/Cully Blvd. There have been a number of crashes at this location—several involving pedestrians. A 2013 report by Mark Haines of PBOT recommended placing this on the CIP list and prioritizing it.
 - b. Project Requested: A marked crosswalk with a center pedestrian refuge island and either a rapid flash beacon or a HAWK signal.

Thank you for your consideration,



Kathy Fuerstenau

From: Planning and Sustainability Commission
Sent: Tuesday, November 04, 2014 11:48 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony #297

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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

From: PDX Comp Plan
Sent: Tuesday, November 04, 2014 11:44 AM
To: Planning and Sustainability Commission
Subject: FW: Comprehensive Plan Testimony #297

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

From: Carol Tabb [mailto:yerma4@comcast.net]
Sent: Sunday, November 02, 2014 10:01 AM
To: PDX Comp Plan
Subject: Comprehensive Plan Testimony #297

--As a native Portlander and Multnomah County homeowner and more specifically, a taxpayer, I am EXTREMELY concerned and dismayed by the prospect of losing hard-won ground in our efforts to restore our city's waterways -- more specifically, our Buffalo Slough.

-- Why would we discard a vital Special Habitat Designation?

-- A clean environment is why PEOPLE WANT TO LIVE HERE!

Please, let's build trails and observation sites--not more bird killing runoffs!

A Very Concerned Citizen,

Carol Tabb
3036 NE 61st Ave
Portland, OR. 97213

MEETING ROOM HOLDINGS, INC.

Nov 1, 2014

Planning and Sustainability Commission
c/o Bureau of Planning and Sustainability
City of Portland
1900 SW Fifth Ave., Suite 7100
Portland, OR 97201-5380

Re: Comments on Comprehensive Plan Proposed Draft Map

Dear Commissioners:

Meeting Room Holdings, Inc. owns five contiguous parcels (R267986, R267987, R 267988, R268176, R268177) at 8738 SE 19th Avenue in Southeast Portland (the "Property"). The Property is currently zoned Residential 2,500, with an underlying Comprehensive Plan designation of R 2.5. No change is proposed under the Comprehensive Plan Proposed Draft Map. However, for the reasons set forth below, we urge the Commission to consider a comprehensive plan designation that would allow for a higher density of residential development, with a corresponding High Density Residential ("RH") zone.

A. A higher density designation is warranted because the Property is close proximity to urban amenities necessary to support a higher density residential use, and adjacent to existing high-density residential uses.

The Property is located in close proximity to TriMet bus lines, near the Springwater Corridor and Johnson Creek Park, and within several blocks of the Portland-Milwaukie Light Rail line. Consistent with the City's Healthy Connected City Strategy, this would provide Portlanders the opportunity to live in a complete community that offers a mix of desirable services and opportunities. The Property is ideally located near active transportation, open spaces, high-quality schools and various services and amenities that would enhance the general quality of life for residents. Moreover, the Property is located adjacent to existing multi-family units, making the location appropriate for more intense residential development.

B. A higher density designation is consistent with the City's goal to provide a diverse and expanding housing supply.

The Comprehensive Plan Proposed Draft notes that about 122,000 new households are expected in Portland between 2010 and 2035. Oregon's Statewide Planning Goals and Metro's Housing Rule require the City of Portland to provide adequate land and plan for a range of housing types that can meet the diverse housing needs of various types of households. Consistent with that direction, the City's proposed housing policies aim to "maintain sufficient residential development capacity to accommodate Portland's projected share of regional household growth" (Policy 5.1) and "strive to capture at least 25 percent of the seven-county region's residential growth." A higher density designation of the Property is consistent with those goals and policies.

We appreciate the opportunity to provide comments on the Comprehensive Plan Proposed Draft Map, and thank you in advance for your thoughtful consideration of our comments.

Sincerely,



John Brandsen
Board Member, Meeting Room Holdings Inc

From: Planning and Sustainability Commission
Sent: Monday, November 03, 2014 10:48 AM
To: Kovacs, Madeline
Subject: FW: PSC Comprehensive Plan Testimony

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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

From: Kirsten Davis [mailto:isabeast@gmail.com]
Sent: Saturday, November 01, 2014 5:42 PM
To: Planning and Sustainability Commission
Subject: PSC Comprehensive Plan Testimony

Dear Portland Planning and Sustainability Commission,

Thank you for the information you have sent me regarding the proposed changes to area around Powell and 33rd Ave. I live at 3646 SE 33rd Ave, 97202.

I am not at all opposed to the proposed changes in land use and think that filling in existing city areas makes a lot more sense than expanding ever outward. My comments/concerns are regarding my love of trees, especially the great, old trees like the ones in older neighborhoods and in NW Portland.....and really all over Portland. I am grateful on a daily basis for the vision of those who planted those trees so long ago. My hope is that the city planners will provide for the possibility of more old and grand trees in the future by building into the infrastructure large enough spaces for a tree to become large as those old Portland trees have become. In fact, I am impressed at how small the spaces are that so many large old trees seem to be thriving in, so it doesn't take that much space to begin with. I hope that the planners will provide spaces at least that large as they build and improve on various areas in Portland. It would be a profound disappointment to me if they provided the smallest tree wells they could get away with, thinking that they would plant only small-scale trees in them in their effort to use that space for buildings and other infrastructure.

Trees, large and grand ones that can live to a significantly old age, are the real soul and spirit of a place. Without them, a city would suffer a poverty of spirit and inspiration to its inhabitants. I admire Portland's trees on a daily basis and don't take them at all for granted. They are part of why I love living here. Without them, Portland would be just another depressing city cut off from the grandeur of the natural world.

I really think that a city can be judged by the grandeur of its trees--they speak uniquely to the vision and

imagination of those who built and live there, and promote in the population a sensitivity and desire to maintain a livable environment. When people find inspiration where they live, crime and indifference to the environment decrease. Grand city trees provide such inspiration even to those who may not realize as consciously as others the role the trees play in their daily life. And lest I be misunderstood, I am not only speaking of the need for trees in parks, but am speaking of the street trees just as much.

It is my hope that you will all be sensitive to the space you provide for trees as you move forward with your plans for this and all areas of Portland under development. The space you provide for trees is one and the same as the space you provide for the spirit and imagination of all Portlanders.

Thank you for your consideration of these comments,

Sincerely,
Kirsten Davis

From: Planning and Sustainability Commission
Sent: Monday, November 03, 2014 10:49 AM
To: Kovacs, Madeline
Subject: FW: Final Hearing on Comprehensive Plan

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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From: Meg Ruby [mailto:megruby@gmail.com]
Sent: Saturday, November 01, 2014 5:59 PM
To: Planning and Sustainability Commission
Cc: Commissioner Fritz; Commissioner Novick; Commissioner Fish; Commissioner Saltzman
Subject: Final Hearing on Comprehensive Plan

Dear Planning and Sustainability Commission members,

My name is Meg Ruby. I am a citizen of Portland. I am writing to urge you continue to stand up for our fair green city, so that we may continue to be a healthy place for people and wildlife. Specifically, I write in support of the Audubon Strategy for Addressing Industrial Land Demand. Here is a link to that plan audubonportland.org/files/urban/11-point-plan/

-It is unnecessary and completely unacceptable in the name of identifying more industrial land to destroy critical natural areas and 'openspace' on West Hayden Island and along the Columbia Slough.

-The city has already identified and can clean up existing 'brownfields' and can maximize the use of existing industrial lands. This is a much more green and sustainable solution

-In no way is the destruction of 'openspace' and natural areas even remotely necessary.

-It is not acceptable and I ask you not to restrict the city's ability to place environmental regulations on riverside industrial lands – these are some of our most important and degraded fish and wildlife habitat;

- The city should focus on cleaning up its more than 900 acres of contaminated 'brownfields', intensifying use of its existing industrial land-base, and preventing industrial landowners from converting their land to other uses.

In closing, I ask the Planning and Sustainability commission to review and restore natural resource policies that were removed or weakened from the January 2013 Draft.

Thank you for your attention to this matter.

Sincerely,

Meg Ruby
3218 SE Tibbetts Ave.
Portland, OR 97202

From: Planning and Sustainability Commission
Sent: Tuesday, November 04, 2014 11:48 AM
To: Kovacs, Madeline
Subject: FW: Buffalo Slough redesignation

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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From: PDX Comp Plan
Sent: Tuesday, November 04, 2014 11:46 AM
To: Planning and Sustainability Commission
Subject: FW: Buffalo Slough redesignation

From: Francie Lindner [mailto:lindnerf12@gmail.com]
Sent: Saturday, November 01, 2014 11:11 AM
To: PDX Comp Plan
Subject: Buffalo Slough redesignation

I have lived in the Buffalo Slough Special Habitat area for 26 years and am extremely concerned about the new plan for Broadmoor Golf Course (Plan # 297). I understand that Portland is growing and we need to find areas for industrial expansion, but not in the special habitat areas that have been previously designated as CS14A and B. Changing the zoning to General Industrial 2 (IG2) goes against the forward-thinking environmental planning that has given Portland its strong reputation for protecting wildlife, ground and surface water resources.

We all are aware of the industrial contamination that has plagued natural environments across the country. This is just one more example of poor city planning. I care deeply that we protect our natural resources and I vote. It would be a backward decision to change the zone designation from Open Space to General Industrial 2. Let's save the natural environment that now exists in this Special Habitat Area.

--
Francie Lindner

3334 NE 42nd Avenue
Portland, OR 97213
503-201-1800 (Cell)
lindnerf12@gmail.com

From: Planning and Sustainability Commission
Sent: Tuesday, November 04, 2014 11:48 AM
To: Kovacs, Madeline
Subject: FW: Rezoning Broadmoor Golf Course

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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From: PDX Comp Plan
Sent: Tuesday, November 04, 2014 11:45 AM
To: Planning and Sustainability Commission
Subject: FW: Rezoning Broadmoor Golf Course

From: Changhua Wang [mailto:Changhua.Wang@educationnorthwest.org]
Sent: Saturday, November 01, 2014 8:26 PM
To: PDX Comp Plan
Subject: Rezoning Broadmoor Golf Course

Dear Sir or Madame,

I have been working in downtown Portland for over 20 years and often play golf with my friends at Broadmoor Golf Course. I was shocked to hear that there is a plan to rezone part of the golf course as an industrial area. The golf course is a great habitat for wild lives as we see them each time we play golf there. That course is also a few open spaces left in that area. With the population growth in Portland, that area, so close to downtown Portland, should be developed into a residential area rather than an industrial area. There are many middle and low-income families living there. Shall we do more to make their neighborhood more livable? Putting more industrial facilities in that area will ruin their neighborhood and reduce their property value further. I hope the city will reconsider the plan. Thank you for listening.

Changhua Wang, Ed.D.
Senior Program Advisor
Education Northwest
101 SW Main St., Suite 500
Portland, Oregon 97204-3213
Phone: (503) 275-9567
Fax: (503) 275-0443

Email: Changhua.Wang@educationnorthwest.org
Website: www.educationnorthwest.org



Southwest Neighborhoods, Inc.

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

www.swni.org

October 31, 2014

Portland Planning and Sustainability Commission
Comprehensive Plan Update
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201

Re: PSC Comprehensive Plan Testimony

Dear Portland Planning and Sustainability Commission:

Thank you for the opportunity to review Portland's Proposed Draft Comprehensive Plan Goals and Policies dated July 2014. Southwest Neighborhoods, Inc. (SWNI) has distributed information to its 17 neighborhood associations and member business associations, and SWNI hosted a Comprehensive Plan workshop on September 30 to provide an opportunity for citizens to discuss key points.

SWNI especially wants to thank Joan Frederiksen, West District Liaison, Bureau of Planning and Sustainability (BPS) for her explanations about the draft Comprehensive Plan and helpful assistance in answering questions from our residents and neighborhood associations.

The following comments are based on motions approved by the SWNI Board of Directors on October 22, 2014. They are arranged in the order that the topics appear in the comprehensive plan and are not in priority order.

SWNI requests that the Bureau of Planning and Sustainability provide the details for the new mixed use zoning designations and the new campus institutional zoning as soon as possible, and that the Planning and Sustainability Commission extend the hearings of the Comprehensive Plan or that the record of the hearings be left open for at least 90 days following the release of the provisions of these definitions. Without the definitions and the deadline extension, the citizens and neighborhood associations will not be able to evaluate the impacts of the proposed new zoning designations. SWNI sent a letter on September 5, 2014 requesting an extension, as did many other neighborhood associations, but the recent announcement that the written comment period for the goals, policies and land use map will remain open until March 13, 2015 is not sufficient for this purpose.

Chapter 1, The Plan and Guiding Principles

- SWNI is concerned about language in Policy 1.15 that states the updated Comprehensive Plan supersedes any goals or policies of a community, area or neighborhood plan that conflicts with a goal or policy of this plan. SWNI requests that, before the close of the written comment period, all area, district, neighborhood and environmental plans be compiled and included as an appendix in the Comprehensive Plan and be considered to have the same force and effect of the plan itself.

Chapter 2, Community Involvement

- SWNI requests a more specific definition of “community involvement” with regard to land use and other issues. The Comprehensive Plan must maintain the current standing of Neighborhood Associations in planning, land use, and development processes. Add a Glossary definition of “Neighborhood Associations” as defined by geographic boundaries as established by the Neighborhood Associations and accepted by the city per city code.

Chapter 3, Urban Form (also Chapter 9, Transportation)

- The draft Comprehensive Plan directs growth to Centers and Corridors. SWNI believes that Centers cannot function as such until adequate and safe pedestrian and bicycle facilities are provided and transit service levels are improved. SWNI requests that the Comprehensive Plan ensure that all Centers and Corridors have adequate and accessible pedestrian and bicycle facilities and safe crossings to meet this chapter’s goals (Page GP3-6). Each Center and Corridor should have supporting projects in the Transportation Systems Plan to create a complete neighborhood.
- SWNI believes that, even in Western Neighborhood pattern areas, the urban trail system should not be considered the primary means of pedestrian mobility; instead, the Comprehensive Plan should regard trails as a useful supplement to the goal of improved mobility for pedestrians.
- SWNI requests that the designation of Multnomah Village and Macadam in Southwest Portland be changed from neighborhood center to neighborhood corridor (Figures 3-1, 3-2 and 3-3).

Chapter 7, Environment and Watershed Health

- SWNI is concerned that the draft Comprehensive Plan does not adequately address the environment, and requests that the Planning and Sustainability Commission include the environmental zone regulations, plans and related items that are in the current Comprehensive Plan Policies 8.9-8.17 (inclusive) in the 2035 Proposed Draft Comprehensive Plan Chapter 7, Environment and Watershed Health.

Chapter 8, Public Facilities and Services

- SWNI requests that Policy 8.77, Public Trails, under Parks & Recreation in Chapter 8 be moved to the Chapter 9, Transportation.

Chapter 9, Transportation

- SWNI does not support policies such as Policy 9.30 that imply that Regional Trafficways such as Barbur Blvd., Beaverton-Hillsdale Highway and Macadam Ave. should be widened with general purpose traffic lanes.
- SWNI believes it is premature to include parking policies (Policies 9.48-9.53, inclusive) in the draft Comprehensive Comp Plan until the Citywide Parking Strategy Study is complete. SWNI requests that even where alternative modes exist, all new development that increases density in its immediate area should provide off-street parking.

Chapter 10, Administration and Implementation (also Chapter 6, Economic Development)

- SWNI requests that language in the second bullet on page GP10-8 under Land Use Designations be amended by deleting the second sentence. The language in the second bullet should read "General use and intensity expected within the area." SWNI also requests that Section 33.110.240.E of the zoning code that allows corner lots that are zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 110 feet should be removed from the zoning code associated with the draft 2035 Comprehensive Plan.
- SWNI requests that language in Policy 10.5.20, Institutional Campus, be altered to eliminate or de-emphasize the commercial aspect of the proposed campuses. Policy 10.5.20 should be under its own heading and not a subheading under "Employment" as it appears on Page GP10-13. SWNI believes that institutions should be focused on their primary role, colleges and schools on education, hospitals on medical care, etc, as opposed to highlighting their roles as employers and commercial centers.

Please let us know if you have any questions about these recommendations.

Sincerely,



Sam Pearson
President
Southwest Neighborhoods, Inc.

Cc: John Gibbon, SWNI Land Use Committee Chair
Roger Averbeck, SWNI Transportation Committee Chair
Eric Engstrom, Portland Bureau of Planning and Sustainability
Joan Frederiksen, Portland Bureau of Planning and Sustainability
Courtney Duke, Portland Bureau of Transportation

October 31, 2014

City of Portland
Bureau of Planning and Sustainability Commission

RE: Testimony Regarding Comprehensive Plan Designation for 6729 SE 162nd Avenue

Thank you for the opportunity to testify regarding the Comprehensive Plan designation for the property at 6729 SE 162nd Avenue. This property is located at the southwest corner of the heavily traveled intersection of SE 162nd Avenue and SE Foster Road. This property is currently improved with a large commercial building and has been historically used for agricultural / commercial purposes. There are also currently approved conditional use permits in place allowing this property to be used commercial purposes such storage and maintenance of RV's, boats, trailers, and motor homes.

I am proposing that the Planning and Sustainability Commission consider placing a commercial or employment designation for this property. A commercial designation for this property would satisfy a public need for economic development in the East Portland area. It would also promote clearly identified goals for creating economic and employment opportunities. These goals have been clearly outlined in the East Portland Action Plan as well as the Pleasant Valley Neighborhood Plan.

A change to a commercial designation would also be in line with key strategies of the proposed comprehensive plan to increase access to living wage jobs in East Portland. Doing this will also address the goal of providing essential goods and services to surrounding neighborhoods.

I respectfully ask that you closely consider my request for this change as I feel this would be the best use for this property and the surrounding area. Please feel free to contact me at 503-740-6824 should you have any questions or comments.

Thank you,



Edward Ozeruga
Springwater Stables Arena LLC
PO Box 11930
Portland, OR 97211

From: Planning and Sustainability Commission
Sent: Friday, October 31, 2014 11:34 AM
To: Kovacs, Madeline
Subject: FW: [Approved Sender] PSC Comprehensive Plan Testimony

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
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From: PDX Comp Plan
Sent: Friday, October 31, 2014 11:06 AM
To: Planning and Sustainability Commission
Subject: FW: [Approved Sender] PSC Comprehensive Plan Testimony

Sara Wright
p: (503) 823-7728

From: GLee [mailto:glee@planetlee.com]
Sent: Friday, October 31, 2014 10:28 AM
To: PDX Comp Plan
Subject: [Approved Sender] PSC Comprehensive Plan Testimony

My name is Gary Lee, and I am the owner of 10118-10122 E. Burnside Street, Portland Oregon.

I have received notice of a proposed change in the Comprehensive Plan designation for my property from "Central Employment" to "Mixed Employment".

I strongly oppose this change. The proposed change removes residential use as a possibility for the property. Although currently not in residential use, a change would preclude me from a future development of residential or mixed residential with retail or commercial. This property sits directly opposite a Max Light Rail stop, and as such, I have always believed it would make a perfect residential or mixed residential property; and I hope to someday upgrade it in such a manner. It is currently used as warehouse space, which is not the best use of the property along the light rail corridor, where it could one day serve commuters along the Max line and help remove auto traffic from our streets.

My understanding of the designations comes from this document:

<http://www.portlandoregon.gov/bps/article/505086>

Current:

Central Employment

This designation is intended to provide for mixed-use areas in an overall industrial-type setting. The designation is intended for very developed parts of the city which have the highest levels of public services. It allows a full range of industrial and commercial uses. Residential uses are allowed but should be compatible with the surrounding nonresidential development. The intensity of development will be higher than in other employment designations and most commercial designations. The corresponding zone is EX. The Design overlay zone will be applied in conjunction with the EX zone.

PROPOSED:

Mixed Employment

This designation encourages a wide variety of office, creative services, manufacturing, distribution, traded sector, and other light-industrial employment opportunities, typically in a low-rise, flex-space development pattern. Most employment uses are allowed but limited in impact by the small lot size and adjacency to residential neighborhoods. Retail uses are allowed but are limited in intensity so as to maintain adequate employment development opportunities. Residential uses are not allowed to reserve land for employment uses, to prevent conflicts with the other uses, and to limit the proximity of residents to truck traffic and other impacts. The corresponding zones are General Employment 1 (EG1), General Employment 2 (EG2), and Neighborhood Employment (EN).

I urge you to not change the property designation. Thank you,

Gary S. Lee

833 Gary Avenue

Sunnyvale, CA 94086

(408)739-3757 - glee@planetlee.com

10/31/2014

I am concerned about Change #297.

I am concerned about the wildlife in my neighborhood.

I am concerned about the ongoing contamination of our sloughs.

Living on the edge of the Buffalo Slough for over 30 years, I have seen a lot of changes in the area. It has gone from horse barns to warehouses, from quiet traffic to heavy traffic 24 hours a day. Rezoning for industrial use will only further bring down our quality of life and help to destroy the at risk wildlife, we need to save.

Making a change to industrial will cause harm to:

Bats (Little Brown and Big Brown, Silver-haired, and Hoary)

Willow Flycatchers

Migrating Canada Geese, other fowl and Silver-haired and Hoary bats

Sunderlund Neighborhood

Karen Davis
3142 NE Hollander Ct
Portland, OR 97211

Portland Planning and Sustainability Commission
Comprehensive Plan Update
1900 SW 4th Avenue, Suite 1700
Portland, OR 97201

October 31, 2014

Dear City Planning Team:

I am distressed to see that your Comprehensive City plan includes rezone my property at 5735 SW Brugger as well as other properties on the north side of Brugger, and I respectfully ask that you reconsider. While my primary concern as a property owner is my own property, in fairness, I believe all the houses on the north side of Brugger should be taken out of your plan to rezone this side of SW Brugger.

I will begin with the request to leave my property at its current zoning, and then I will address the north side of the street in general.

5735 SW Brugger rezoning

I met with Roberta Jordner at the Planning Commission, who graciously took the time to explain the rezoning plan to me. I understand that the primary concern is water runoff. She showed me the map, noting that only a few feet at the far end of my property actually has slope to it. The two properties on either side of me are also flat. For this reason, I ask you to reconsider rezoning my property and the adjacent properties as well, if that is the wish of those who own those properties.

I share your concern about the environment, but I do not believe that building a second house on my property is an environmental issue. The property is 2/3 of an acre and a second home still allows for two good size parcels. The property is flat, and the city already has building codes in place that address all necessary issues.

While I have no immediate plans to build a second house, rezoning will most likely adversely lower my property value. As my retirement years approach, there is no way I can recover from the financial setback this rezoning will incur.

Like others affected by your decisions, I am not a line on a map. I am a very real person who has made plans based on the property I have owned, cared for, and paid taxes on for more than 15 years.

Please reconsider your rezoning plan in light of the fact that my property does not actually meet those given as the reason for rezoning.

North side of SW Brugger rezoning

By allowing the houses on one side of the south street to stay at zoning that allows four homes to be built on a property relatively the same size as the properties you are rezoning on the north side in such a way that no additional building can take place, you are creating a huge and quite unfair inequity.

It is very conceivable that at some time, the properties on the south side will be developed, which will mean density on that side of the street. If the north side cannot also be developed, the south side will have been able to benefit financially by building more homes while those on the north side will not. Adding further unfairness, this will mean that the "country feel" will be lost further detracting from the value on the north side since one of the reason the properties are now desirable is because of the distance between neighbors. People willing to pay for larger parcels are unlikely to want to face properties that have been allowed to build at a much greater density. Again, property owners on the north side of the street will lose property value. I hate to repeat myself, but that is blatantly unfair.

Additionally, the city has never improved the street. It has not even dug ditches to help with the water runoff, which is the reason stated for rezoning. Property owners pay for all street improvements themselves. The city has never done a single thing for the maintenance of this street or for its concern about "water runoff." If the south side of the street can build more homes, the street will further deteriorate from additional traffic. This inequity is unfair and the owners on the north side of the street, who are not allowed to build, will pay the cost generated by the owners of south side who are zoned for greater density.

Requested result

I ask that you move your rezoning line one block to the north so that all properties on the north side of SW Brugger are excluded from any rezoning. As stated before, there are already building codes in place that would have to be met before any building can take place. Meeting codes in itself could make it cost prohibitive to build; thus, rezoning is not really even necessary.

At the very least, I ask that you do not change the zoning of my property at 5735 SW Brugger and that if the owners of the property on either side of me who also have flat lots have requested to leave the zoning for their property as is, that you honor their request as well.

Please know that this rezoning will cause a serious financial hardship, and the reasons given for the rezoning (sloping land) do not apply to more than several feet of my property.

While I am not comfortable testifying in person, I have attended two of your meetings and know that you have much to consider about your proposed plan and that I am not alone in asking you to reconsider some of your decisions. I hope you will take my request under consideration even though in the grand scheme of things, my property rezoning is not as huge as other issues people are asking you to address.

Thank you for your efforts to create a healthier, safer and more connected city. I honestly do not think leaving my property zoned as it currently is hinders that mission in any way.

Sincerely,



Nancy Hill

503.245.0359



CITY CLUB of PORTLAND

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Director

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October 30, 2014

Portland Planning and Sustainability Commission
Andre Baugh, Chair
Submitted via email: psc@portlandoregon.gov

RE: City Club Comments on Comprehensive Plan Proposed Draft

Dear Chair Baugh and Commissioners:

On behalf of the City Club of Portland Bicycle Advocacy Committee, I am pleased to submit these comments on the Proposed Draft of the City's Comprehensive Plan.

In May 2013, the members of the City Club of Portland overwhelmingly adopted a research report that clearly endorsed the role of bicycles as an integral part of Portland's transportation system. The report called for more strategic planning for bicycle infrastructure, and specific steps the City should take to make bicycling safer and more attractive for more residents. Following the report's adoption of the City Club created the Bicycle Transportation Advocacy Committee to pursue its adopted recommendations. (Read the report at <http://bit.ly/pdxcityclub-bikes>.)

Overall, the Committee is supportive of the direction of the Proposed Draft.

We support a strong link between land use and transportation. We appreciate in particular that the Plan explicitly recognizes the role of streets as both public spaces and transportation links for all users, and we appreciate its emphasis on a "safe, comfortable, and accessible" bicycle network for "people of all ages and abilities," especially its explicit links to important Centers and Corridors throughout the city's land use hierarchy. As you know, better land use is key to better transportation.

We support the comprehensive nature of the Plan – its inclusion of the entire city in a single plan covering both infrastructure and land use. We appreciate the strong effort to link land use and key infrastructure investments. The Urban Design Framework that illustrates how public infrastructure investments and private development will result in a focused and evolving city structure.

We strongly support the efforts to include all Portlanders in City plans and especially the emphasis on equity. Chapter 2 on Community Involvement is strong and represents a good commitment to equity and inclusion in land use decisions. The goals of the chapter are strongly inclusive and comprehensive.

We do have a number of concerns, however, that we would like to highlight for the Commission at this time.

Despite the overall strength of Chapter 2, its description of Community Involvement is incomplete. The chapter's policies appear limited are limited to land use decisions and processes. There is no indication as to whether transportation infrastructure and other investment decision processes will be equally inclusive. City Club's research report concluded that the city needs to be more inclusive in its planning for transportation, especially for bicycle infrastructure. By inclusive, the report meant both demographic (race and other historically underrepresented groups) and modal inclusiveness. Over the years, a number of projects have suffered because they failed to be truly inclusive in their planning and execution.

Elsewhere the Plan does propose to integrate transportation decision-making with other infrastructure and with land use. Yet Chapter 2 does not identify how this will happen with community involvement. This is a major failing that should be corrected before the Plan goes to Council.

In general, the Comprehensive Plan should provide greater clarity on the public investment choices and direction. Given the state of public finances, the Plan does not provide clear enough priorities on how the City will make investments in transportation and other infrastructure needs. We are concerned that this risks a lack of coordination among city bureaus and other government actors who are investing in infrastructure improvements, as well as conflicts between public and private investments. The list of Significant Projects appears to be a compilation of bureau lists rather than a coordinated set of investments, which is likely to be an ongoing source of confusion and disagreement in the future. We urge you to work with staff from all the concerned bureaus to resolve this issue before the final draft.

We generally support the modal hierarchy in Chapter 9, which would place vulnerable users at the top of the city's concerns when planning infrastructure investments and improvements. We realize this can be difficult to measure, and yet we see it as an important orientation for the City to take. However, we urge you to use this Plan to endorse a clear Vision Zero policy for the city's transportation system. We also urge you to work with PBOT to develop a policy limiting auto through-traffic on the city's network of neighborhood greenways, where bicycling and walking are intended to be priority modes.

We recognize why freight has been removed from this modal hierarchy due to its own special needs, but we are concerned that the policies concerning freight in Chapters 6 and 9 could potentially put it in direct conflict with bicycling and other mode users, with no obvious resolution proposed in the Plan. We suggest you find ways to resolve this tension. We urge you to pay special attention to those "choke points" between different modes' priority networks – and to look for solutions that emphasize safety and comfort for everyone.

Additionally, we are concerned the Proposed Draft lacks sufficient measures for success or a process for evaluating plan effectiveness in future years. While previous Comprehensive Plans and district or other special plans included evaluation processes that were clearly not achievable given city resources, there should still be some method for measuring progress. Sometimes measures are listed in the "Why is this important?" section – for example, 80 percent of Portlanders live in complete neighborhoods by 2035 – but they should be gathered into a single place, such as the Administration chapter.



CITY CLUB of PORTLAND

Finally, we are concerned that the Proposed Draft is insufficiently relevant to most Portlanders. It is fairly clear within itself, and perhaps to the well-informed reader. However, the Plan does not adequately explain its relationship to other city, regional and state plans and policies in a way that will be comprehensible to most residents. Because the city and the region have so many other adopted plans, these relationships are important and there is a great potential for confusion and lack of clarity. This is especially true for someone who is trying to follow the city's strategy from the Bicycle Master Plan to the Comprehensive Plan, for example. The two charts in Chapters 1 and 9, which are similar but neither the same nor directly linked to each other, are not very helpful in explaining the relationships. We advise you to make these connections clearer.

We have a number of specific comments concerning policies in the draft Plan, which we share in the pages below. Although bicycling is wisely sprinkled throughout the plan, other policies throughout the draft Plan seem to miss good opportunities to include bicycles as a key ingredient in healthy and prosperous place-making and mobility. We hope you will find in our suggestions good opportunities to do so.

We have decided to refrain from specific comments on the significant project list until a later date, as we have not had sufficient time to review the recently released list. We look forward to providing those comments to you in writing at a later date.

Thank you for the opportunity to comment and for your work on creating a meaningful, actionable Comprehensive Plan. We look forward to continuing to be active as the Plan continues toward finalization and adoption in 2015.

Respectfully submitted,

Craig Beebe
Chair, Bicycle Transportation Advocacy Committee
City Club of Portland

Specific Comments by Chapter

Chapter 1

Relationship to other plans (Bicycle and Pedestrian Master Plans, etc.) or to street design guidelines and documents like the Skybridge policy is not clear. Policy 1.15 mentions the role of area plans but is silent as to the modal plans and other specialty plans done by the City and its bureaus.

Chapter 2

See general comments above. The limitation of this chapter to land use could be resolved by removing the limitation to “land use process” or “land use project.” Alternately, the language could be amended to include infrastructure decision-making or a reference to the policies used for infrastructure could be included as a separate statement.

Policy 2.1e mentions the inclusion of “Interest and affinity organizations and groups” as Partners in decision-making. We assume that the various modal organizations – and groups interested in affordable housing, for example – are included in this category. Is this correct? This could be clearer.

Chapter 3

Policy 3.8 calls for the evaluation of “the impacts of land use decisions on neighborhoods and current residents, particularly under-served and under-represented communities.” This evaluation should include infrastructure facilities as well as land use.

Policy 3.16 Center Connections is right to emphasize bicycle connections between centers; however we urge the addition of language that specifies that these bicycle routes are “safe and direct.”

Policy 3.31 appears to erroneously refer to “Town Centers” in its final sentence.

Policies 3.38-3.41 Civic Corridors: We recognize the role of Civic Corridors in our city’s network, and we cautiously support the idea of “parallel routes” as described in Policy 3.40. However, for reasons of access and economic development (customers and employees) it is important that such routes be well connected to the Civic Corridors. Thus we urge that Policy 3.40 be amended as follows:

Improve Civic Corridors as key mobility corridors of citywide importance that **safely and comfortably** accommodate all modes of transportation within their right-of-way or on nearby parallel routes. **Where parallel routes are used for bicycling, there should be frequent, well-signed and convenient connections to businesses and other destinations on Civic Corridors.**

Policy 3.42 on neighborhood corridors should explicitly mention bicycles. Since these corridors are designed to serve immediately adjacent residential areas, the bicycle is an ideal mode for the short trips needed to access the local commercial areas.

Policies 3.43-3.49 on transit station areas should include a mention of safe and secure bicycle parking and/or bike share facilities where appropriate. The City should be a partner with TriMet in designing and creating station facilities that make bicycling convenient for the first and last few miles of a transit trip. We see language of this nature included in Policy 9.53 but it makes sense to mention it here as well.

Policies 3.50-3.53 on City Greenways seem to largely answer our concerns on the Working Draft. It is wise to differentiate these from the “neighborhood greenways” that PBOT is already implementing, though the use of the “Greenways” term in this Plan could still be confusing to the casual reader. Additionally, though the text says, “additional policies related to Greenways are in chapter 9,” we are not clear on where specifically those additional policies are located.

Policy 3.80 Inner Neighborhoods Active Transportation should mention links *between* neighborhoods, not just to the Central City.

Policy 3.86 Eastern Neighborhoods Active Transportation should specifically mention the numerous missing links in this part of the city as something that requires high priority and early correction.

Chapter 4

Policy 4.6 Active Living should be more specific about what is meant by “building and site design that promotes active living.”

Policy 4.19 Pedestrian and Bicycle Access is strong, but could include mention of secure bicycle parking.

Chapter 5

We are pleased to see numerous linkages between transportation access and housing quality and affordability in this chapter.

Policies 5.19, 5.20 and 5.21 all deal with housing location. We are pleased to see “access to active transportation” included in the list of criteria. We urge you to amend this to “safe active transportation”. Even areas that are poorly served with sidewalks and bike facilities today still have many people walking. The City should prioritize safe facilities wherever possible.

Policy 5.44 Walkable Surroundings should be amended to “Walkable/Bikeable Surroundings.” Neighborhood greenways and crosswalks should be added to the list of things to develop in these areas.

Chapter 6

Policies 6.53-6.58 describe Campus Institutions as a newly-designated land use type and zone. We support the unique recognition of these areas. But there should be an explicit mention and emphasis on bicycling and walking as a mode of access, especially since many of them will draw from adjacent

neighborhoods and some of them are not on major transit or road corridors. Part of creating sustainable campus institutions will be active and sustainable transportation.

Chapter 7

No comments.

Chapter 8

Policy 8.27 Community Involvement is too abbreviated to be an effective description of community involvement for infrastructure. See Chapter 2 for more complete comments.

Policy 8.34 Transportation Function should explicitly mention that providing for active transportation modes is one of the roles of the public rights of way.

Policy 8.77 and 8.78 Establish a system of public trails, coordinated with the City Greenway system. We support these goals but believe that the trail system should be coordinated with the full city bicycle and pedestrian networks, not just the City Greenway system. In addition, we note that there is no definition of a public trail in the glossary.

Policy 8.99 School Access: We are pleased to see the inclusion of bike and walk access in considering school site locations and attendance boundaries. We suggest adding working with school districts to ensure that every school has multiple safe walking and bicycling routes to it, and ample secure bicycle parking available on-site.

Chapter 9

We broadly support the goals mentioned here, particularly the emphases on place-making (9B), equity (9D), health (9E) and safety (9G). However, we believe there should be mention of keeping and funding a well-maintained transportation system. This might be included within another goal, or it might be separated out.

9.6 Modal Hierarchy: We understand the unique needs of freight and the reasoning behind removing movement of goods from this hierarchy, which as we stated in our general comments we broadly support. However, we have concerns that the language in Policy 9.6 concerning the hierarchy may sometimes be in conflict with the language in Policy 9.7 and related policies concerning freight movement. We do not see a clear resolution between the needs of freight users and those of vulnerable road users like bicycles and pedestrians in the Draft. We suggest that the Plan seek to strike such a balance and provide guidance to avoid future conflict.

Policy 9.8: We are pleased to see this focus on affordability, particularly for groups that have traditionally been underserved. In practice this should include safer bicycle connections between neighborhoods outside of the downtown core.

Policies 9.21-9.23 concerning the bicycle network are fine, but incomplete. We remind you of our comments regarding the addition of a policy limiting auto through-traffic on neighborhood greenways. See our general comments above.

In the system management policies 9.42-9.47 we urge you to consider the issue of modal interchanges – where priority routes for one or more modes intersect. These “choke points” are critical areas of conflict and reduced safety for all road users. We advise adding policy language that reiterates or clarifies the modal hierarchy at these choke points. Wherever possible, we urge physical separation of modes for everyone’s safety and comfort.

Policy 9.54 Coordination could include stronger mention of the City’s role as a regional leader in transportation decision-making at that level, as the Plan describes concerning housing in Policies 5.37 and 5.38. City elected officials and staff serve on JPACT, MPAC and other advisory groups at Metro, and often represent the City on key steering committees. The City should not only coordinate with Metro, it should lead to further its stated policies at these venues as well.

Policy 9.58 Project Selection Criteria: This is a strong policy and we are glad to see the list of goals included, as well as the intention to better integrate transportation projects with other City bureaus’ work. We suggest adding language concerning using quantitative data where possible to guide prioritization: not as an exclusive criterion but as one of several tools that can ensure the effectiveness mentioned earlier in this policy. Similarly, Policy 9.56 should include measurement of transportation demand management programs.

Policy 9.59 Funding should include maintenance, as in “Encourage the development of a range of stable transportation funding sources that provide adequate resources to build **and maintain** an equitable and sustainable transportation system.”

Chapter 10

Policy 10.5 provides a paragraph description of each land use category on the Comp Plan Map. These descriptions are usually silent on the role of bicycles, though they often speak of transit access and pedestrian orientation. Access to bicycle networks, and/or internal bicycle safety should be included for several of these area descriptions. We recommend that the following descriptions include mention of the role of bicycle transportation:

1. Open Space: Bicycle access via trails or other bike/ped facilities
- 5-7 Single Dwelling 5000 or smaller
- 7-12 Multi-dwelling residential
- 13-20. Mixed Commercial and Employment uses, including Institutional Campuses.

Dear Commissioners:

Here is a property, a long narrow site, with about 75' frontage on SE Cesar Chavez, which is oddly split-zoned.

3332-3344 SE Cesar Chavez has a single "foursquare" house near Chavez. Stretching out behind it is a series of three apartment buildings, with about 30 apartments on the site. I presume the house in front is also rental(s).



To the south of the site is a commercially-zoned shopping center. North of it is an R-2.5-zoned site with a single house on it, and the back yards of a few R-5 (comp R-2.5) zoned single-family houses.

The zoning is split, and the portion with the house near Chavez is zoned R-1, while the rest of the site (where the apartments actually are) is zoned R-5 (Comp Plan R-2.5).



It would seem to make the most sense, and would clean up a non-conforming situation, to rezone the eastern portion of the site R-1 (and comp plan R-1) to match the western portion, and to match the apartment zoning across Chavez. The development on the site is closest to the parameters of this zone, as well. This also seems an appropriate transition between the CG site to

the south and the R-5 (R-2.5) zoning north of it.

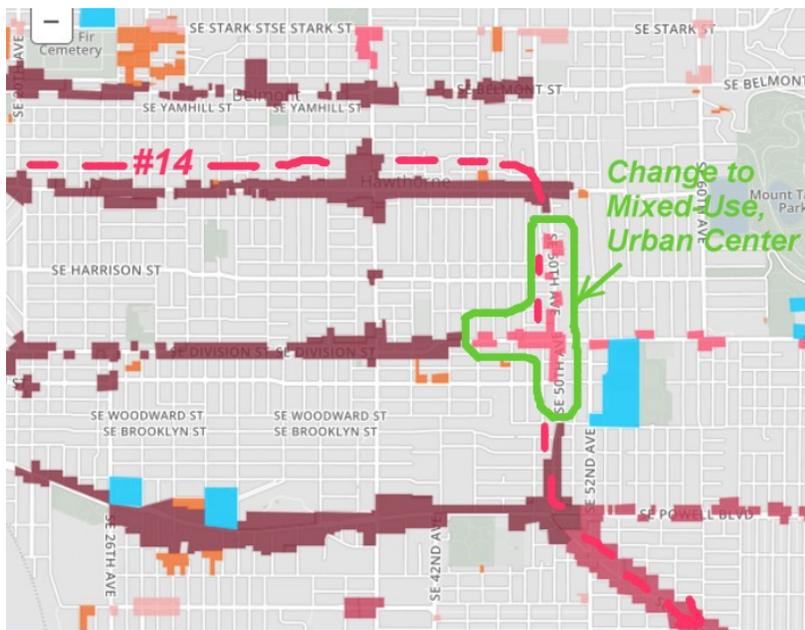
Here is another site that has been commercial for a long time, and should be changed to a Mixed Use designation during the Comp Plan process:

It is at 2914 SE 52nd. This is a 1925 store building, that might have very well served Franklin High students in the past, and may be today. Currently it is the Palace for Beauty. It is directly across from the corner of the Franklin High School property.



Changing this site from R2.5 to a Mixed Use zone would remove it from Non-Conforming status, and validate the long-standing commercial use here.

Just a few notes on the 50th and Division vicinity. As mentioned before, I believe that the Mixed-Use - Urban Center designation should be applied to all C-zoned properties on Division as far east as 51st, and all C-zoned properties on 50th from Hawthorne to Powell.



I noted recently that 50th in this stretch is the only place that the very frequent #14 bus line is not in a higher density designation like Urban Center or Civic Corridor. The good service this line provides is conducive to the Urban Center type of development.

Here's some of the projects going on in the area, where the #14 and #4 bus lines cross:



The new 82-unit apartment at 48th and Division will be joined by a larger, 110-unit building at 50th and Division, outlined below:



Here is the commercial and mixed use landscape along SE 50th:

Division to Lincoln:



Lincoln to Hawthorne:



Thank you for considering this change.

Thank you.

Doug Klotz



October 30, 2014

Portland Planning and Sustainability Commission
Comprehensive Plan Update
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

Re: 1819 W/NW Everett St. Lot Designation

Dear Members of the Planning and Sustainability Commission,

We write to ask you to change the designation from RHd to Mixed Use Urban Center on one of two lots owned by a group of neighborhoods and part of the Northwest Neighborhood Cultural Center (NNCC). We request this change now while you are making changes to zoning throughout the city under the rewrite of the Comprehensive Plan. The NNCC Board unanimously voted to ask that both lots have the same designation and continue to serve as a place where community members can gather.

The NNCC property consists of two lots in Northwest Portland owned by a group of neighborhoods and managed by the NNCC Board of Directors. The building is leased to the Northwest Children's Theater which keeps the space open to the community through its performances and classes and other performing arts events and organizations who share the space. The building is also used free of charge to host many neighborhood events including meetings, debates and social gatherings.

The building was acquired by residents of the neighborhoods through series of potlucks and fundraisers when it was put up for sale in 1976. Today, the building is paid off and is a hub of community activity. At some point, the lot which is used for surface area parking was designated as high density residential. The surface area lot is grandfathered in and can continue to be used as a parking lot; however, it is the goal of the NNCC board to someday expand its operations on this lot by creating more community space. The additional space will be needed as increased density in the neighborhood continues and brings with it a higher demand for community gathering spaces.

Since the Northwest Cultural Center building is protected by the national historic register, our options for expanding our community space for classes, events and gatherings is limited to the lot which is designated RHd and serves a surface

NWNeighborhoodCC@gmail.com

P.O. Box 96116, Portland, Oregon 97296-6002

Ord. 187832 Vol 2.3.H, page 16800

area lot. We ask you to change its designation to match that of the building which you propose to change from EXd to Mixed Use Urban Center. We support this change in designation and would greatly appreciate your changing the parking lot designation at this time as well.

NNCC board members, Bing Sheldon and Elizabeth Aaby, will testify to this effect at the hearing on November 4, 2014, and will be happy to provide additional information if needed.

Sincerely,

Ike Bay
President
NNCC Board
1819 NW Everett St.
Portland, OR 97209

Kianna B. Bradley, J.D.
ATTORNEY AT LAW

October 30, 2014

Portland Planning and Sustainability Commission
Comprehensive Planning Update
1900 SE 4th Ave., Ste. 7100
Portland, OR 97201

To Whom It May Concern:

I write to express strong support of the proposed comprehensive plan designation change along Main Street between King Avenue and St. Clair Avenue. I am an Attorney and Real Estate Broker who has been renting office space at 2165 SW Main St. for three years, during which I have been honored to serve clients from within the neighborhood.

The proposed change would be good for my business as it gives me certainty about the future of my business in the neighborhood. My business has no retail component and has very few visitors as I often meet clients off site or at another office space. And, I believe that my business provides valuable services to parties in the neighborhood. Further, the proposed change merely affirms the use that I understand has been in place for over three decades.

The proposed change from "High Density Single-Dwelling" to "Mixed Use – Dispersed" would amount to a simple ratification of how the area is currently and successfully being used. I say successfully because I believe the mixed use designation is beneficial to all who live and work in the proposed area. Tenants in the office spaces provide a range services to the residents of the neighborhood including psychiatry, psychology, general counseling, massage therapy, accounting, financial planning, event planning, legal and real estate work (and much more). While this brings some additional traffic to the neighborhood the impact is minimal as every building being used as an office along the portion of Main St. mentioned has a parking lot for tenants and clients in the back of the buildings.

Additionally, the office tenants provide a certain level of security to the neighborhood by occupying buildings in the neighborhood during hours that residents are away at work. Similarly, the residents provide the same oversight to the office spaces in the evening hours. I think the combination of services and security illustrates a symbiotic relationship between the occupants of the proposed mixed use space that is exactly what building a community is about.

For these reasons and more I am in full support of the proposed change.

Sincerely,



Kianna B. Bradley, J.D.

October 29, 2014

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

Re: **Comments on July 2014 Draft 2035 Comprehensive Plan**

Dear Planning and Sustainability Commission Members:

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



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

4207 and 4211-4245 SE Milwaukie Avenue

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

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

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

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

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

4214 SE 12th Avenue and 1208 SE Boise Street

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

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

Thank you for your attention to this matter.

Sincerely,

Jerry Baker
15819 NW Fair Acres Drive
Vancouver, WA 98685



THE
BOOKIN
GROUP
LLC

Land Use &
Institutional
Planning

Policy Analysis

Project
Management

Group
Facilitation

October 29, 2014

André Baugh, Chair
Portland Planning and Sustainability Commission
c/o Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7000
Portland, Oregon 97201

Re: Proposed Institutional Campus Regulations

Dear Chair Baugh and Fellow Commissioners:

Thank you for the opportunity to present written testimony regarding the Institutional Campus project, part of the City's Comprehensive Plan Update.

I am a private land use and health care planning consultant with a specialty in program, facility and master planning for higher education and medical institutions and other large users. In my over 30 years of practice, I have prepared land use entitlements for a wide range of clients including Portland Community College, Providence Health & Services, Kaiser Permanente, Oregon Health & Sciences University, Legacy Health System, University of Portland, Portland Adventist Medical Center, National College of Natural Medicine and Kaiser Permanente. As a result, I am very familiar with the current regime for governing institutional development within the City of Portland, namely the Conditional Use Master Plans (CUMP) (Chapter 33.820) and Impact Mitigation Plans (IMP) (Chapter 33.848).

With regard to this project, I did some early consulting work for the Bureau of Planning and Sustainability (BPS) including preparation of white papers outlining the typical development patterns of college and medical center campuses, respectively, so that BPS staff has a better understanding of how existing Portland campuses might expand in the future. I also have served as a member of Campus Institution Zoning Update Advisory Committee.

Although it is still early in the process, this is a good opportunity to express support as well as concerns about the direction this institutional planning effort currently is taking.

1) The adoption of a new Campus Institutional (CI) Plan Designation for all existing Portland institutions of higher education and medical centers is long overdue. In addition, I support the Portland Public Schools' position that high schools should be included in this designation. Since discriminating between public and private high schools is problematic, perhaps one way to do this is to apply this new designation to any high school above a certain size, say 20 acres. The new plan designation should be applied at the very least to the institution's existing approved campus boundary plus any contiguous property in its ownership but not yet converted to institutional use.

2) BPS staff is proposing three complementary zone designations, Medical Center (CI-1), Urban (College) Campus (CI-2), and Residential (College) Campus (CI-3). There does not appear to be sufficient differences between the two college-related zones to warrant separate categories, since Portland's two most urban campuses, Portland State University and OHSU, are governed by plan districts and, therefore, not subject to this planning effort. Unless a more robust differentiation can be made, I would recommend collapsing the two college-designated zones into a single zone.

813 SW Alder Street
Suite 320
Portland, Oregon
97205

Telephone
503.241.2423

3) I strongly encourage the City to legislatively rezone all existing institutional campuses at the same time that the new plan designation is imposed, giving each institution the option to use its existing CUMP/IMP approval until it expires. Having the comprehensive plan and zoning designations consistent from the onset is preferable from the policy and legal perspectives to the BPS-proposed approach of requiring a subsequent time-consuming and costly quasi-judicial zone change process on a campus-by-campus basis. In this legislative approach, institutions could then bring in contiguous land in its current ownership as a simpler Type II Zone Change because it would bear the underlying CI plan designation. This is how the Institutional Residential (IR) plan designation works on the PCC/Cascade Campus created with the adoption of the Albina Community Plan, for example. It is also noteworthy that the underlying IR comprehensive plan designation applies to adjacent properties not in PCC's ownership but that the college may acquire, in future as an indicator to all parties of the possible future campus boundary.

4) Apparently, BPS staff disagrees with legislative re-zoning because it sees the individual quasi-judicial zone changes as a way to make an institution re-do its Transportation Impact Analysis (TIA) and Transportation Demand Management Plan (TDMP) once their current CUMP/IMP approvals expire. Perhaps the legislative re-zoning could be approved with the condition that the TIA/TDMP be updated either at the time the current CUMP/IMP approval expires or no more than a set number of years, whichever occurs first. This does not speak to the inequity of the burden borne by institutions and other conditional uses to prepare costly TIAs and TDMPs that other large by-right developments are generally not required to prepare.

5) As part of the Comprehensive Plan/Zoning Code update, I strongly urge that the current IMP regulations be eliminated, as this approach has proven to be cumbersome for both applicants and regulators to use. Under this scenario, the few outstanding approved IMPs would remain in force until they expire. I also would urge that the present CUMP regulations be retained since there are many other conditional uses – e.g., churches, schools, community service uses – that may wish to have multi-phase CU approvals. However, these regulations should be updated to streamline the substantive requirements and approval process.

Thank you for the opportunity to submit testimony on this important issue.

Sincerely,

Beverly Bookin

Beverly Bookin, AICP, Senior Principal

cc: John Andrew Cole, Senior Planner, Bureau of Planning and Sustainability

From: Planning and Sustainability Commission
Sent: Wednesday, October 29, 2014 10:06 AM
To: Wright, Sara; Kovacs, Madeline
Subject: FW: Comprehensive Plan change Business zone to resident zone

I'm including this as testimony, but it looks like Sara mentioned last night that you could follow up too (or maybe he'll be calling the helpline)...

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: van pham [mailto:phamxuyenvan@yahoo.com]
Sent: Wednesday, October 29, 2014 12:38 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan change Business zone to resident zone

To whom it may concern,

My name is Van Pham and My Brother name is Duc Nguyen and my Mom name is Vinh Huynh. We three work in Bun BO Hue Restaurant at 7002 SE 82th Ave. We are start the Business from Sept/2005 until now. We work from 9:00 am to 9:00 pm seven days a week. Mom have to come more early than us to prepare the food. she working very hard to cover for me and my brother during the time we have to take the kid go to school or pick them up after school. She is now 62 years old already. this morning we find out that the City going to change business zone to residential zone mom and us worry a lot. I come to the public hearing. I was nervous and worry until Tim Nguyen testify, I hear one of the comimissionner tell him to come to the back to talk to one of the staff at the table a bout the address so I come to the Lady and asking her about the change. She comfort me and said that we can still can do our business and the only change is they will change commercial zone to residential zone. I did give her our address 7002/7004 Se 82nd Ave. she also give me her name Sara Wright and the phone number 503 823 0195 and tell me to call so she can have interper in vietnamese to explain what I do not understand. I was crying when I talk with her that why she tell me to go home and I can still send an email about what I think to you so you can hear me testify. we are here working hard every day and just take over the building couple months with our house refinace . It is very scary that we loose our business and our home. we open this small restaurant to feed three family. have a job for me , mom and my brother. we urge you to reconsider about the change. we are small business but we do a lot things to keep our community grow. we sale good food very cheap so the low

income person can come and enjoy our food. I volunteer working in Lincoln Park
Elementary School every morning when my mom has to cover up for me at work. we
donate food when school has an event. we try our very best to be a good citizen so
please do not change anything. thank you. for reading me.

van-duc

City of Portland Planning & Sustainability Commission
1900 SW 4th Ave. Suite 7100
Portland, OR 97201-5380

Re: Zoning Change – 815 N Fremont St.

Dear Chair Baugh & Commissioners,

While the City of Portland is currently engaged in its public outreach period for the 2035 Comprehensive Plan Proposed Draft, I would like to bring to your attention a property that I currently own located at 815 N Fremont St. I have owned this real estate (which is zoned R2) for close to 20 years and taking into account the current and future trends of this area, I felt that it would be necessary to reach out to the commission in an effort to insist that my lot also be considered in the discussions around zoning change.

My request for the change of designation in zoning is primarily based on the zoning makeup of adjacent properties. This change would make this property more consistent with the other commercial space in the area as well as fulfill the values and aspirations of the neighborhood. I have had initial conversations with the Boise Neighborhood Association's Land Use & Transportation Committee about the zoning of my property and they have even suggested that a zoning change that accommodates commercial usage would be ideal for the site and neighborhood at large.

In summary, I would encourage the Planning and Sustainability Commission to consider adding my site into the conversation of proposed zoning changes for the City of Portland. I am interested in this change in order to add retail commercial usages to the site, as well as housing in order to accommodate the growing influx of residents to this neighborhood district. I will also be reaching back out to the Boise Neighborhood Association for official letters of support as well as support from our adjacent neighbor who is currently re-developing their site.

I appreciate the commissions' efforts in this process as well as allowing me the opportunity to voice my opinions, comments and suggestions in regards to zoning matters. Please feel free to contact me if you wish to discuss this further or have any additional questions.

Sincerely,

A handwritten signature in blue ink that reads "Alonzo Simpson". The signature is written in a cursive style and is positioned below the word "Sincerely,".

Alonzo Simpson
503-285-9940
alando@cityofrosedisposal.com

From: Planning and Sustainability Commission
Sent: Tuesday, October 28, 2014 3:40 PM
To: Kovacs, Madeline
Subject: Fw: Comprehensive Plan Testimony - Residential Overlay

From: Mike Westling <mwestling@gmail.com>
Sent: Tuesday, October 28, 2014 3:03 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Residential Overlay

Hi,

I am writing to flag this proposal from the Concordia Neighborhood Association for an overlay zone that allow for duplexes and triplexes and increased affordability in the city's desirable residential neighborhoods. I think it deserves serious consideration as part of the Comprehensive Plan Update.

In my view, the problem in Portland's inner residential neighborhoods isn't the fact that some older homes are being torn down, it's that they are being replaced with much larger homes that don't meet the cities goals in terms of density, equity, or environmental impact. Allowing for increased density in residential neighborhoods will meet these goals while retaining neighborhood character, expanding housing opportunities for families of all incomes, and providing more flexibility to developers. Thanks for taking a look.

Regards,

Mike

Mike Westling
mwestling@gmail.com
414.507.7700

6226 NE 28th Ave.
Portland, OR 97211

Letter from the Concordia Neighborhood Association Board of Directors
Tuesday, October 14, 2014

To Whom It May Concern,

The recent wave of home demolitions in the City of Portland has left many residents scratching their heads and looking for solutions. One concern often expressed is that many of the demolitions are simply to replace a smaller, older, more affordable home with a new, larger, more expensive home. For adjacent neighbors, it is difficult to understand what benefit is being received by anybody but the developer: no additional housing units are being created, so pressure on the Urban Growth Boundary is not reduced. The price of the unit in question is actually sharply increased, so the shortage of

affordable housing units is actually made worse. In short, it's hard to see how this trend actually helps the city or the region achieve any of our broader planning goals, aside from raising revenue.

Based on a series of recent discussions, and acknowledging that the wave of home demolitions will not be stopped, it is the position of the Concordia Neighborhood Association's Board that the following solution should be implemented as a part of the Comprehensive Plan update process to ensure that at least some of the demolitions will be followed by projects that do actually contribute towards meeting some of our broader community planning goals:

Within walking distance of Frequent Service transit routes (however the City chooses to define this — 1/8, 1/4, 1/2 or 1-mile crow-fly or network buffer of frequent service transit routes or stops), there should be a new overlay zone created that allows for a residential property containing up to 5 separate residential housing units in a structure that otherwise conforms to the building envelope and setback provisions of its zoning designation (i.e. in an R5 zone, one main dwelling structure per each 5,000 sq ft lot, with required front, side and rear setbacks). The intended purpose of this overlay would be to allow for new residential structures to be constructed containing a number of "flats," i.e. 2-4 story residential structures that look like houses where each floor is a separate housing unit (or a variation where each floor has two units, one on the right and one on the left). This type of structure is the workhorse backbone residential product of places like San Francisco's Mission District, certain areas of Boston, London, and other successful world cities; indeed, Portland has examples of this type of structure in inner SE and the NW Alphabet District that were built in the late 19th and early 20th century.

The end result would be that, rather than a demolition to replace a \$250,000 home with a \$700,000 home, the replacement unit could potentially contain three flats averaging \$250,000 each. One affordable unit could thus be replaced by three affordable units, which would help to achieve goals for increasing the supply of affordable housing, and also reduce pressure on the Urban Growth Boundary. The overall cost would be somewhat higher, due to the need to provide additional kitchens, bathrooms, laundry and common facilities, in addition to the additional impact fees that the City would likely require. However, the price per unit would be significantly lower for the finished product.

We would propose that, because this overlay zone would only exist within areas served by high quality transit service, that automobile parking requirements should remain the same as if the structure were a single-family home; but that off-street parking should be provided for bicycles at a rate of a minimum of one secure off-street bicycle parking space per bedroom.

It's possible that some neighborhoods would not want to see this type of unit constructed within their boundaries; as such, perhaps this overlay zone is something that could be rejected within its boundaries by a vote of the board of a neighborhood association. That would allow neighborhoods such as Concordia to allow this type of development in the appropriate areas near high quality transit, while neighborhoods like Laurelhurst and Eastmoreland could vote to reject it in favor of preserving their historic single-family character.

While we would love to find ways to slow down the wave of home demolitions, this proposal would allow us to live with the demolitions with the peace of mind that the replacement structures are at least helping us to achieve our broader community planning goals, bringing in more residents to help support neighborhood businesses, providing for more affordable housing, and reducing pressure on the Urban Growth Boundary.

We recommend that this proposal be studied and that language to implement it be developed and included as a part of this Comprehensive Plan Update process.

From: Planning and Sustainability Commission
Sent: Tuesday, October 28, 2014 3:41 PM
To: Kovacs, Madeline
Subject: Fw: PSC Comprehensive Plan Testimony

From: Seelen, Virginia M :EH Community Info Mktg <VSEELLEN@LHS.ORG>
Sent: Tuesday, October 28, 2014 3:33 PM
To: Planning and Sustainability Commission
Subject: PSC Comprehensive Plan Testimony

City Planners:

In response to the 2035 Comprehensive Plan. As a resident of the neighborhood affected, I implore you to listen to the friends that are currently residing on SE Caruthers between 39th and 35th. It's easy for those looking in to base a judgment on what they would like to see, or plan another's living experience. I purchased my home on the corner of 38th & Caruthers 25 years ago. I know my neighbors, long term tenants and feel up until the last few years this area was a livable, safe, quiet neighborhood. Since the building of the Richmond Flats the experience has vastly changed. The spillage from all the improvements on Division has caused a bit of damage too. The city's proposal to extend more commercial zoning in this small area would have an added detrimental impact to those currently living on this street. We all have loving fixed our homes and yards and planned to retire here. As a gardener I can't tell you how upsetting it is to come home and see that my flowers have all been picked by strangers, people visiting the area to eat at a nice restaurant. Living on a small income, I'm now faced with the added expense of a fence. Every morning the loud clanking of delivering trucks at 5am disturbs what use to be a restful sleep. Friends don't visit because parking is too hard to find. I swear every resident in Richmond Flats owns at least two dogs, the amount of poop in my yard is unbelievable. I can't allow the nieces and nephews to play in the yard when they do come. These are things that people looking in fail to consider.

Please keep the Division Corridor on Division and let the neighborhood be a neighborhood. Really does the city prefer to drive us out one by one?

Since the Richmond Flats project the effects of the no-parking requirements has created expense and headache to those of us that live on Caruthers. My driveway is a 24-7 turnaround for those vying for the perfect parking spot, my car has been rear ended by someone not paying attention and fearing that would lose a parking space. I have been blocked in my own driveway. Individuals not vested in the area show little to any respect for the property of homeowners. To add to that congestion would be a crime.

I, as a current resident, beseech the City to amend the proposal from the CU designation to R-5 to match the current use of these properties. This is the only part of the entire Richmond neighborhood where this situation exists. The neighborhood has been impacted enough by the Richmond Flats project at 37th and Division. Do not allow the commercial development of SE Division to creep into and erode our neighborhood.

Thank you,

Virginia Seelen
2405 SE 38th Ave
Portland OR 97214

From: Planning and Sustainability Commission
Sent: Tuesday, October 28, 2014 4:10 PM
To: Kovacs, Madeline
Subject: Fw: comp plan testimony

From: emily meier <emilybmeier@gmail.com>
Sent: Tuesday, October 28, 2014 4:05 PM
To: Planning and Sustainability Commission
Subject: Re: comp plan testimony

Yes, sorry, thanks for pointing that out. It's 4133 N Gantenbein Portland OR 97217.

On Oct 28, 2014, at 4:04 PM, Planning and Sustainability Commission
<psc@portlandoregon.gov> wrote:

Hello Emily,

Thank you for your comments to the PSC. So that we can include them in the record and forward your message to the Commissioners, can you please email me your mailing address, which is required for all public testimony?

thanks,
julie

Julie Ocken
City of Portland
Bureau of Planning and Sustainability

From: Emily Meier <emilybmeier@gmail.com>
Sent: Tuesday, October 28, 2014 4:00 PM
To: Planning and Sustainability Commission
Subject: comp plan testimony

With the 20-year plan, now seems like a good time for the Planning and Sustainability Commission to address some significant long-term problems in Portland related to gentrification, displacement, and why certain types of development happen at certain times and places and who profits from that development.

Portland has seen massive rent increases in a very short period of time: everyone I know can tell of numerous people with stable, long-term jobs who've seen their rent as much as double overnight, forcing them to move. One statistic I encountered showed rents in pre-1940 buildings increasing 47% since 2005, and apartment rents in general increasing 11% in just the last year! This at a time when many people's wages are stagnant or falling. It's long past time to institute some form of rent control in Portland and promote community land trusts and co-operatives so renting and home-ownership remain affordable. People who've been committed residents and business-owners in neighborhoods through all

the years when no rich people or the city cared about them deserve to be involved in deciding what development happens now. At every stage of development we should be involved. The city needs to rethink the wholesale tearing down of both residential and commercial buildings so a rich developer who may not even live in Portland can replace them with cheaply-built yet unaffordable condos and apartments. Beautiful, old commercial and light industrial buildings that house businesses providing long-term, living wage jobs are being torn down and replaced with unaffordable apartments and condos. Where are these jobs going to go? Outlying areas that workers will have to drive to? Well-built old houses are being demolished and replaced with expensive new construction. Bookstores, music venues, yarn shops, Ethiopian restaurants--you name it: Portland's diverse character is rapidly disappearing.

The wholesale changes that have happened in inner north Portland are particularly disturbing due to how quickly they have come after decades of racial transition, housing segregation, discrimination, redlining, property speculation and government neglect. People who were prevented from buying the houses they occupied as long-term tenants due to a host of factors, including racist lending policies by banks, have been forced out of their communities as their landlords--who live elsewhere--realize how much they can make selling off their properties. Housing is for people living in communities with one another, not for landlords, developers, and the city to profit off of at everyone else's expense. The City of Portland needs to decide whether they want to promote these destructive changes or, instead, be instrumental in creating truly sustainable, viable, integrated, vibrant communities.

Seeing all of these massive construction projects on Vancouver, Williams, and Mississippi with architecture/construction company names on the fences--these are names you never saw in North Portland even 5 years ago. It seems like the city and developers just decided to expand the hideous Pearl District into North Portland. It's hard to see how any of this development will benefit most folks in these neighborhoods: once rents go up they stay up; an increase in the number of rental units is unlikely to result in lower rents. I've seen buildings advertising themselves as "affordable" with rents for a one-bedroom apartment at \$1300/month! That is not affordable housing! Most of the new businesses here seem to be trendy bars and restaurants and upscale shops: few people I know patronize them. But they sure have attracted a ton of wealthy newcomers to the neighborhood--which seems to be the point.

It's high time the city took a look at how their policies promote certain types of development over others and whether those policies foster or ameliorate inequality and displacement. Portland's well on its way to turning into San Francisco. Let's not let that happen.

October 28, 2014

Dana L. Krawczuk
DKrawczuk@perkinscoie.com
D. (503) 727-2036
F. (503) 346-2036

VIA E-MAIL (PDXCOMPPLAN@PORTLANDOREGON.GOV)

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

Re: PSC Comprehensive Plan Testimony -- Proposed Mixed Use-Civic Corridor Map Amendment for Riverside Centre and 5550 Macadam

Dear Portland Planning and Sustainability Commission:

This office represents Shorenstein Properties LLC, the owner and operator of a four building office complex on SW Macadam comprised of River Forum I & II (4380 and 4386 SW Macadam Avenue), Riverside Centre (5100 SW Macadam Avenue) and 5550 Macadam (5550 SW Macadam Avenue). Please include this testimony in the record and notify us of the decision.

River Forum I & II are located within the Central City 2035 Plan area, and we understand that no comprehensive plan designation changes are proposed at this time.

Riverside Centre and 5550 Macadam are both currently designated as Urban Commercial on the comprehensive plan, and are zoned Storefront Commercial with design and greenway overlays. The 2035 Comprehensive Plan proposes amending the comprehensive plan designation for both Riverside Centre and 5550 Macadam to "Mixed Use -- Civic Corridor."

Shorenstein Properties cannot meaningfully comment on the proposed comprehensive map amendment because the Mixed Use zone has not yet been developed. It is also not possible to determine whether the proposed comp plan map amendment complies with statewide planning goals and related regulations when the intensity and type of development allowed is undefined.

The City's current schedule requires that public comments on the comprehensive plan map must be submitted by March 13, 2015, but the proposed Mixed Use zoning code will not be released until "Spring 2015." We respectfully request that the Planning and Sustainability Commission defer making any recommendations related to the Mixed Use comprehensive plan designation until the Mixed Use zoning code is developed.

Portland Planning and Sustainability Commission
October 28, 2014
Page 2

We understand the City's time constraints related to periodic review, but the creation of a new comp plan and zoning category cannot be rushed and should not be done hastily.

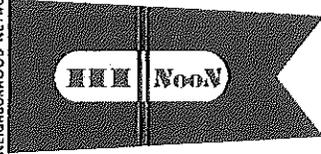
Very truly yours,

A handwritten signature in black ink, appearing to read "Dana L. Krawczuk". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Dana L. Krawczuk

DLK:dlk

cc: Gregg Meyer, Shorestein Properties LLC (via email)



HAYDEN ISLAND NEIGHBORHOOD NETWORK (aka HINooN)
2209 N. Schofield Street
Portland, Oregon 97217

Andre' Baugh, Chair and PSC Members
City of Portland Planning and Sustainability Commission
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

October 28, 2014

Subject: 2035 Comprehensive Plan Update
Proposed Draft, July 2014

Dear Chairman Baugh and Planning and Sustainability Commission Members:

The following suggestions and comments are for the Commission's consideration.

Chapter 3: Urban form describes Portland as having five distinct Pattern Areas. They are: 1. Rivers; 2. Central City; 3. Inner Neighborhoods; 4. Western Neighborhoods; and, 5. Eastern Neighborhoods.

What is ignored, but should be added, to the list of Pattern Areas are Island Neighborhoods - Hayden Island being one of them. Hayden Island shares the vision for 2035. It is articulated in the out of date Hayden Island Plan and the HINooN Neighborhood Sustainability Program Resolution of 2012. Hayden Island has the unique physical, social cultural and environmental qualities that differentiate us and create a sense of place. In order to maintain and enhance the positive qualities and sense of place in an Island neighborhood, policies and regulations that respond to Hayden Island's unique natural assets are necessary

However in the Transportation Section of List of Significant projects we find the Port of Portland listed as the Lead Agency, or one of the Lead Agencies in various projects involving Hayden Island. A cursory review reveals projects such as:

- | | |
|---|--------------|
| 1. Rail access bridge from Rivergate to West Hayden Island development - | \$3,000,000 |
| 2. Extend rail from BNSF to West Hayden Island and construct rail loop to serve future marine terminal development. | \$ 9,500,000 |
| 3. Reconstruct North Hayden Island Drive from the Burlington Northern Rail Bridge to the I-5 Hayden Island Interchange. | \$12,350,000 |

The Port of Portland withdrew their request to the City of Portland for annexation of West Hayden Island.

Furthermore, in the West Hayden Island (WHI) Project, Amended Proposed Draft of April 9, 2013, **9. FUNDING of the IGA**, states: the parties *"...agree to diligently pursue funding from non-local public sources, including federal, state and regional allocations and cost-share funds, private foundations, grant programs, donations and other appropriate and available funds or programs"* for the annexation of West Hayden Island to the City of Portland. It did not appear as if the Port had any "skin in the game" then, and it remains a mystery as to whether they will fund any of the above proposals now or in the future.

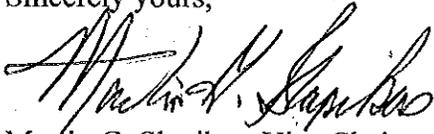
So where is the source funding for the above projects for a preemptive development of Hayden Island and why?

In addition, with propane, oil, natural gas and coal being proposed on, over, around and maybe even under Hayden Island either by rail, barge and pipeline, a manmade disaster, in addition to a natural disaster potential, should be a section added to the Comprehensive Plan for Island Neighborhoods. A disaster/emergency control evacuation plan should be included in the Plan. 2,700 plus folks live/work/play on Hayden Island with limited entrances and exits. And there are no medical facilities. Yet there seems to be an increased interest in developing this Island's industrial potential.

With all these proposals, what are the plans should Hayden Island experience such an associated disaster? What are the Islanders disaster/emergency control evacuation options? What section of the Comp Plan deals with these issues?

These issues affect the health and welfare of all od the Hayden Island residents, businesses ad visitors.

Sincerely yours,



Martin G. Slapikas, Vice Chair
Hayden Island Neighborhood Network

Argay Neighborhood Association Comments and Requested Revisions to the Current Draft of the City of Portland Comprehensive Plan

Argay Overview and an Opportunity for New Housing for Families:

The Argay Neighborhood extends from the Columbia River on the north to I-84 on the south; NE 122nd Avenue on the west to NE 148th Avenue on the east. Approximately half of that area is made up almost exclusively of industrial properties. Higher density, moderate cost, multi-family development is nearly 45% of the housing stock. Much of the area zoned for commercial use remains undeveloped after 55 years of neighborhood building. The remaining vacant areas not zoned commercial are improperly zoned for multi-family development only. The revisions in the Comprehensive Plan include minor administrative changes to a few individual locations in the industrial area to the north of Sandy Blvd, so the following discussion, comments, and recommendations concern the residential portion of the neighborhood, that area south of Sandy Blvd. All further references to "Argay" are to that portion of the neighborhood.

Originally developed over 55 years ago as an alternative to the higher density, higher traffic, inner-city northeast and southeast neighborhoods, Argay offered a family oriented neighborhood: family sized homes on larger lots, protected from traffic by curving and dead-ended streets, and featuring short walking distances to a City park and good quality K-12 schools. From the beginning and continuing to today, that concept has proven popular with a wide range of people from all walks of life and all ethnic backgrounds. The neighborhood developed to include 2,500 households and over 6,000 residents. We demonstrate the City of Portland's goal to recognize all forms of diversity. The 2010 census figures show a wide range of ages, education levels, careers, and a population far more ethnically diverse than the City as whole.

Most City planning in the last two decades has been targeted at creating new housing for singles and couples and focuses on an urban lifestyle. If the City is truly going to embrace diversity and support families it has to offer living opportunities for all – including families. Lifestyles change as singles become couples and family formation begins. Good quality single family housing in safe family friendly neighborhoods becomes necessary – just the type of neighborhood Argay was intended to be and has become. As those families made up of well educated parents with family wage jobs seek a new family oriented lifestyle, they find few (and increasingly expensive) neighborhoods in Portland that can fill their needs. Argay can offer that much needed new housing, but we need zoning that will allow that type of housing to be built. That zoning does not exist at this time and the revisions in the Comprehensive Plan provide minor relief, but leave far more undeveloped land for non-single family development. This needs to be corrected. Once this opportunity is lost, it will be gone forever.

Argay Neighbors' Concerns and an Opportunity to Improve Argay and Our City:

In meetings with our neighbors we have found two major concerns about current conditions in Argay and the potential for those problems to continue to grow and further negatively impact our neighborhood: our high percentage of higher density multi-family housing and a growing volume of pass-through traffic (that is, traffic originating and terminating outside our neighborhood – mostly commuters taking a short-cut). Opening residential streets to District Collectors will be addressed during the Transportation System Plan hearing. The use of existing undeveloped land areas for the creation of more single family, family oriented housing will be covered here.

Rental housing makes up a substantial percentage of our neighborhood housing inventory at 43.5%, and a new development in the planning stages will increase that to nearly 45%. While just on a par with the City-wide average of 46.2%, the citywide percentage includes downtown areas which approach 100% renter occupancy. With our surrounding four neighborhoods, we form an island of renter occupancies well above that of most other Portland residential neighborhoods. Contrast this to Beaumont, Alameda, and East Moreland with rental populations of between 3.1% and 9.7%. It is clear that we already carry more than our fair share of non-owner occupied housing. No more is needed.

Much of the current apartment inventory is made up of smaller units in higher density complexes that provide few amenities for families and children (open space, play areas, etc.). Our neighborhood does not allow convenient "walkable" daily shopping, personal support services, or a high level of mass transit; all goals of the City for the creation of higher density neighborhoods - those that are comprised of multi-family development. Even under R-3 zoning, the questionable practice of using "amenity bonus points" to increase density can shift R-3 zoning to an "as built" density approaching R-2. At 2,000 square feet of site area per unit, a complex rarely has enough space to provide facilities for families. Under the current zoning of our neighborhood that is the only type of development allowed and in fact another such complex is in the pre-building phase right now. The backbone of a neighborhood and a city, families with children, have been totally forgotten.

To return a reasonable balance to Argay, future housing development should be focused only on single family, owner occupied housing – the long term, low turn-over residency that builds and strengthens community ties. Most of the areas under consideration for re-zoning to Mixed Employment in the proposed Comprehensive Plan update should be re-zoned to support R-5 development and the existing R-3 zoning not already under consideration for such re-zoning should be re-assigned an R-5 classification.

We recognize that there is a perceived shortage of industrial sites within the city limits of the City of Portland overall, but we do not agree that those sites should be developed as small islands within residential neighborhoods such as Argay. Excluding the K-Mart location, the

Mixed Employment areas proposed for our neighborhood are incompatible islands, adjacent to well established residential housing, and do not adequately protect the existing housing from the negative impacts of those incompatible uses. Additionally the areas designated are too small to add significantly to what is a perceived lack of industrial land. Approximately one half of our neighborhood is already zoned for and developed as industrial land. That half of our neighborhood lies to the north of NE Sandy Blvd. That land is adequately buffered from the residential portion of our neighborhood by a 45mph state highway (Sandy Blvd.) and rail road tracts.

Our Recommendations to Return Argay to its Original Purpose:

The K-Mart Site, 122nd and Sandy Blvd:

Well separated from the single family portion of the Argay neighborhood and currently improved with a commercial property, we see the proposed zoning for this site as logical and sensible. If redeveloped in the future, the new development is unlikely to negatively impact the neighborhood.

NE 122nd Between NE Fremont and NE Shaver Street:

We support the Comprehensive Plan revision that scales back the commercially zoned land near the corner of NE Shaver and NE 122nd (Change #287) and the commercially zoned area immediately to the north of the existing housing near NE Beech Street (Change #289). However, we recommend that these two areas along with the area identified as Change #288, be designated for residential use under an R-5 classification. A survey of our neighborhood commercial properties indicates that several have persistent vacancy issues and relatively low rents, and it has been over 20 years since a new commercial or office building has been built on a vacant site. Many of the existing buildings need to be re-developed to meet modern standards and expectations. Substantial undeveloped commercial zoned land remains available for future commercial and office development under the current zoning. The need for more commercial sites does not seem well supported.

We strongly reject the proposed rezoning of the area which lies to the east of the proposed commercial zoned property to Mixed Employment (Change #287). Commercial use along a commercial corridor like NE 122nd Avenue makes good planning sense. Placing additional non-residential uses between the existing residential community and the schools that serve that community does not. Creating additional opportunities for non-residential development further divides the neighborhood and fractures the sense of community that the City of Portland says it seeks to develop and enhance. Mixed Employment development of this area damages the livability of our neighborhood. This area is situated between Parkrose Junior High and Parkrose Senior High across NE 122nd to the west and the now under development

Beech Park, and Shaver Elementary (just beyond Beech Park) to the east. The proximity to a new major City park and to all three schools make this area uniquely suited to new single family homes on family sized lots.

Arguing against the uses allowed under the Mixed Use/Employment designation from a functional standpoint is that the area does not offer any light industrial or flex space support services such as nearby similar land uses, high visibility and ease of access, good mass transit access, or even that a proven demand for such space exists. "Build it and they will come" is not a supportable, logical, or proven planning principle. Our over 55 years of neighborhood history proves that. We strongly reject this incompatible use of this prime single family land that should go to support Portland's families and children.

The remaining portion of this now undeveloped area is currently zoned R-3, a hold-over from the failed planning theories of the 1970s. Under the Comprehensive Plan revision, it remains zoned R-3. That zoning should be adjusted to an R-5 classification. Multi-family, small lot single family, and row house development does not allow for family-sized houses with family-sized yards. R-5 zoning of this area reflects the established zoning for most of Portland's family neighborhoods. As stated earlier, we are over-burdened with apartment housing that fails to meet the needs of families. Row housing and small lot high density single family housing has its place, but it is generally seen as a less desirable alternative to more conventional, lower density development and tends to serve singles and couples, not families. There needs to be a place in Portland for moderate density new homes that serve families and that offers close proximity to parks and schools. This portion of our neighborhood is uniquely well suited to serve that need and R-5 zoning of this area is a reasonable compromise between the inadequate R-3 concept and the traditional, existing low density R-7 neighborhoods adjacent to this area. Close to all schools and a major new City park, this land should be used to further strengthen the family-friendly character of the Argay neighborhood, not wasted on incompatible non-residential uses.

Southeast Portion of the Argay Neighborhood, South of NE Milton and West of NE 148th Avenue:

We very much appreciate the recognition by the City planning staff that this area zoned R-3 long before annexation in 1984 has failed to attract the supporting neighborhood commercial and service businesses and the level of mass transit service anticipated and needed for the garden apartment style development originally contemplated under that zoning. The suggested down-zone to R-5 single family (Change #688) will help to supply much needed sites for new single family homes, but does not create nearly as much new single family opportunity as a look at the map would suggest. Over half of that area is already developed in a church, a temple, a residential retirement facility, two condominium communities, and one site currently under proposed development with a 56 unit (2,200 square feet/unit using amenity

bonus points) apartment complex. We see the R-5 zoning proposed as a reasonable compromise between the lower density R-7 development of the long existing neighborhoods to the east, south, and west; and the density needs of the City. We endorse this as the best use of this land and suggest that it is the best use of the other areas in Argay which are currently zoned R-3, including the area to the north of NE Milton directly adjacent this section.

Area immediately south of NE Sandy Blvd. West of NE 147th Avenue to the Existing 50 year Old Developed Area of Argay:

We recommend down-zoning this area from its current R-3 designation to R-5 single family, the same down-zoning that has already been suggested by the City staff in the Comprehensive Plan revision for the area immediately adjacent to the south. This helps to fill the shortage of single family zoned building sites recognized by the City and is a reasonable compromise between the lower density R-7 development of the existing Argay residential area and the City's need for more compact development

Arguing against the proposed Mixed Employment designation now slated for this area in the draft Comprehensive Plan (Change #290), is the extremely poor vehicle access to this area. Existing and likely future street improvements simply do not support this type of development. Sandy Blvd. is a two lane 45 mph state highway with traffic frequently backed up through as many as three light changes. NE 148th is a District Collector, narrow, slightly curving, two lanes and lacking shoulders, curbs, and sidewalks along the portion north of the I-84 overpass. NE 147th Avenue is actually an even lower quality roadway which terminates to the north at Sandy Blvd. (exactly at the point of the frequent traffic back-ups) and curves to meet NE 148th at its south exit. New traffic generators built on the proposed Mixed Employment land would add further to the current traffic issues. From a functional standpoint, Mixed Employment use is impractical.

Also arguing against the proposed Mixed Employment use slated for this area is that it strongly and negatively impacts an existing residential neighborhood that directly abuts this land to the west. As proposed, no form of adequate buffering is required within the zoning classification. The idea of placing three story office buildings, service and assembly facilities, and potential generators of both dirt and noise pollution just feet from the back fences of the homes of families is totally against the basic beliefs and expectations of Portland residents and is contrary to the image that the City of Portland wants to project: "people and their quality of life they enjoy comes first". Not if this area becomes Mixed Employment development. The families that live in the homes abutting this proposed zoning must be taken into consideration. They did not purchase their homes and spend their time and money improving those homes with the anticipation that they would have anything other than compatible residential neighbors. The small area of limited utility, poorly served industrial land that may be gained by development of this isolated island under Mixed Employment zoning is at the expense of these

families. It damages the livability of our neighborhood and is not in keeping with the image and goals of the City of Portland.

Area Immediately South of NE Sandy Blvd. Between NE 147th and NE 148th:

We have not taken a position on this portion of the Plan revision. This area is an “overlap area” shared with the Wilkes neighborhood and since the rezoning covers not only that shared area but the area to the east of NE 148th which is exclusively within the Wilkes neighborhood it makes sense that the Wilkes neighborhood should help guide its future development.

Conclusion:

The City of Portland has among its six stated goals: “Ensure a safe and peaceful community, Improve the quality of life in neighborhoods, Protect and enhance the natural and built environment.” Within the Comprehensive Plan document we find the recognition that: “One size does not fit all, Plan and design to fit location conditions. Each area of Portland has distinctive and valued characteristics — natural features, community histories, patterns of development and types of buildings. Instead of following a one-size-fits-all approach, harness growth and change to enhance positive and valued community characteristics.”

We believe that the existing zoning within our neighborhood and the proposed land use changes included in the current revision of the Comprehensive Plan must be judged using those goals. If that criteria is applied, the hold-over zoning now in place and the planned revisions in their current form not only fail to meet those goals but they will do significant damage to our neighborhood. We now have an opportunity to change all of that for the better.

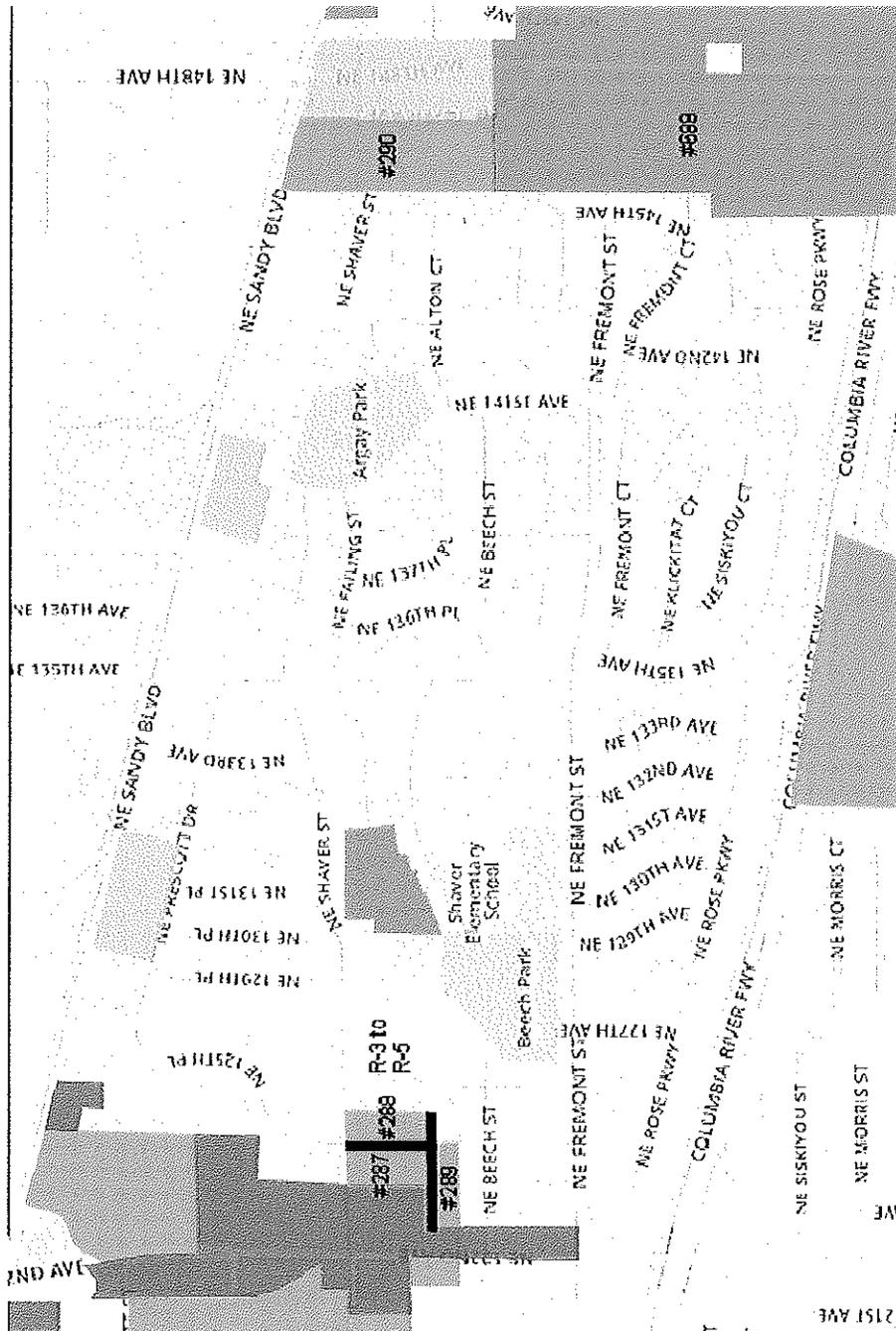
Our suggested revisions more closely meet those goals and aspirations voiced by the City of Portland. We know that our suggested alternatives will enhance the quality and livability of our neighborhood. Those revisions return the Argay Neighborhood to its original role as a family neighborhood and take full advantage of the characteristics of the neighborhood: low traffic streets, close proximity to K-12 schools, nearby great city parks, and lots large enough to have back yards kids can play in. Portland needs more neighborhoods that foster family formation and development. This opportunity for Argay to return to its original purpose will come only once, right now, and should not be wasted.

The Argay Neighborhood Association and the residents of the Argay Neighborhood that we represent thank you for this opportunity to testify and demonstrate our concern for the future of our neighborhood.

Argay Neighborhood Association Board of Directors

Submitted: October 28, 2014 on behalf of the residents of the Argay Neighborhood

Primary Areas Addressed in the Argay Neighborhood Association Testimony



October 28th, 2014

RE: Mixed Use Zones Project Advisory Committee

Dear Advisory Committee:

We are the owners of the Southeast Wine Collective, a community urban winery and wine bar on SE 35th Place & Division Street. We are also residents of the neighborhood, having purchased our first home here in 2010 after moving to Southeast Portland from France where we had worked and learned the craft of winemaking. Portland and Southeast Portland in particular, is quickly becoming a preeminent national and even global hub for artisans like us that seek to bring our community closer together and live a vibrant and well-rounded life. We could not be more happy to live here and be a small part of this burgeoning neighborhood!

Our winemaking activities culminate with the annual grape harvest each fall, which can last from about six to eight weeks. This time of year brings both excitement and intrigue for our winemakers, guests, onlookers and neighbors. We also recognize that with this comes a much higher amount of activity, both inside and out, which can inconvenience our business and residential neighbors. We strive to be a valuable, courteous and respectful business in our neighborhood and to better ensure this goal, we seek to build a structure in the back part of our building's parking lot in order to bring more of our operations inside and hence quieter and less impactful to our nearby business and residential neighbors. This will necessitate merging the zoning classification of our parking lot and our main facility to commercial storefront, which we sincerely hope this committee finds a reasonable request while evaluating our area for the Mixed Use Zones Project.

Our small local business has quickly grown and we have been fortunate enough to be recognized beyond our local community in publications like the NY Times, USA Today and Wine Spectator, to name a few. We hope to continue this success and be a home for many years to come for the ten winemakers, nine employees, and for ourselves and thank you for your taking a small amount of your time to learn about us and our commitment to Southeast Portland.

Thank you,

Kate & Tom Monroe, Proprietors
SE Wine Collective
2425 SE 35th Place
Portland, OR 97214
503-208-2061
thomas@sewinecollective.com



SE Wine Collective: Community Urban Winery

Founded by Kate and Thomas Monroe in 2012, Southeast Wine Collective is an community urban winery in SE Portland that has a unique wine program that highlights the range and quality of the artisanal producers that make wine at the Collective and showcases select wines from producers around the world, as well as in Oregon, Washington and California. The wine bar offers a diverse list, in terms of not only varietals and regions, but also growing methods and wine-making character.

Other unique offerings are the rotating lineup of 4-6 wine flights and a menu with a wine list of nearly 70 wines, all available by the glass, allowing guests a depth and variety that make Southeast Wine Collective a place to learn about and explore wine. The Collective aims to provide a neighborhood and destination spot where guests can experience the action of the winemaking process and taste the wines made at the winery and throughout the world.

In November 2013, Chef Althea Grey Potter joined the team and expanded and improved the food menu with her inventive seasonal salads, shared snack items and savory mains for lunch or dinner.

The Collective is a place where community can gather, in the wine bar or the numerous special events, from Yappy Hour with your dog and a weekly movie night to wine tastings with local winemakers and elegant monthly supper socials with the top chefs. There are 2-5 events each month of numerous types, sizes and price points, but with one similar objective: to expose guests to great wine and food and in a unique, interactive and fun setting. The most notable and popular event is the monthly Supper Social series, which brings in talented and award-winning chefs to co-design an interactive learning component and dinner paired with Collective made wines.

With the production space visible from the wine bar, guests can experience the winemaking process and feel a part of the action. Located in the heart of SE Portland's Division/Clinton neighborhood, guests can not only witness winemaking in action by ten of the area's most dynamic winemakers, but also taste, drink, and eat delicious artisanal wines and food with knowledgeable and caring staff.

Since they opened the doors, Southeast Wine Collective has had incredible momentum and acclaim, being recognized nationally by The New York Times, Wine Spectator, Forbes, Money Magazine, Food & Wine Magazine, Bon Appétit, SF Examiner, LA Times and more for their urban winery, wine bar and Division Winemaking Company wines as leaders in the next generation of winemakers. Tom and Kate are spokespersons for the industry and have created a new model among urban wineries and wine bars. They have helped incubate and grow brands that have moved out of the Collective due to their increased growth and success, making room for other developing brands. A bustling neighborhood destination that is packed nightly, the community gathers there for a variety of events, including winemaking, private events, wine bar, monthly dinner series, classes, wine tastings and more.

The Division/Clinton Neighborhood in Southeast Portland also happens to be where Kate and Tom purchased their first home together – it is where a life culture centered on family, friends, food and drink has firmly taken root. Division represents the two sides of wine growing; vineyard farming and winemaking.



SE Wine Collective: Owner Bios

THOMAS MONROE

Co-Founder, Division Winemaking Company and Southeast Wine Collective

Thomas Monroe is Division Winemaking Company's wine creator and brand ambassador, sharing his passion of wine, especially Pinot Noir, Chenin Blanc and exploring new varietals. After establishing the acclaimed Division Winemaking Company in 2010 with his wife Kate, the pair went on to form the Southeast Wine Collective in 2012 in response to their personal interest in creating a unique, multi-faceted urban winery and wine bar, coupled with increasing public interest in the urban wine movement.

Tom grew up in St. Louis, Missouri and enjoyed his time in the Midwest watching Cardinals baseball games, helping his grandfather on their family farm and working for various restaurateurs and bands in the region. His love of skiing, live music and mountain life took him to Colorado where he studied finance at the University of Denver. Tom's understanding of high finance eventually led him to San Francisco where he worked at Wells Fargo as a Senior Analyst in the Business Financial Services department. In his free time, he worked with wine brands in Napa and Sonoma Valleys, which provided the opportunity to explore different vineyards and the variety of equipment used to produce wines. In 2007, he left his position to earn an M.B.A. at Washington University in St. Louis. During the program, he wrote a business plan for an Oregon-based winery, which spiked his interest in the region's wineries. After stints in short term positions at Wachovia and UK bank Quayle Munroe, Tom decided to pursue his interest in wine and moved to France with Kate and their dog Cass to work in the wine industry.

After the amazing year-long experience, Tom realized that his interest in finance was waning, while his and Kate's passion for wine increased with each day. The family decided to move to Oregon to make approachable and balanced wines that are affordable to all that love them. Drawn to the camaraderie he witnessed at a winemaker with multiple wineries, Tom envisioned Southeast Wine Collective as a place for smaller wineries to grow. Tom and Kate also were inspired by their experience in France and the simplicity of people gathering together to enjoy food and wine. In establishing Southeast Wine Collective, Tom and Kate aimed to create a space for these two communities: the winemakers and the neighborhood.

Tom enjoys and strives to make nuanced wines that are driven by vineyard character or terrior, with ripe, but not over-ripe fruit, using minimally invasive winemaking practices. He appreciates that he is able to engage both his scientific and artistic sides while making wine. Over the years, he has fine-tuned the science and math of winemaking, but has learned even more through experience and developing a confidence in his intuition about wine.



SE Wine Collective: Owner Bios

KATE MONROE

Co-Founder, Division Winemaking Company and Southeast Wine Collective

Kate Monroe is the leader, strategist, marketing expert, operational guru and all around organizer of the award-winning Division Winemaking Company. Her detailed understanding of and extensive experience in the wine, food and event planning industries has well prepared her to run the young, growing company. After establishing the acclaimed Division Winemaking Company in 2010 with her husband Tom, the pair went on to form the Southeast Wine Collective in 2012 in response to their personal interest in creating a unique, multi-faceted urban winery and wine bar, coupled with increasing public interest in the urban wine movement.

Kate's palate is as strong as many sommeliers and wine critics. She excels at pairing food with wine and drawing out the individual components that make for the best matches. Her favorite wine varietals are those with origins in Burgundy & North Rhone in France and from Champagne. She contributes immensely to the winemaking process by helping make the best decisions in the vineyard and in the winery.

If there were a definition in dictionary for "child of the world," you would see a picture of Kate. Born in Bahrain to an English father and Malagasy (that's Madagascar) mother, Kate's exposure to food and wine is extensive to say the least. She has lived in England, Switzerland, France and the U.S. and traveled the world numerous times over. She graduated magna cum laude from Colgate University in upstate New York and has since worked at management levels with event planning firms and wineries across the U.S. and in France. After an amazing year-long experience working and learning how to make wine in France, Kate moved to Oregon with her two loves, Tom and their dog Cass, determined to make approachable and balanced wines that are affordable for all to enjoy.

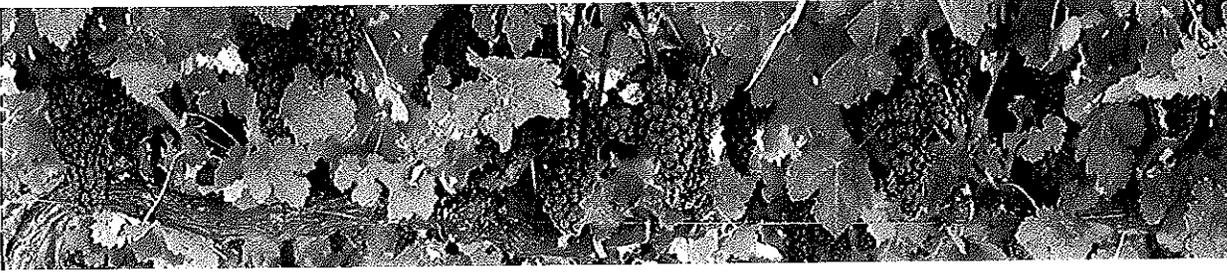
The Division/Clinton Neighborhood in Southeast Portland is also where Kate and Tom purchased their first home together – a community where life centered on family, friends, food and drink has firmly taken root. Division represents the two sides of wine growing: vineyard farming and wine making.

As Southeast Wine Collective has grown into a neighborhood establishment, Kate has enjoyed learning about the relationship people have with wine, adapting and enhancing the wines they make, and creating a space where people can enjoy wine in a social environment. With her event planning background, Kate has led the expansion of events offered at the Southeast Wine Collective, offering guests the opportunity to connect with wine and the winery socially. In the process, she and Tom have crafted and cultivated a team that they are proud of and that enables the Collective to run smoothly.

In two years, the number of wineries in the Collective has doubled in size, expanding from the initial five to the current ten. In the first year, they made Pinot Noir, Chardonnay, and a limited amount of Gamay and then began to expand to different varietals. Southeast Wine Collective currently produces 15-17 varietals, making it one of the most diverse production spaces in the world. Kate and Tom have provided not only a space for production, but support and mentoring for wineries along the way. Kate likes to see the investment in a community of winemakers as part of a story about Or-



SE Wine Collective: 2014 Neighborhood Letter



Dear Division & 35th Place Neighbors,

October 18, 2014

The winemakers at the Southeast Wine Collective were very busy these past six weeks as the annual grape harvest peaked, bringing delicious fruit and ripe potential to our winery doors. With the harvest season came height of our production year necessitating a lot of hard work, but yielding exciting prospects for our new vintages. The ten winemakers who share the space in Portland's most dynamic and well known urban winery were eager to create interesting wines that might one day fill your glass with diverse flavors and essences of the Pacific Northwest's unique terroir types.

We at the Collective wanted to graciously thank you for your patience during this busy season as we underwent our most boisterous time of the year. We are honored and happy to be a part of this thriving and evolving neighborhood and we strive to be a responsible member of the larger community where we live and work. We understand the annual grape harvest brings additional activity to our doors and we are committed to mitigating our presence as much as possible. If you ever have any comments, questions, or concerns pertaining to the Southeast Wine Collective, please do not hesitate to contact us by phone or by email. We would be happy to hear from you and look forward to getting to better know each of you.

Kate Monroe, General Manager - kate@sewinecollective.com

Thomas Monroe, Winemaker - [thomas@sewinecollective](mailto:thomas@sewinecollective.com)

Winery Phone: (503) 208-2061

Finally, we want to extend an invitation for you to visit our urban winery and find out what makes this time of year so special for Oregon winemakers. **Bring in this letter or mention you live in the neighborhood for a complimentary Collective Club flight at our tasting and wine bar.**

All the best,

Your Neighbors at the
Southeast Wine Collective

Richmond Neighborhood Association meeting

Monday, 2-10-14

Waverly Church

3300 SE Woodward, Portland Or

Minutes by Doug Klotz

Chaired by: Jeff Cropp

Board members in attendance:

Bonnie Bray, Doug Klotz, Cyd Manro, Cliff Hutchinson, Judah Gold-Markel, Jonathan King, Elizabeth Varga, (Julie Fitzwater present but not voting), Heather Flint-Chatto, Jeff Cropp

Board members not in attendance: Allen Field, Jordan Lanz,

Others in attendance:

Pam Birkel, Dave Currie, Don Gavitte, Marsha Hanchrow, Diana Foss, Ty Durbrow, Guy Bryant, Dick Park, Julie Dow, Bernard Koser, Neeley Wells, Sally Joughin, Dennis and Amy Whitworth, Linda Ralley, Tom Kishel, Rolando Apuilizan of PPS, Steve Olson of DOWA-IBI Group, Matthew Machado and Liz Mahon of PBOT, Kenneth Ulappa, Lisa Pickert, Denise Hare, Justin Belk, Taylor Gibson, Mark Zahner.

Meeting began at 7:05, with introductions. Adoption of December minutes is postponed until April.

Reed Dow described the zone change for which he seeks RNA support. His property is at 2425 SE 35th Place, the parking lot north of the SE Wine Collective. He proposes the zone on parking lot at north end to be changed from R-5 to CS, to match the associated building. This would allow construction of a one-story building to enclose the wine and grape storage now taking place on the parking lot. After discussion, the board supports this, but ask city to put some lower height limit on project. The vote was 6-3 in support. In favor were, Bonnie, Doug, Cyd, Jeff, Jonathan, , Heather. Opposed were Judah, Julie, and Cliff.

SE Wine Collective: Press Coverage



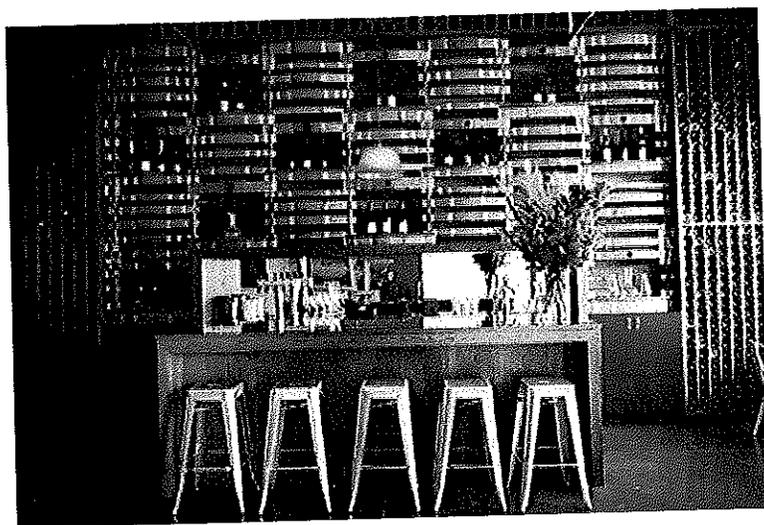
Portland's 10 best wine bars: Bar Tab

Samantha Bakall | sbakall@oregonian.com By Samantha Bakall | sbakall@oregonian.com

Email the author | Follow on Twitter

on September 29, 2014 at 6:00 AM, updated September 30, 2014 at 2:16 PM

Welcome to Bar Tab, The Oregonian's first-annual guide to the Portland-area's best bars. In the weeks ahead, you'll find guides to the city's top bars for beer, wine, great food and good times. Next up, our guide to Portland's 10 best wine bars.



SOUTHEAST WINE COLLECTIVE

Urban legend

2425 S.E. 35th Pl.
503-208-2061
sewinecollective.com

One of the happy offshoots of Portland's recent **generation of urban vintners** is that many of them double as great wine bars. At working wineries like Enso (1416 S.E. Stark St.) and Clay Pigeon (815 S.E. Oak St.) -- not to mention the recently departed Sauvage at Fausse Piste -- garage-rock producers pour their own pinots alongside an eclectic mix of New and Old World guests in attractive, close-in spaces. Our favorite of the new crop is SE Wine Collective, a small wine bar attached to a production facility that currently hosts ten small wineries. The bar, despite being just off rapidly developing Division Street, has a cozy, neighborhood feel, with handsome banquettes, a back bar made from cross-cut barrel staves and a smart bar menu from chef Althea Grey Potter. With 65 wines by the glass, including 25 from in-house members (plus emeritus winery Bow & Arrow), SE Wine Collective rewards repeat visits.

Who's sitting next to you? A table of three spooning into a massive, gooey chocolate chip cookie.

Signature drink: Intriguing flights, including a recent run of Chenin Blancs, meant to be paired with a house pork meatball and sambal mayo banh mi (on Little T baguette).

-- Michael Russell



10Best: Urban wineries across the USA

Division Winemaking Company in Portland, Ore.

One of almost 20 small-batch wineries in Portland, Ore., located near the Willamette, Columbia and Yakima valleys and southern Oregon wine regions, [Division](#) makes pinot noir, gamay noir, cabernet Franc and chardonnay. The SE Wine Collective, whose tasting room offers flights from 10 member wineries, bi-weekly guest winemaker events, and food from prosciutto-wrapped dates to mac and cheese with chanterelles or banh mi baguettes, was founded by Division's owners, a married couple who fled finance and event planning, in 2012. It's located in southeast Portland, the city's hippest neighborhood, crammed with eateries, boutiques and galler-

..... *Thrillist's*  *Best...*

The 21 best wine bars in the country

Published on 9/14/2014

By [Jonathan Cristaldi](#)

Southeast Wine Collective

Portland, OR

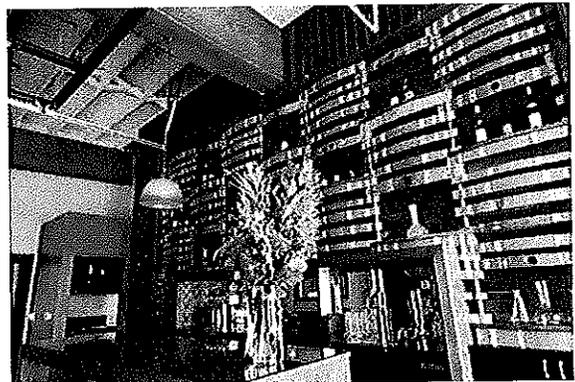
Witness the fine art of winemaking in this modest neighborhood warehouse in Southeast Portland, where a coalition of wine-makers toils away in a massive space right off the city's bustling Division Street. Luckily for patrons, they serve the wine, too. Southeast Wine Collective offers all of their homemade wines by the glass and features five high-quality rotating taps. Pair those with the culinary stylings of chef Althea Grey Potter, or come in for their monthly Supper Social where guest chefs from around Portland prepare their own food menus to pair with the Collective's homemade stash.

YAHOO!
FOOD

Are These the 21 Best Wine Bars in the Country?

Southeast Wine Collective

— *Portland, OR*

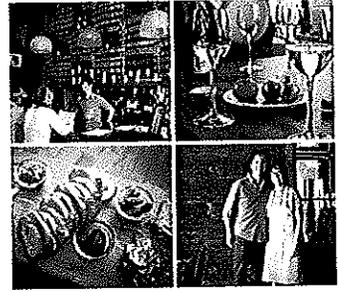


The New York Times

Bringing the Wine to Portland, Ore.

August 29, 2013

By BONNIE TSUI



Portland, Ore., has a new thing to call local, and it's wine. Vintners are moving their operations from wine country in the Willamette Valley pairing on-site facilities with tasting rooms that offer a window into winemaking. At least 10 urban wineries have opened within city limits in the past few years, making up what might be called one of the country's first urban wine trails.

Among the best producers are **Bow & Arrow** (bowandarrowwines.com) and the **Division Winemaking Company** (divisionwinemaking.com) both resident producers at the **Southeast Wine Collective** (2425 SE 35th Place; 503-208-2061; sewinecollective.com).

Visitors can sample flights of wines made inside the collective from grapes grown in the Pacific Northwest, getting a taste of the region's flavorful characteristics that geography and climate create in a wine. The bar's back wall is made from curving old oak wine barrels, and garage doors lead through to the production room, where, depending on the time of year, customers can witness the harvest crush, watch wine being bottled, or take a class in blending.

"For us as younger winemakers, we cherish the valley, but our audience doesn't necessarily have the time to get down there," said Kate Ivers, co-founder with her husband, Tom, 34, of the Southeast Wine Collective. It opened last September. "In order for wine to be an everyday life, we have to bring it to them a little bit."

Urban winemaking is not unique to Portland — Santa Barbara and Seattle also have such wineries. But in Portland, a city where the lines between it and "Portlandia," its comically twee IFC TV counterpart, the seriousness of this craft endeavor seems fitting. Since getting the wine available to consumers is an early hurdle to becoming a successful winery, among other obstacles like buying expensive equipment, the city has set up to be an incubator to help small producers. "It's an outlet for people to be able to find these wines," Ms. Monroe said. "For me, as a winemaker, it's 'try before buy,' right?"

Like many of their urban winemaking peers, Sasha Davies, 39, and Michael Claypool, 41, of **Clay Pigeon Winery** (815 SE Oak Street; 503-242-1111; claypigeonwinery.com) began making wine out of their garage. "We licensed our garage, and in 2011, we made one barrel of syrah and one barrel of pinot noir," Ms. Davies said. Since Clay Pigeon started production in an industrial stretch of southeast Portland in 2012, output has increased. The year's red wines will be released this fall. The attached Cyril's Wine Bar and tasting room serves seasonal fare like farro and lentil salad with its wines. Knowledgeable, friendly staff members are on hand to make recommendations.

A few blocks away — an easy walk or bike ride — the **ENSO Urban Winery and Tasting Lounge** (1416 SE Stark Street; 503-683-3676; enso.com) opens right onto the street. On a recent summer evening, a lively crowd spilled out, chatting and sipping from Ryan Sharp's extensive line of wines which includes pinot blanc, zinfandel, a mourvèdre reserve and several blends. For fun, Mr. Sharp recently released a bagged Portland Sauvignon Blanc of dry rosé, berries and spices; its summertime introduction was celebrated with an electronic music dance party in ENSO's barrel room.

Every place offers a peek into production. At **Sauvage at Fausse Piste** (537 SE Ash Street; 971-258-5829; sauvagepdx.com), an intimate residential winemaking operation that was opened last summer by Jesse Skiles, a 29-year-old chef and winemaker, customers at the elegant, salvaged building can peer through a glass door into the winery (tours by appointment) while sipping a well-balanced flight described as "We make these high-end wines (Fausse Piste specializes in Rhone varietals.) And Mr. Skiles's beautiful small plates are a revelation: smoked, braised chicken wings with a crunchy slaw and bacon-wrapped baby octopus. Small plates are priced between \$5 and \$10; entrees are around \$20.

Most of the wineries are members of PDX Urban Wineries, a local association that has been working to create a new culture in which people can easily walk and bike between wineries that are mainly clustered in the southeast section of the city — very Portland.

The latest sign of success: Bow & Arrow is leaving the Southeast Wine Collective to open its own place, less than five miles away. The new owner, Dana Frank, 35, its co-owner, will have a 5,000-square-foot cellar — an urban wine cave, if you will — built to specifications set by her 41-year-old husband, Scott, the winemaker.

"The live ecology that lives underground contributes so much to how a wine ages, and we really wanted that," Ms. Frank said. Portland tastes like it could be a hit.

How To Win In Wine Without Losing Your Shirt, Part One

Cathy Huyghe Contributor

This is the first in a series that explores business models in the wine industry. Here we look at the category of urban wineries.



The image of a winery as a self-contained system — where there is a winemaking building and cellar, surrounded by vineyards where the grapes are grown — is more unique and recent of an idea than many people realize.

For many centuries, and in some of the most influential winemaking regions of the world (such as Beaune in Burgundy), the vineyards circle a town while the winemaking buildings themselves are clustered in the middle of town. At harvest the grapes are transported to the town center, making it a classic example of bringing the product to where the consumers are.

Yet we aren't accustomed to thinking of wine in that way. Visiting urban wineries requires a flip of expectations, which yields a new understanding of how to operate a wine business at a profit, especially at a time when the buy-in for new entrants to the self-contained system — with its vineyard acreage and winery construction — is so prohibitively high.

The network of urban wineries in Portland, Oregon for example offers at least three different models, each with its own pros and cons that plot a trajectory of what's possible and successful. From diverse income streams to very savvy marketing that's tuned precisely to a target demographic, these models show that there's more than one way to win in wine, without losing your shirt in the process.

Kate and Tom Monroe's model demonstrates the advantages of diverse sources of revenue. They launched the SE Wine Collective in 2012 with the benefit of a sound business plan developed and fine-tuned while Tom pursued his MBA at [Washington University](#) in St. Louis. But writing the plan was initially more of an exercise than a blueprint for the reality they wanted to build; they shifted gears after working in other careers and a serendipitous opportunity to work with winemakers in France, where Kate grew up.

"The wine industry is notorious for attracting retired rich guys," Tom Monroe said, "but that wasn't how we were looking at it. [The urban winery] fits how we wanted to get what we wanted to get out of our lives."

Kate and Tom Monroe's model demonstrates the advantages of diverse sources of revenue. They launched the SE Wine Collective in 2012 with the benefit of a sound business plan developed and fine-tuned while Tom pursued his MBA at [Washington University](#) in St. Louis. But writing the plan was initially more of an exercise than a blueprint for the reality they wanted to build; they shifted gears after working in other careers and a serendipitous opportunity to work with winemakers in France, where Kate grew up.

"The wine industry is notorious for attracting retired rich guys," Tom Monroe said, "but that wasn't how we were looking at it. [The urban winery] fits how we wanted to get what we wanted to get out of our lives."

What they wanted was a business "in front of our crowd and in our neighborhood," Kate Monroe said, "where we could bring wine to people in a different way, and produce wine in a different mindset." They soon surrounded themselves with like-minded people, and with like-minded wines.

"Our job is not just to make wine but to foster the future of winemaking too," she said of the Collective's "enological incubator" environment; they opened their facility as a friendly cooperative, where a small group of other new winemakers could make their own wines. Those wines find an immediate outlet on the menu at the Monroe's wine bar next door, which also includes what they call "inspiration wines," that is, other small-production wines from around the world that share the same philosophy.

Building their facility in Portland echoes the rule of thumb for success in the restaurant industry, namely, Location, Location Location. In Portland, immediate customers are "obsessed with where their food and wine comes from and how it's made," Kate Monroe said. "We're invested in providing that experience to the client. They deserve to know who makes it. They deserve to appreciate it. Our prices are not inexpensive, and they choose our products because they're invested in the story and in the small artisan production."

OPB Arts & Life: Harvest Day at the SE Wine Collective

The grapes were ripe and the spaces tight at a new urban winery in SE Portland.

SE Wine Collective Offers Brewpub Experience for Winelovers

OPB | Oct. 24, 2012 7:30 a.m.

After decades of living in the middle of Beervana, many Portlanders are familiar with how beer is made. In brewpubs around the city, patrons can sip the wares in close proximity to giant vats of beer while brewmasters stomp around in galoshes carrying out their work.

Winemaking, too, has long been part of the Oregon landscape, but for city dwellers, the process still holds an air of mystery. It generally takes place in the Willamette Valley, and anyone who wants to watch winemakers in action must make a special pilgrimage to wine country.

Now a group of urban winemakers is hoping to bring the winemaking experience to the people with their new winemaking facility and tasting room on Division Street in the heart of southeast Portland. It's a brewpub for wine enthusiasts.

Go See It

SE Wine Collective

- 2425 SE 35th Place, Portland
- Tasting Room Hours: Wed- Fri: 3 p.m. to 10 p.m.Sat: 11 a.m. – 10 p.m.Sun: 11 a.m. – 7 p.m.

[Visit website](#)

Four artisanal wine producers – [Vincent Wine Company](#), [Bow & Arrow Wines](#), [Helioterra Wines](#) and [Division Winemaking Company](#) – have joined together to form the [SE Wine Collective](#). According to cofounder Thomas Monroe, the collective is an opportunity for these small up-and-coming labels to share the costs and risks of moving into a larger facility and to work in a collaborative environment with other winemakers.

The collective opened in late September, just in time for harvest. It's the busiest and most important time of the year for winemakers. The 5,000-foot space was full of activity recently as the last of the season's shipments of grapes came in to be pressed or crushed and put into large vats for fermenting.

With four winemakers sharing the same space and equipment, the name of the game for urban winemaking is scheduling and logistics, says Monroe. Vats of fermenting grapes were tucked into every corner amid shiny new tanks and equipment as Monroe and his crew moved crates around to make room for the last batch.

"For somebody who's never been in a winery, this could be considered crowded," says Monroe. "But I don't think we're even at two-thirds of our capacity in here."

Wine lovers and curious passers-by can the watch action from the cozy tasting room which looks directly out into the winery. The tasting room offers flights of wine from each of the resident labels as well as a selection of the winemaker's "inspirational wines." There is food to nibble on and a casual, friendly atmosphere to learn about wine.

"It's been a bit like living in a fishbowl out here when we're working," says Monroe. "But that's what we wanted. We wanted this community who's never seen a winery before to be able to check it out, hang out with the winemakers and give some of our wines a try."

SE Wine Collective: Photos



No. 1: 6933-6919 SE 82nd Ave

337

Proposed Change #

Proposed Comprehensive Plan Designation Multi - Dwelling 2,000

Existing Comprehensive Plan Designation General Commercial

Proposed Zone (*tentative, tbd in 2015*) Residential 2,000 (R2)

Existing Zone General Commercial (CG)

No. 2: North of 6933-6919 SE 82nd Ave

Proposed Change # 673

Proposed Comprehensive Plan Designation Mixed Use - Civic Corridor

Existing Comprehensive Plan Designation Urban Commercial

Proposed Zone (*tentative, tbd in 2015*) Mixed Commercial / Residential (CM), or closest comparable zone

Existing Zone Mixed Commercial / Residential (CM)

No. 3: East of 6933-6919 SE 82nd Ave

Proposed Change # 339

Proposed Comprehensive Plan Designation Mixed Employment

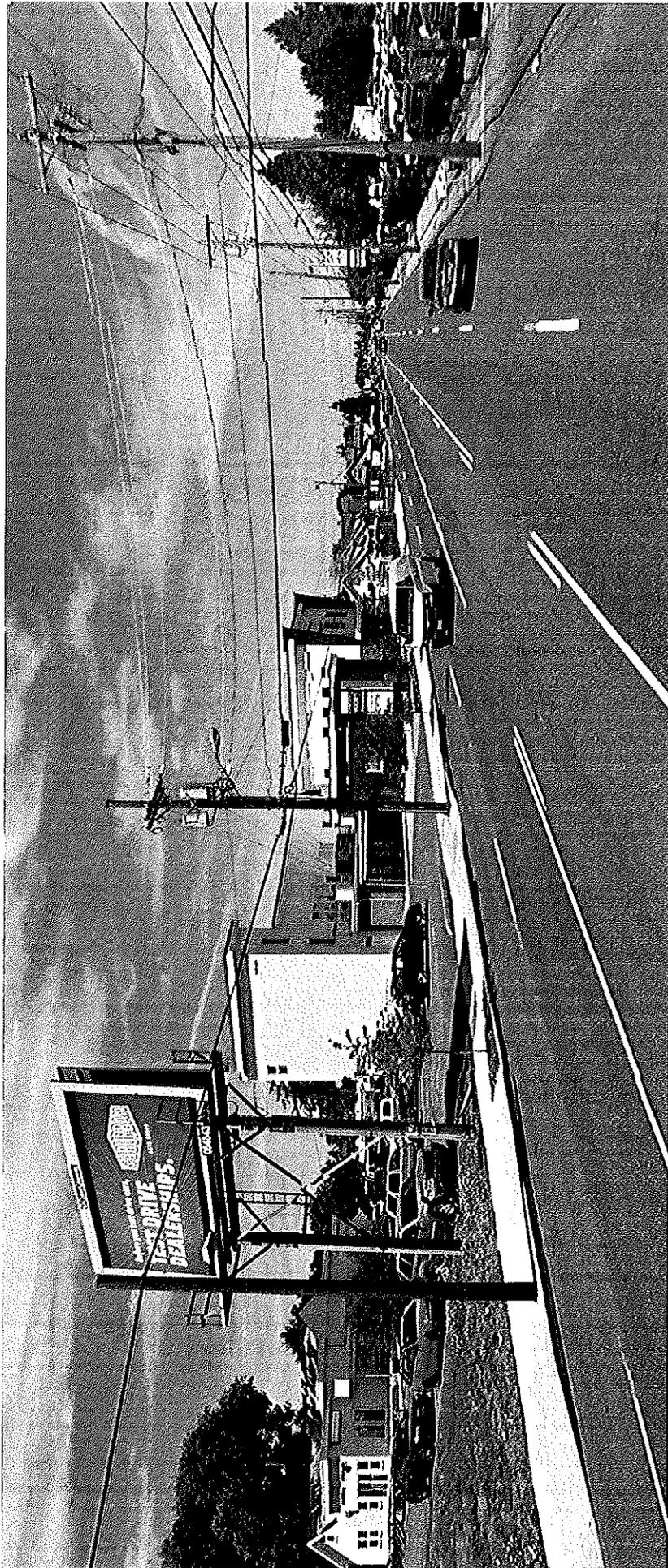
Existing Comprehensive Plan Designation Medium Density Multi-Dwelling

Proposed Zone (*tentative, tbd in 2015*) General Employment 2 (EG2)

Existing Zone Residential 1,000 (R1)



AERIAL HYBRID VIEW



LOOKING NORTH ON 82ND AVE.



LOOKING NORTH ON 82ND AVE.



LOOKING SOUTH ON 82ND AVE.

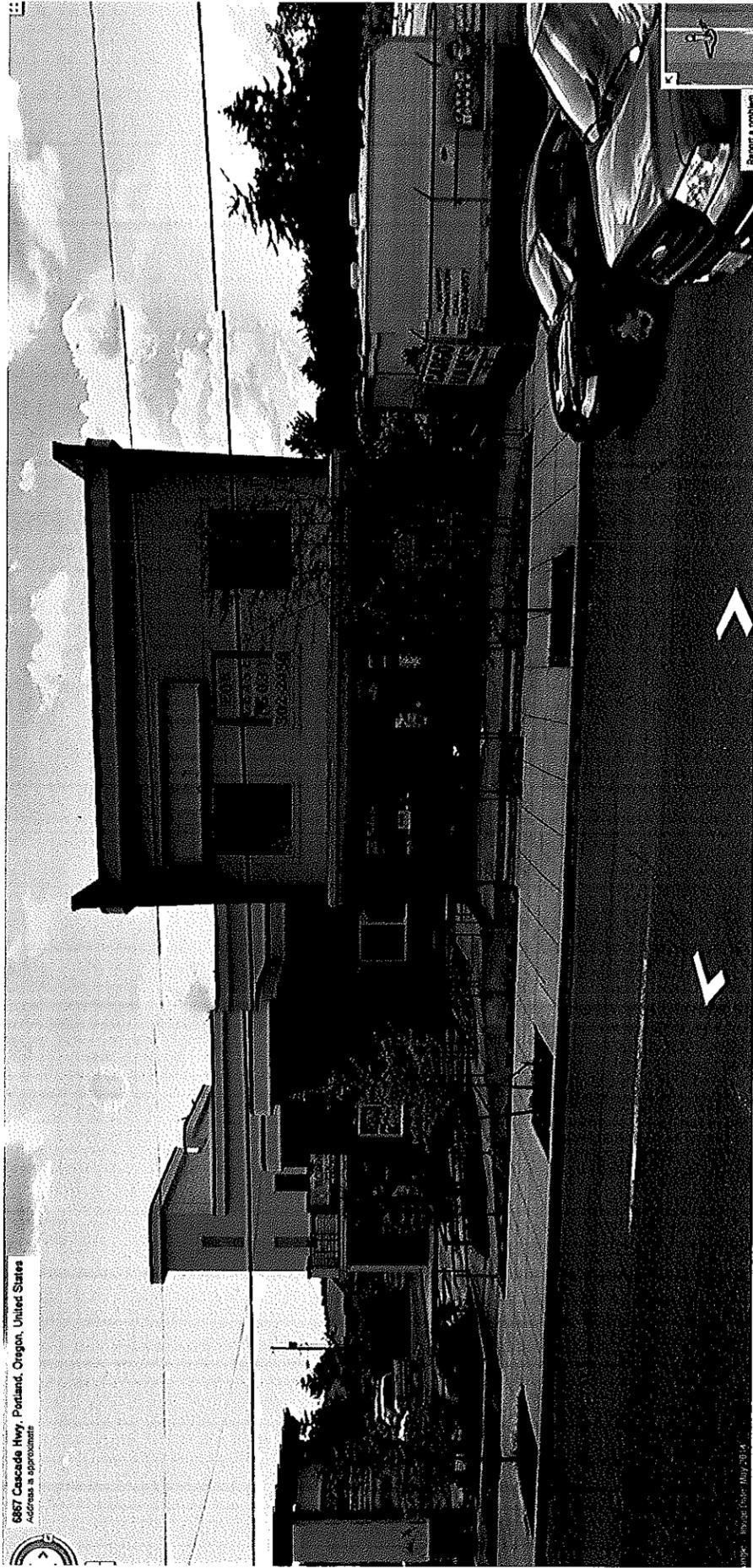


6933 Cascade Hwy, Portland, Oregon, United States
Address is approximate

www.Only3D.com/2014

Rendered in 3ds Max

6933 & 6919 FRONT VIEW



6933 & 6919 FRONT VIEW



THESE 3 PROPERTIES ON THE NOTH SIDE OF 6919 IS PROPOSED TO CHANGE FROM CM TO MIXED USE



THE FRONT VIEW OF 3 PROPERTIES ON THE NOTH SIDE OF 6919



THE FRONT VIEW OF 3 PROPERTIES ON THE NORTH SIDE OF 6919

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

Subject: Testimony to the Portland Planning and Sustainability Commission on Comprehensive Plan policies October 28, 2014

To preserve neighborhood character, green space and solar access, a goal needs to be added in housing policy section 5 that stipulates replacement housing in single family home neighborhoods be compatible to existing homes as it relates to mass, height, lot coverage and street setbacks. Additionally, a goal needs to be included to encourage that single family homes when torn down are responsibly deconstructed with the majority of materials recovered for re-use as opposed to teardowns being mechanically demolished where the majority of materials are crushed and sent to the landfill.

Partners in decision making policy 2.1 must apply not just to land use, but also to transportation planning with the users of all modes proportionally represented. More weight also needs to be given to neighborhood associations and coalitions.

In policy 9.28, instead of digging up the streets to add rails and install messy overhead wires; keep Portland moving forward by scrapping the 19th century streetcar plan - replacing it with a new technology, less costly, environmentally friendly 21st century electric bus plan. Include bus pullouts at transit stops so other traffic is not obstructed when boarding passengers. Traffic congestion associated with buses stopping in motor vehicle travel lanes is counter productive to reducing fuel consumption and emissions. Transportation policy must also include a financially self-sustainable goal for transit

There is no royalty status as it applies to transport mode. The Oregon Constitution forbids special privileges and immunities. Policy 9.6 "Transportation hierarchy for movement of people" is about exclusive privilege and therefore discriminatory. It needs to be completely removed.

Space reserved for bicycles is a commodity. Equity needs to be added to section 9 specifying that bicyclist paid license and/or user fees help pay for bicycle infrastructure. Freeloading, ignoring traffic laws and just providing lip service is no longer acceptable. Also needed to achieve equity is a re-write of policy 9.53 whereby bicyclists must pay for bike parking in areas where parking for motorists is metered or managed with a fee.

One of the factors as to why Oregon's economy lags behind the national average is because of the politically induced anti-automobile environment. With strong input from the motorist community, parking management policy needs to be completely rewritten. Not providing adequate residential off-street parking in policy 9.51 negatively impacts the quality of life in surrounding neighborhoods. Encouraging lower rates of car ownership hurts the economy. The comp plan needs a reality check by requiring a sufficient off-street for all new residential development - including on civic corridors like Sandy Boulevard, in town centers like Hollywood and around transit stations.

Finally, the comp plan must equitably reflect diversity and the freedoms this country was founded on. Be it housing choice, transport mode choice or lifestyle; the comp plan must not attempt to dictate, socialistically favor or financially impact one choice over another. As an example, policy 9.47 needs to apply to all vehicle modes or be removed.

Respectively submitted,
Terry Parker, Northeast Portland

Ord. 187832 Vol 2.3.H, page 16850

{ INSIGHT }

Climate hysteria pays political dividends

MYVIEW

By Gordon Fulks

It was something that was never supposed to happen in climate science where so many are so happy with the vast largesse they receive from American taxpayers in exchange for supporting a politically charged paradigm.

But former scientific colleagues from the University of Washington had a remarkable falling out the other day over whether the climate of the Pacific Northwest has shown any evidence of man-made Global Warming.

Although completely ignored by the political class, and largely ignored by their partners in crime, the lapdog media, this dispute has the potential to unravel the vast climate industry, a parasitic industry that rivals the oil industry in extent but produces nothing useful.

On the one hand, we have Phil Mote, who was hired by Oregon Democrats unhappy with then State Climatologist George Taylor's annoying habit of thinking for himself.

With vast Obama administration help, Mote built an impressive empire at Oregon State University that, to no one's surprise, sees relentless warming from carbon dioxide.

On the other, we have Nate Mantua who is famous for his work on the Pacific Decadal Oscillation (PDO), an ocean cycle known to strongly influence our local climate and salmon runs. When Mote first showed up at OSU, government contract monitors were trying to get his group to stop mentioning the PDO. But even his characteristically compliant employees would not do that.

Now the PDO is coming back to haunt him.

Mantua looked at the entire thermometer record for our area and concluded that "We do not see a human hand in the warming of the West Coast." Mote concentrated on the period after 1960 when temperatures and CO2 rose in tandem. This has been a trademark of Warmers and especially Mote. They only want to study that portion of the available data that might support a link between CO2 and warming.

After Mote and Mantua published their papers, Mote attempted to discredit Mantua's work, but was himself refuted by the well-known University of Washington meteorologist Cliff Mass. Mass, like Mantua, is well aware of the natural causes that are the most likely explanation for the thermometer record. As to the future, all are still predicting CO2 warming, but for Mass at least only after he is gone. Mantua seems to have learned something from being so wrong in the alarmist "Consensus Statement" that he and Mote signed 10 years ago. It brought perhaps a billion dollars to Northwest universities by predicting relentless warming that never materialized.

UNRESPONSE!

This My View was written in response to the Sept. 18 Sustainable Life story "Some like it hot," that argued GOP state and national leaders were blocking solutions to a man-made climate problem.

Settled") that pointed out much of what Skeptics have been saying. I was especially pleased to see him mention the very simple argument that I find compelling. The lack of any global warming trend for the past two decades (despite rising CO2) clearly says that man-made CO2 is less important than natural factors and

may have no observable climate signature. Even Alarmists have acknowledged this by lowering their estimate of "climate sensitivity."

Meantime, President Obama still calls the many scientists who dare to disagree with him "members of the Flat Earth Society." And his secretary of state, John Kerry, pedals the utter nonsense that carbon dioxide accumulates in a thin layer at the top of the atmosphere to cover the earth much as plastic covers real greenhouses. If Kerry were to attend a meeting of the 'Flat Earth Society,' he would surely lower the intellectual level.

At a recent rally in New York City, Robert F. Kennedy Jr. was even more extreme. "Deniers" should be tried at the International Criminal Court in the Hague and locked away for "war crimes." Never mind that we have the scientific educations, and they do not. Never mind that we are political moderates, not Nazi sympathizers denying the Holocaust. If we oppose them, we are evil and should be locked up with those who work for the fossil fuel industry.

Is such political nonsense and stupidity sustainable in a world where objective science still has a foothold? How long can extremist Democrats continue to promote climate hysteria when the scientific conversation is headed in a much different direction? They clearly hope that they can keep this going forever with their unholy alliance between heavily conflicted scientists, journalists and the scientifically illiterate.

But I doubt it. And when the paradigm falls, all who supported it will face a day of reckoning. That is necessary to make sure that politicians and journalists never again drag science down to the level of politics.

Gordon J. Fulks, Ph.D., of Corbett holds a doctorate in physics from the University of Chicago, Laboratory for Astrophysics and Space Research

OPINION

PORTLAND LIVING

Residential density around parks should be increased

ELI SPEVAK
IN MY OPINION

Portlanders love their parks. Why do we let so few people live next to them?

When Portland makes major investments in transit corridors, we update zoning to allow more people to live nearby. With neighborhood parks? Apparently not.

Portland's Comprehensive Plan update gives us a rare chance to consider boosting allowable residential densities along our park perimeters. This could be achieved through a simple bump-up from single-dwelling zones to low-density multidwelling zones. Logical exceptions could be made for very small parks, situations where park fences block direct access from adjoining parcels, and sensitive natural areas. In addition to letting more people live next to parks, this change could increase park safety by having more people's eyes on them. It could help meet equity goals by creating

the opportunity for smaller and less expensive homes near parks. And parks offer adjoining property owners supplemental open space and visual expanse, even if personal yards are modest in size.

When parks and residential developments are designed concurrently, increasing residential densities along their edges is common practice. McCoy Park at the heart of New Columbia in North Portland is one local example. There, higher density multifamily buildings surround the park, dropping down to less dense, detached homes one-half to a full block from the park edge.

But with older parks the story is quite different. Using the recently released Comprehensive Plan's map app, I did a quick review of zoning along the perimeters of all 24 parks with playgrounds in Northeast Portland and found that the average park in this group is a little over 70 percent surrounded by sin-

gle dwelling zoning. Half of these parks are entirely surrounded by single-dwelling zones (including Grant, King School, Knott, Merrifield, Rose City, Wellington and Wilshire). Three quarters are at least 70 percent sur-

rounded (including Alberta, Argay, Fernhill, Irving and Woodlawn). Just four parks are entirely surrounded by non-single-dwelling zoning (Buckman Field, Mallory Meadows, Montavilla and Oregon). And when brand-new parks are created (such as Khunamokwst Park in Cully, now under construction), abutting properties are rarely rezoned.

All of this seems like a missed opportunity to increase the public value of our park system.

This idea hasn't (yet) made its way into the Comprehensive Plan map, despite being suggested by the Residential Development and Compatibility Policy Expert Group well over a year ago and studied in-house by bureau planners. Since citywide reviews of zoning maps

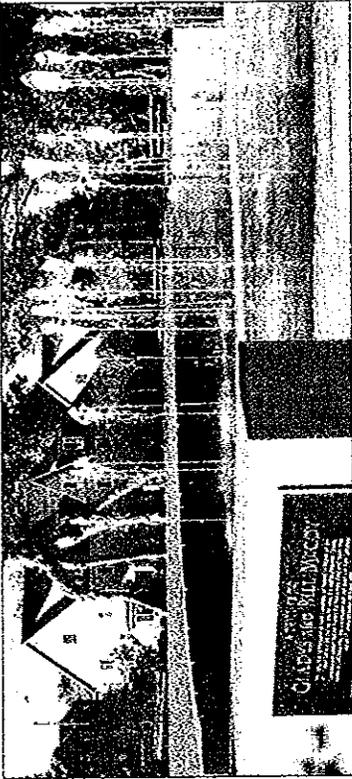
are exceedingly rare, the only practical chance to address this issue for the next couple of decades is probably through the comprehensive planning process now underway.

Draft Comprehensive Plan Goal 8.H calls for "All Portlanders (to) have safe, convenient, and equitable access to high quality parks, natural areas, trails, and recreational opportunities in their daily lives." Two complementary ways of achieving this goal:

- Create and maintain a wonderful system of parks and natural areas.
- Create opportunities for people to live near them.

We already do a pretty good job at the first. Now let's work on the second.

Eli Spevak founded Orange Sploit LLC, a housing development company and general contractor with a mission to pioneer new models of community-oriented, affordable, green housing in Portland.



McCoy Park in North Portland is surrounded by multifamily buildings.

THE OREGONIAN

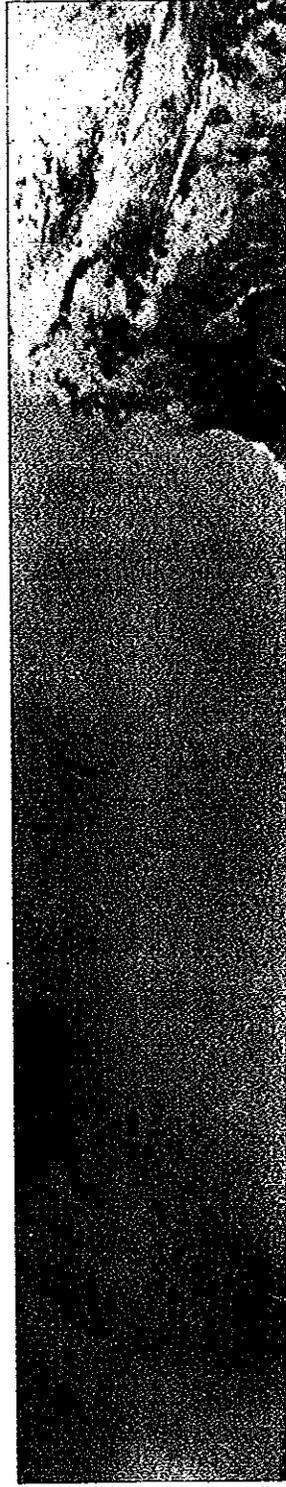
Father

Continued from E1

the slopes from the lodge. All of us there knew something bad was going to happen.

The horror unfolded slowly.

On the second day, two from the hike-party showed up at the lodge. They had



Testimony to PSC 10.28.14, by Timme Helzer, Hayden Island

Portland's Planning and Sustainability Commission:

Your public hearings last year revealed the "facts on the ground" about marine industrial development of West Hayden Island. And, in the end, you got it right. The key facts are these:

First, the Port of Portland withdrew its industrial development proposal because your mitigation requirements made the estimated cost of their plans "uncompetitive" in this marine services market. But, the Port's actual costs, based on calculations of the Port's own financial offices reported to this commission, would have made those "as built" costs approximately four times higher than other estimates they claimed at the time of their proposal withdrawal. The Port's real costs show the WHI industrial site is neither economically feasible or sustainable, estimated revenues may never pay off its construction bond indebtedness even after 40 years, and it will not produce the many long-term "family wage" jobs the Port has promised. Take away: West Hayden Island will fail as an industrial site, and destroy wildlife habitat.

Second, PSC testimony showed an I-5 Columbia River replacement bridge is absolutely essential for industrial development on WHI. But, the previous ill-conceived CRC plans, its massive fiscal waste and mismanagement, and weak political skill and little public will led to that plan's defeat this year. However, should WHI become a marine industrial development site without a new bridge, according to ODOT and PBOT, its traffic will choke Hayden Island and I-5 with hundreds of additional diesel rigs and thousands of autos day and night, snaking their way through the island's slowly recovering retail and residential areas. Take away: WHI industrial site traffic will kill local business.

Last, according to the World Health Organization, diesel exhaust particulates directly cause lung cancer, emphysema, and heart disease, especially in the elderly and disabled. And, our own Multnomah County Health Department's preliminary Human Impact Studies reported last year that traffic pollution from development of WHI will result in toxic air conditions 65 times more toxic than acceptable clean air levels. You also learned that many of WHI's nearest neighbors are elderly and disabled. Take away: WHI industrial site will kill people and wildlife.

In summary, 1) industrial development of WHI is economically unfeasible and unsustainable, and will destroy a major portion of the city's high-value urban natural wildlife habitat. And, 2) without a new I-5 bridge over the Columbia, a WHI industrial site will create huge traffic jams on I-5 and across Hayden Island. But, most damning, 3) toxic air pollution from WHI industrial development will be at least 65 times more toxic than safe air quality levels set by this state.

Conclusion: Trust your earlier judgment from August, 2013. Now recommend to the Draft Comprehensive Plan Commission to remove all of West Hayden Island from further consideration as a feasible future industrial lands site. You know it is not a feasible industrial lands site, and you know it never will be. Do the right thing, and just remove it from the Comprehensive Plan as an industrial lands site.

Thank you.

Timme A. Helzer
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October 28, 2014

Planning & Sustainability Commission
City of Portland
1900 SW 4th Avenue, Suite 7100
Portland, OR 97204

RE: Comprehensive Plan Proposed Draft

Commissioners:

Living Cully is pleased to submit these preliminary comments on the City of Portland's Comprehensive Plan Proposed Draft.

Living Cully is a collaborative effort of four community development organizations operating in the Cully neighborhood – Habitat for Humanity Portland/Metro East, Hacienda Community Development Corporation, the Native American Youth and Family Center, and Verde. This powerful collective represents over 100 years of combined know-how in community economic development, affordable housing, and green infrastructure.

The Comprehensive Plan needs to respond to seriously address the threat of displacement

Living Cully has analyzed the Comprehensive Plan Proposed Draft based on its likely effects on housing affordability and the displacement of low-income residents and people of color.

Living Cully shares the City's goal of enhancing the quality of life in Portland's neighborhoods through a variety of needed investments and programs. However, we refuse to accept that the displacement of lower-income residents and people of color is an inevitable result of these improvements. Living Cully's vision for our own neighborhood is one in which lower-income households can live and thrive in Cully as it is improved, and for generations into the future, rather than being priced out. In closer-in, "high opportunity" neighborhoods that already enjoy the kinds of services, amenities and infrastructure envisioned by the Comprehensive Plan, we believe that the Plan must prevent the further displacement of people of color and other low-income residents, and expand opportunities for other lower-income households – including those that have previously been displaced – to afford housing there.

Just as detailed planning and dedicated resources are required to improve Portland's urban form, environment and public facilities (to cite three Comp Plan chapters), specific plans and commensurate resources are also needed to expand opportunities for lower-income households and people of color to



live and thrive in all of our neighborhoods. While the Comprehensive Plan Proposed Draft contains scores of detailed goals and strategies for improving Portland in numerous ways, Living Cully is deeply concerned that the plan's stated commitments to housing opportunity and preventing displacement are not matched by the commitment of resources and the articulation of concrete strategies.

In short, implementation of the Comp Plan as drafted will exacerbate existing displacement pressures and contribute to rising housing costs, but will not ensure effective mitigation for those impacts – let alone *expand* access to housing and employment for lower-income Portlanders. Because the Comprehensive Plan seeks to improve the quality of life in Portland's neighborhoods, its implementation will increase demand for housing and commercial space and incentivize real estate speculation. As a result, much of the plan will likely have a direct displacement effect: property values and housing costs will increase.

The following examples of policies from Chapter 3 (Urban Form) demonstrate the displacement threat posed by the implementation of the Comprehensive Plan. Far from being outliers, these policies exemplify the overall thrust of the plan, which is to make wholesale improvements to Portland's neighborhoods. If not paired with specific, well-resourced mitigation efforts, policies such as these will invariably contribute to displacement, even as they meet the City's other goals:

- **Integrate nature and Green infrastructure in centers (3.6, 3.17)**
Green infrastructure has been proven to increase property values.
- **Leadership and Innovation in design (3.7)**
"High-quality design" is a dangerously ambiguous term, despite the policy's unexplained claim that high-quality design "demonstrates Portland's... commitment to a more equitable city..."
- **Investments in centers (3.12)**
The infrastructure and economic development investments envisioned by this policy will inevitably increase property values and housing costs.
- **Government services and Arts and culture (3.13, 3.14)**
Many of these services and investments will raise property values and housing costs in the surrounding neighborhoods.
- **Accessibility and Center connections (3.15, 3.16)**
Accessible, connected neighborhoods create high demand for housing. Housing costs will increase.

To balance out the cumulative displacement pressure created by these policies, Chapter 3 also includes Policy 3.3, "Equitable development," which commits the City to, "Avoid or reduce negative development impacts, especially where those impacts inequitably burden communities of color, under-served and under-represented communities, and other vulnerable populations." Whereas the chapter's other policies contain numerous specific goals and strategies that will in fact contribute to displacement, Policy 3.3's vague promise of equity is symptomatic of the lack of a real strategy to increase opportunity specifically for those Portlanders who will not be able to afford the sustainable, connected, livable city envisioned by the Comprehensive Plan.



As if to underscore the Plan’s ineffective response to the threat of displacement, Policy 3.3 – the very policy that seeks to ensure equitable development – goes on to say that the City will, “Make needed investments in areas that are deficient in infrastructure and services to reduce disparities and increase equity.” To the contrary, absent robust anti-displacement measures and a commitment of resources to implement them, infrastructure investments in neighborhoods like Cully will *increase* disparities and *reduce* equity. Our lower-income neighbors will be displaced by the rising housing costs that will inherently accompany such investments.

Simply stating that development will be done in an equitable manner, or that displacement will be prevented, does not make it so. The 1980 Comprehensive Plan, after all, also included explicit reference to the threat of displacement. Portland must do better this time around. Living Cully calls on the Planning and Sustainability Commission to incorporate the following recommendations.

1. Strengthen and expand the “impact analysis” tool introduced in Chapter 5 of the Proposed Draft; apply to entire document.

The entire Comprehensive Plan should be covered by an umbrella policy that requires a ‘Housing Affordability and Displacement Impact Analysis’ when the City and other public entities take actions that will potentially affect the real estate and housing markets, including:

- a. Planning decisions, including zoning changes and designations such as Neighborhood Centers
- b. Infrastructure and other public investments, including transit
- c. Development proposals that trigger a land use review
- d. Other actions taken by City Council and the PDC that may affect the real estate and housing markets

Require mitigation for anticipated housing affordability/displacement impacts.

When an Impact Analysis finds that public actions are projected to contribute to displacement and loss of housing affordability, the Impact Analysis must also include mitigation strategies. Implementation of these strategies must be tied to the implementation and/or budget of the project/policy.

2. Analyze implications of Neighborhood Center designations, and plan to mitigate any housing affordability/displacement impacts.

As an immediate application of the Housing Affordability and Displacement Impact Analysis tool, the City should analyze the impact of designating Cully and other areas as Neighborhood Centers in the Comprehensive Plan. Because this designation is designed to spur the kind of neighborhood development that inherently leads to increased property values and housing costs, Living Cully fears that the designation – and its associated zoning changes, new infrastructure and other investments – will contribute to rising housing costs and signal developers and speculators to invest in property in these areas. If the impact analysis finds this to be a valid concern, the City should enact sufficient mitigation measures to ensure that the coming investment does not result in



displacement, and that low-income residents and people of color will benefit from the changes that the designation is designed to bring about.

3. Add emphasis on “permanently affordable” homeownership.

Policies 5.34, 5.35 and 5.36 state goals to “support” and “encourage” homeownership. These policies should specifically refer to “permanently affordable homeownership” models (e.g. community land trusts, limited-equity cooperatives) that remove housing from the speculative market. Such models ensure that lower-income households will continue to have access to those homes even after the initial owners sell them.

4. New policy establishing land-banking as an anti-displacement tool.

Use land-banking to remove properties from the private market, particularly in neighborhoods that are now experiencing or are projected to experience rising housing costs, so that those properties can be used for permanently affordable housing and commercial spaces. Explore a variety of policy tools to acquire properties, including eminent domain, right of first refusal on for-sale properties, and acquisition of foreclosed properties. Develop locally or at the state level a sustainable funding mechanism to enable non-profits and government to create and manage land banks. Support and coordinate with community-based organizations that wish to use land-banking to gain control of property for community-serving purposes.

5. Explore means of recapturing the value of public investments; use revenue to fund anti-displacement strategies.

The City should explore ways of recapturing the value that is created through its public investments. Public investments (e.g. parks, transit service) create significant value that is captured privately by property owners and landlords. This increased property value results in the displacement of existing residents, and the loss of housing opportunity for other lower-income households in the future. The City should seek to recapture these windfall property value gains, perhaps through the imposition of a special capital gains tax on land values in areas where public investments contribute to property value increases. This revenue should be dedicated to anti-displacement efforts – specifically to permanently affordable housing in the neighborhoods in which it is collected.

6. Pursue tools that create permanently affordable units in market-rate housing developments.

The City should aggressively pursue tools such as inclusionary zoning that create permanently affordable housing units in private developments – through lobbying at the state level to lift the ban on inclusionary zoning, implementing other existing models and developing new land use tools.

7. New zoning designation for “housing opportunity.”



Until such time as inclusionary zoning is available as a tool for creating units of permanently affordable housing, the City should institute a new zoning designation for "housing opportunity." In areas with high development activity and demand, institute zoning that sets a "community standard" that new development *will* include affordable housing units. This would be similar to an incentive zoning strategy, except that the baseline would be at *higher* densities, building heights, etc., with the expectation that developments will include affordable housing and therefore meet the "community standard." Developers would be able to opt out of the affordable housing community standard, but would then be subject to more restrictive zoning limitations (shorter buildings, lower density, etc.). In other words, this would not be a mandatory inclusionary zoning program, but rather a means of setting an expectation for inclusive communities, and challenging developers to voluntarily meet that expectation.

8. Do not change zoning designation of "Sugar Shack" site (NE Cully Blvd and NE Killingsworth St.).

Retain the current zoning designation of EXGH, which will allow community-based organizations to develop urgently needed affordable housing on this site, along with other uses.

9. Hire PolicyLink to help incorporate these suggestions and others designed to lead to equity in the final comprehensive plan.

PolicyLink has been working with the City of Seattle to support Seattle's efforts to explicitly and meaningfully incorporate equity into their comprehensive plan. PolicyLink is interested in bringing its strong expertise to Portland.

10. BPS must complete the Council-assigned task of addressing displacement pressures created through the Cully Commercial Corridor and Local Street Plan for Cully. Similar efforts should be carried out in other neighborhoods vulnerable to or experiencing displacement.

Signed,

Steve Messinetti, Executive Director, Habitat for Humanity Portland/Metro East
Victor Merced, Hacienda Community Development Corporation
Rey España, Deputy Director, Native American Youth & Family Center
Alan Hipólito, Executive Director, Verde



Comprehensive plan and zoning testimony - October 28, 2014

My background

- My name is Dawn Cartwright. I live in the Westmoreland neighborhood and have been a full time resident since 1997.
- I am here to today to talk about proposed zoning change for a lot that is in the Westmoreland neighborhood and is currently occupied by a QFC grocery store and an adjacent parking lot for the store.
- The lot is located on Milwaukie Ave between Duke and Henry Streets.
- I live at 1523 SE Henry – adjacent to the store and parking lot.
- I am also speaking on behalf of David Baglien – the neighbor that lives in closest proximity to the store as he was unable to make the meeting this evening.

Lot background

- As I understand it, the lot's zoning is currently under review as part of the comprehensive plan.
- The lot is currently zoned r5 non-conforming use which imposes restrictions on the lot in terms of noise, use off hours (btwn 11pm and 6am – zoning code 33.258.050.A.) and to the strict use of the lot for parking (zoning code 33.258.050.C.)– not to include unloading of trucks, store display, storage etc.
- The lot is zoned this way as a result of a request from the original owners, the Taggesell's which sold the lot to Kienows and wanted to ensure that there was a buffer between commerce and the neighborhood.
- The r5 non-conforming use zoning served the neighborhood well during Kienows decades of occupancy. The neighbors were able to live in harmony with the store essentially without incident.

QFC Occupancy

- The original Kienows vacated the store in 1997/98 and a QFC was built just after
- Just after the opening of the store the neighbors and neighborhood started to experience the negative impact of the store. This include excessive noise and vibration from trucks idling in the parking lot and on surround streets -- the back store wall only magnifies this effect pushing noise back into the neighborhood, alcohol being stolen from the store and those involved fleeing thru the neighborhood, garbage and debris blowing into the neighborhood from outside storage, sidewalks, handicapped parking areas and other public areas being blocked when used for loading/unloading trucks and vandalism perpetrated by those using the store in late evening/overnight hours.

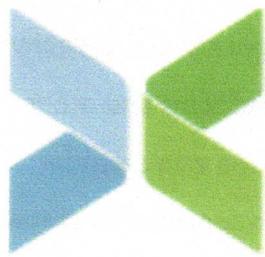
- The neighbors approached the store to try to discuss the impacts and were able to come to a draft good neighborhood agreement with the help of SMILE and others.
- To date, some 15 years later, that agreement remains unsigned and not enforced or communicated to QFC staff despite our repeated efforts to get it into place/use. Many store managers have come and gone over the years and none have made any sustained progress in terms of honoring even one aspect of the agreement, until zoning enforcement began in 2014.
- Just last week at a SMILE board meeting, the representatives from QFC reached out to the neighbors to try to resurrect this agreement – pledging to work in good faith with us toward mutual understanding. Despite the neighbors reaching out to them since that meeting, they have yet to get in contact with us to discuss the agreement.
- The neighbors have little faith, absent zoning restrictions and enforcement, that there is anything that will keep the QFC from using the parking lot in a manner that is disrespectful to the neighbors and severely impacts our enjoyment of our property, neighborhood and very way of life.

Conclusion

- We want and need a grocery store in our neighborhood. It supports the kind of environment we want to live in and where we want to raise our children.
- We love that it helps us live in a car free environment where we can get our goods and services by walking and supporting local businesses
- We LOVE our neighbors and our neighborhood. We are a tight community that spends time outside meeting and greeting and sharing our lives. We want to be able to do that without having to scream over the noise of an idling truck and without us and our children being run over by vehicles disobeying traffic laws (parking unlawfully in and outside of the lot etc.), those that should not be on our neighborhood streets.
- We are neighbors who stick together and respect each other. This is evidenced by our nearly 15 year long effort to get the QFC to be that kind of neighbor – the kind of neighbor the rest of us are to each other. We think they can be just that with some intent and effort expressed in a good neighbor agreement --- overlaid with the current zoning restrictions that help make up for the management churn and profit motives that often get in the way. To be clear, an unenforceable good neighbor agreement will not be enough to maintain livability for the neighbors, although we remain open to discussions with QFC.
- There have been VAST improvements in our quality of life with the enforcement of the current r5 non-conforming use zoning. The noise from trucks, limited overnight activity and garbage and vandalism issues have been greatly reduced by the current zoning and enforcement. We could not be happier with the City's support of the neighbors thru zoning enforcement.
- We ask that as you consider changes to the zoning of this lot that you take this all into consideration and help us maintain the current r5 non-conforming use zoning to ensure that the buffer that we so desperately need to maintain livability is honored.

Economic Linkages from Marine Industrial Businesses

Prepared for:



PORTLAND
BUSINESS ALLIANCE
Commerce • Community • Prosperity

August, 2013



Executive Summary

The motivation for conducting this analysis is an interest in better understanding the relationships between large local businesses and the small to medium sized businesses who serve as vendors and suppliers to the larger industries, and to quantify this to the extent possible. Five marine industrial firms (firms located in the Portland Harbor area who rely on access to waterborne transportation modes) were interviewed regarding their spending on direct and indirect materials, services, and capital goods during 2011 and 2012. In order to secure complete information, the firms requested anonymity to protect their competitive interests. The data submitted for analysis by these firms was analyzed by these spend categories as well as by where the spending occurred: in the local area, regionally, nationally, or internationally.

Major areas of research interest included aggregate spend by category and geography, however interesting linkages were demonstrated between marine industrial firms and other enterprises in the Portland market through this research and analysis. For the two calendar years under examination, these five firms spent in excess of \$1.29 billion in procuring materials, capital/plant equipment, and services to produce and deliver their final goods and services to markets near and far. Aggregate spending increased by 5% year-over-year and became significantly more localized, from 49% of spending in 2011 falling within the combined local and regional areas, to 56% in 2012, an increase of over \$63 million with nearly all of that deriving from an increase in local spending (regional spending remained nearly constant).

The sampling represents roughly 10% of the approximately 20,000 direct jobs in the Portland Harbor area (Martin Associates, 2006), thus extending these outcomes as representative of the Harbor area on this basis, one might reasonably conclude that aggregate spending by such firms is on the order of \$6 billion to \$7 billion annually. The reader should also bear in mind that this analysis did not examine firm outlays for direct and indirect labor, taxes, debt service, and so forth – this analysis is limited to examining firm to firm interaction in procurement markets.

Marine industrial firms sampled demonstrated rich, complex connections and economic linkages to a variety of local sectors. Spending occurred in a variety of local markets



as firms procured the services of planning and architecture firms, law firms, engineering firms, trades such as electricians, graphic arts/media production firms, suppliers of advanced manufacturing plant production equipment, transportation companies, suppliers of software and information technology, energy and utilities, and so forth. Many vendors/suppliers of these firms are common among the sample. It is evident that marine industrial firms engaged in a wide array of activities are intrinsically linked to the health of the local and regional economy.

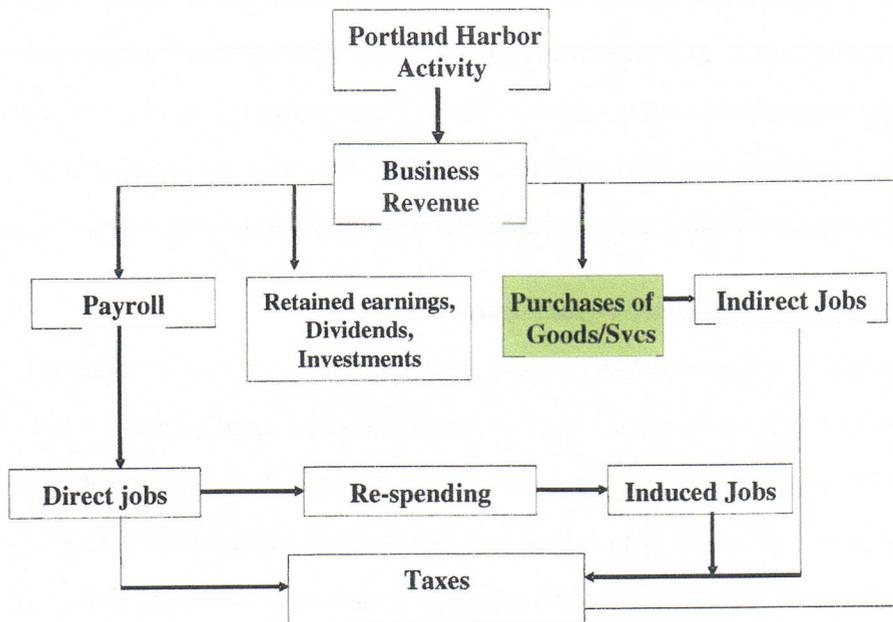
Marine Industrial Businesses have a significant impact on local business

Businesses in the Portland harbor earn revenue from the goods and services they sell. These firms then spend this revenue in a number of ways that can be grouped into just a few buckets (see figure below). The recent analysis for the Portland Business Alliance identifies the economic relationships between these businesses and other sectors of the local economy. The results show that those harbor firms surveyed are reliant upon a variety of local businesses for the goods and services they need every day to keep their businesses running.

The Portland Business Alliance Study looked solely at the purchases of goods and services to see how the revenue from harbor activity flows to other local employers. While much of this spending is local (42% in 2012) creating local jobs [indirect jobs in economic terms], some does leave the region.



FLOW OF PORTLAND HARBOR BUSINESSES' REVENUE THROUGH THE LOCAL ECONOMY



- In 2012 the five firms surveyed spent \$660 million on goods and services, an amount nearly equal to the regional investment in Tri-Met's new orange line (half the total construction cost).
- Of this re-spending by these harbor businesses more than 40 percent of it (\$280 million, the equivalent of 3.5 Rose Festivals) is infused into the local economy.
- More than 80 percent of the re-spending by these harbor firms locally (\$230 million) is in the areas of raw materials and components, and professional services, maintenance, catering and other services.
- Other expenditures include machinery, spare parts, and construction materials.
- Common among the firms surveyed were nearly 300 local employers from whom they purchase goods and services (see Appendix 3 for a sample listing of those firms).

Examples of local employers from whom subject firms purchase goods or services:

- Catering/Food and Lodging: Elephant's Delicatessen, Oxford Inn & Suites
- Construction, Equipment, Maintenance, and Repair: Buckaroo Thermoseal, Christenson Electric, Milwaukie Crane & Equipment, Rodda Paint



- Manufacturing Inputs, Components, and Services: Albina Pipe Bending, Evraz, Swan Island Sandblasting, West Coast Metals,
- Supplies and Parts: Baxter Auto Parts, General Tool & Supply, Parr Lumber, Vancouver Bolt & Supply
- Technology/Communications: Centurylink, Integra Telecom
- Transportation Equipment, Services, and Repair: FedEx, Les Schwab, Oak Harbor Freight Lines, Oregon Tractor, Redmond Heavy Hauling
- Miscellaneous: Elmer's Flag and Banner, Legacy Laboratory Services, Portland Community College

Introduction

In March, 2012, Martin Associates (Lancaster, PA) prepared a report for the Port of Portland entitled, "The Local and Regional Economic Impacts of the Port of Portland, 2011."

That report summarized three separate studies, including:

- The Economic Impacts of the Portland Harbor
- The Economic Impacts of the Real Estate Tenants of the Port's Business and Industrial Parks
- Economic Impacts of PDX and General Aviation Airports

As follow up work, Martin Associates produced a report in July, 2012 entitled, "The Local and Regional Economic Impacts of Portland Working Harbor, 2011." This latter report measured impacts related to industrial land use in the Portland Harbor such as employment (direct, induced, and indirect), personal income, direct business revenue, and tax revenue (state, county, and local).

The Portland Business Alliance retained One Northwest Consulting, LLC (ONWC) to recruit a sample cohort of firms in the Portland Harbor area engaged in marine industrial activity, generally defined as enterprises whose proximity to and connection with marine infrastructure for transportation purposes is "business critical". ONWC was tasked with conducting an analysis of annual procurement spend and performing analysis of the economic links between the sample cohort and local enterprise, including various small and mid-sized businesses



in common among the sampling distribution as vendors. Of interest was the categorization of procurement expenditures by type or purpose, and the geographic location of the associated vendors. Procurement expenditures were categorized into four major areas:

- Direct materials – defined as material inputs to final goods and services; this can be unprocessed raw steel, energy such as electricity and natural gas, power plants/engines and components such as pumps and motors, finished steel and metal alloy products, and propulsion and navigation equipment and related components
- Capital goods – defined as investment on plant, property, and equipment; examples include investments in IT systems (both hardware and software systems), production machinery such as plasma cutting tables and punches, buildings and structures, and mobile machinery for material handling such as forklifts and excavators
- Indirect materials – defined as items indirectly associated with final goods and services, such as supplies not tied to a single specific project or output; this includes fasteners and bolts, bulk paints and coatings, welding supplies, production machinery wear parts, valves and fittings, lumber and pallets used for packing and shipping, and some tools and related parts/components
- Services – which includes professional services, skilled trade services, repairs, and maintenance services; examples of services procured include architecture, planning, engineering, law, environmental consulting and testing, transportation, graphic arts, media production, public affairs/advertising, accounting and financial services, and skilled labor/trades

Procurement expenditure was also segmented geographically into one of four categories:

- Local – comprised of Clackamas, Multnomah, and Washington counties in Oregon, and Clark county in Washington
- Regional – comprised of the remaining areas of Oregon and Washington, excluding the aforementioned local area
- National – comprised of the United States and its territories, excluding Oregon and Washington
- International – comprised of all non-US spend



Sample Recruitment and Description

Portland Business Alliance suggested a list of firms to participate in the study on the basis of location in Portland's industrial harbor area and related marine industrial land use, as well as likelihood of willingness to share proprietary business information for the purpose of the study effort. Firms expressed a willingness to participate and were generally supportive of this analysis, but willingness for direct attribution and identification as study participants varied significantly among firms, with strong tendency towards anonymity to protect individual company's competitiveness. The data are therefore reported in aggregate, illustrating general procurement tendencies and associated economic impacts across firms without singling out a single participant.

General descriptions of firm business activity include: heavy civil and marine construction; marine vessel repair and construction/manufacture; steel fabrication; metals processing; bulk material handling; general manufacturing; steel/metals products manufacturing; marine terminal operations. Cohort firms are located on large lot, industrial lands characterized as marine and rail transportation dependent, and also relying on freight truck/highway access.

Data Collection, Processing, and Analysis

The five participant firms were asked to submit their expenditures on procurements (raw materials, utilities, work-in-process, finished goods purchases, professional services, skilled trade services, durables, non-durables, materials, supplies, capital goods, etc.) for calendar years 2011 and 2012. This approach excludes firm expenditure on direct and indirect labor, taxes, depreciation, amortization, and payments to shareholders such as dividends. This is important in examining firm to firm interaction, particularly in establishing the local linkages between firms associated with procurement activities.

In geographically segmenting the data, an issue in determining whether spend qualified as local versus a different category was encountered. Many firms purchase capital goods, services, materials and supplies from national and international firms, remitting payment to a non-local location such as a central accounts receivable processing



center associated with a particular vendor. However, many of these firms provide services to customers via a local presence in the form of a distributor or local warehouse, with local employees and representatives. This is done in order to reduce fulfillment cycle times and provide competitive levels of responsiveness. Where a vendor possessed such a local presence, the associated procurement spend was categorized as local, versus another geographic designation.

Another point to bear in mind is that one firm's direct material is another firm's capital good. For instance, a firm using concrete to construct a structure as a final good for a customer considers the concrete to be a direct material. Spending on concrete by the customer would be considered a capital good or capital expense were they to procure it themselves. Thus, perspective is important, particularly considering the rich complexity of the economic linkages of these firms, as well as the self-organizing, symbiotic relationships which firms have developed with each other over time. Some firms' business is centered on a continuous process such as one might envision in the production of paint in bulk liquid form, whereas other firms employ a job costing approach, such as what one would expect from an engineering and construction firm contracted to build a structure. The nuance between these is significant, as it is much easier to consider job costing formats using discrete boundaries whereas in continuous process production this may be extremely difficult. The emerging level of detail is reflected in the procurement data: job costing format firms' data was substantially more detailed and granular, making the distinction between direct and indirect materials much simpler.

Participant firms submitted data in a variety of formats, primarily submitting raw data in Microsoft Excel, having queried a purchasing system or equivalent to generate the data. At a minimum, firms submitted the vendor legal name and related expenditure amount for calendar years 2011 and 2012. Aggregate results are reported in Appendix 1. Generalizability of these results is limited due to the small sample size, however this sampling represents approximately 10% of the direct employment in the Portland Harbor area (based on the findings of Martin Associates' July, 2012 report).

Dynamic Structures



When a firm receives revenue, that revenue is employed by the firm in a variety of uses which establish the linkages between the subject firm, firms considered vendors to the subject firm, and other economic sectors. Consider the illustration in Appendix 2. Firm revenues flow to the following categories:

- Cost of goods such as direct and indirect materials, and certain services
- Administrative expenses known as SG&A (selling, general, and administrative) which include payment of wages to management and executives, philanthropic activities, some capital expenditures, and some services which are difficult to tie to the production of specific goods and services (SG&A tends to be a large “bucket” for expense items which do not easily lend themselves to division among units of output)
- Direct and indirect labor
- Interest/debt service
- Transfers to shareholders (known as dividends)
- Retained earnings
- Payment of taxes
- Depreciation and amortization charges

The connection between firm “financial health” and the well-being of the public sector can be demonstrated by examining the flows and linkages (the shaded box on Exhibit II): for this purpose we will call the system of linkages “Cycle of Firm’s Revenue”.

Philanthropy clearly constitutes a public good. Employee wages (direct, indirect, and SG&A) drive personal income, which bears strong linkages to the public sector. Additionally, there is likely a propagation mechanism in financial markets (hypothesized here) connecting a firm’s debt service (interest payments) and distributions to shareholders (dividend payments) to societal well-being. Retirement investment accounts and portfolios such as 401k and 457 plans, and Public Employee Retirement Systems (PERS) investment generally hold shares in publicly-traded firms (which distribute dividends to shareholders and whose stock value growth benefits shareholders) and financial firms (who received debt service payments from firms, both privately-held and publicly-traded). It seems reasonable to conclude that good firm



financial performance is beneficial in this way to retirement systems of both public sector and private sector workers.

Of interest in this research is the connection to other firms, considered vendors or suppliers to the subject firm, from whom the subject firm procures direct and indirect materials, services, and capital goods. A portion of the subject firm's revenue flows to the vendor/supplier firms, whose revenue also flows through the cycle illustrated. This cycle repeats ad infinitum.

The public sector derives revenues through the payment of taxes on corporate income and other things such as real property, personal income, and taxes on dividends and interest. These revenues are used to support public services, fund schools, and build infrastructure. A firm's decision to invest in their capital stock in a given area depends not only on market conditions, but local and regional "business climate" conditions, largely signaled on a community's willingness to invest in infrastructure, education, and the level and efficiency of public services provided. Weak signals in these areas do not inspire confidence in firms' willingness to invest in a particular area, and the variation in the quality and strength of these market signals given by communities largely constitutes the competitive environment in which states and municipalities strive to attract capital investment.

Discussion

Linkages to smaller enterprises were readily evident through an analysis of the data. Large industrial firms avail themselves of professional services as well as services of skilled trades, primarily locally sourced (except in somewhat rare cases where highly specialized expertise was required). Examples of professional services procured include: technical engineering (information technology, civil, and structural), architecture, environmental consulting/engineering, law, public accounting, human resources/training, occupational health and safety consulting, financial services, and general business consulting/advisory (such as business process engineering). Skilled trade services procured include: plumbing, electrical, general construction (earth-moving and excavating), specialty machining and tooling, sheet metal, HVAC/refrigeration, and mechanical repair and maintenance services.



Firms sampled also availed themselves of the services of local small businesses as varied as: sign and awning businesses; freight transportation services (by water and truck); restaurants, delicatessens, and catering; equipment rental; mail services and printing; florists; and site security.

Examples of Service sector firms commonly engaged by the subject firms include: Bernert Barge Lines, Carlson Testing Inc., Cascade Architectural & Engineering, Integra Telecom, and Morgan Industrial Inc.

Local procurement of raw materials, intermediate production inputs, and capital goods were also evident in the data. Examples include:

- Steel and other metals purchased from local steel service centers, mills, and other local sources
- Concrete purchased from local suppliers for capital projects to construct new plant and equipment, or in the case of the marine-related construction firm surveyed – as an input to delivery of a final good/service
- Fabricated/machined steel parts and components sourced locally for capital projects and as intermediate inputs to final goods and services
- Machinery, plant equipment, power systems, and material handling equipment (all capital goods) purchased from a local manufacturer, dealer, or distributor

Firms commonly engaged as vendors among the sample include: Evraz Oregon Steel Mills Inc., Farwest Steel Corp., LaGrand Industrial Supply Co., Oregon Ironworks Inc., and Pape Material Handling Inc.

Geographic analysis of the spending data revealed that firms demonstrate a preference to working with firms in the local and regional area due to proximity, ease of obtaining ongoing service, and the value of enlarging ties and relationships to the local market and community. Where spending occurred nationally and internationally, this was typically because the goods and services sought were not locally available. A large amount of the international service spending, for example, consisted in payments to foreign flagged marine vessels and companies for export transportation and logistics services. Additionally, certain legal and technical services were procured by the firms in 2011 – 2012 which comprises highly-skilled expertise



not locally available. Some raw material components are highly specialized and not manufactured locally, such as brake systems parts for transportation equipment. Likewise, certain capital goods are produced only in select areas in the national and international geography, such as specialized manufacturing machinery, software systems, technical and navigational components of marine vessels, environmental control systems for storm water treatment and management, and power plant/engine equipment and components.

Roughly 80% of the indirect materials these firms purchased were from local distributors and suppliers. Some examples of these include: safety supplies, paint and coatings, bolts and fasteners, industrial cleaning supplies, fuels and gases (to operate equipment), welding supplies and gases, hardware, hand/power tools, coffee and drinking water service, employee gifts and recognition incentives, auto and equipment parts, restaurant and food services, and office supplies. Expenditures in this area by these five firms alone amounts to tens of millions of dollars annually.

Though only two years of data were provided and analyzed, a notable year over year increase in spending on capital goods, indirect materials, and services stood out. The rate of change in capital goods spending was much lower than that seen in indirect materials and services, an expected result considering the longer time frames involved in planning and executing capital spend. Capital spend is considered less elastic in the short-run (i.e. less than one year), though long run capital spending trends respond, with some lag, to market conditions. This should be an intuitive result: many capital projects in the industrial sector are multi-year projects, and once committed generally follow through to completion. This being the case, it takes a longer period of time for firms to respond to both favorable and unfavorable market conditions as reflected in capital spending. Spending on direct and indirect materials is much more responsive in the short run to business cycle changes and perturbations, regardless of the direction of the change (increase in output or decrease).

An important consideration with respect to direct materials is seen in the proportion sourced outside of the local area. Considering that direct materials (or raw materials) are largely imported into the local market (about two-thirds originates outside of the local area) for the purposes of value-added manufacturing in the production of final goods and



services, this seems to speak to the importance of robust transportation infrastructure and the public investment required to facilitate efficient movement of these goods. Additionally, because they constitute the raw material inputs to final goods and services, they are generally of significantly lower value relative to the final good or service, and thus are highly sensitive to changes in transportation costs, such as are induced by roadway congestion and volatility in energy markets (rapidly rising fuel costs).

Conclusion

Five marine industrial firms were surveyed, which represent approximately 10% of direct jobs in the Portland Harbor. Wages for employment in Portland's marine industrial areas associated with trade, transportation, and manufacturing tends to be about 5% higher than the average wage level in the Portland region (Port of Portland Columbia Multimodal Corridor Study, 2012). Key findings include:

- Much of the procurement spending of these firms is in the local area (about 42% in 2012), with an additional substantial proportion coming from Oregon and Washington outside of the local area (14% in 2012), helping to drive job creation locally and regionally.
- Businesses in the Portland Harbor area are characterized as having profound, complex long-term economic connections to a variety of local firms including:
 - Planning and architecture firms
 - Law firms
 - Engineering firms
 - Skilled trades such as electricians
 - Graphic arts/media production firms
 - Suppliers of advanced manufacturing plant production equipment
 - Transportation companies
 - Suppliers of software and information technology
 - Energy and utilities



- Firms purchase capital goods, services, materials and supplies from national and international firms, many of whom maintain a local presence such as a distributor, service center, or local warehouse, with local employees and representatives (in many such cases, firms remit payment to a non-local location such as a central accounts receivable processing center).
- Geographic analysis of the spending data revealed that firms demonstrate a preference to working with firms in the local and regional area due to proximity, ease of obtaining ongoing service, and the value of enlarging ties and relationships to the local market and community. In this way, firms form vertically-related clusters of industrial sectors, achieving scale and efficiency through the collocation of services and specialization of related activities.
- The activity of marine industrial firms in Portland in producing final goods and services generates hundreds of millions of dollars of revenue for local businesses annually through economic linkages.

Firms are competing in an increasingly volatile, uncertain global marketplace. Policy stability and certainty results in a public good as beneficiaries of the firms' economic activity. The rate of local spending grew faster than the change in overall spending year-over-year, suggesting that firms find efficiency in proximity and other aspects of local market procurement.

The activity of marine industrial firms in Portland in producing final goods and services generates hundreds of millions of dollars of revenue for local businesses annually through economic linkages. The ability of these key industrial firms to locate in Portland and achieve the necessary scale to compete globally derives from an interactivity of production factors, including land (appropriate sites to conduct business activity, complete with amenities and site characteristics such as water, rail, and highway access), labor (skilled professional and trades), and capital.

Portland (and regional) residents and businesses benefit from the many healthy marine industrial firms located within the harbor. Annually, these firms spend hundreds of millions of dollars on goods and services with local businesses. The study confirmed that there is a strong economic linkage between big and small firms.



This analysis also illustrates the importance of considering indirect effects of public policy, in particular as they apply to the trade-offs between public investment in industrial reinvestment and expansion. The impact of land use or other policies and their specific impact on industrial development decisions have wider, aggregate economic implications which should be given consideration. When the effects of industrial development are considered in terms of procurement linkages, personal income, and employment (direct, induced, and indirect), an understanding of a significantly interlinked, interdependent economy emerges.



Appendix 1
Aggregate Procurement Data of Sample

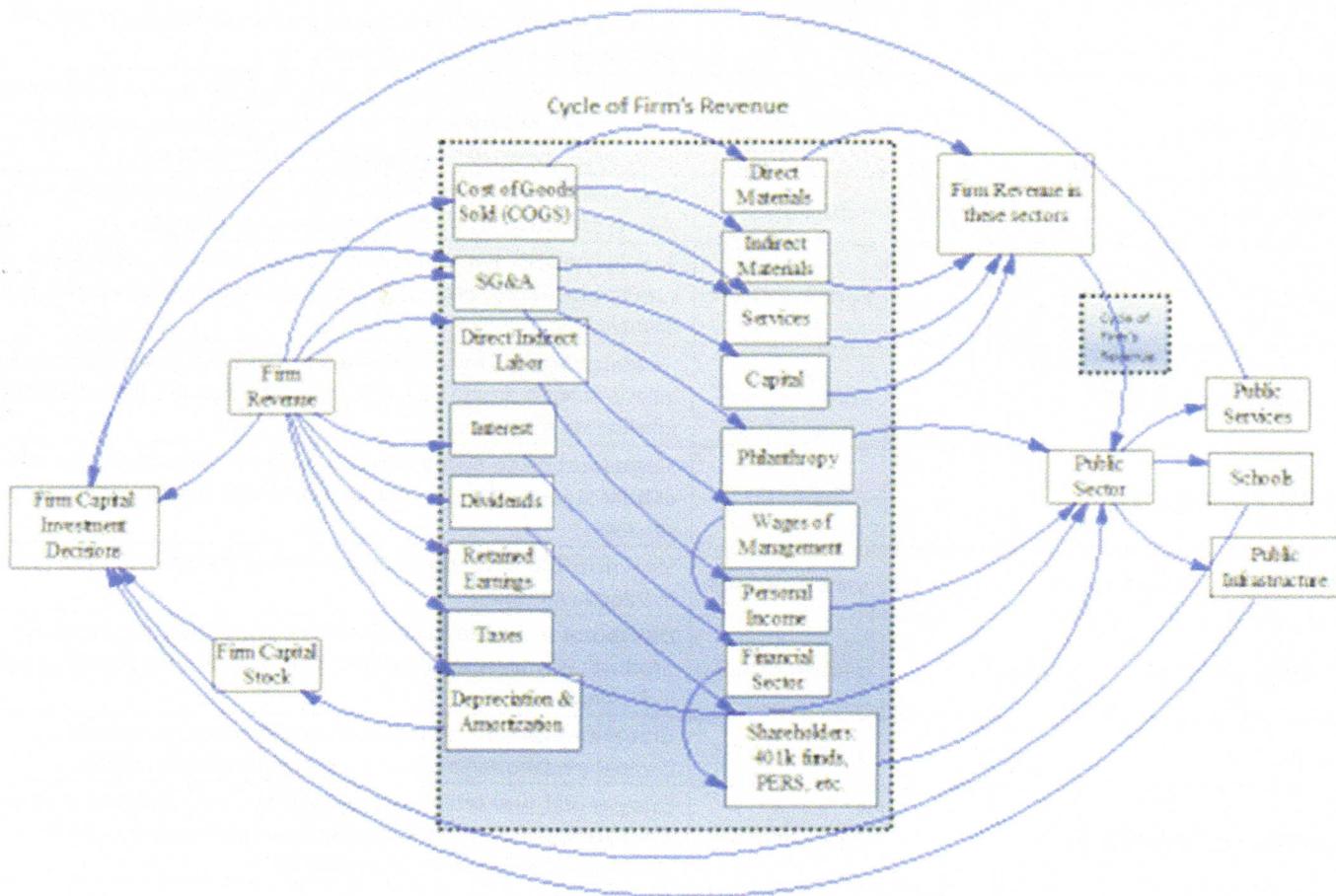
	<u>2012 Spend</u>		<u>2011 Spend</u>	
	Amount	Proportion	Amount	Proportion
Direct Materials				
Local	\$121,676,718.27	31%	\$126,247,855.38	27%
Regional	\$55,540,720.46	14%	\$73,117,590.90	16%
National	\$160,258,221.42	41%	\$201,088,333.52	44%
International	\$56,275,305.72	14%	\$59,991,510.37	13%
TOTAL	\$393,750,965.87	100%	\$460,445,290.17	100%
Capital Goods				
Local	\$8,707,653.10	45%	\$8,673,134.40	60%
Regional	\$2,761,046.06	14%	\$2,531,092.16	18%
National	\$7,205,226.91	37%	\$2,908,180.49	20%
International	\$676,690.29	3%	\$307,011.19	2%
TOTAL	\$19,350,616.36	100%	\$14,419,418.24	100%
Indirect Materials				
Local	\$40,693,241.42	82%	\$21,232,594.02	79%
Regional	\$4,273,852.99	9%	\$2,461,732.39	9%
National	\$4,690,663.32	9%	\$3,166,615.53	12%
International	\$184,311.79	0%	\$77,576.18	0%
TOTAL	\$49,842,069.52	100%	\$26,938,518.12	100%
Services Procured				
Local	\$108,426,986.85	54%	\$60,560,288.04	48%
Regional	\$33,362,383.58	17%	\$17,202,489.93	14%
National	\$35,704,977.60	18%	\$25,079,799.57	20%
International	\$21,573,835.04	11%	\$24,191,778.90	19%
TOTAL	\$199,068,183.07	100%	\$127,034,356.44	100%
AGGREGATE SPEND				
Local	\$279,504,599.64	42%	\$216,713,871.84	34%
Regional	\$95,938,003.09	14%	\$95,312,905.38	15%
National	\$207,859,089.25	31%	\$232,242,929.11	37%
International	\$78,710,142.84	12%	\$84,567,876.64	13%
TOTAL	\$662,011,834.82	100%	\$628,837,582.97	100%

Notes on data processing: The level of data processing performed by ONWC varied based on a respective firm's reporting capability robustness. One firm supplied summary data in the final format, as this was relatively simple for them to generate. In one case, a firm supplied ONWC with annual 1099 tax reporting data in Adobe pdf format, requiring the data to be extracted and re-entered into Excel format. Using internet search engines, each vendor's legal name, line of business, and geographic location(s) were ascertained. Perfect accuracy is not assumed as a result of this data analysis process.



Appendix 2

System Dynamics Model of Procurement



Appendix 3

Table Listing Examples of Local Businesses in Common among Sample

<u>Company Name</u>	<u>Location</u>	<u>Description</u>
ACME Construction Supply	Portland, OR	Headquartered in Portland with multiple locations in different states; Sells power tools and building supplies
Advanced Finishing Systems	Portland, OR	Headquartered in Portland with additional location in Kent, WA; sales and service of equipment and supplies for industrial coating, sealing, and finishing processes; designs and builds custom finishing equipment and systems; general contractor for on site building and installation of systems
Ahern Rentals	Portland, OR	Headquartered in Las Vegas, NV with several branch locations in many states; equipment rental company serving commercial, residential, industrial, and public market segments
Air Liquide	Portland, OR	International supplier of industrial gases headquartered in France with presence in 80 countries; two local branches
Airgas	Portland, OR	Supplier/distributor of industrial gases, machinery, tools, and supplies headquartered in Radnor Township, PA; several local branches
Alaska Copper & Brass	Portland, OR	Headquartered in Kent, WA with local location and other branch locations in CA and BC, Canada; supplier of metal products and fabrication services
Albina Pipe Bending Co	Tualatin, OR	Single location company headquartered in Tualatin, OR; supplier of bent steel, metal tube bending, and pipe bending products and services
Alliance Steel Distributors	Vancouver, WA	Steel distributor/service center with single location/headquarters in Vancouver, WA
Allied Electronics	Beaverton, OR	Distributor of electronic components and electromechanical products with over 50 locations in US and Canada; headquarters in Ft. Worth, TX
AMEC	Portland, OR	Global engineering, project management, and consultancy company headquartered in London, UK with local office
American Equipment Co	Portland, OR	Sales, rental, and service of industrial cleaning equipment such as pressure washers, parts washers, and steam cleaners; single location/headquarters in Portland, OR
American Metal Cleaning	Portland, OR	Single location company headquartered in Portland, OR; provides industrial metal cleaning, stripping, and recovery services
American Steel	Canby, OR	With multiple locations in OR, WA, and CA with headquarters in Canby, OR, company is a metals processor and distributor/service center
Anixter Inc	Portland, OR	Global company in over 50 countries with two local locations headquartered in Glenview, IL; supplier of communications and security products, electrical and electronic wire and cable, fasteners, and components
Apex Laboratories	Portland, OR	Chemical, mechanical, metallurgical, and environmental testing services provider located in Portland, OR



Applied Industrial Technologies	Portland, OR	Global supplier/distributor of industrial products and supplies headquartered in Cleveland, OH
Argo International	Portland, OR	Global supplier/distributor of new units and spare parts for industrial motors, drives, controls, and pumps headquartered in New York, NY with a local office
Arjae Sheet Metal	Portland, OR	Sole proprietorship in Portland, OR; sheet metal fabrication, commercial and industrial installation, HVAC/R service and repair
Associated Hose Products	Portland, OR	Single location distributor of industrial hose, fitting, and assembly products
Atlantic & Pacific Freightways	Vancouver, WA	Locally-based truck transportation and logistics company operating throughout the US and Canada
Atlasta Lock & Safe Co.	Portland, OR	Single location business providing locksmith services
Batteries Plus	Portland, OR	Supplier of batteries and light bulbs with franchise locations in 46 states and Puerto Rico; multiple local locations; headquartered in Hartland, WI
Baxter Auto Parts	Portland, OR	Auto parts supplier with multiple locations in OR, WA, and CA
Beckwith & Kuffel Inc.	Vancouver, WA	Offices in Seattle, WA, Vancouver, WA, and Spokane, WA; sales and service for industrial pumps, compressors, and blowers
Benchmark Industrial Services	Portland, OR	Industrial contractor providing services from equipment maintenance to complex capital projects with offices in Portland, OR, Seattle, WA, and Spokane, WA
Bernert Barge Lines	Oregon City, OR	Provider of inland waterway transportation services (tug and barge) with local history dating back to the late 1800s
BestBuy	Portland, OR	International electronics retailer headquartered in Richfield, MN
Blast Cleaning Services	Sherwood, OR	Single location contractor/manufacturer supplying and constructing blast cleaning systems (blastrooms, shotblast machines, automated airblast machines, shot peening machines, etc.)
BNSF Railway	Portland, OR	Transcontinental railroad transportation and logistics service provider headquartered in Ft. Worth, TX
Brake Systems Inc	Portland, OR	Single location manufacturer, remanufacturer, distributor and engineer of brakes, valves, compressors, and related products and equipment
Branom Instrument Co	Portland, OR	Seattle, WA headquartered supplier/servicer of products and services for industrial and municipal testing, control, monitoring, and calibration instruments and equipment; locations in multiple states
Buckaroo Thermoseal Inc	Portland, OR	Single location roofing contractor
Cal-Cert Co	Portland, OR	Portland, OR based provider of calibration certification equipment and services
CalPortland	Portland, OR	Glendora, CA headquartered supplier of cement, concrete, aggregates, asphalt, building products, and construction services with multiple local locations
Carlson Testing Inc	Portland, OR	Tigard, OR headquartered construction inspection, materials testing, and geotechnical engineering services company with branch office locations in Oregon



Carson Oil Co	Portland, OR	Portland, OR headquartered supplier of petroleum products and services with branch offices throughout Oregon
Cascade Architectural & Engineering	Portland, OR	Seattle, WA based company providing equipment, supplies, reprographics and related support for the architectural and engineering sectors
Cascade Columbia Distribution	Sherwood, OR	With offices in Sherwood, OR, Seattle, WA, and Spokane, WA, company provides chemicals and related supplies and equipment with expertise in aerospace, compounding, electronics, food manufacturing, metal plating, and water treatment industries
Cascade Controls	Portland, OR	Portland, OR based contract manufacturer of engineered production systems and controls for semiconductor, agriculture, food processing, marine, crane and hoist, municipal, petrochemical, forest products, power generation, solar, wind, recycling, and soil/water reclamation industries
Cascade Pipe & Supply	Portland, OR	Bakersfield, CA based supplier, distributor, and manufacturer of industrial pipe, fittings, and supplies
Centurylink	Portland, OR	Monroe, LA headquartered telecommunications service provider
Cessco Inc	Portland, OR	Single location company providing sales and rental of construction equipment and supplies
Chapel Steel Co	Portland, OR	Steel service center based in Philadelphia, PA with locations in US and Canada
Chas H Day Co Inc	Portland, OR	Single location business providing sales and service of electric and pneumatic tools and supplies
Christenson Electric Inc	Portland, OR	Portland, OR based electrical contractor
Christenson Oil	Portland, OR	Single location supplier of petroleum products and services
City Club of Portland	Portland, OR	Nonprofit education and research based civic organization
Coast Crane & Equipment Co	Portland, OR	Sales, rental, and service of industrial cranes and equipment with locations throughout the Western US, including Alaska and Hawaii
Conrey Electric	Portland, OR	Single location sales and service provider of electric motors
Consolidated Electrical Distributors	Portland, OR	Single location supplier of electrical components and supplies
Continental Western Corp	Portland, OR	San Leandro, CA based distributor of industrial supplies
Contractor Plan Center	Milwaukie, OR	Milwaukie, OR based membership organization connecting contractors, owners, architects, manufacturers, and suppliers to facilitate project bidding
Control Factors Inc	Portland, OR	Manufacturers representative and distributor located in Gresham, OR of process flow and filtration/separation components
Cook Engine Co	Portland, OR	Marine engine repair and service provider
Copiers NW Inc	Portland, OR	Provider of copy and printing equipment, software solutions, and services based in Seattle, WA
Cummins Northwest Inc	Portland, OR	Distributor and supplier of Cummins engine products and services; Portland, OR based with locations throughout the Pacific NW and Alaska
Curran Coil Spring Inc	Wilsonville, OR	Manufacturer of custom industrial torsion springs, extension springs, and compression springs



Daily Journal of Commerce	Portland, OR	Supplier of media services
DEX Media West LLC	Portland, OR	Supplier of media services
DHL	Portland, OR	Worldwide transportation and logistics services provider
Direct Transport Inc	Wilsonville, OR	Provider of regional courier and freight services
Documart	Portland, OR	Supplier of print services
Don Thomas Petroleum Inc	Portland, OR	Petroleum, fuel, oil, and lubricant distributor in the Portland Metro area since
EJ Bartells Co	Portland, OR	Distributor, fabricator, manufacturer and refractory services contractor in the Western U.S., and insulation services contractor in the Pacific NW; based in Renton, WA
Earle M Jorgensen Co	Portland, OR	Supplier/service center of steel and aluminum bar, tubing, and plate; headquartered in Lynwood, CA
EC Powersystems	Portland, OR	Portland, OR based sales, rentals, and service of generators and engines
Elephant's Delicatessen	Portland, OR	Catering and food services
Elmer's Flag & Banner	Portland, OR	Manufacturer and distributor of flags, banners, and related supplies and materials
Emerald Services Inc.	Vancouver, WA	Seattle, WA based supplier of processing and recycling services of wastewater and oil products
Empire Rubber & Supply	Portland, OR	Supplier and installer of conveyor belt and related industrial goods with locations in Portland, OR and Pasco, WA
EOFF Electric Co	Portland, OR	Provider of electrical supplies, components, and equipment based in Portland, OR with locations throughout OR and SW WA
ERM West Inc	Portland, OR	Global provider of environmental, health, safety, risk, and social consulting services
Evrz Inc	Portland, OR	Chicago, IL based international producer of steel products with pipe, tube, and plate rolling mills in Portland, OR
F&F Grinding Inc	Portland, OR	Single location provider of grinding, sawing, burning, and cutting services
FE Bennett	Portland, OR	Portland, OR based vendor of material handling equipment and supplies
Farwest Steel Corp	Vancouver, WA	Eugene, OR based steel service and fabrication/manufacturing center
Fastenal Co	Portland, OR	Winona, MN based supplier of industrial products and services
Fastsigns	Portland, OR	Provider of signs, banners, and vehicle graphics based in Carrollton, TX
Faulkner Automotive Electric	Portland, OR	Single location car parts and accessories manufacturing services provider
FedEx	Portland, OR	Global transportation and logistics provider based in Memphis, TN
Ferguson Enterprises Inc	Portland, OR	Plumbing and building products supplier based in Newport News, VA; subsidiary of UK-based Wolseley
Ferrellgas	Portland, OR	Provider of propane distribution and services headquartered in Overland Park, KS
Finishing Technologies	Portland, OR	Portland, OR based technical finishing equipment distributor and servicer



First Response Systems	Beaverton, OR	Alarm, security, and surveillance services provider based in Beaverton, OR
Fisherman's Marine Supply	Portland, OR	Marine equipment and supplies provider based in the Portland, OR area with three local facilities
Fluid Connector Products Inc	Portland, OR	Portland, OR based provider of hydraulic systems equipment and supplies
Forklift Services of Oregon	Portland, OR	New and used forklift sales, rental, and service
Fred Meyer	Portland, OR	Retail department store chain; subsidiary of Cincinnati, OH based Kroger Co.
Galvanizers Company	Portland, OR	Portland, OR based galvanizing manufacturer
Gasket Technology Inc.	Troutdale, OR	Troutdale, OR based manufacturer of industrial gaskets
General Tool & Supply Co	Portland, OR	Supplier of industrial bearings, hydraulics, material handling, and other related supplies and services
Grabber Construction Products	Clackamas, OR	International distributor and manufacturer of fasteners, tools, equipment, and building materials for construction industry; based in Alpine, UT
Grainger	Portland, OR	Global supplier of maintenance, repair and operating products based in Lake Forest, IL
Graybar Electric Co Inc	Portland, OR	St. Louis, MO based supply chain management services provider and distributor of high-quality components, equipment and materials for the electrical and telecommunications industries
Green Transfer & Storage	Portland, OR	Warehousing, transloading, storage, trucking and logistics provider
Gresham Transfer Inc	Portland, OR	Specialized/heavy haul and dry bulk truck transportation and logistics provider
Gunderson LLC	Portland, OR	Lake Oswego, OR based international manufacturer of railcars, marine barges, and related components and services
Hall Tool Co	Portland, OR	Single location provider of hand tools and industrial supplies
Harbor Freight Tools	Portland, OR	Supplier of hand tools, generators, power tools, air tools, and related hardware and equipment with over 400 retail locations; based in Southern CA
Hardchrome Inc	Estacada, OR	Single location plating and polishing business
Harmer Steel Products Co	Portland, OR	Portland, OR based supplier of rail and track accessories with locations in the US and Canada
Harsco Infrastructure Americas	Vancouver, WA	Provider of construction and industrial maintenance services with operations in 32 countries; headquartered in Camp Hill, PA and Fair Lawn, NJ
Hertz Equipment Rental Corp	Portland, OR	Rental and sales of generators, construction equipment, and material handling equipment
Hilti Inc	Portland, OR	Liechtenstein based supplier of tools and fastening systems; operates in over 120 countries; N. American headquarters in Tulsa, OK
Home Depot	Portland, OR	Atlanta, GA based home improvement retailer
Honey Bucket	Vancouver, WA	Puyallup, WA based supplier of mobile sanitation services
Hydra Power Systems Inc	Portland, OR	Portland, OR headquartered supplier of fluid hydraulic parts and components



Hydraulics Inc	Vancouver, WA	Single location provider of hydraulic supplies and hose manufacturing services, as well as cylinder, pump, and motor repair
IGI Resources Inc	Vancouver, WA	Petroleum bulk stations and terminals provider
IKON Office Solutions	Portland, OR	Global provider of Ricoh copy and printing equipment, software solutions, and services
IMR KHA Portland LLC	Portland, OR	Mechanical, chemical, metallurgical, and corrosion testing and analysis services provider
Industrial Tire	Portland, OR	Industrial tire, wheel, and auto repair services based in Portland, OR with six Pacific Northwest facilities
Integra Telecom	Portland, OR	Portland, OR based telecommunications services provider
Integrated Power Services	Portland, OR	Provider of repair and maintenance services for electric motors, generators, and mechanical power transmission components based in Greenville, SC with locations throughout the US
International Inspection Inc	Portland, OR	Provider of nondestructive testing and examination services
IRC Aluminum & Stainless Inc	Portland, OR	Single location nonferrous metal service center
Iron Horse Group	Fairview, OR	Single location utility and industrial services provider
JJ Calibrations Inc	Portland, OR	Instrument calibration services provider based in Portland, OR
John C. Murdoch Inc	Portland, OR	Marine surveyor located in Portland, OR
Johnstone Supply	Portland, OR	Wholesale distributor to the HVAC/R and property maintenance industries
Jubitz Corp	Portland, OR	Transportation services company offering commercial fueling and travel services to fleets, professional drivers, and the local and traveling public based in Portland, OR
Kaman Industrial Technologies	Portland, OR	Provider of a wide range of products and systems related to bearings, mechanical and electrical power transmission, automation & control, material handling, and fluid power for the MRO and OEM markets based in Bloomfield, CT
Kleen Blast Co	Portland, OR	Provides abrasives, sandblasting equipment and supplies
Koldkist Bottled Water	Portland, OR	Producer, marketer and distributor of high-quality packaged ice
KY-RO Inc	Tigard, OR	Single location provider of profile and plate rolling services
LaGrand Industrial Supply Co	Portland, OR	Single location distributor of foundry supplies, equipment and industrial products
Lampros Steel Inc	Portland, OR	Specialty structural steel service center and warehousing based in Portland, OR
Landa Northwest	Portland, OR	Single location business selling and servicing industrial pressure washers, parts washers, water treatment systems, and heaters
Landmark Equipment	Portland, OR	Single location business providing equipment sales, rentals, parts, and repair and maintenance services
Legacy Laboratory Services	Portland, OR	Laboratory services provider serving physicians, hospitals, employers, IPAs, and patients; based in Portland, OR
Les Schwab	Portland, OR	Provider of tires and automotive repair services based in Prineville, OR
Locates Down Under Inc	Oregon City, OR	Providing underground wire and cable laying contracting services based in Oregon City, OR



Mac's Radiator & Repair	Portland, OR	Cooling system repairs, products, and services provider based in Portland, OR with nine Pacific NW facilities
Magnetic Specialties Inc	Clackamas, OR	Provider of wholesale magnets and magnetic devices based in Clackamas, OR
Marco	Portland, OR	Portland, OR based supplier of promotional products, awards, company apparel, and incentive items
Marine Lumber Co Inc	Tualatin, OR	Single location wholesale lumber sales and distribution
Mariner's Supply Co Inc	Portland, OR	Supplier of marine parts and products based in Bainbridge Island, WA
Marks Metal Technology	Clackamas, OR	Single location metal and steel processor, specializing in rolling plate and structural profiles, concrete pipe forms and custom fabrication
Mascott Equipment Co Inc	Portland, OR	Sales, service, and installation of petroleum equipment
Mason's Supply Co	Portland, OR	Construction supplies business with locations in OR and WA; based in Portland, OR
Matheson Tri-Gas Inc	Portland, OR	Global supplier of industrial and scientific gases and gas handling equipment; subsidiary of Tokyo, Japan based TNS Corp
McGuire Bearing Co Inc	Portland, OR	Regional distributor of bearings and power transmission products headquartered in Portland, OR
McKinney Trailers & Containers	Portland, OR	Tractor trailer and shipping container rental, leasing, sales and service
Meshier Supply Co	Portland, OR	Wholesale plumbing supply company based in Portland, OR
Metro Overhead Door Inc	Portland, OR	Repair, service and installation of garage doors and gate automation based in Portland, OR
Milwaukie Crane & Equipment Co	Tigard, OR	Designs, manufactures, installs and services complete overhead material handling systems and stocks hoists, trolleys, accessories, replacement parts and provides service based in Portland, OR
Mobile Mini Inc	Portland, OR	Global company providing rental and sales of portable self storage containers, shipping containers, and mobile offices based in Tempe, AZ
Modspace Corp	Portland, OR	Providing modular building and construction trailer rental, leasing, and sales based in Berwyn, PA
Monster Fuses	Portland, OR	Two location company with offices in Portland, OR and Fairfield, NJ; Supplier of new, surplus, and out of production fuses and switchgear components
Morgan Industrial Inc	North Plains, OR	Providing specialized heavy rigging, transportation, machinery moving, millwright, architectural, and process equipment movement services based in the Hillsboro, OR area
Motion Industries Inc	Portland, OR	Distributor of industrial MRO supplies based in Birmingham, AL; subsidiary of Genuine Parts Company of Atlanta, GA
MSC Industrial Supply Co Inc	Portland, OR	Distributor of MRO supplies, industrial equipment and tools based in Melville, NY
Mt Hood Solutions Co	Portland, OR	Subsidiary of Charlott, NC based Swisher; supplier of industrial hygiene products and services
Napa Auto Parts	Portland, OR	Distributor and retailer of auto parts, tools, and supplies; subsidiary of Atlanta, GA based Genuine Parts Company



NDE Professionals Inc	Portland, OR	Provider of quality control consulting, and nondestructive testing and training services including radiography, ultrasonic, penetrant and magnetic particle based in Portland, OR
Ness & Campbell Crane Inc	Portland, OR	Main division offices in Portland, OR and Seattle, WA with branch offices throughout Western OR and WA; provider of fixed and mobile crane and lift services
Norlift of Oregon Inc	Portland, OR	Supplier of new, used, rental and material handling products and services based in Portland, OR
North Coast Electric Co	Portland, OR	Provider of electrical supplies, components, distribution and related services with locations throughout the Pacific NW and Alaska
Northside Ford	Portland, OR	New and used Ford truck dealership
Northwest Pump & Equipment Co.	Portland, OR	Distributor of petroleum equipment, industrial pumps, and car wash systems and related services with locations throughout the Western US
Northwest Scaffold Service Inc	Portland, OR	Provides services in the estimation, design, supply, erection & dismantling of suspended scaffold (swingstaging), frame scaffold, temporary weather enclosures, and shoring based in Portland, OR
NRC Environmental Services Inc	Portland, OR	Provision of environmental, industrial and emergency solutions; global company based in Great River, NY
NW Natural Gas Co	Portland, OR	Natural gas utilities service provider/supplier based in Portland, OR
Oak Harbor Freight Lines Inc	Portland, OR	Truck transportation and logistics services provider based in Auburn, WA with terminal locations throughout the Western US
Office Depot	Portland, OR	National retail chain/supplier of office products, business machines, computers, computer software and office furniture, and business services including copying, printing, document reproduction, shipping, and computer setup and repair; based in Boca Raton, FL
Oil Filter Service Co	Portland, OR	Single location provider of filters and hose assemblies, and manufacturer of custom fittings and adapters
Olympic Tug & Barge Inc	Portland, OR	Division of Seattle, WA base Harley Marine Services and provider of marine tug, barge, and port assist transportation and logistics services
Oregon Bolt Inc	Tigard, OR	Provider of industrial threaded fasteners and related items based in Tigard, OR
Oregon Breakers Inc	Portland, OR	Single location supplier of electrical components and supplies
Oregon Carbide Saw	Portland, OR	Provides precision sharpening and manufacturing service for saws, cutters, routers, and coldsaws; based in Portland, OR
Oregon Ironworks Inc	Clackamas, OR	Engineering, fabrication, and manufacturing business based in Clackamas, OR
Oregon Sandblasting & Coating Inc	Tualatin, OR	Provider of industrial painting, coating, sandblasting, and finishing services based in Tualatin, OR



Oregon Tractor	Portland, OR	Portland, OR based supplier of new and used heavy equipment sales, rentals, and repair and maintenance services with branch location in Roseburg, OR
OTS Wire & Insulation Inc	Wilsonville, OR	Supplier of electrical supplies & equipment for the motor repair and transformer industry based in Wilsonville, OR
Ott's Friction Supply Inc	Portland, OR	Portland, OR based distributor and supplier of automotive and mechanical friction products such as brakes and clutches; branch location in Eugene, OR
Oxford Inn & Suites	Portland, OR	Local hotel and hospitality provider
Pacific Fence	Clackamas, OR	Supplier of fencing installation and manufacturing services specializing in railings, gates, chain link, and vinyl; single location in Clackamas, OR
Pacific Machinery & Tool Steel	Portland, OR	Portland, OR based specialty metal service center
Pacific Power Products	Ridgefield, WA	Ridgefield, WA based provider of sales and service of diesel engines, transmissions and parts for trucks, buses, coaches, heavy duty construction equipment, marine, rail and power generation; locations throughout OR, WA, AK, and HI
Palm Abrasive & Tool Inc	Portland, OR	Wholesaler of abrasives, tools, and related supplies in Portland, OR
Pape Material Handling Inc	Portland, OR	Provider of sales, rental, and product support of lift trucks and material handling equipment based in Eugene, OR
Paramount Supply Co	Portland, OR	Supplier of pipe, valves, fittings, pumps, filters, gaskets, steam products, and other industrial specialties with branches throughout the Western US and Alaska
Parr Lumber Co	Portland, OR	Supplier/distributor of building products, hardware, and tools based in Hillsboro, OR with 31 locations in OR, WA, and AZ
Peninsula Truck Lines Inc	Portland, OR	Regional less-than-truckload truck transportation and logistics provider based in Auburn, WA with locations throughout the Pacific NW and Vancouver, BC
Performance Contracting Inc	Portland, OR	Specialty contractor providing services to industrial, commercial, and non-residential markets based in Lenexa, KS; services include interiors, insulation, scaffold services, and abatement
Peterson Industrial Products Inc	Portland, OR	Supplier of industrial hoses, fittings, cylinders, pumps, valves, meters, and othe products for use in hydraulics, pneumatics, instrumentation, and sanitary applications based in Portland, OR
Peterson Machinery Co	Portland, OR	Supplier of new and used heavy equipment sales, rentals, and repair and maintenance services headquartered in the San Francisco, CA Bay Area
Petrocard Systems Inc	Clackamas, OR	Supplier of fleet fueling, mobile fueling, cardlock fueling, and lubricant supply services based in Kent, WA
Pinnell Busch Inc	Portland, OR	Project management consultancy for the design and construction industry based in Portland, OR
Pioneer Wiping Cloth	Portland, OR	Supplier of industrial wiping cloth, absorbent products, and recycling services based in Portland, OR



Platt Electric Supply Inc	Portland, OR	Distributor and wholesaler of electrical, industrial, lighting, tools, fuses, control and automation products with locations throughout the Western US
Pope Rigging Loft Inc	Portland, OR	Supplier of marine rigging products and services based in Portland, OR
Port Plastics	Portland, OR	Supplier of plastic materials, components, and related products based in Chino Hills, CA
Port Supply	Portland, OR	Watsonville, CA based wholesale distributor of marine related products
Portland Business Alliance	Portland, OR	Local commerce association
Portland Community College	Portland, OR	Local higher educational institution
Portland Compressor	Portland, OR	Single location distributor, dealer, and service center of compressors, sprayers, pressure washers, and related products and services
Portland Fasteners Inc	Portland, OR	Single location supplier of industrial fasteners and construction supplies
Portland General Electric Corp	Portland, OR	Investor-owned utility engaged in the generation, transmission and distribution of electricity to industrial, commercial and residential customers
Portland Valve & Fitting Co	Portland, OR	Supplier/distributor of hoses, flexible tubing, fittings, filters, regulators, measurement devices and related products and support services; trade name of Portland, OR based Swagelok Northwest US, part of global Solon, OH based Swagelok Company
Potter Webster Co	Portland, OR	Supplier of new and remanufactured truck and trailer parts headquartered in Portland, OR with branch locations throughout the region
Power Serv Inc	Portland, OR	Kansas City, MO based distributor, reconditioner, and remanufacturer of railcar moving equipment
PPI Group	Portland, OR	Portland, OR based supplier of software and hardware solutions to the architecture, engineering, and construction industries
Praxair Distribution	Vancouver, WA	Supplier of industrial gases and related services based in Danbury, CT
Precise Manufacturing & Engineering	Vancouver, WA	Provider of engineering services to operators of blast furnaces and steel mills based in Vancouver, WA
Precision Equipment Inc	Portland, OR	Industrial parts repair and custom manufacturing based in Portland, OR
Precision Hydraulics LLC	Portland, OR	Portland, OR based tooling hydraulic outfitter
Premier Gear & Machine Works	Portland, OR	Portland, OR based manufacturer of machinery, gears, and controls and machine and gear shop services
Premier Rubber & Supply	Portland, OR	Portland, OR based rubber products wholesaler
Proctor Sales Inc	Wilsonville, OR	Sells & services engineered mechanical solutions including boilers, pumps, controls, valves, burners, stack, tanks, hydronic and steam solutions; offices located in OR, WA, and AK
Production Sawing	Tigard, OR	Tigard, OR based metal slitting and shearing business
PSI Inc	Portland, OR	Oakbrook Terrace, IL based company provides engineering, scientific, technical and management solutions to public and private sector clients



Rain for Rent	Portland, OR	Provider of temporary liquid handling solutions including pumps, tanks, filtration and spill containment based in Bakersfield, CA
Red-D-Arc Inc	Vancouver, WA	Subsidiary of Radnor Township, PA based Airgas Inc.; provider of welding and welding-related rental products and services throughout North America
Redmond Heavy Hauling Inc	Portland, OR	Portland, OR based provider of heavy hauling and specialized truck transportation and logistics services
Reed Electric Co	Portland, OR	Single location provider of motor repair and field services, and new motor sales
Rem Steel Sales Inc	Portland, OR	Portland, OR based distributor of prime, excess prime, and secondary flat rolled steel products
Rexel Inc	Tualatin, OR	Subsidiary of Rexel Group based in Paris, France; Distributor of electrical supplies
Rigging Products Inc	Portland, OR	Single location provider of rope, rigging, logging, industrial chain, and related products and services
Rodda Paint Co	Portland, OR	Portland, OR based provider of paint color matching services, spray equipment sales and rentals, and paint sales
Rogers Marine	Portland, OR	Single location provider of sales, service, and installation of boat equipment, marine electronics, radar, GPS, depth sounders, and related marine products
Rogers Machinery	Portland, OR	Portland, OR based industrial equipment supplier, providing technical services, engineering, consultation, and products such as compressed air systems, process and house vacuum systems, and blower and pump systems; branch locations throughout the Western US
Rose City Awning Co	Portland, OR	Portland, OR based sales and service of awnings, tarps, canopies, flags, flagpoles, accessories and custom applications
RSC Equipment Rental	Portland, OR	Part of Stamford, CT based United Rentals Inc.; global equipment rentals company
Ryerson	Portland, OR	Distributor and processor of metals based in Chicago, IL
Safety Kleen Systems Inc	Clackamas, OR	Re-refiner of used oil and provider of parts cleaning services based in Dallas, TX
Safway Services LLC	Troutdale, OR	Full-service scaffold company offering rental, engineering, training and safety; based in Waukesha, WI
Sam A Mesher Tool Co	Portland, OR	Single location supplier of machinery and cutting tools
Sanderson Safety Co	Portland, OR	Supplier of safety systems and products for a variety of industries and applications based in Portland, OR with locations throughout the Western US
Schroeder's Machine Works Inc	Vancouver, WA	Single location machining, fabrication, and manufacturing facility
Seal Source Inc	Portland, OR	Single location supplier of seals and gaskets
Seals Unlimited Inc	Hillsboro, OR	Distributor of rubber molded, rubber extrusion, and gaskets; In-house steel rule die shop with water jet cutting services available; based in Hillsboro, OR
Service Steel Inc	Portland, OR	Steel service and fabrication center based in Portland, OR



Shaver Transportation	Portland, OR	Provider of inland waterway transportation and logistics services (tug and barge services) and port assist services
Sherwin Williams Co	Portland, OR	Global supplier of paints and finishes based in Cleveland, OH
Siemens Building Technologies	Beaverton, OR	Supplier of products and services for building/facility automation, energy efficiency, fire safety, power distribution, and security; part of Munich, Germany based Siemens
Speedometer Service and Instrument Corp	Portland, OR	Single location company selling gauges, cables, and adapters to the truck and automotive industries
Spencer Fluid Power	Portland, OR	Distributor of hydraulic components and systems; subsidiary of Cleveland, OH based Applied Industrial Technologies
Stack Metallurgical Services	Portland, OR	Single location provider of heat treating and metallurgical manufacturing services
Staples	Portland, OR	National retail chain/supplier of office products, business machines, computers, computer software and office furniture, and business services including copying, printing, document reproduction, shipping, and computer setup and repair; headquartered in Framingham, MA
Star Rentals Inc	Portland, OR	Construction equipment rental supplier with locations in OR and WA
State Pipe & Supply	Vancouver, WA	Supplier of pipe, tubing, fittings, and related products to mechanical, plumbing and general contractors, pipe fabricators, petroleum, fire protection and fencing industries, water well and irrigation companies, pipe distributors, and other pipe users; Rialto, CA based subsidiary of Korean company SeAH Steel Corp
Stellar Industrial Supply Inc	Portland, OR	Tacoma, WA based provider of industrial supplies and tools
Stud Welding Supply	Vancouver, WA	Single location wholesale welding equipment and supplies provider
Suburban Grinding Inc	Tualatin, OR	Single location provider of industrial grinding services and engineering
Sunbelt Rentals Inc	Portland, OR	Construction equipment and tool rental company; subsidiary of London, UK based Ashtead Group
Swan Island Sandblasting	Portland, OR	Portland, OR based sandblasting and painting facility with two Portland facilities
Tacoma Screw Products Inc	Portland, OR	Supplier of fasteners, tools, hardware, and related construction supplies and equipment based in Tacoma, WA
Tarr Inc	Portland, OR	West coast distributor of commodity and specialty chemicals, lubricants and fuels headquartered in Portland, OR
Technical Controls	Vancouver, WA	Vancouver, WA based provider of products and services in instrumentation, fluid-handling products, mobile and general hydraulics, pneumatics, process filtration, compressed air and gas filtration markets, and seal applications with locations in WA, ID, and MT
Test Equipment Distributors	Portland, OR	Stone Mountain, GA based distributor of equipment and supplies for the nondestructive testing industry
The Lynch Company Inc	Portland, OR	Single location general steel fabricator
The Steel Yard Inc	Portland, OR	Single location distributor of steel products (plate, tubing, pipe, bars, etc.)



The Western Group	Portland, OR	Portland, OR headquartered supplier of woven wire, rubber screens, polyurethane screens, and perforated plate with locations in the US and Canada
Thermo Fluids Inc	Clackamas, OR	Recycler of used oil, antifreeze, filters, oily water and oily absorbents based in Scottsdale, AZ
Torgerson Forest Products	Beaverton, OR	Single location supplier of forest products and building materials
Total Filtration Services	Portland, OR	Subsidiary of Franklin, TN based Clarcor Inc; provider of filtration management and service
Transco Industries Inc	Portland, OR	Portland, OR headquartered engineering and fabrication business involved in steel fabrication, conveyor repair, and water screening with locations throughout the US
Triad Machinery Co Inc	Portland, OR	Sales, leasing, rental, and service of heavy equipment in forestry, construction, and material handling with locations in OR and WA
Tri-Motor & Machinery Co Inc	Canby, OR	Single location provider of new motor and gear box sales, repair, parts and related services
Tube Service Co	Portland, OR	Santa Fe Springs, CA based tubular product distribution and laser tube processing services with locations throughout the Western US
Union Pacific Railroad	Portland, OR	Transcontinental railroad transportation and logistics service provider headquartered in Omaha, NE
Unisource Mfg Inc	Portland, OR	Supplier of industrial hose, hydraulic hose, connectors and accessories headquartered in Portland, OR
United Battery Inc	Portland, OR	Supplier/distributor of batteries, alternators, starters, generators, and accessories based in Portland, OR with three total area locations
UPS	Portland, OR	Global transportation and logistics provider based in Atlanta, GA
United Rentals	Portland, OR	Global equipment rentals company based in Stamford, CT
United Site Services Inc	Portland, OR	Westborough, MA provider of portable toilet rentals and site sanitation solutions
United Welding Supply Inc	Portland, OR	Single location supplier of welding materials, supplies, and equipment
United Western Supply Co	Portland, OR	Distributor of foundry products, equipment, parts, supplies, abrasive products, blasting media, and abrasive equipment, parts, and supplies with offices in Seattle, WA and Portland, OR
US Distributing	Portland, OR	Distributor of marine parts and accessories to boat dealers, boat repair shops, marine accessory stores, boatyards, boat builders, government agencies and other marine related businesses; locations in Portland, OR, Phoenix, AZ, and Missoula, MT
Valin Corp	Portland, OR	Provider of process control, measurement, heat, filtration, and automation application solutions based in San Jose, CA
Vancouver Bolt & Supply Inc	Vancouver, WA	Single location provider of bolts, fasteners, and industrial supplies
Verizon	Portland, OR	New York City, NY broadband and telecommunications company
Versa Steel Inc	Portland, OR	Supplier of new and used steel beams located in Portland, OR

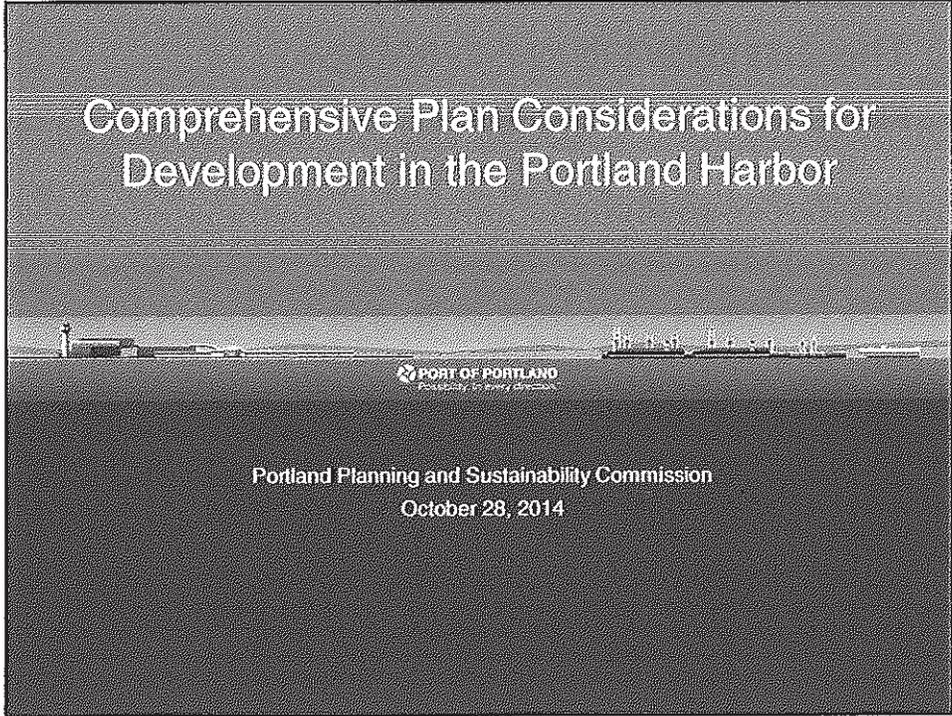


Viking Automatic Sprinkler Co	Portland, OR	St. Paul, MN based company provides fire sprinkler systems including automatic fire sprinklers for industrial, commercial, residential, and government markets
WC Winks Hardware	Portland, OR	Single location hardware retailer
Walter E Nelson Co	Portland, OR	Portland, OR based distributor of janitorial supplies and paper with locations throughout OR and WA
Washington Crane & Hoist	Vancouver, WA	Seattle, WA based industrial overhead crane and material handling solutions provider
Waste Management	Portland, OR	National supplier of waste/refuse transportation and disposal services based in Houston, TX
West Coast Metals Inc	Portland, OR	Single location supplier of stainless steel, aluminum, and carbon steel
West Coast Wire Rope & Rigging	Portland, OR	Full service rigging fabrication facilities serving the logging, construction, marine, and equipment manufacturing industries with locations in Portland, Seattle, and Oakland
West Rail Construction	Vancouver, WA	Vancouver, WA headquartered railroad construction and services provider involved in projects throughout the US and abroad
Western Integrated Tech Inc	Portland, OR	Bellevue, WA based manufacturer and integrator of fluid power and electronic systems
Western Tool & Supply	Portland, OR	Livermore, CA based supplier of hand tools, cutting tools, power tools, abrasives, and other industrial products and supplies
Working Waterfront Coalition	Portland, OR	Local trade/business association
Xylem Dewatering Solutions Inc	Portland, OR	White Plains, NY based global provider of water handling, transport, distribution, wastewater and process treatment applications across commercial, industrial and municipal market
YRC	Portland, OR	Overland Park, KS based global transportation and logistics provider



Submitted by Julie Lankford
Port of Portland

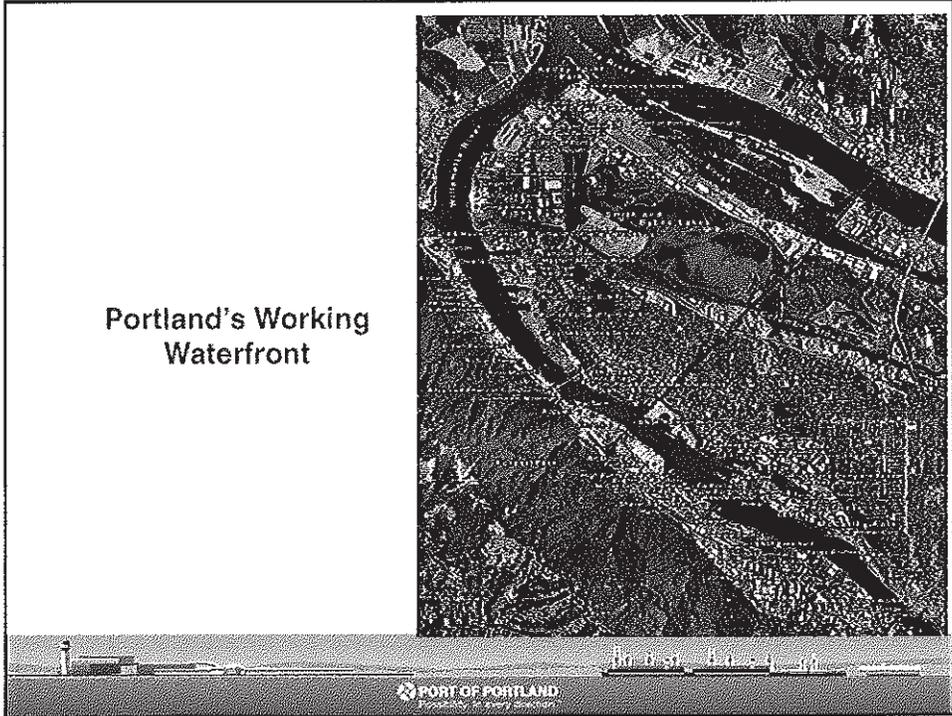
Comprehensive Plan Considerations for Development in the Portland Harbor



PORT OF PORTLAND
Possibility in every direction

Portland Planning and Sustainability Commission
October 28, 2014

Portland's Working Waterfront



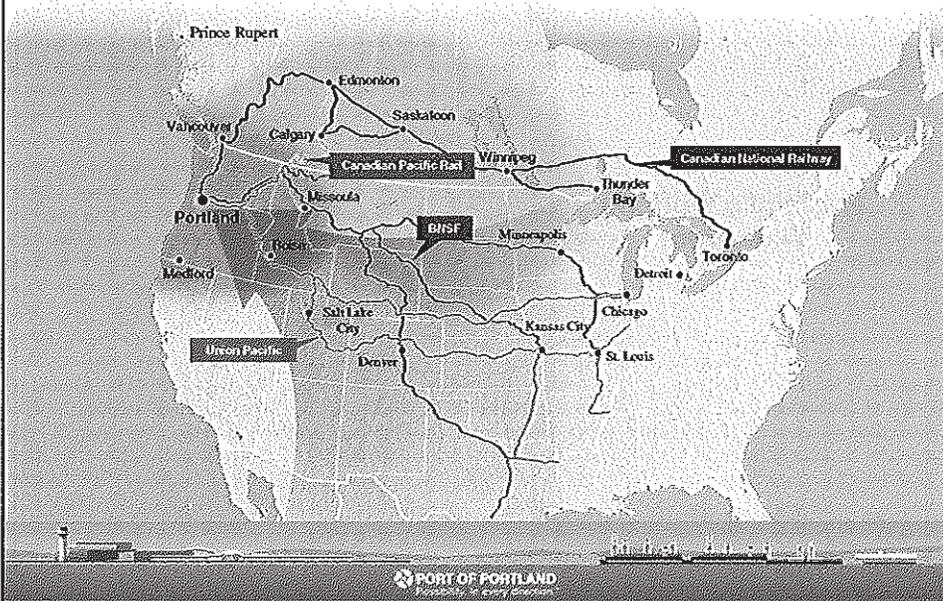
PORT OF PORTLAND
Possibility in every direction

The Transportation Advantage

Roads, Rivers, Rail and Runways

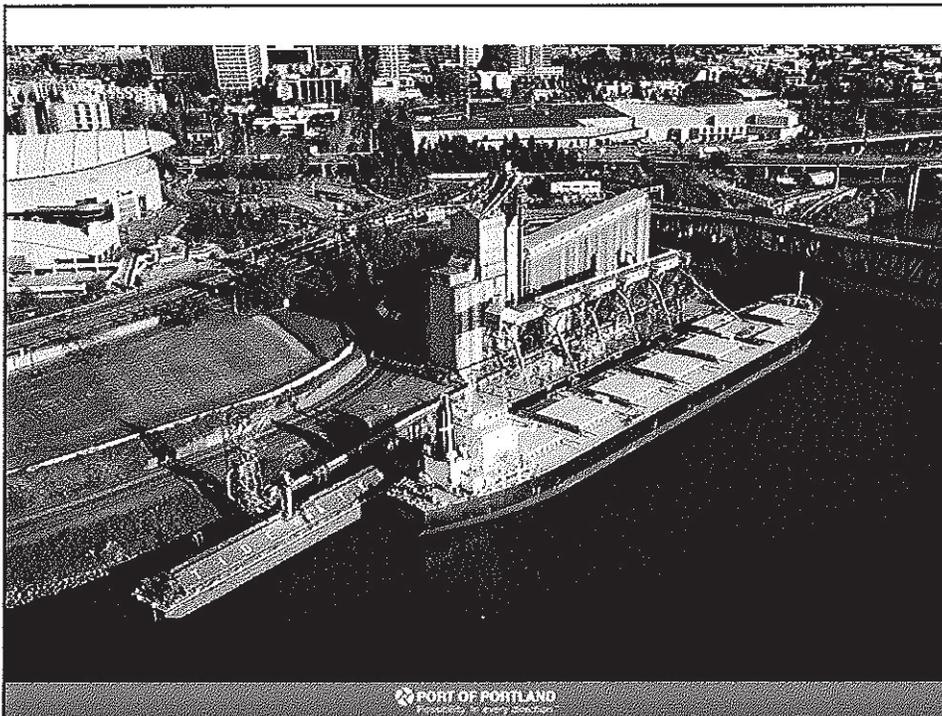
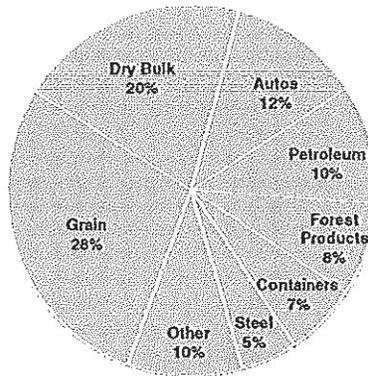


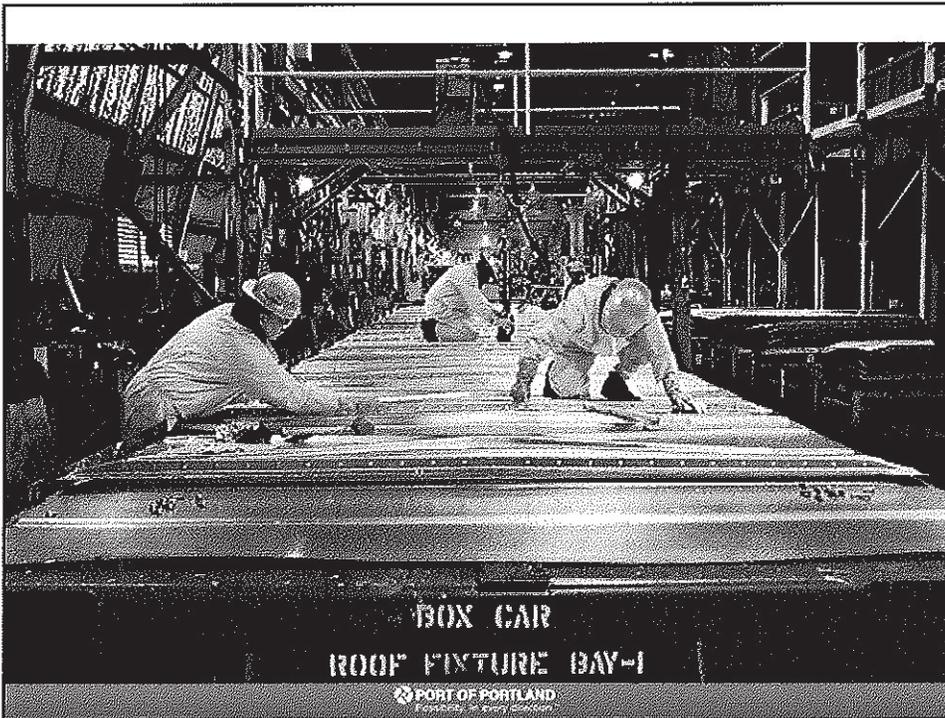
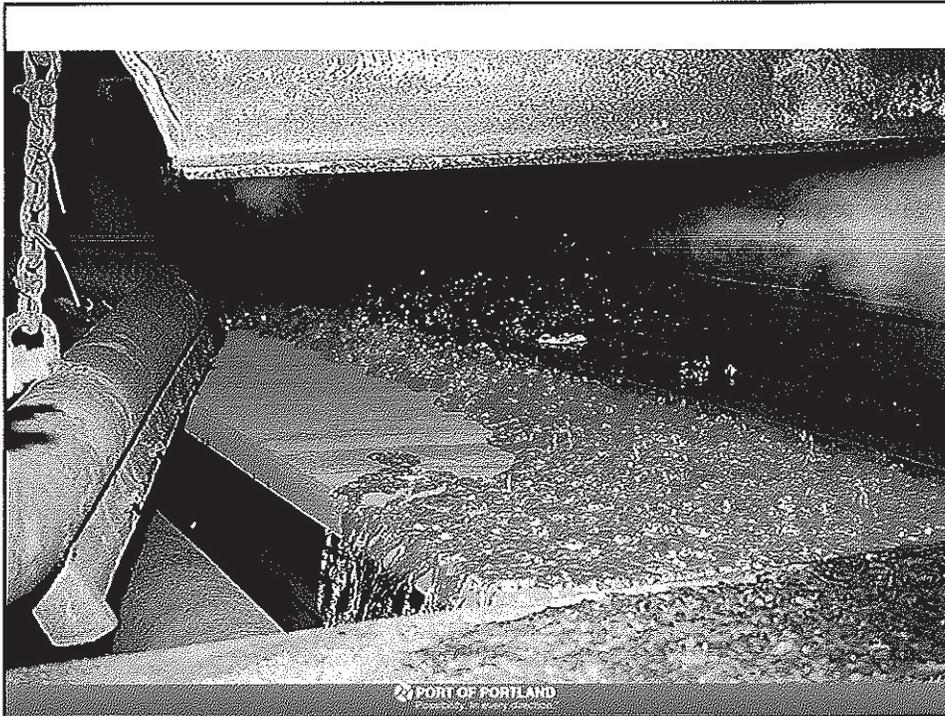
Portland Harbor is well situated as both an import and export gateway

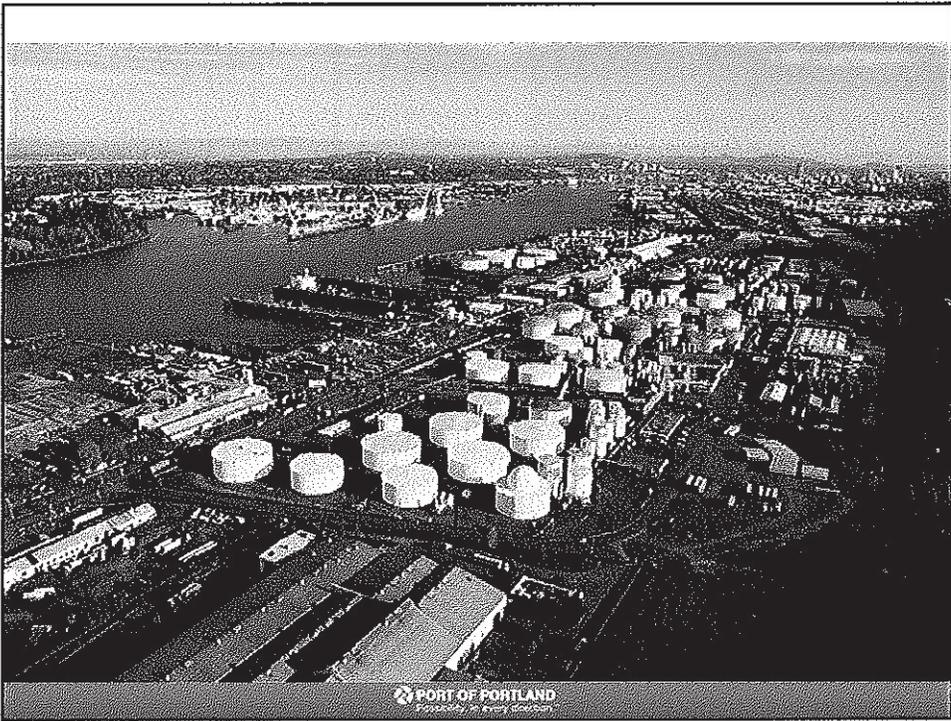


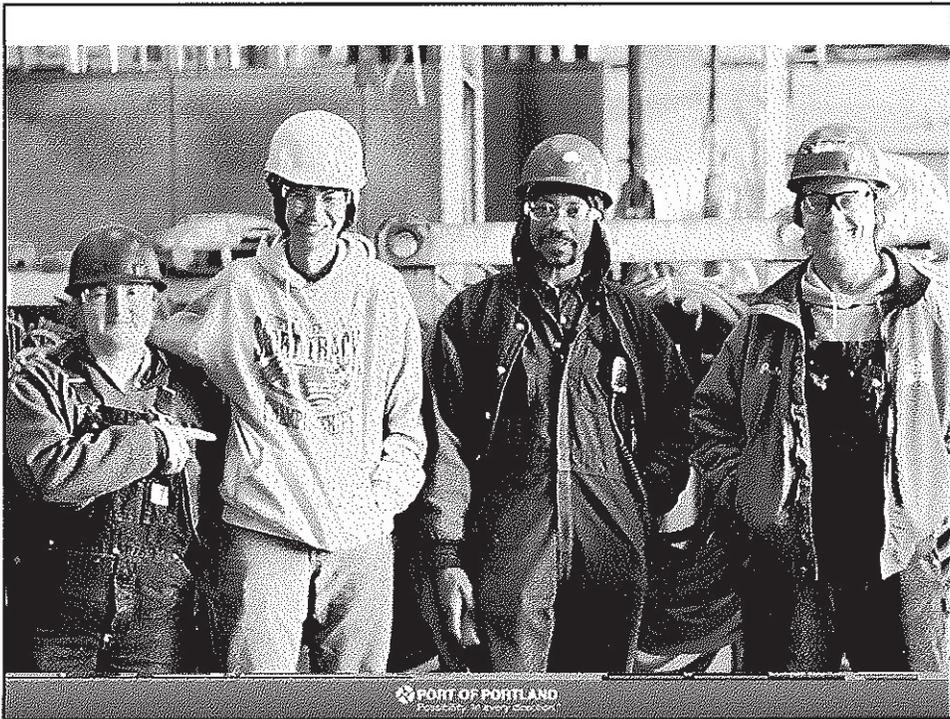
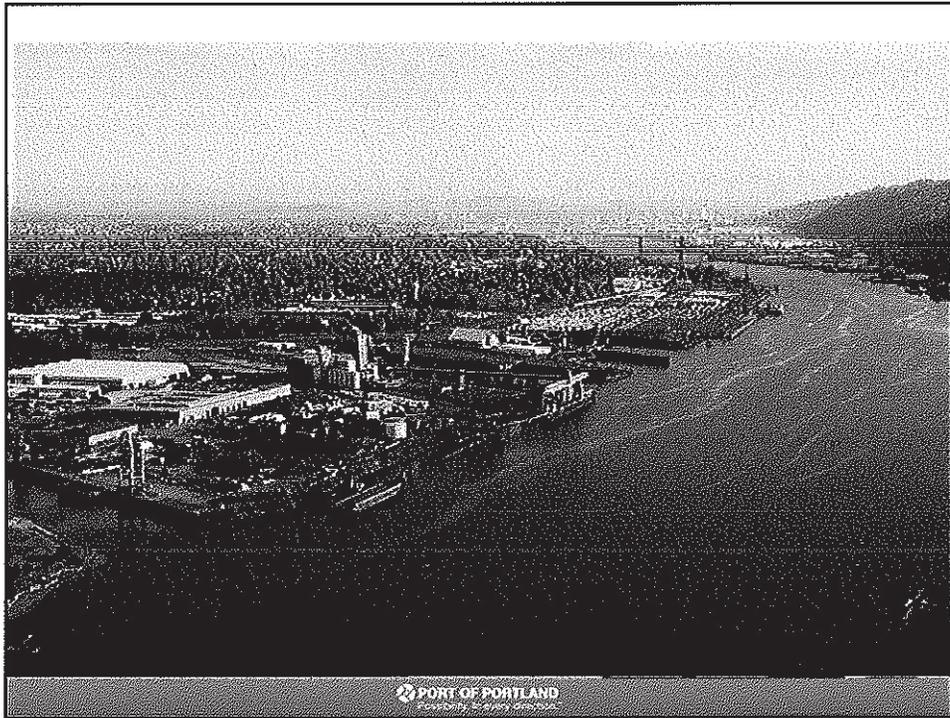
The numbers: Columbia River Traffic CY 13

- Over 1,500 ocean cargo vessels travel up the Columbia River every year
- River system continues to support diversified cargo base
- Total traffic:
 - 38 million tons (Columbia River)
 - 27 million tons (Portland Harbor)
 - 12.4 million tons (Port of Portland)

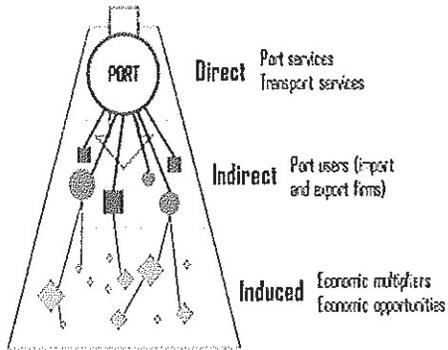








Portland Harbor as Funnel for Economic Development



Portland Harbor Economic Impact

- 18,080 jobs created (direct, indirect, induced)
- \$1.46 billion in personal income and consumption expenditures (direct, indirect, induced) annually
- \$1.5 billion in business revenues annually
- \$430 million in local purchases by businesses annually
- \$140 million in state and local taxes annually

Source: Economic Impact of the Port of Portland, 2011, Martin Associates.

PORT OF PORTLAND
Possibility in Every Direction

Maritime Capital Investment Tax Impact Analysis

- Assume moderate investment of \$100M
 - Expansion of existing facility or development of a new facility
 - Construction will take two years to complete
 - Moderate job creation
- Capital investments benefit property taxes
- Non-property tax benefits include:
 - State of Oregon Income and Corporate Excise Taxes
 - Multnomah County Business Income Tax
 - City of Portland Business License Tax
 - Tri-Met Payroll Tax

PORT OF PORTLAND
Possibility in Every Direction

10-Year Tax Revenues by Jurisdiction

Jurisdiction	Tax Revenues (in thousands)
State of Oregon - Corporate Excise, Personal Income Tax	\$5,874
City of Portland – Business License, Property Tax	5,514
Portland Public School District – Property Tax	5,474
Multnomah County – Business Income, Property Tax	3,915
Urban Renewal – Property Tax	1,921
Tri-Met - Payroll Tax	647
Portland Community College – Property Tax	482
Metro – Property Tax	310
Multnomah County ESD – Property Tax	301
East/West Soil/Water – Property Tax	68
Port of Portland – Property Tax	47
Total	\$24,554

PORT OF PORTLAND
Feasibility in Every Direction

Annual Tax Revenues Impact in Budget Terms

Annual Tax Revenue Collected in General Fund of	Equivalent to...
City of Portland (\$650,000)	6 Police Officers or Firefighters (salary and benefits)
Multnomah County (\$450,000)	4.5 Deputy Sheriffs (salary and benefits)
Portland Public Schools (\$600,000)	6 Teachers (salary and benefits)
State of Oregon (\$322,000)	2/3 of Oregon Parks & Recreation Department General Fund budget allocation (2013-15 biennium)
Tri-Met (\$34,000)	1 part-time operator (salary only)

PORT OF PORTLAND
Feasibility in Every Direction

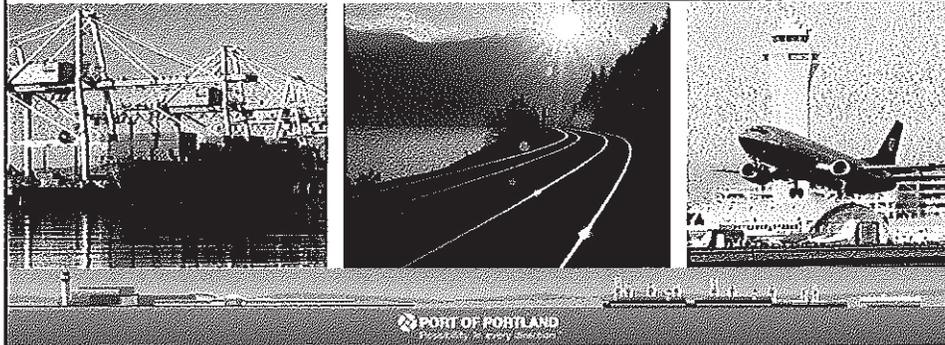
Opportunities

- Growth of maritime revenues generates taxes-enabling investment in state and local priorities
- Revenue spent from harbor business on materials, capital goods and services largely flows to local small/medium businesses
- Harbor jobs are middle income and offer substantially higher wage than the region average



Challenges: Adequate Transportation Infrastructure

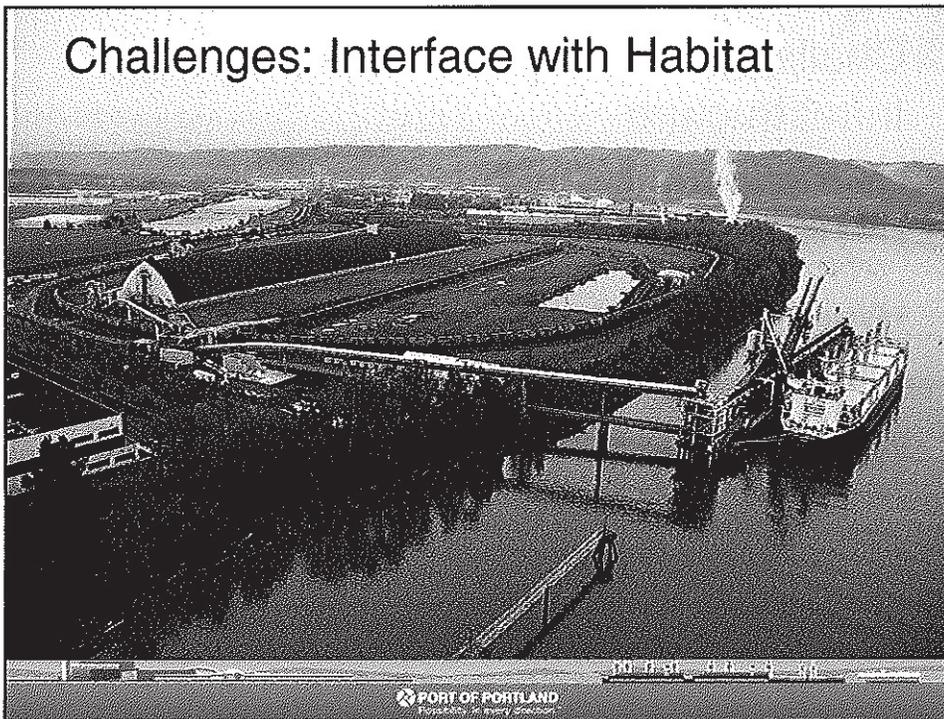
- River Navigation
- Rail Improvements- grade separations
- Roads



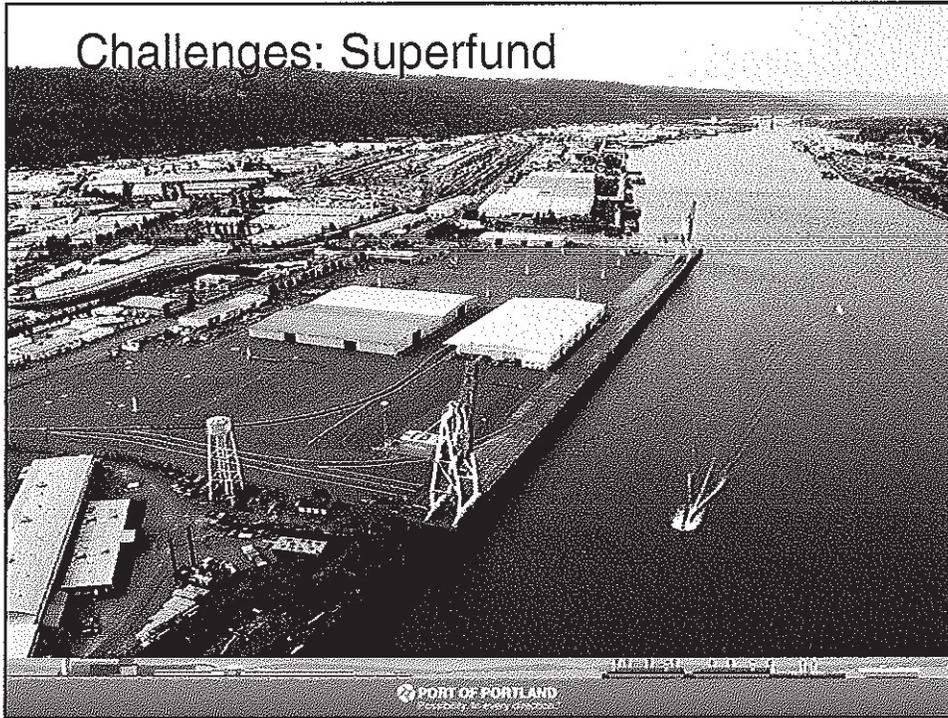
Challenges: Land Availability and Cost of Expansion



Challenges: Interface with Habitat



Challenges: Superfund



Resolution regarding the Comprehensive Plan proposed change of the QFC parking lot from High Density Single-Dwelling (R5) to Mixed Use-neighborhood.

Background:

The building located at 6411 SE Milwaukie has been a grocery store for many years. The property was originally sold to the Taggesell family in the 1880's. A grocery store was built on the property and became a Kienow's in 1950. While the store has always been commercially zoned, the parking lot on the west side of the property has always been zoned as residential. When the store was a Kienow's, the store and neighbors peacefully co-existed with no problems.

Currently, the building is a QFC grocery store. Since becoming a QFC in about 1999, there have been on-going disputes between the nearby neighbors and QFC. Neighbors have complained that semi-trucks use the parking lot as a loading dock, rather than using the loading dock adjacent to the building, which is used by QFC for storage. Sometimes up to 6 semi trucks at a time have parked in the parking lot, making it impossible for customers to use the parking lot, and creating dangerous traffic conditions. Semi- trucks were also parking and unloading next to houses on residential streets, creating noise, congestion, and vibrations felt inside homes as the trucks idled.

The neighbors have unsuccessfully tried to enter into a Good Neighbor agreement with QFC, but QFC has refused. Last summer the Bureau of Developmental Services started enforcing existing rules for R-5 non-conforming use of the parking lot and this action has greatly improved the resident's quality of life. There are no deliveries between the hours of 11 PM and 6 AM. The deliveries appear to have become more scheduled to avoid multiple trucks in the parking lot at one time. The neighbors are worried that if the zoning change occurs they will have no leverage to ensure that QFC lives up to its commitment to continue the steps that have improved the lives of neighbors.

Resolution:

It is resolved by the Board of Directors of SMILE to oppose the proposed Comp Plan designation change to the QFC parking lot from High Density Single-Dwelling (R5) to Mixed Use - neighborhood. This will give the neighborhood leverage to continue to enforce regulations which limit the impact of this commercial use in a residential zone.

Role of Neighborhood Associations in the Comp Plan

After reviewing the Comp Plan the Board of S.M.I.L.E. is concerned with the lack of acknowledgement given to neighborhood associations for the role they play in giving ordinary citizens a voice in determining the future of their neighborhoods. We understand that there are parts of the population in the city that are underserved and they too deserve a voice in the discussion of issues affecting their lives in Portland. In that sense the term "community" as used throughout the Comp Plan, is a needed addition to ensure all points of view are heard.

At the same time Portland is identifiable by its geographical neighborhoods. Because of the unique structure of Portland's city government, neighborhood associations have long been *the* forum neighbors can use to influence issues and solve problems that are unique to their part of the city. Neighborhood associations are critical for the betterment of their neighborhoods, playing a crucial role in balancing "progress," outside influences, and planner's dreams with livability and quality of life issues residents sought when they chose to live in a particular area.

We hope you will provide some clarification between the important roles "communities" and "neighborhoods" play in the process of making Portland a strong and vibrant place to live.

Resolution regarding Comprehensive Plan designations of Metro
owned property along the Springwater Corridor

Background. Some 10-15 years ago Metro, using funds from a bond measure for the acquisition of lands for "parks, trails, and natural areas", acquired a number of properties in the Sellwood neighborhood along the route of the Springwater Corridor. Since then the lands have primarily been used and managed as open space under a management agreement with Portland Parks.

When the properties were in private ownership they were zoned primarily for residential use and, despite the purchase by a public agency over a decade ago, they still retain that zoning. Nonetheless, most people in the neighborhood consider these lands to be most valuable for the public values for which they were acquired by Metro.

Anticipating that these lands would be used for parks and open space, substantial private investments have been made to develop the private lands adjoining these parcels. Additionally, the neighborhood association and Portland Parks have expended significant time and energy in the planning for the public use and enjoyment of these lands and to enhance their value as a wildlife corridor in a neighborhood setting. We, the Sellwood Moreland Improvement League Board of Directors, believe that the public interest would be best served if the Portland Comprehensive Plan designated these public lands for the purpose for which they were acquired by Metro.

Resolution. It is resolved by the Board of Directors of the Sellwood Moreland Improvement League that the public properties acquired by Metro along the Springwater Corridor in the Sellwood neighborhood be designated in the Portland Comprehensive Plan for the purpose for which they were acquired, open space.

Approved at the SMILE Board Meeting, October 15, 2014

METRO OWNED PROPERTIES



Planning Commission Members and Staff. I am **Fred Sanchez**, a business owner, property owner and stakeholder in the Gateway area. In the late 60's our family lived at 1404 NE 111th and worked in the neighborhood. In 1979, we opened our own real estate and appraisal company and built what is now 111th SQUARE. I am Hispanic and grew up speaking Espanol in my childhood home and English at school. I am a vocal booster of the Gateway area and over the years, our family has added adjacent properties to our portfolio. I now serve as 2014 President of the Gateway Area Business Association, Advisory committee member for the Portland Police Budget, member of the Hazelwood Neighborhood Association, co-chair of the Mt Hood Community College Bond Election Campaign Committee, member of the Neighborhood Economic Development Leadership Group and other public, private, religious and Hispanic groups.

Thank you for allowing me to comment on properties at **1342, 1353, 1406, 1409, 1418 and 1421 NE 112th Avenue**. These are existing residential properties south of NE Halsey St on 112th Avenue, in the Eastern Neighborhood.

Proposed change is **#645** for each of the properties. I support the new designation of **Mixed Use Neighborhood** for these parcels. These will help to meet Portland's #1 goal for "**Complete Neighborhoods**" – providing places where people of all ages and abilities have safe and convenient access to the goods and services needed in daily life. They will be well connected to jobs and the rest of the city by transit with a variety of housing types and prices for households of different sizes and income. Gateway Regional Center is East Portland's major center with the new Gateway Park and Plaza helping to build a gathering place for residents and businesses in the area and a draw for visitors. Halsey/Weidler couplet between 102nd and 122nd are Gateway's Main Streets, connecting neighborhoods, supporting local businesses and providing housing close to services, amenities and transit. Implementation of the new designation of Mixed Use – Neighborhood will support Comp Plan's 2nd goal to "**Encourage Job Growth**" by encouraging density to support local and home-based businesses. Comp plan goal #3 to "**Create a low-carbon community**" will also be encouraged by bringing more density to the area and encouraging growth in complete neighborhoods and connecting housing and jobs with transit and pedestrian and bicycle networks. Comp plan goal #6 to "**Improve Resiliency**" will help the Gateway area prepare for climate change and reduce risks posed by natural hazards. The change will help to create a complete neighborhood and encourage growth in this lower-risk area. Comp plan goal #7 recognizes that "**One Size Does Not Fit All**". I believe that changing the designation for these six properties is consistent with planning and designing to fit the local conditions.

The proposed change to Mixed Use – Neighborhood will straighten out the zoning line to conform with the commercial zones to the west of the properties (111th SQUARE and Portland Adventist Community Services - NE 111th & Halsey) and the east (Halsey Center - 113th & Halsey). These commercially zoned properties abut the 6 lots being considered for change on NE 112th. It makes sense to change the designations to comply with their neighbor's zoning.

Last week I learned that several residents on NE 112th and on Oregon reject multiuse designation on NE 112th properties from Halsey to Oregon as they believe it will directly impact the traffic, parking and livability of the neighborhood. I believe the City's stringent design review process will curtail and help to manage any impact on traffic and parking in the residential area of NE 112th and eventual building and improvements in housing and commercial in the proposed multi-use – neighborhood designation will be a great help in promoting livability and safety for the residents.

I understand that speeding on 112th, especially as it meets Oregon is a problem at this time. I suggest that a stop sign at 112th & Oregon and perhaps speed bumps or driver feedback signs posting speed limit on NE 112th will help to slow down traffic and keep the neighborhood safe. I recommend that these implementations be nominated in FY 2015-19 thru the Hazelwood Transportation System Plan for Gateway District Plan, NE/SE: Traffic Management from funds available of almost two million as per attached TSP exhibit.

Attached are also letters of support from residents, organizations and small businesses in the Eastern Neighborhood who endorse the new designation of Mixed Use – Neighborhood for the NE 112th parcels.

Thank you,

Fred Sanchez
11112 NE Halsey Street, Suite A
Portland OR 97220-2021
Cell: 503-803-3707

Hazelwood Transportation System Plan (TSP) nominated projects

Project Title*	Project Description*	FY 2015-19	FY 2020-25	FY 2025-34	Total Costs
EPIM Unfunded Ranked Projects	East Portland In Motion Bicycle safety improvements at intersections -	\$20,000	\$0	\$0	\$20,000
EPIM Unfunded Ranked Projects	SE 112th Ave (Market to Powell) Infill Sidewalk	\$280,000	\$0	\$0	\$280,000
EPIM Unfunded Ranked Projects	NE/SE 102nd/Cherry Blossom/112th Ave (Glisan to Powell) Bike Lane	\$65,000	\$0	\$0	\$65,000
EPIM Unfunded Ranked Projects	East Portland In Motion (EPIM) Active transportation network branding	\$20,000	\$0	\$0	\$20,000
EPIM Unfunded Ranked Projects	East Portland In Motion (EPIM) On-street bicycle parking for traditional (suburban) business districts	\$20,000	\$0	\$0	\$20,000
EPIM Unfunded Ranked Projects	East Portland In Motion (EPIM) Woodland Park Greenway, NE (Pacific, Bell, 102nd, Tillamook - 108th Greenway	\$300,000	\$0	\$0	\$300,000
Stark & Washington, SE (92nd - 111th): Gateway Plan District Street Improvements	Implement Gateway regional center plan with boulevard design retrofit including new traffic signals, improved ped. facilities and crossings, and st. lighting.	\$6,157,767	\$0	\$0	\$6,157,767
Halsey/Weidler, NE (I-205 - 114th): Multi-modal Improvements	Implement Gateway Regional Center Plan boulevard design including new traffic signals, improved pedestrian facilities and crossings and street lighting.	\$4,400,000	\$4,500,000	\$8,114,883	\$17,014,883
Gateway Regional Center, Local and Collector Streets	RTP: High priority local and collector street and pedestrian improvements in the Gateway Regional Center.	\$4,209,000	\$0	\$0	\$4,209,000
Glisan St, NE (I-205 - 106th): Gateway Plan District Multi-modal Improvements	Implement Gateway regional center plan with boulevard design retrofit, new traffic signals, bike facilities, improved pedestrian facilities and crossings, and street lighting.	\$3,240,930	\$0	\$0	\$3,240,930
Gateway District Plan, NE/SE: Traffic Management	Implement a comprehensive traffic management plan throughout the regional center to reduce cut-through traffic on residential streets and improve traffic flow on regional streets. Project includes utility improvements.	\$1,944,558	\$0	\$0	\$1,944,558
Gateway Regional Center, NE/SE Local Street Improvements, Phase II	High priority local street and pedestrian improvements in regional center.	\$0	\$8,418,000	\$0	\$8,418,000
Gateway Regional Center, NE/SE Local Street Improvements, Ph III	High priority local street and pedestrian improvements in regional center.	\$0	\$0	\$8,418,000	\$8,418,000
99th Ave & Pacific Ave, NE: Gateway Plan District Street Improvements, Phase I	Reconstruct primary local main street network in Gateway Regional Center on NE 99th from Weidler to 300' south of Glisan and NE Pacific from 97th to 102nd.	\$0	\$0	\$4,042,500	\$4,042,500
99th & 96th, NE/SE (Glisan - Market): Gateway Plan District St. Improvements, Phase II & III	Reconstruct primary local main street in Gateway Regional Center. Phase II - 99th (Glisan - Washington) Phase III - 96th (Washington to Market).	\$0	\$0	\$4,910,500	\$4,910,500
EPIM Unfunded Ranked Projects PACIFIC/HOLLADAY from I-205 Bike Path to NE 131st PI	Multiple facility types: separated in-roadway (I-205 Bike Path - 102nd); bicycle boulevard (102nd - 131st)	\$666,000	\$0	\$0	\$666,000
EPIM Unfunded Ranked Projects	Curbless infill sidewalk, SE 136th Ave, Division to Powell	\$1,290,000	\$0	\$0	\$1,290,000
EPIM Unfunded Ranked Projects	4M (SE Market, Mill, Main, Millmain) Greenway Construction	\$2,100,000	\$0	\$0	\$2,100,000
Mill/Market/Main, SE (I-205 to City Limits) (72nd - 175th): Bikeway/Greenway	(Planning) Retrofit bike lanes to existing street. Multiple facility types: bicycle boulevard (SE 89th & Mill - SE 92nd & Market); separated in-roadway (92nd - 130th). Multiple facility types: bicycle boulevard (60th - 64th; 72nd - I-205, 130th - City Limits); enhanced shared roadway (64th - 72nd). RTP: Neighborhood greenway from I-205 to 162nd using the streets Mill/Main, Mill, Market and Main.	\$600,000	\$0	\$0	\$600,000



David Douglas School District

Don Grotting, Superintendent
1500 SE 130th • Portland, Oregon • 97233-1719
(503) 252-2900 • Fax (503) 256-5218

September 2, 2014

City of Portland
Bureau of Planning and Sustainability
1900 SW Fourth Avenue, Seventh Floor
Portland OR 97201

RE: 2035 Comprehensive Plan for 1342, 1406, 1408 NE 112th, Portland OR 97220

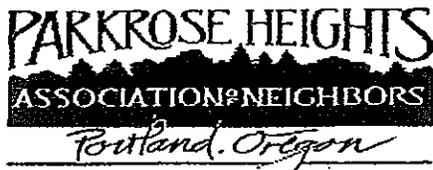
Thank you for considering changing the designation of 1342, 1406 and 1408 NE 112th to Mixed Use – Neighborhood. David Douglas School District recently purchased the adjoining property at 11300 NE Halsey Street (Halsey Center). Most of our west property line abuts the three 112th lots. We believe the Mixed Use – Neighborhood designation is appropriate and will contribute to the success of David Douglas School District. We look forward to being a good neighbor and participating in the vitality of the community.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Grotting".

Don Grotting
Superintendent

DG/fs



September 30, 2014

City of Portland
Bureau of Planning and Sustainability

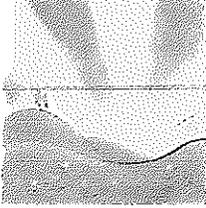
RE: Comprehensive Plan Update Testimony

The Parkrose Heights Neighborhood Association has reviewed the proposed changes to the Comprehensive Plan and supports the zoning changes proposed by the Bureau of Planning and Sustainability including the following changes:

Mixed use civic corridor along NE 122nd
Mixed Use Neighborhood along the Halsey-Weidler corridor

Sincerely,

Tom Badrick, Chair
Parkrose Heights Association of Neighbors.



SUNRISE CONSULTING

Portland Planning and Sustainability

RE: 1353, 1409, 1421 NE 112th, Portland OR 97220

I own and operate Sunrise Consulting at 111th SQUARE One on One Fitness and Therapy at NE 111th & Halsey Street. I specialize in Drug and Alcohol rehabilitation and counseling. Many of my clients cannot drive and rely on mass transit, biking and walking to attend their court-required classes. Encouraging growth and density in our neighborhood will be helpful to my clients and will also grow my business. Thank you for your consideration.

John McMurry
503-516-4808

111th SQUARE LLC

11112 NE Halsey St, Suite A

Portland, OR 97220-2021

503-803-3707

Halsey111@aol.com

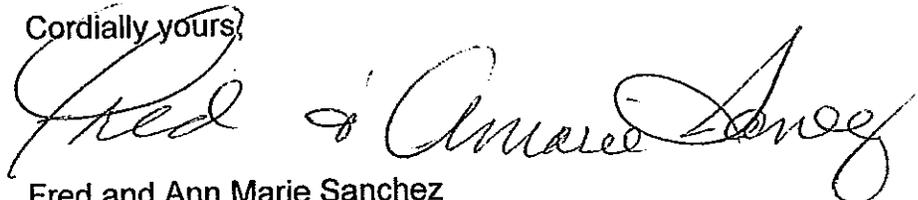
September 1, 2014

City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Avenue, 7th floor
Portland OR 97201

RE: 2035 Comprehensive Plan for 1353, 1409 and 1421 NE 112th, Portland OR 97220

Thank you for all the research, analysis and most of all for listening to Portland stakeholders and the community in creation of the draft 2013 Plan. We are particularly pleased with the framework proposed for properties we own at 1353, 1409 and 1421 NE 112th. By including our three SFR parcels on the west side of 112th to the south of Halsey Street (and the three SFRs owned by others on the east side of 112th), we believe our neighborhood will be more complete and can continue to grow successfully. If accepted, we intend to invest in 1353, 1409 and 1421 NE 112th and adjacent real estate we own to develop more affordable housing and neighborhood services.

Cordially yours,



Fred and Ann Marie Sanchez
111th SQUARE, LLC



October 8, 2014

City of Portland Bureau of Planning and Sustainability
1900 SW 4th Avenue
Portland OR 97201

Mixed Use – Neighborhood designation for three SFR zoned properties to south of Halsey Street on NE 112th Avenue.

We have studied the City's draft 2035 Plan for the Gateway area. We favor the draft plan's proposal to change designations at 1353, 1409, 1421, 1406, 1418 and 1342 NE 112th Avenue to Mixed use – Neighborhood instead of the existing Single Family Residential zoning.

Yours truly,

William Bitar

11124 NE Halsey Street

Portland OR 97220

August 28, 2014

City of Portland Planning

To whom it may concern:

RE: 1353, 1409, 1421, 1405, 1418i and 1342 NE 112th

I have grown up in the Gateway vicinity and worked at Postal Place off and on for 15 years. I love this neighborhood and support the designation of Mixed Use - Neighborhood for the six properties on NE 112th. Businesses need more concentration of residents and establishments in the vicinity so they can be successful. This change appears to move our district forward to become a more complete neighborhood.

Thank you for helping to encourage growth and prosperity in Gateway.



Debbie Edwards

971-888-1296

Debrajedwards1@gmail.com



11124 NE Halsey St. PMB 478
Portland OR 97220
www.gabanet.com
gabaemail@aol.com

August 25, 2014
City of Portland Bureau of Planning & Sustainability
1900 SW 4th Avenue, Portland OR 97201

RE: Mixed Use -- Neighborhood designation for Halsey/Weidler between 102nd and 112th and extension of mixed use to 1353, 1409, 1421, 1406, 1418 and 1342 NE 112th.

Gateway Area Business Association supports the City's draft 2035 Plan for the above properties. Our business organization's chief purpose and objective is to advance the commercial, economic, financial, industrial and civic interests of the Gateway area. We believe that this draft plan will increase density necessary for successful businesses and thus enhance financial investment in our neighborhood. Improvements and projects encouraged by the mixed use -- neighborhood designation will increase and encourage customers to stay and shop and use business services.

Sincerely,

David Panichello, President Elect
Gateway Area Business Association

My name is Richard Johnson. I am a homeowner at 1414 SE Oak Street, Portland, OR. I would also like to submit a petition that sixteen of my neighbors have signed. Our petition concerns a zoning change along SE Stark.

The addresses of the zoning changes we are concerned with are 1400-1416 and 1401-1415 SE Stark, which is designated proposal 87 and 88 in the comprehensive map app. The change is from existing R1 to CS zoning. We believe that CS zoning is not an option for this block.

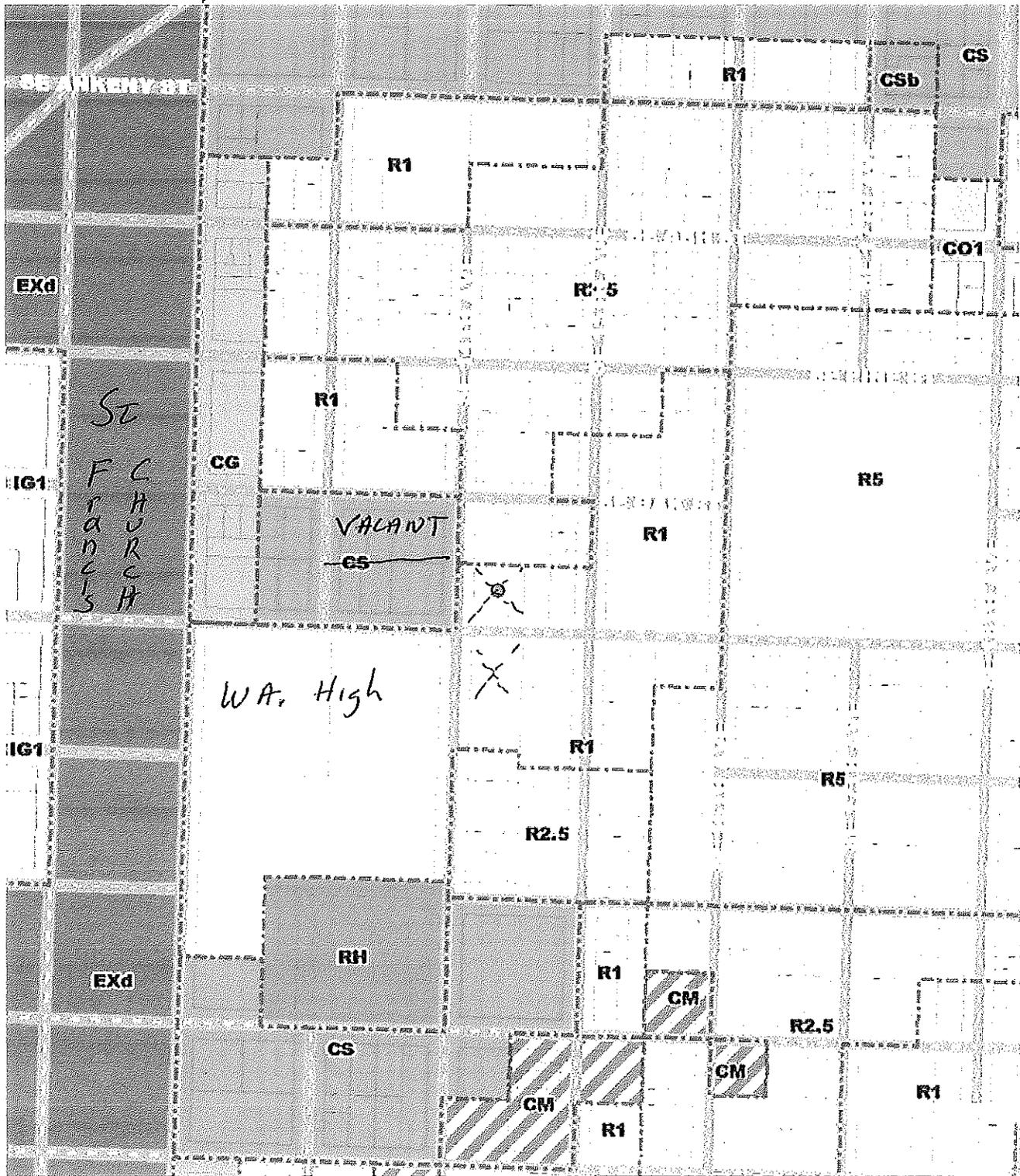
The following points enforce are view:

1. R1 density and scale is compatible with the adjacent R2.5 zoning. CS is not.
2. The conversion of Washington High School to 80,000 square feet of commercial space combined with the soon to be developed vacant half city block of CS zoning between SE 13th and Se 14th provides an abundance of commercial zoning in the area. Remember we our only two blocks from the Eastside Industrial District. Any loss of residential zoning is contrary to the Buckman neighborhood plan and the comprehensive plan.
3. The block on SE Stark between SE 14th and SE 15th is zoned totally residential and has been for over 50 years. In that time no zoning changes have been requested that I know of.
4. SE Stark is not considered a main corridor and is actually a mostly residential street. Because of this it should retain its neighborhood characteristic as outlined in the goals of the comprehensive plan. R1 zoning is much more compatible with these goals.
5. Limited street parking will come under even more pressure with higher density CS zoning.
6. The non conforming buildings could be brought into compliance using the historic buildings code. This has already been done with the historic designation of Washington High School which is zoned R1. Retaining these historic structures would be within the goals and polices of the Comprehensive Plan .As stated under the Neighborhoods chapter, section 3.4, "Preserve and retain historic structures and areas throughout the city."

Please retain the R1 zoning for our neighborhood.

Thank you, Richard M Johnson





Central
Eastside
Business
District

To: Portland Planning and Sustainability Commission

Subject: Zoning change, 1400-1416 SE Stark, Proposal # 87, 88.

Dear Commissioners:

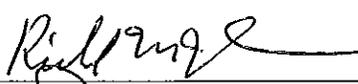
We the undersigned believe that the zoning change from R1 to CS along 1400-1416 and 1401-1415 SE Stark, Proposals #87, 88 is unacceptable.

We believe R1 should be retained on these two properties for the following reasons:

1. R1 density and scale is compatible with the surrounding R2.5 properties.
2. The conversion of Washington High School to 80,000 square feet of commercial space combined with the soon to be developed half city block of CS zoning between SE 13th and SE 14th provides an abundance of commercial zoning in this area. Any loss of residential zoning is contrary to the goals of the comprehensive plan.
3. Limited street parking will come under even more pressure.
4. R1 zoning promotes lower density family type housing. The neighborhood needs families to retain its sense of community.
5. SE Stark is not considered a main corridor so should retain a local neighborhood characteristic as outlined in the goals and policies of the comprehensive plan.
6. The entire block is zoned residential and has been for over fifty years.

Please help us with our goals of maintaining a community oriented neighborhood along SE Stark and retain the current R1 zoning of these properties.

Thank you,

Name	Address	Email
	1414 SE OAK ST PORTLAND OR	rickjohnson77@comcast.net
	1414 SE OAK ST PDX, OR	PATRICIACAIN@PPM2EMAIL.COM
	327 SE 14th Ave. Portland, OR	arnewellman@gmail.com
Ron Lewis	327 SE 14th Ave. Portland, OR	healthybounce@gmail.com
Richard D Harrison	1311 SE Oak St Portland, OR	richardrh@gmail.com
Sharon Chapman	324 SE 14th Ave Portland, OR	

To: Portland Planning and Sustainability Commission

Subject: Zoning change, 1400-1416 SE Stark, Proposal # 87, 88.

Dear Commissioners:

We the undersigned believe that the zoning change from R1 to CS along 1400-1416 and 1401-1415 SE Stark, Proposals #87, 88 is unacceptable.

We believe R1 should be retained on these two properties for the following reasons:

1. R1 density and scale is compatible with the surrounding R2.5 properties.
2. The conversion of Washington High School to 80,000 square feet of commercial space combined with the soon to be developed half city block of CS zoning between SE 13th and SE 14th provides an abundance of commercial zoning in this area. Any loss of residential zoning is contrary to the goals of the comprehensive plan.
3. Limited street parking will come under even more pressure.
4. R1 zoning promotes lower density family type housing. The neighborhood needs families to retain its sense of community.
5. SE Stark is not considered a main corridor so should retain a local neighborhood characteristic as outlined in the goals and policies of the comprehensive plan.
6. The entire block is zoned residential and has been for over fifty years.

Please help us with our goals of maintaining a community oriented neighborhood along SE Stark and retain the current R1 zoning of these properties.

Thank you,

Name	Address	Email
^{Jim Foristal} Jim Foristal	254 SE 16 th AVE	nwclassk_gmail.com
^{Mark Friedman} Mark Friedman	216 SE 17 th Ave	bookmark64.com
^{Laura Donovan} Laura Donovan	1804 SE Pine St.	
^{Mariam Higgins} Mariam Higgins	1400 SE Oak St	nickandmaria@ad.com
^{Nicholas Gideonse} Nicholas Gideonse	1400 SE Oak St	gideonse@ohsu.edu
^{Allison Harvey} Allison Harvey	324 S.E. 14 th	imallison@comcast.net

To: Portland Planning and Sustainability Commission

Subject: Zoning change, 1400-1416 SE Stark, Proposal # 87, 88.

Dear Commissioners:

We the undersigned believe that the zoning change from R1 to CS along 1400-1416 and 1401-1415 SE Stark, Proposals #87, 88 is unacceptable.

We believe R1 should be retained on these two properties for the following reasons:

1. R1 density and scale is compatible with the surrounding R2.5 properties.
2. The conversion of Washington High School to 80,000 square feet of commercial space combined with the soon to be developed half city block of CS zoning between SE 13th and SE 14th provides an abundance of commercial zoning in this area. Any loss of residential zoning is contrary to the goals of the comprehensive plan.
3. Limited street parking will come under even more pressure.
4. R1 zoning promotes lower density family type housing. The neighborhood needs families to retain its sense of community.
5. SE Stark is not considered a main corridor so should retain a local neighborhood characteristic as outlined in the goals and policies of the comprehensive plan.
6. The entire block is zoned residential and has been for over fifty years.

Please help us with our goals of maintaining a community oriented neighborhood along SE Stark and retain the current R1 zoning of these properties.

Thank you,

Name	Address	Email
Ronna Neuenschwander	1424 SE Oak	ronnawague@juno.com
Ronna Neuenschwander Baba Wague Diakite	1424 SE Oak	babawagueDiakite@yahoo.com
Donna Harvey M. Todd Skiles	1407 SE OAK ST PDX 97214	N/A
M. Todd Skiles Patricia Keane	1425 SE oak st PDX 97214	TrishKeane@gmail.com

Ronna Neuenschwander
Baba Wague Diakite
1424 SE Oak
Portland, OR 97214

10/28/14

To Whom It May Concern:

We are homeowners on the block of SE 14th and Oak directly North of the properties on SE Stark Street between 14th and 15th Avenues. I am against the proposal to change the zoning on these properties on Stark Street away from its R1 zoning. These properties and their activities have remained compatible as they are zoned. They abut directly to our zoned R2.5 property. Any change in their zoning will affect our neighborhood negatively.

As a family living in the Buckman neighborhood for over 25 years, we value the community that has grown with us. Our children went to Buckman School, where we continue to volunteer long after their departure. We know all of our neighbors. We mow each other's lawns, celebrate events together, and even weed the roundabouts together. We have a vital community that is getting overrun and squeezed out.

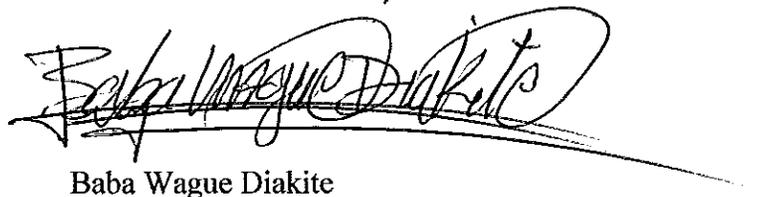
In a one block radius from these properties, I counted 128 apartments in apartment complexes and big buildings. That does not include rental units in official duplexes, triplexes and fourplexes. I think this speaks volumes in regard to the saturation point of transient residents in apartments in a neighborhood, before the neighborhood becomes unstable as a community.

If you value neighborhood communities, do not change the zoning on the Stark Street block between 14th and 15th Avenues. Retain the R1 zoning on these Stark Street properties.

Thank you,



Ronna Neuenschwander



Baba Wague Diakite

October 28, 2014

Testimony RE: City of Portland 2035 Comprehensive Plan Update

David Nemo
17144 SE Johnston DR
Portland, OR 97236

I want to focus my comments on *Policy 4.28.e: Light Pollution*

As an amateur astronomer, and President of the Rose City Astronomers, I am happy to see this policy being added to the Plan, but sorry to see that it is currently only an aspirational policy.

My request is that you consider adopting a more aggressive policy that would lead to implementation of lighting design standards that would ensure we are on a path to reversing the negative effects of light pollution produced in the City of Portland, such as:

Policy 4.28.e. Light pollution. ~~Encourage~~ Require lighting design and encourage lighting practices that reduce the negative impacts of light pollution, including sky glow, glare, energy waste, impacts to public health and safety, disruption of ecosystems, and hazards to wildlife.

Aside from simply turning outdoor lights off at night, a practice the City hopefully will “encourage”, the single most effective step that can be taken is for all outdoor lights to be properly shielded so light is focused downward, rather scattered into the night sky.

Why should we care? For similar reasons as to why city leaders and planners recognized decades ago that smokestacks from the industrial age, and smog from automobiles, were impacting our health and obscuring our beautiful skyline.



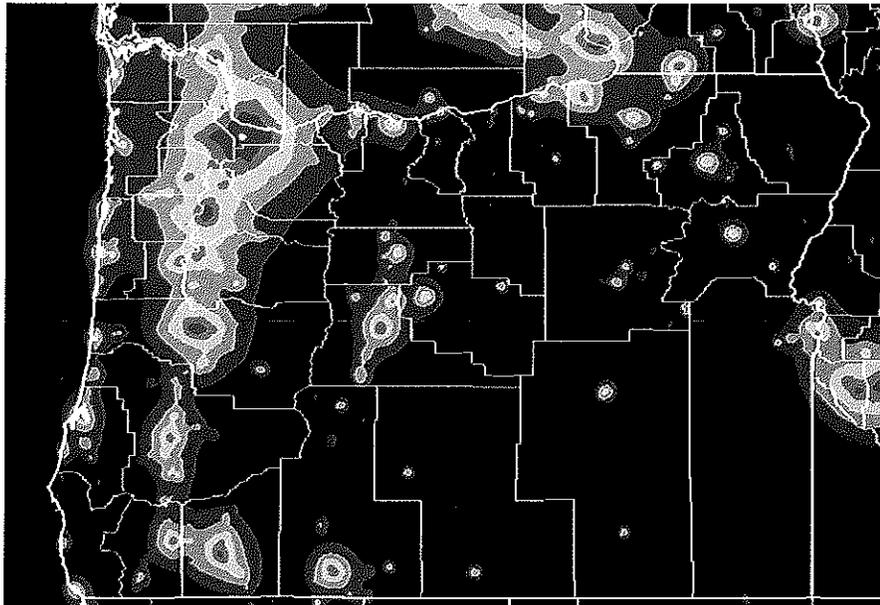
Today, because of regulations and renewed interest and concern about the environment we live in, we take for granted the beautiful view of Mt. Hood framed by the Portland skyline on most any clear day.

The same cannot be said for another natural resource and wonder of our environment – the night sky – that is disappearing because of light pollution and sky glow.

If you live in Portland, or the metro region for that matter, you have no chance to see the Milky Way from your house or even a neighborhood park surrounded by trees blocking out nearby porch lights. Your only chance is to get away from the city, and even then, Portland’s light bubble can spoil your view, from even over a hundred miles away.



Below is a map showing a scaling of darkness for the State of Oregon that clearly illustrates the impact of Portland's light bubble.



To be fair, it's more of a regional light bubble as cities surrounding Portland are each contributing polluters – but with a strong policy in Portland's Comprehensive Plan, and subsequent regulations and resources for builders and homeowners, we could begin to shrink the impact of our polluting habits, or at least keep things from getting worse.

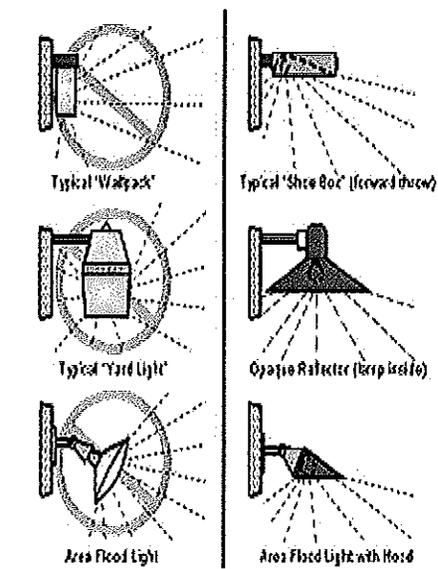
And we should not lose sight of the fact that the impact of the light pollution Portland creates stretches well over a hundred miles in all directions – spoiling otherwise dark skies and washing out views of many of the wonders of our universe for our fellow Oregonian neighbors.

I submit to you that we can't begin to make progress in reaching those goals by only "encouraging" design and development practices and that we need to be more bold and forward-thinking to actually make a difference.

I recently built a new house in the City of Portland. I was required to use certain building materials and meet a plethora of building specifications. I was also required to sacrifice use of a portion of my private property to build a water filtration facility.

I imagine that all of those requirements were based on goals of our Comprehensive Plan. While meeting those goals added thousands of dollars to my development budget, a simple code requirement that ***"all outdoor lights be shielded so as direct all light downward and prevent light from being broadcast sideways or up into the sky"*** would not typically add to the cost of construction, as such fixtures are widely available at prices comparable to non-shielded fixtures.

In summary, I fully support a policy on reducing light pollution and urge the Commission to make it even stronger, if in fact the current language will not lead to specific design standards such as the above example of shielded light fixtures.



IN THE CITY COUNCIL OF THE
CITY OF
PORTLAND, OREGON

IN THE MATTER OF AN APPLICATION)
BY SAMANTHA DANG FOR APPROVAL)
OF A COMPREHENSIVE PLAN MAP)
AND ZONING MAP AMENDMENT AT)
SE BYBEE BOULEVARD AND SE 82ND)
AVENUE)

LU 05-107223 CP ZC

FINDINGS AND CONCLUSIONS

ADOPTED BY THE
CITY COUNCIL ON
OCTOBER 5, 2006

IN THE CITY COUNCIL OF THE
CITY OF
PORTLAND, OREGON

IN THE MATTER OF AN APPLICATION)
BY SAMANTHA DANG FOR APPROVAL)
OF A COMPREHENSIVE PLAN MAP) LU 05-107223 CP ZC
AND ZONING MAP AMENDMENT AT)
SE BYBEE BOULEVARD AND SE 82ND)
AVENUE)

FINDINGS AND CONCLUSIONS

The findings and conclusions of the City Council in this matter are set forth below.

I. GENERAL INFORMATION

File No.: LU 05-107223 CP ZC (HO 405033)

Applicant/Contact:

Samantha N. Dang
6919 SE 82nd Avenue
Portland, Oregon 97266

Property Owners:

Thanh Q. Nguyen and Samantha Dang
6919 SE 82nd Avenue
Portland, Oregon 97266

Ackerly Communications of the Northwest (Billboard only)
3601 6th Avenue South
Seattle, Washington 98134

Hearings Officer: Gregory J. Frank

BDS Staff Representative: Mark Walhood

Site Address: 6919 SE 82nd Avenue (and adjacent parcels to North and South)

Legal Descriptions: TL 8700 0.91 ACRES, SECTION 20 1 S 2 E; TL 8800 0.23 ACRES,
SECTION 20 1 S 2 E; TL 8900 1.06 ACRES LAND & IMPS ALSO SEE -
2371, SECTION 20 1 S 2 E; TL 8900 BILLBOARD ALSO SEE -2370,
SECTION 20 1S 2E

Tax Account Nos.: R992200340, R992201100, R992202370, R992202371

State ID Nos.: 1S2E20AA 08700, 1S2E20AA 08800, 1S2E20AA 08900, 1S2E20AA 08900A1

Quarter Section: 3738

Neighborhood: Brentwood-Darlington

Neighborhood within 1,000 feet of the site: Lents

Business District: Eighty-Second Avenue

District Coalition: Southeast Uplift Neighborhood Program

District Coalition within 1,000 feet of the site: East Portland Neighborhood Office

Existing Comprehensive Plan Map Designation: Low Density Multi-Dwelling

Existing Zoning: R2a (Multi-Dwelling Residential 2,000 base zone with the "a" or Alternative Design Density overlay zone)

Proposed Comprehensive Plan Map Designation: General Commercial, High Density Multi-Dwelling and Low Density Multi-Dwelling

Proposed Zoning: CG (General Commercial), RH (High Density Residential) and R2a

Land Use Review: Comprehensive Plan Map Amendment and Zoning Map Amendment

BDS Staff Recommendation to Hearings Officer: Denial

Hearings Officer Recommendation to City Council: Denial

Proposal: The original proposal submitted by the applicant in February, 2005 included re-zoning the entire site to the Mixed Commercial/Residential (CM) base zone. Due primarily to transportation-related concerns of City and State agencies raised in June, 2005, the applicant placed the case on hold and re-designed the project. In September, 2005, a revised proposal was presented by the applicant, including modified Comprehensive Plan and Zoning Map designations, as well as new conceptual development plans.

The site consists of three adjacent parcels at the northwest corner of the intersection of SE Bybee Boulevard and SE 82nd Avenue. Together, these parcels total approximately 2.2 acres in size. The southernmost property is developed with a mobile home park. The smallest, central parcel, with frontage only on SE 82nd Avenue, is developed with a residence that is undergoing remodeling, with a large addition currently on hold due to permitting issues. The northernmost parcel is vacant. Although the west edge of the site is near the public right-of-way in SE 81st Place, the property does not currently have access to this street because of "spike strip" parcels (owned by the City of Portland) between this street and the site.

At this time, the entire site has a Low-Density Multi-Dwelling Comprehensive Plan Map designation, and a Zoning Map designation of Residential 2,000 with the "a" or Alternative

Design Density overlay (R2a). The revised proposal requested by the applicant retains the existing designations on the westernmost portion of the site, but would modify them on the central and eastern portions of the site. After accounting for the required street dedications in SE 81st Place, SE Bybee Boulevard, and SE 82nd Avenue (see attached zoning plan and maps), the Comprehensive Plan and Zoning Map designations at the site would be as follows:

- 11,094 square feet of site area northwest of the extension of SE 81st Place would retain the Low-Density Multi-Dwelling Comprehensive Plan and R2a Zoning Map designations;
- 21,078 square feet of site area east and northeast of the extension in SE 81st Place would be changed to the High Density Multi-Dwelling Comprehensive Plan and RH (High Density Residential) Zoning Map designations; and
- 52,159 square feet of site area abutting SE 82nd & Bybee would be changed to the General Commercial Comprehensive Plan and Zoning Map (CG) designations.

The applicant has identified four conceptual development programs, indicating their long-term goals for the site (options A through D - see attached plans). In the R2a zone, the applicant has identified a 5-unit townhouse project. In the RH zone, conceptual plans include a 4-story residential building with between 34 to 54 units, and from 15 to 27 parking spaces. In the CG zone, conceptual development includes between 10,000 and 74,400 square feet of office or retail space, with parking for between 68 and 102 vehicles. To mitigate for lost housing potential in the area being zoned CG, the applicant will likely be required to build at least 36 units of housing in the RH-zoned area. The applicant also intends to work with local agencies and organizations to relocate the current mobile home tenants, if necessary.

Although these conceptual plans reflect the likely maximum build-out, the applicant has phrased this request as being a change to the stated zoning designations without other restrictions. In summary, the development standards for the proposed zoning regulations are as follows:

	R2a	RH	CG
Maximum Density	1 unit per 2,000 sq. ft of site area	FAR of 2 to 1	FAR of 3 to 1 (non-residential)
Maximum Height	40 ft.	25 ft. (within 10' of front lot line), 65 ft.	45 ft.
Maximum Building Coverage	50% of site area	85% of site area	85% of site area
Minimum Landscaping	30% of site area	15% of site area	15% of site area
Parking Required?	No Minimum Parking (Bus #19 - Woodstock provides 20-minute peak hour service within 500 feet of site - exempt from minimums per 33.266.110.B)		

In summary, the applicant seeks to "re-zone" the site as indicated in the above narrative and on the attached plans. No specific development plan is proposed. In order to approve this request, therefore, the applicant has requested the necessary Type III Comprehensive Plan and Zoning Map Amendments.

Relevant Approval Criteria: In order to be approved, this proposal must comply with the approval criteria of Title 33, Portland Zoning Code. The applicable approval criteria are found at **PCC 33.810.050.A.1-3** (Comprehensive Plan Map Amendments), **33.855.050.A-C** (Zoning Map Amendments - Base Zone Changes), and **33.855.060.A-C** (Zoning Map Amendments - Overlay Zone Changes). The Comprehensive Plan Map Amendment criteria include, by reference, applicable provisions in Metro's *Urban Growth Management Functional Plan* and Oregon's *Statewide Planning Goals*.

II. PROCEDURAL HISTORY

Public Hearings before the City's Hearings Officer: The hearing was opened at 9:00 a.m. on January 18, 2006, in the 3rd floor hearing room, 1900 SW 4th Avenue, Portland, OR, and was closed at 9:57 a.m. The hearing was continued to March 8, 2006, at 9:00 a.m. The hearing was opened at 9:03 a.m. on March 8, 2006, in the 3rd floor hearing room, 1900 SW 4th Avenue, Portland, OR, and was closed at 9:15 a.m. The record was held open until 4:30 p.m., March 29, 2006, for new evidence; and until 4:30 p.m., April 5, 2006, for applicant's rebuttal. The record was closed at that time. Prior to the close of the record, the applicant, representatives of the applicant, and agency staff testified orally and submitted written testimony during the open record period. The Brentwood-Darlington Neighborhood Association offered their support for the proposal.

In their testimony, transportation agency staff (ODOT) emphasized that they could only support any potential approval of the request via a condition of approval requiring the construction of a median in SE 82nd Avenue at SE Bybee, restricting the northbound left-turn movement onto SE 82nd & SE Bybee. Transportation staff (PDOT) noted that the neighborhood "cut-through" traffic created by the potential median could impact nearby neighbors on SE 78th, SE 82nd, and SE Duke, as well as faculty and staff at the nearby (Woodmere Elementary) school, and that these individuals had not received public notice of these potential impacts. Relevant issues raised by this testimony are addressed later in this report in the appropriate sections.

The Hearings Officer issued a recommendation to the City Council on the proposal on April 14, 2006. Echoing concerns raised by staff from Portland Transportation and the Oregon Department of Transportation, the Hearings Officer found that Public Involvement by those potentially impacted by additional traffic generated by the subject site and diverted from SE 82nd (at the subject site) to SE 78th and SE Duke is important. Further, the Hearings Officer found that it is necessary to provide such impacted neighbors an opportunity to comment on this proposal before the City Council, as potential traffic impacts from the redistribution of traffic from SE 82nd Avenue (at the subject site) may be significant. The Hearings Officer concluded that until public notice detailing potential traffic issues and an opportunity to comment before Council was provided to impacted neighbors, that he had no choice but to recommend denial.

Public Hearings before the City Council: The Portland City Council held the first hearing on the proposed amendments on June 22, 2006. Prior to this first hearing, consistent with the direction requested by the Hearings Officer, a public notice of the first City Council hearing was mailed to property owners along SE Bybee from the site to SE 78th, along SE 78th between SE Bybee and SE Duke, and along SE Duke between SE 78th and SE 82nd, as well as to the principal of Woodmere Elementary School (at SE 78th & Duke). At the June 22, 2006 hearing, City Council received a substantial amount of oral and written testimony. While several representatives of the Brentwood Darlington Neighborhood Association voiced continued support for the proposal, several nearby property owners and a representative from Portland Public Schools voiced objections to the proposal, based on traffic- and safety-related concerns regarding neighborhood "cut-through" traffic.

At the conclusion of the June 22, 2006 hearing, City Council directed the applicant to work with City staff, ODOT, concerned neighbors, and the school district to pursue collaborative problem-solving with regards to the potential transportation concerns. City Council directed that the applicant pursue creative solutions to the traffic issues and return to a time certain continuance of the first hearing on August 17th, 2006.

Prior to the continued hearing on August 17th, 2006 the applicant organized two different meetings with interested parties. On August 14th, 2006, the applicant met with City Staff to gain preliminary approval on the concept of creating a tiered approach to development at the site, supported by a supplemental traffic analysis prepared by the applicant's traffic engineer. The applicant presented supplemental traffic engineering data showing that the site could accommodate 38 new dwelling units and legalization of the approximately 6,000 square feet of unfinished office space within the necessary limitation of 30 PM peak hour trips or less. During the August 14th meeting, Portland Transportation staff conceptually agreed that a self-imposed limitation on "tier 1" (initial) redevelopment at the site could avoid the need for construction of the median in SE 82nd Avenue, provided supplemental traffic engineering data was provided showing no net increase in evening traffic above what current zoning would generate (30 PM peak hour trips or less).

On August 15th, 2006, after providing written invitations to all interested parties (neighbors living on potential "cut-through" traffic streets, city and state agency staff, school district and neighborhood association representatives), the applicant held a meeting to discuss the "tier 1" development limitation concept discussed above. The meeting was attended by the school district representative who had testified before City Council, a representative from the Oregon Department of Transportation (ODOT), as well as the applicant and her traffic engineer. At this meeting, given the modest scale of development contemplated under "tier 1" (38 new housing units and legalization of the unfinished office), and with the understanding that a future land use review and construction of the median in SE 82nd Avenue would be required for development beyond "tier 1", the school district representative and ODOT staff voiced support for the proposal.

At the continued hearing on August 17th, 2006, the applicant requested a further continuance, in order to work out the details of the "tier 1" concept, which would temporarily avoid the need for construction of the median and the attendant "cut-through" neighborhood traffic. City Council was briefed on the potential solution being pursued by the applicant and agency staff. City Council approved the request for a continuation, and passed a motion to further consider the proposal on September 7th, 2006.

On August 22nd, 2006 the applicant and her traffic engineer met with agency staff to review and refine a potential condition of approval outlining acceptable "tier 1" development that could occur without construction of the median in SE 82nd Ave and any future land use review. The applicant's traffic engineer provided a table of potential uses at the site and the ratio of additional resulting PM peak hour trips per square footage or other amount of each use. City and State Transportation staff agreed to the "tier 1" limitation in concept, pending development of a condition of approval ensuring that development beyond "tier 1" be subject to construction of the median in SE 82nd Avenue and a future land use review to evaluate transportation issues. Transportation staff agreed to review the new traffic engineering data provided by the applicant and work internally with senior agency staff to craft acceptable language for a condition of approval to recommend to City Council.

On September 1st, 2006, Portland Transportation staff published a revised formal response with conditions of approval to recommend to City Council, and received support for the conditions from the Oregon Department of Transportation. The proposed conditions of approval allowed for a "tier 1" phase of redevelopment at the site to include the legalization of the existing office building and up to 38 housing units without construction of the median in SE 82nd Avenue. The proposed conditions of approval, in order to ensure that the "no net housing loss" criterion be met, also required that "tier 1" of redevelopment include a minimum of 38 housing units. For development beyond the "tier 1" level, where development would generate more than 30 PM peak hour trips, the applicant would be required to complete a Type

Its land use review to evaluate potential traffic impacts, and to construct the median in SE 82nd Avenue or any other mitigation measure required by the State Traffic Engineer.

In the continued public hearing before City Council on September 7th, 2006, staff presented a summary of the intervening meetings between the applicant and interested parties, the "tier 1" development limitation agreed to by the applicant, and the conditions of approval recommended by Portland Transportation. Based on the compromise reached, with the avoidance of significant traffic impacts to the neighborhood, and with inclusion of the recommended conditions of approval, City Council closed the record and issued a decision approving the series of requested Comprehensive Plan and Zoning Map Amendments at the site.

II. ANALYSIS

Site and Vicinity: The site consists of three adjacent parcels at the northwest corner of the intersection of SE Bybee Boulevard and SE 82nd Avenue, which together total 2.2 acres in size (approximately 96,000 square feet). The large, rectangular north parcel is currently vacant, although some vehicles are being stored on a small paved area in the south central portion of the parcel. The smallest central parcel, with frontage only on SE 82nd Avenue, is developed with a home that includes a large, three-story addition currently in progress (building is framed but without windows, exterior siding, or interior finish work). The irregularly-shaped southern parcel is developed with a mobile home park and several older buildings which have been converted to storage or other uses. The mobile home park and existing home have existing driveway access (curb cuts) onto SE 82nd Avenue.

The surrounding area is developed with a variety of residential, commercial, and light industrial uses. In the areas immediately west of the site, the neighborhood consists exclusively of residential uses, including both newer and older homes and multi-story apartments. North and south of the site along both sides of SE 82nd Avenue, the area includes a variety of commercial uses (vehicle sales, restaurants, retail), some light industrial (manufacturing) uses, and a few older residential structures.

Southeast 82nd Avenue abutting the site is improved with a two-way, four-lane paved roadway with center left-turn aisle, curbing, and curb-tight sidewalks. Southeast Bybee Boulevard abutting the site is improved with a paved two-way roadway, but an unpaved shoulder on both sides of the street and no paved sidewalks. Southeast 81st Place, directly west of the site, has recently been improved with a paved roadway surface, and curbing and sidewalks on the west-side of the street only.

Zoning: The existing zoning includes the Residential 2,000 (R2) base zone, as well as the "a" or Alternative Design Density overlay zone. The R2 zone is a low-density multi-dwelling zone, with new development generally characterized by one to three story buildings. In general, density is limited to one dwelling unit per 2,000 square feet of site area, although density may be as much as 50% greater if amenity bonus options are used. New development in the R2 zone usually includes duplexes, townhouses, attached houses (on their own lots) and garden apartment buildings. Mobile home parks are allowed in the R2 zones, subject to the regulations in Chapter 33.251, Manufactured Homes and Mobile Home Parks. The "a" overlay zone provides optional opportunities for increased density in some developments, provided additional architectural design compatibility requirements are satisfied.

The High-Density Residential base zone (RH) does not regulate density by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use is regulated by floor area ratio (FAR) limits and other site development standards. Allowed housing is

characterized by medium to high height (65 foot maximum) and a relatively high percentage of building coverage. Major types of new housing development often include low, medium, and high-rise apartments and condominiums. The RH zone is usually found in areas well-served by transit facilities or near areas with supportive commercial services.

The General Commercial (CG) base zone is intended to allow auto-accommodating commercial development in areas already predominantly built in this manner and in most newer commercial areas. The zone allows a full range of retail and service businesses with a local or regional market. Some industrial uses are allowed but limited in size to avoid adverse effects different in kind or amount than commercial uses, and to ensure that they do not dominate the character of the area. Where the site is adjacent to a transit street (such as SE 82nd Avenue), development standards seek to create a pleasant environment for pedestrians and transit users. Along transit streets, for example, the amount of street frontage that can be developed with vehicle areas is limited, and new buildings are required to be placed near the sidewalk. Overall, development in the CG zone is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves.

Land Use History: City records indicate only one prior land use review at the site. Under case file #LU 02-139393 AD, an Adjustment was requested to increase the maximum transit street setback for an addition to the existing home at the site, but was withdrawn by the applicant.

Hearings Officer Note to City Council: This review was initiated by the applicant to “legalize” the construction of an addition to the existing house at 6919 SE 82nd. Because of the existing (residential only) zoning at the site, and because the proposed use does not appear to meet the use regulations of the R2 zone or conform to an issued Home Occupation Permit, the site is currently under code enforcement actions (04-068380 CC). The applicant has applied for a permit to legalize the work (05-153960 CO), but the building cannot be approved as a commercial structure (which it appears to be) until commercial zoning is in place at the site.

Agency Review: A “Request for Response” on the revised proposal was mailed **October 28, 2005**. The following Bureaus have responded:

The *Bureau of Environmental Services* (BES) reviewed the revised proposal and responded with informational comments regarding sanitary and stormwater-related regulations that must be met during future permitting procedures. Sanitary sewers are available to serve the site, but there are no public storm sewers available. Stormwater from development on private property and for any street improvements must be managed on-site per requirements in the City’s *Stormwater Management Manual* (SMM). The BES had no objections or other requirements with regards to the adequacy of services for sanitary sewers or stormwater treatment and disposal. (Exhibit E.1)

The *Development Review Division of Portland Transportation* reviewed the revised proposal and responded with detailed comments regarding conformance of the request with applicable policies, Comprehensive Plan Goals, and approval criteria. With the exception of the “adequacy of service” criteria for this request (Comp. Plan Policy 6.18, 33.855.050.B.2), applicable transportation-related issues have been addressed. The Development Review Division of Portland Transportation initially recommended denial of the proposed Comprehensive Plan and Zoning Map Amendments based on failure of the proposal to demonstrate that adequate transportation facilities can be provided. At the time of additional development on the site, regardless of the zoning designations, street dedications and/or improvements along the property frontages will be required during future permits (see “Development Standards” section, later in this recommendation). Detailed information from Portland Transportation’s initial response is incorporated into the transportation-related findings, later in this

recommendation. Exhibit E.2.a contains staff contact and additional information. Following additional evidence submitted by the applicant's traffic consultant before the Hearings Officer Portland Transportation submitted a supplemental response and continued to recommend denial of the application. (Exhibit H.7)

After additional notification prior to the City Council Hearings, and following multiple meetings between the applicant, the school district, and both Portland Transportation and Oregon Department of Transportation Staff, a final supplemental response was provided (Exhibit I.12). This final response includes a recommended condition of approval limiting development at the site to level that will avoid significant traffic impacts, with development beyond a defined "tier 1" level requiring future land use review and any ODOT-required improvements.

The *Fire Bureau* reviewed the proposal for fire-related access and water supply issues, and had no conditions or requirements related to the revised Comprehensive Plan and Zoning Map Amendment requests. The Fire Bureau will review all new construction on the site, and may impose conditions or other requirements at that time. (Exhibit E.3)

The *Police Bureau* reviewed the revised proposal and responded that the Police Bureau is capable of serving the proposed use. Although no objections to this specific request have been made, the Police Bureau has recommended that the Comprehensive Plan be reviewed periodically for impacts upon police services. (Exhibit E.4)

The *Site Development Section of the Bureau of Development Services (BDS)* responded to the revised proposal and noted that stormwater infiltration is acceptable at this location. Compliance with the *Stormwater Management Manual (SMM)* and stormwater disposal hierarchy is a mandatory requirement that will be determined at the time of (building permit) plan review. (Exhibit E.5)

The *Life Safety Section of BDS* has responded to the revised proposal and notes that building permits are required for construction work at the site, and that all proposals must be designed to meet all applicable building codes and ordinances. (Exhibit E.6)

The *Oregon Department of Transportation (ODOT)* reviewed the revised proposal and responded with detailed comments. Because SE 82nd Avenue (aka Oregon Highway 213) is an ODOT facility, they have an interest in ensuring that the proposal is consistent with the facility's safe and efficient operation. The initial ODOT written response in the record commented that the applicant's traffic study notes the proposed zone change would have a significant effect on traffic, and that the proposed mitigation did not comply with OAR 734-051 and the Oregon Highway Plan. Also, because the site has access onto SE Bybee Boulevard, an access onto SE 82nd Avenue cannot be used in the zone change operational analysis (until the applicant applies to ODOT for an approach and land use permit). ODOT initially recommended denial unless certain conditions of approval ensuring mitigation measures are provided as shown via additional TIS (traffic impact study) documentation. ODOT subsequently responded that it could "support a finding of no significant impact if the City" applied identified mitigation measures. (Exhibit H.6)

During the City Council Hearings process, ODOT agreed with a revised response from Portland Transportation that the request could be approved with conditions of approval (Exhibit I.13). Specifically, conditions will require that development at the site be limited to that which will not increase overall traffic impacts beyond that allowed under current zoning ("tier 1" development). The language in the conditions of approval ensure that any ODOT-required improvements and a future land use review to evaluate transportation adequacy be completed prior to "tier 2" development.

The *Water Bureau* reviewed the revised proposal and responded that there are no service adequacy-related issues with regards to water service at the site. (Exhibit E.8)

Neighborhood Review before the Hearings Officer: One response was received from notified property owners, neighbors, or recognized neighborhood associations prior to the issuance of the BDS staff report. Commenting on the revised proposal, the Land Use Chair of the Brentwood-Darlington Neighborhood Association (BDNA) notes that they are in support of the proposed zone change. The BDNA suggests that future development under the proposed zoning at the site will improve the neighborhood by providing for additional commercial development, while still allowing for the construction of new housing. (Exhibit F.1) This letter is included as exhibit F.1 in the case file record. Additional neighbor (including close-by grade school) comments are included in the applicant's final submission to the Hearings Officer. (Exhibit H.8)

ZONING CODE APPROVAL CRITERIA

This recommendation contains the following parts, each of which examines compliance with applicable criteria:

Part A: Comprehensive Plan Map Amendment

Part B: Zoning Map Amendment

PART A. COMPREHENSIVE PLAN MAP AMENDMENT

33.810.050 Approval Criteria

A. Quasi-Judicial. Amendments to the Comprehensive Plan Map that are quasi-judicial will be approved if the review body finds that the applicant has shown that all of the following criteria are met:

1. The requested designation for the site has been evaluated against relevant Comprehensive Plan policies and on balance has been found to be equally or more supportive of the Comprehensive Plan as a whole than the old designation;

Findings: The Hearings Officer has, in past comprehensive plan application cases, expressed concern over how this approval criteria should be applied. At the January 18, 2006 hearing the Hearings Officer requested that BDS staff review and respond back to the Hearings Office with how BDS staff viewed this approval criteria. BDS staff did respond to the Hearings Officer in a March 29, 2006 memorandum. (Exhibit H.5)

The Hearings Officer found the comments made by BDS staff to be persuasive and adopted the approach suggested in the memorandum. In particular the Hearings Officer agreed with the following:

"After discussions with my supervisor (Susan McKinney) and a City Attorney (Linly Rees), I am afraid I don't have a succinct answer other than that there is no mathematical formula, and that each case must be evaluated individually depending on the facts. With this case, for example, the potential impacts in regards to Goal 6 (Transportation) are viewed as overwhelming the potential beneficial impacts the project otherwise has in terms of Goals 2 and 3: the traffic issues are significant at this location and, if not adequately addressed by the applicant, could tend to overwhelm the other issues."

BDS staff, in the memorandum, also suggested revisions to the findings for this approval criteria to read:

“Based on the above findings, the requested Comprehensive Plan Map designations, with the significant exception of Policy 6.18 (Adequacy of Transportation Facilities), are generally more supportive of applicable Comprehensive Plan Goals and Policies as compared to the existing designation. This criterion provides for evaluation of the proposal against *relevant* Comprehensive Plan policies and whether or not the request is, *on balance*, equally or more supportive of these policies versus the existing designations. In this case, assuming the transportation capacity-related concerns can be addressed, the request is equally or more supportive of Comprehensive Plan Goals 2 & 3, with the sole exception of Policy 2.16 (strip commercial). Goals 7 through 12 are either not impacted by the proposal or equally satisfied versus the existing designations. However, if the proposal results in significant additional trips through the neighborhood and at the intersection of SE Bybee Boulevard and SE 82nd Avenue, the proposal could be found to be less supportive of Goals 2 and 3. For example, the additional transportation impacts associated with the project, if not adequately mitigated, could reverse positive findings in regards to retaining the character of residential neighborhoods (Goal 3). In this case, however, significant issues with regards to how the project is not supportive of Goal 6 overwhelm the supporting qualities in terms of Goals 2 and 3. Given these considerations, with the recommendation from Portland Transportation and also because significant issues have been raised by ODOT with regards to transportation capacity in SE 82nd Avenue (an ODOT-controlled facility), staff does not recommend at this time that criterion 33.81.050.A.1 be considered satisfied.”

Subsequent to the BDS staff recommendation (Exhibit H.5) ODOT revised its recommendation based upon certain mitigation measures. (See Exhibit H. 6, recommended “Conditions of Approval”) ODOT stated that it could “support a finding of no significant impact if the City applies the traffic mitigation requirements stipulated at the bottom of the memo. In addition, ODOT suggests that the City require the developer to contact affected neighborhood associations and businesses to help ensure community acceptance of roadway changes that affect local circulation.” (Exhibit H.6, page 1)

PDOT, in written comments (Exhibit H.7) received subsequent to the BDS memo (Exhibit H.5) agreed with ODOT that the intersection of SE 82nd and SE Bybee would meet ODOT requirement if certain mitigation measures were undertaken. However, PDOT expressed that local neighborhood streets will be impacted if the mitigation measures are undertaken and that the impacts upon the local streets has not been comprehensively undertaken and therefore “we cannot support the proposed comprehensive plan map amendment and zone change at this time.”

The Hearings Officer found that the impacts from this proposal related to Goal 6 still outweighed the other “positive” goal aspects. Therefore, the Hearings Officer found, on balance, that the requested designations are not equally or more supportive of the Comprehensive Plan as the existing designation.

City Council found that, by adopting a condition of approval limiting development at the site to a “tier 1” level allowed for under the current zoning, and by requiring a future land use review and ODOT-required improvements for development beyond “tier 1”, that the transportation-related policies and criteria are adequately satisfied. Council finds,

with a condition of approval as noted above, that the proposal is, on balance, equally or more supportive of the Comprehensive Plan as the existing designation, for the reasons explained below.

Goal 1 Metropolitan Coordination

The Comprehensive Plan shall be coordinated with federal and state law and support regional goals, objectives and plans adopted by the Columbia Region Association of Governments and its successor, the Metropolitan Service District, to promote a regional planning framework.

Findings: Policy 1.5 of this goal (Compliance with Future Metro Planning Efforts) requires reviewing and updating Portland's *Comprehensive Plan* so that it complies with the *Regional Framework Plan* adopted by Metro. The *Urban Growth Management Functional Plan* was approved by the Metro Council on November 21, 1996, and became effective February 19, 1997. The purpose of this plan is to implement the Regional Urban Growth Goals and Objectives, including the 2040 Growth Concept. Local jurisdictions must address the *Functional Plan* when Comprehensive Plan Map Amendments are proposed through the quasi-judicial or legislative processes. Each title of the *Urban Growth Management Functional Plan* is addressed below.

- **Title 1, Requirements for Housing and Employment Accommodation,** *requires that each jurisdiction contribute its fair share to increasing the development capacity of land within the Urban Growth Boundary. This requirement is to be generally implemented through city-wide analysis based on calculated capacities from land use designations.*

The requested Comprehensive Plan Map amendment will ensure that the subject property contributes to increasing development capacity within the Urban Growth Boundary. The proposed General Commercial designation and its corresponding zoning map designation, CG, allow for residential as well as commercial and some light industrial development, while the existing designation limits uses other than residential. The proposed High Density Multi-Dwelling designation allows for the retention of existing housing capacity at the site. The two new proposed designations will promote development that increases the development capacity of the land at the site, which is within the Urban Growth Boundary. The proposal is strongly supportive of this Title.

- **Title 2, Regional Parking Policy,** *regulates the amount of parking permitted by use for jurisdictions in the region.*

Regardless of the Comprehensive Plan designations, parking on the site will continue to be regulated by provisions of Portland City Code (PCC) 33.266, Parking and Loading, and specifically, PCC 33.266.110 (Minimum Required Parking Spaces) and PCC 33.266.115 (Maximum Allowed Parking Spaces). Because the site is located within 500 feet of a transit street on which frequent public transportation service is provided via Tri-Met Bus Line #19, there are no minimum parking requirements on the site, regardless of the Comprehensive Plan Map designation. The maximum allowed parking on the site, which is based either on a per dwelling unit or per floor area basis, will continue to be regulated by zoning regulations at 33.266.115. These standards ensure that on-site parking will be consistent with Title 2. This Title is unaffected by the proposal.

- **Title 3, Water Quality, Flood Management, and Fish and Wildlife Conservation**, *protects the region's health and public safety by reducing flood and landslide hazards, controlling soil erosion and reducing pollution of the region's waterways.*

This Title is unaffected by the proposed Comprehensive Plan Map designation. The property is not in any designated floodplain, and development at the site must comply with applicable City of Portland regulations related to erosion control (Title 10 of Portland City Code), as well as the adopted City of Portland Stormwater Management Manual. Conformance with these regulations is mandatory, regardless of the Comprehensive Plan Map designations.

- **Title 4, Industrial and Other Employment Areas**, *places restrictions on certain uses in three designations on the 2040 Growth Concept Map.*

Neither the existing nor proposed Comprehensive Plan Map designations are for the various Industrial or Employment designations. The site is not within the areas of the 2040 Growth Concept Map designated as Regionally Significant Industrial Areas, Industrial Areas, or Employment areas (which generally correspond to already mapped Industrial and Employment zones). This title does not apply to the proposal.

- **Title 5, Neighbor Cities and Rural Reserves**, *protects land along the green corridors from continuous strip development to maintain their rural character and agricultural economy.*

This Title is not applicable to the subject site or proposal, as it falls entirely within the City of Portland.

- **Title 6, Central City, Regional Centers, Town Centers and Station Communities**, *enhances the Centers designated on the 2040 Growth Concept Map by encouraging development in these Centers.*

The subject site is not located within any of these designated centers. The nearest such designated center is the Lents Town Center, whose closest point is approximately ½ mile to the northeast of the site. This Title does not apply.

- **Title 7, Affordable Housing**, *recommends that local jurisdictions implement tools to facilitate development of affordable housing.*

This Title is unaffected by the proposed Comprehensive Plan Map designation, as it relates to the implementation of tools by local government bodies. Nevertheless, the proposed designations will continue to provide significant housing potential at the site, which could potentially be developed with affordable housing.

- **Title 8, Compliance Procedures**, *outlines compliance procedures for amendments to comprehensive plans and implementing ordinances.*

This proposal meets this Title by fulfilling the notice requirements for Type III land use reviews, as outlined in PCC 33.730.030 (Type III Procedure). In addition to notifying the affected city-recognized organizations and property-owners within a 400-foot radius of the site, a notice of the proposal has also been sent to Metro and to the Department of Land Conservation and Development. Therefore, the proposal is consistent with this Title.

- **Title 9, Performance Measures**, ensures that progress or lack of progress is measured in the implementation of the Urban Growth Management Functional Plan (UGMFP) and the 2040 Growth Concept.

This Title is not applicable to the requested land use action.

- **Title 10, Definitions**, defines the words and terms used in the document.

This Title is not applicable to the requested land use action.

- **Title 11, Planning for New Urban Areas**, guides planning of areas brought into the UGB for conversion from rural to urban use.

This Title is not applicable to the requested land use action.

- **Title 12, Protection of Residential Neighborhoods**, protects the region's existing residential neighborhoods from air and water pollution, noise and crime, and ensures provision of adequate levels of public services.

The requested designation will have no greater impact on air and water pollution than the existing designation on the subject site. Crime is not expected to increase and may decrease with more active use of the site by the uses allowed under the General Commercial designation. It is not expected that the uses or development allowed by the corresponding zone of the proposed General Commercial or High Density Multi-Dwelling designations will generate noise levels that are significantly greater than those generated by uses and development allowed by the existing Low Density Multi-Dwelling designation. The Title includes requirements that ensure that commercial services are conveniently located for residential areas. The General Commercial and Low Density Multi-Dwelling designations will allow the introduction of additional households, as well as commercial services at the edge of an area that is an established residential community. The proposed plan map amendment and zone change do have the possibility of impacting residential neighborhoods through traffic generated by development of the site and redistributing traffic from SE 82nd to SE Bybee, then to SE 78th and then to SE Duke. Hearings Officer comments may be found in the Policy 6.18 findings.

Summary: Overall, as noted in the discussion above (with the exception of possible traffic impacts resulting from site traffic upon SE Bybee, SE 78th and SE Duke), the requested General Commercial and High Density Multi-Dwelling designations either will support the intent of the Titles contained in the Urban Growth Management Functional Plan, or these Titles will be met through compliance with other applicable City regulations.

Goal 2, Urban Development.

Maintain Portland's role as the major regional employment, population, and cultural center through public policies that encourage expanded opportunity for, housing and jobs, while retaining the character of established residential neighborhoods and business centers.

Findings: The proposed change will result in continued opportunities to expand housing, as the High Density Multi-Dwelling designation retains the existing (unit count) housing potential at the site, and because housing is also allowed in the General Commercial zone. In addition, establishment of a General Commercial designation at the site will provide for

expanded opportunities for jobs at the property, by providing for the legalization of the existing law office, as well as for additional (future) commercial uses. By virtue of the location of the site along SE 82nd Avenue, which includes a diverse blend of commercial, residential, and even some light industrial uses, the proposed designations are respectful of the established character of the area. With retention of the existing Low Density Multi-Dwelling designation on the west end of the site, and placement of the High Density Multi-Dwelling designation between that and the proposed General Commercial designation, the request provides for a transition between future redevelopment at the site and the single-dwelling homes nearby to the west. This opportunity to buffer the separate uses and provide a transition between the two encourages the growth of both jobs and housing, while maintaining the area's character. For these reasons, the proposed designations are supportive of this overall goal.

Policy 2.1, Population Growth: Allow for population growth within the existing city boundary by providing land use opportunities that will accommodate the projected increase in city households by the year 2000.

Findings: The proposal better supports this policy than the existing zoning because High Density Multi-Dwelling designation retains the existing residential development potential at the site, while also allowing for potential housing within the area designated as General Commercial.

Policy 2.2, Urban Diversity: Promote a range of living environments and employment opportunities for Portland residents in order to attract and retain a stable and diversified population.

Findings: The existing designation provides only for low-density residential development, such as detached houses, duplexes, and townhouse or garden apartments. The existing designation of Low-Density Multi-Dwelling does not provide for employment opportunities, as commercial uses are prohibited in the R2 zone. Providing an area of High Density Multi-Dwelling designation at the site will diversify the potential housing stock that can be constructed at the site, by allowing low- and medium-rise apartments of up to approximately 5 or 6 stories (65 feet maximum height limit). The proposed General Commercial designation would provide for new commercial and employment opportunities at the site which do not exist today, as well as for the potential of mixed-use (commercial and residential) structures. The proposed designations are strongly supportive of this policy versus the existing designation.

Policy 2.3 through 2.8 (Annexation, Urban Lands, Future Urban Areas, Open Space, Willamette River Greenway Plan, Forest Lands).

Findings: These policies are not relevant to either the existing or proposed designations.

Policy 2.9 Residential Neighborhoods: Allow for a range of housing types to accommodate increased population growth while improving and protecting the City's residential neighborhoods.

Findings: For reasons similar to those under findings above for Policy 2.2, the proposed designations are supportive of this policy. Providing for a greater range of potential housing types while still maintaining the existing housing potential at the site, the proposal accommodates increased population growth within the City. Also, redevelopment of the site under the proposed designations will allow for this growth while also ensuring a transition between future commercial uses along SE 82nd and the

established residential neighborhoods west of the site. On balance, this policy is better supported by the proposed General Commercial and High Density Multi-Dwelling designations than by the existing Low Density Multi-Dwelling designation.

Policy 2.10 Downtown Portland.

Findings: This policy is not impacted by either the existing or proposed designations.

Policy 2.11 Commercial Centers: Expand the role of major established commercial centers which are well served by transit. Strengthen these centers with retail, office, service and labor-intensive industrial activities which are compatible with the surrounding area. Encourage the retention of existing medium and high density apartment zoning adjacent to these centers.

Findings: Properties directly north of the site on the west side of SE 82nd are already within a commercial designation (CM zone). Although these properties cannot be described as a major established commercial center, expanding a commercial designation on the remainder of the block will expand the future potential for this small area, which is well served by public transportation. Provision of retail, office and service uses at the site would be allowed under the proposed General Commercial designation. Provision of the High Density Multi-Dwelling designation will create a small new area of high density apartment zoning adjacent to the proposed commercial area along the block face between SE Cooper and Bybee Boulevard. The proposed designations are supportive of this policy.

Policy 2.12 Transit Corridors: Provide a mixture of activities along Major Transit Priority Streets, Transit Access Streets, and Main Streets to support the use of transit. Encourage development of commercial uses and allow labor-intensive industrial activities which are compatible with the surrounding area. Increase residential densities on residentially-zoned lands within one-quarter mile of existing and planned transit routes to transit-supportive levels. Require development along transit routes to relate to the transit line and pedestrians and to provide on-site pedestrian connections.

Findings: Southeast 82nd Avenue abutting the site is classified as a Major Transit Priority Street in the City's *Transportation System Plan*. By providing for the development of commercial activity and higher density residential development, the proposal is consistent with the intent to move towards transit-supportive development patterns. The proposed designations, while allowing for a more transit-supportive use of the site, will also provide for a transition between the new designations east of SE 81st Place and the retention of existing Low Density Multi-Dwelling areas west of SE 81st Place (and its future extension to the north). Development standards along transit streets, under either the existing or proposed designations include a requirement that new street-facing buildings be placed near the pedestrian area (sidewalk in SE 82nd). By providing for commercial opportunities and a mixture of more intensive housing types at the site, the proposed designations are more supportive of this policy than the existing designation.

Policy 2.13 Auto-Oriented Commercial Development: Allow auto-oriented commercial development to locate on streets designated as Major City Traffic Streets by the Transportation Element. Also allow neighborhood level auto-oriented commercial development to locate on District Collector Streets or Neighborhood Collector Streets near neighborhood areas where allowed densities will not support development oriented to transit or pedestrians. Where neighborhood commercial uses are located on designated transit streets, support pedestrian movement and the use of transit by locating buildings

and their entrances conveniently to transit users, pedestrians, and bicyclists and providing on-site pedestrian circulation to adjacent streets and development.

Findings: Southeast 82nd Avenue is designated as a Major City Traffic Street. The General Commercial designation would allow auto-oriented commercial development such as drive-through facilities and Quick Vehicle Servicing. Existing development standards in place at the site, regardless of the designations, ensure that buildings and entrances be oriented towards Southeast 82nd Avenue, a designated transit street, and that on-site pedestrian circulation systems be provided. The proposed area of General Commercial designation results in the proposal being more supportive of this policy than the existing designation.

Policy 2.14, Industrial Sanctuaries: Provide industrial sanctuaries. Encourage the growth of industrial activities in the city by preserving industrial land primarily for manufacturing purposes.

Findings: Because there are no existing or proposed Industrial designations at the site, this policy does not apply.

Policy 2.15 Living Closer to Work: Locate greater residential densities near major employment centers, including Metro-designated regional and town centers, to reduce vehicle miles traveled per capita and maintain air quality. Locate affordable housing close to employment centers. Encourage home-based work where the nature of the work is not disruptive to the neighborhood.

Findings: The proposed General Commercial and High Density Multi-Dwelling designations will provide new opportunities for employment opportunities near existing and future residential areas. By increasing the potential housing types allowed at the site, the proposed designations will allow for greater potential residential densities (in the High Density Multi-Dwelling designation area). Existing home occupation regulations for dwellings in a residential zone will continue to apply. The proposed designations are moderately more supportive of this policy than the existing designations.

Policy 2.16 Strip Development: Discourage the development of new strip commercial areas and focus future activity in such areas to create a more clustered pattern of commercial development.

Findings: Southeast 82nd Avenue is an area of the City often associated with strip commercial development, where extended linear segments of the street are already developed with low-density, automobile-oriented commercial development. Although the proposed designations would increase the amount of commercial potential along this street, current development standards seek to ensure that development is oriented towards the pedestrian environment. Several nearby properties to the north and south of the site along SE 82nd Avenue may be characterized as strip development, with extended segments of low-intensity, auto-oriented commercial development. The proposed General Commercial designation is contrary to this policy.

Policy 2.17 Transit Stations and Transit Centers.

Findings: The site is not within one-half mile of a transit station, nor within one-quarter mile of a transit center. This policy is not impacted by the proposal.

Policy 2.18 Transit-Supportive Density.

Findings: Because this is an individual quasi-judicial proposal, and not a community planning process, this policy is not impacted by the proposal.

Policy 2.19 Infill and Redevelopment: Encourage infill and redevelopment as a way to implement the Livable City growth principles and accommodate expected increases in population and employment. This policy seeks to encourage infill and redevelopment in the Central City, at transit stations, along Main Streets and as neighborhood infill in existing residential, commercial and industrial areas.

Findings: Both the existing and proposed designations provide for infill and redevelopment opportunities at the site. However, by proposing a General Commercial designation on a portion of the site, the proposal encourages and allows employment opportunities at the site which do not exist today. By continuing to provide for infill housing opportunities as well as new employment development, the proposed designations are more supportive of this policy than the existing designation.

Policy 2.20 Utilization of Vacant Land: Provide for full utilization of existing vacant land except in those areas designated as open space.

Findings: Both the existing and proposed designations are equally supportive of this policy, as zoning standards provide for the full utilization of existing vacant land at the site.

Policy 2.21 Existing Housing Stock: Provide for full utilization of larger single-family homes with conditions that preserve the character of the neighborhood and prevent speculation.

Findings: The existing and proposed designations at the site do not impact this policy.

Policy 2.22 Mixed Use: Continue a mechanism that will allow for the continuation and enhancement of areas of mixed use character where such areas act as buffers and where opportunities exist for creation of nodes or centers of mixed commercial, light industrial and apartment development.

Findings: The proposed General Commercial designation will provide for new mixed-use development opportunities, as single structures could be created that contain both commercial and residential (apartment) development. Establishment of the General Commercial designation at the site is supportive of this policy.

Policy 2.23 Buffering: When residential zoned lands are changed to commercial, employment, or industrial zones, ensure that impacts from nonresidential uses on residential areas are mitigated through the use of buffering and access limitations. Where R-zoned lands had a C, E, or I designation, and the designation includes a future Buffer overlay zone, zone changes will be granted only for the purpose of expanding the site of an abutting nonresidential use.

Findings: The area proposed for the General Commercial designation is located on the east and south portions of the site, with access only via either SE 82nd Avenue or Bybee Boulevard. No specific buffering limitations have been proposed, although development standards will require that a landscaped area with high shrubs (5' deep to the L3 standard) be provided abutting the residentially-zoned lots. Development standards related to the transit street designation of SE 82nd Avenue will require that future buildings be placed relatively close to SE 82nd Avenue. Likely future development of the

General Commercial area would include parking areas on the western edge, between future non-residential uses and the abutting residential zones, although the existence of no minimum parking requirement does not absolutely ensure this result. Although some buffering is provided by the lack of direct vehicle access from the proposed commercial areas to the east, as well as by landscaping and setbacks that would be required from the residential area, no additional buffering or access limitations have been proposed. For these reasons, the proposed designations are somewhat less supportive of this policy versus the existing designation.

Policies 2.24 through 2.26 (Terwilliger Parkway Corridor Plan, Central City Plan, Albina Community Plan).

Findings: Both the existing and proposed designations have no impact on these policies.

Policy 2.27 Outer Southeast Community Plan: Promote the economic vitality, diverse residential character, environmental quality, and livability of Outer Southeast Portland by including the Outer Southeast Community Plan as part of this Comprehensive Plan.

Findings: The site is located within the boundaries of the Outer Southeast Community Plan, which was included as part of the Comprehensive Plan in January, 1996 (Ordinance # 169763). Relevant policies and objectives of the Outer Southeast Community Plan are addressed below in the findings for *Policy 3.9, Outer Southeast Community Plan Neighborhoods and Business Plan.*

Goal 3, Neighborhoods.

Preserve and reinforce the stability and diversity of the City's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses and insure the City's residential quality and economic vitality.

Findings: The proposed designations will provide for increased residential density on a portion of the site, as well as for new business opportunities. The commercial designation is supportive of this goal because it will expand the allowed uses on the site, encouraging growth and redevelopment that will contribute to neighborhood stability. The opportunity for mixed-use development will preserve and reinforce neighborhood diversity. The General Commercial and High Density Multi-Dwelling designations are more supportive of this overall policy than the existing single designation of Low Density Multi-Dwelling.

Policies 3.1 through 3.5 (Physical Conditions, Social Conditions, Neighborhood Diversity, Historic Preservation, Neighborhood Involvement).

Findings: These policies are not relevant, as they relate to the establishment and coordination of governmental efforts with regards to neighborhoods.

Policy 3.6 Neighborhood Plan: Maintain and enforce neighborhood plans that are consistent with the Comprehensive Plan and that have been adopted by City Council.

Findings: The Brentwood-Darlington Neighborhood Plan (BDNP) was adopted by City Council in January, 1992 (Ordinance #165071). The proposed designations are consistent with Policy 4 (Housing) of the BDNP by providing additional opportunities for new housing for people of all ages and income levels, by promoting new housing development on vacant properties, and by supporting new multifamily development on underutilized sites. The proposed designations are consistent with Policy 5 (Land Use)

of the BDNP by providing for new commercial and higher-density multi-family housing opportunities on land that is not developed predominantly with single-dwelling structures. Policy 6 (Business and Industry) of the BDNP is supported by the proposed General Commercial designation at the site, which will encourage professional legal services to locate and expand in the neighborhood, as well as by providing for increased employment opportunities for an existing business. With the exception of the possibility of additional traffic being diverted to residential neighborhoods (See findings for Policy 6.18) the proposed designations are somewhat more supportive of the BDNP than the existing designations, because additional employment opportunities and desirable professional services are likely to result, and because the designations do not occur on land already developed with existing single-family homes.

Policy 3.7 Visual Communication.

Findings: This policy relates to safe and attractive signage in the community, and is not impacted by the proposal.

Policy 3.8 Albina Community Plan Neighborhoods.

Findings: This policy is not relevant to the proposal.

Policy 3.9 Outer Southeast Community Plan Neighborhoods and Business Plan: Include as part of the Comprehensive Plan neighborhood and business plans developed as part of the Outer Southeast Community Plan.

Findings: The Brentwood Darlington Neighborhood Plan was developed prior to the Outer Southeast Community Planning Process, and has been addressed under Policy 3.6, earlier in this recommendation. By applying the General Commercial designation at the property, the proposal is consistent with the Vision Statement in the Outer Southeast Business Plan, which seeks in part to increase the level of commercial activity, job creation, and investment in the area. Similarly, the proposed General Commercial designation is consistent with the Vision Statement in the Outer Southeast Business Plan.

- Bureau - 11/15/05
- Bureau - 6/29/05
- Bureau - 11/14/05
- Bureau - 6/30/05
- Development Section of BDS - 10/31/05
- Development Section of BDS - 6/16/05
- Safety Section of BDS - 11/21/05
- Safety Section of BDS - 6/16/05
- Department of Transportation - 12/22/05
- Department of Transportation - 6/24/05

- 3. a. Fire Bureau
- b. Fire Bureau
- 4. a. Police Bureau
- b. Police Bureau
- 5. a. Site Development
- b. Site Development
- 6. a. Life Safety
- b. Life Safety
- 7. a. Oregon
- b. Oregon
- 8. Water Bureau

Report from Martha Richards, Brentwood-Darlington Neighborhood
and Use Chair, received 11/29/05

- F. Letters:
 - 1. Letter of Support from
Association L
- G. Other:
 - 1. Original LUR
 - 2. Site History F
 - 3. Pre-Application
 - 4. Additional NS
 - 5. First Incomplete
 - 6. Supplementa

- Application Form, Tax Account Information and Receipt
- Research
- on Conference Information and Summary Report
- IF and Fee Payment Information
- ete Letter from Staff to Applicant, sent 2/25/05
- l Incomplete Letter from Staff to Applicant, sent 3/2/05

requests for amendments to the Comprehensive Plan Map, require that any loss of potential housing units be replaced.

Findings: The proposed designations at the site will continue to provide housing opportunities at the site, without any net reduction in total housing potential at the site. The “no net loss” housing policy is met with this proposal, as will be considered in greater detail under findings for criterion 33.810.050.A.2, later in this recommendation. The existing and proposed designations are equally supportive of this policy.

Policies 4.3 through 4.9 (Sustainable Housing, Housing Safety, Housing Conservation, Housing Quality, Balanced Communities, Regional Housing Opportunities, Fair Housing).

Findings: The existing and proposed designations at the site, because there is no net loss in overall housing potential, have no impact on these policies.

Policy 4.10 Housing Diversity: Promote creation of a range of housing types, prices, and rents to 1) create culturally and economically diverse neighborhoods; and 2) allow those whose housing needs change to find housing that meets their needs within their existing community.

Findings: The proposed High Density Multi-Dwelling designation, by increasing the diversity of potential housing structure types at the site, is slightly more supportive of this policy than the existing designation

Policies 4.11 through 4.15 (Housing Affordability, Housing Continuum, Humble Housing, Neighborhood Stability, Regulatory Costs and Fees)

Findings: The existing and proposed designations at the site, because there is no net loss in overall housing potential, have no impact on these policies.

Goal 5 Economic Development

Foster a strong and diverse economy which provides a full range of employment and economic choices for individuals and families in all parts of the City.

Findings: As detailed below, the proposal, on balance, equally or better supports Goal 5 than the existing designation.

Policy 5.1 Urban Development and Revitalization: Encourage investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities.

Findings: The proposal supports this policy as it encourages investment in redeveloping a currently underutilized site and allows adaptive reuse that will foster new employment and housing opportunities. The existing designation provides only for low density residential development, and does not provide for employment or commercial activity. Therefore, the proposed General Commercial and High Density Multi-Dwelling designations better support this policy than the existing designation.

Objectives: A. Ensure that there are sufficient inventories of commercially and industrially zoned buildable land supplied with adequate levels of public and transportation services.

Policy 5.2 Business Development: Sustain and support business development activities to retain, expand and recruit businesses.

on-street parking impacts; access restrictions; neighborhood impacts due to traffic volume; impacts on pedestrian, bicycle and transit circulation; safety for all modes; and adequate transportation demand strategies.”

- D.** Prior to approval for any Tier 2 development generating more than 30 PM peak hour trips at the intersection of SE 82nd Avenue and SE Bybee Boulevard (per Table 1 in condition A), the applicant must construct a median or any other mitigation measure required by the State Traffic Engineer (ODOT).

Recording the final decision. If this Land Use Review is approved, the final decision must be recorded by the Multnomah County Recorder before the approved use is permitted, any building or zoning permits are issued, or any changes to the Comprehensive Plan Map or Zoning Map are made.

The applicant, builder, or a representative may record the final decision as follows:

- **By Mail:** Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland, OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- **In Person:** Bring the two recording sheets (sent in separate mailing) and final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland, OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at (503) 988-3034.

Expiration of this approval. Comprehensive Plan and Zoning Map Amendments do not expire.

Applying for your permits. A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the Building Code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

EXHIBITS
NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statements:
1. Original Application Narrative, Neighborhood Contact Letters, and Pre-Application Conference Summary Report as submitted by Applicant February 4, 2005
 2. First Revised Application Narrative, submitted by Applicant May 23, 2005
 3. Original Traffic Impact Study (Lancaster Engineering, July 2004)
 4. Second Revised Application Narrative, submitted by Applicant September 23, 2005
 5. Revised Traffic Impact Study (Lancaster Engineering), submitted December 14, 2005
 6. Written request to delay 7/13/05 hearing, received June 29, 2005
 7. Written clarification that request is based on base zoning, not any specific development proposal, received 10/25/05
- B. Zoning Maps:
1. Existing Zoning (**attached**)
 2. Proposed Zoning (**attached**)
 3. Original/old proposed zoning map
- C. Plans & Drawings:
1. 8.5" x 11" Copies of Revised Conceptual Site Plans and Sections for "Options A - D", including Cover Sheet with Conceptual Plan Options Summary Table
 2. 11" x 17" Copies of Revised Conceptual Site Plans and Sections, including upper floor plans
 3. Original/Old Conceptual Site Plan and Building Elevations @ 8.5" x 11"
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Findings: This policy is not relevant to the proposal.

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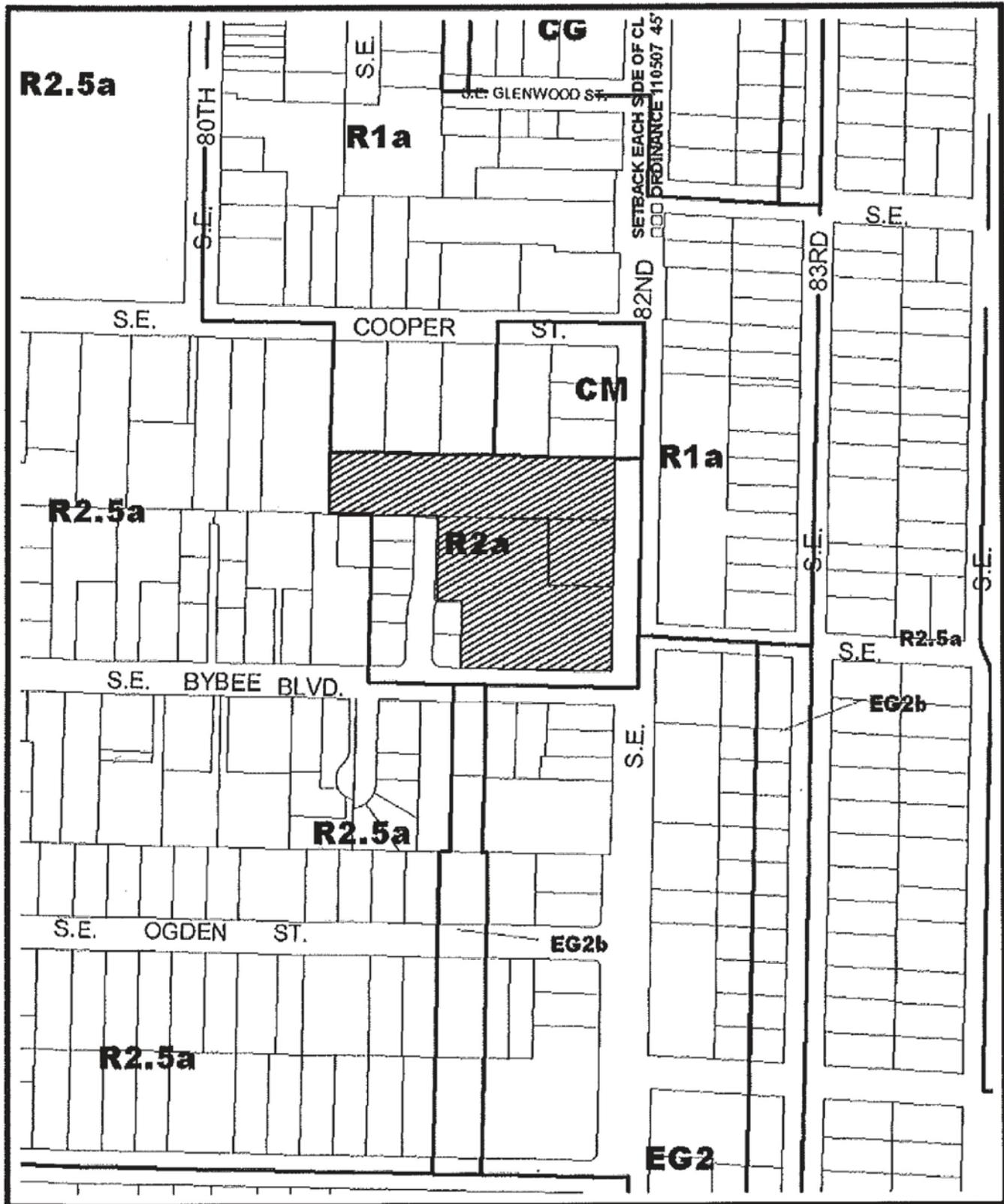
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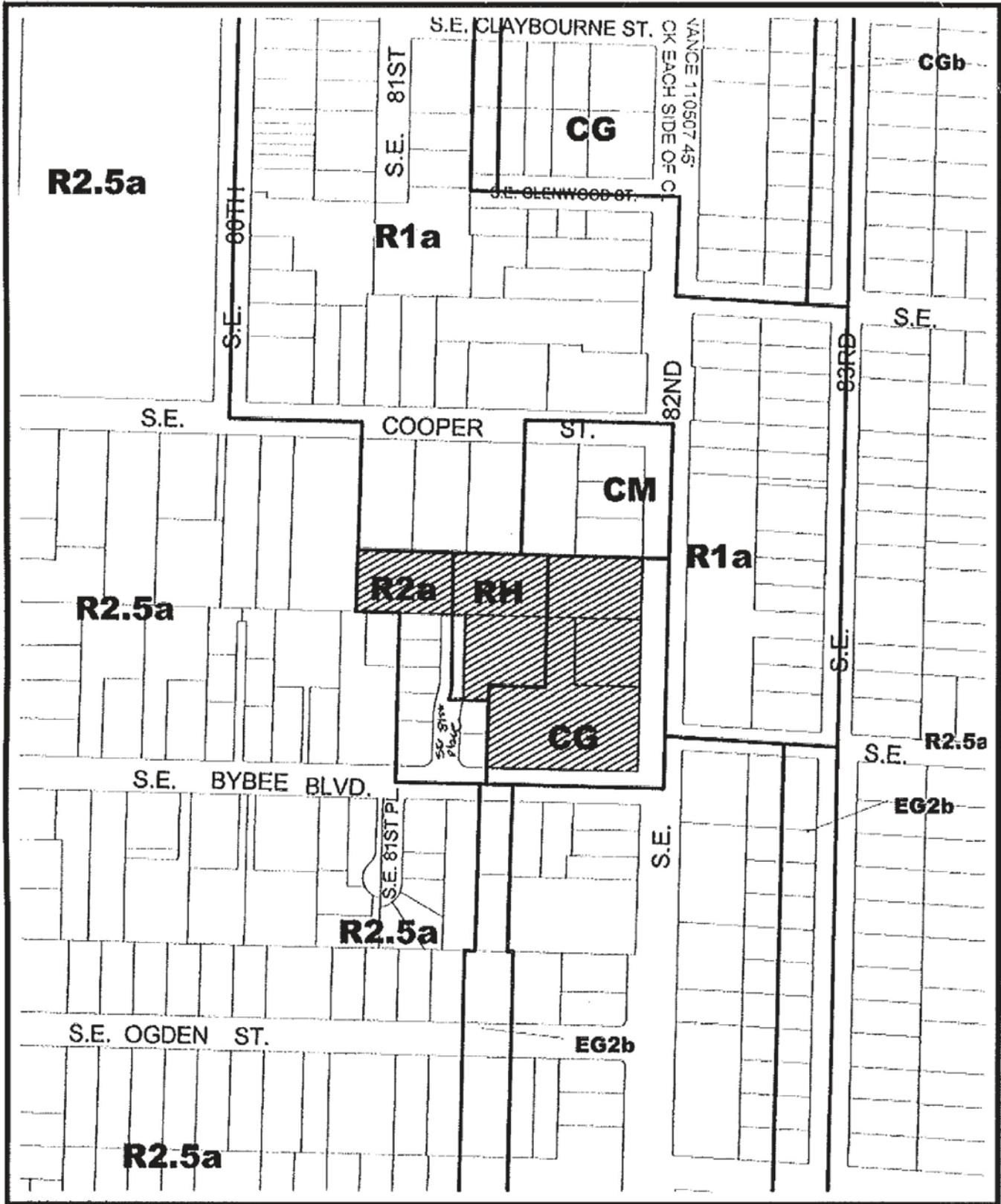
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ZONING  Site
EXISTING



File No. LU 05-107223 CP ZC
 1/4 Section 3738
 Scale 1 inch = 200 feet
 State-Id 1S2E20AA 8700+
 Exhibit B (Feb 9, 2005)



ZONING PROPOSED



 Site

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 Exhibit B.2 (Oct 27, 2005)

on-street parking impacts; access restrictions; neighborhood impacts due to traffic volume; impacts on pedestrian, bicycle and transit circulation; safety for all modes; and adequate transportation demand strategies.”

- D.** Prior to approval for any Tier 2 development generating more than 30 PM peak hour trips at the intersection of SE 82nd Avenue and SE Bybee Boulevard (per Table 1 in condition A), the applicant must construct a median or any other mitigation measure required by the State Traffic Engineer (ODOT).

Recording the final decision. If this Land Use Review is approved, the final decision must be recorded by the Multnomah County Recorder before the approved use is permitted, any building or zoning permits are issued, or any changes to the Comprehensive Plan Map or Zoning Map are made.

The applicant, builder, or a representative may record the final decision as follows:

- **By Mail:** Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland, OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- **In Person:** Bring the two recording sheets (sent in separate mailing) and final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland, OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at (503) 988-3034.

Expiration of this approval. Comprehensive Plan and Zoning Map Amendments do not expire.

Applying for your permits. A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the Building Code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

EXHIBITS
NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statements:
1. Original Application Narrative, Neighborhood Contact Letters, and Pre-Application Conference Summary Report as submitted by Applicant February 4, 2005
 2. First Revised Application Narrative, submitted by Applicant May 23, 2005
 3. Original Traffic Impact Study (Lancaster Engineering, July 2004)
 4. Second Revised Application Narrative, submitted by Applicant September 23, 2005
 5. Revised Traffic Impact Study (Lancaster Engineering), submitted December 14, 2005
 6. Written request to delay 7/13/05 hearing, received June 29, 2005
 7. Written clarification that request is based on base zoning, not any specific development proposal, received 10/25/05
- B. Zoning Maps:
1. Existing Zoning (**attached**)
 2. Proposed Zoning (**attached**)
 3. Original/old proposed zoning map
- C. Plans & Drawings:
1. 8.5" x 11" Copies of Revised Conceptual Site Plans and Sections for "Options A - D", including Cover Sheet with Conceptual Plan Options Summary Table
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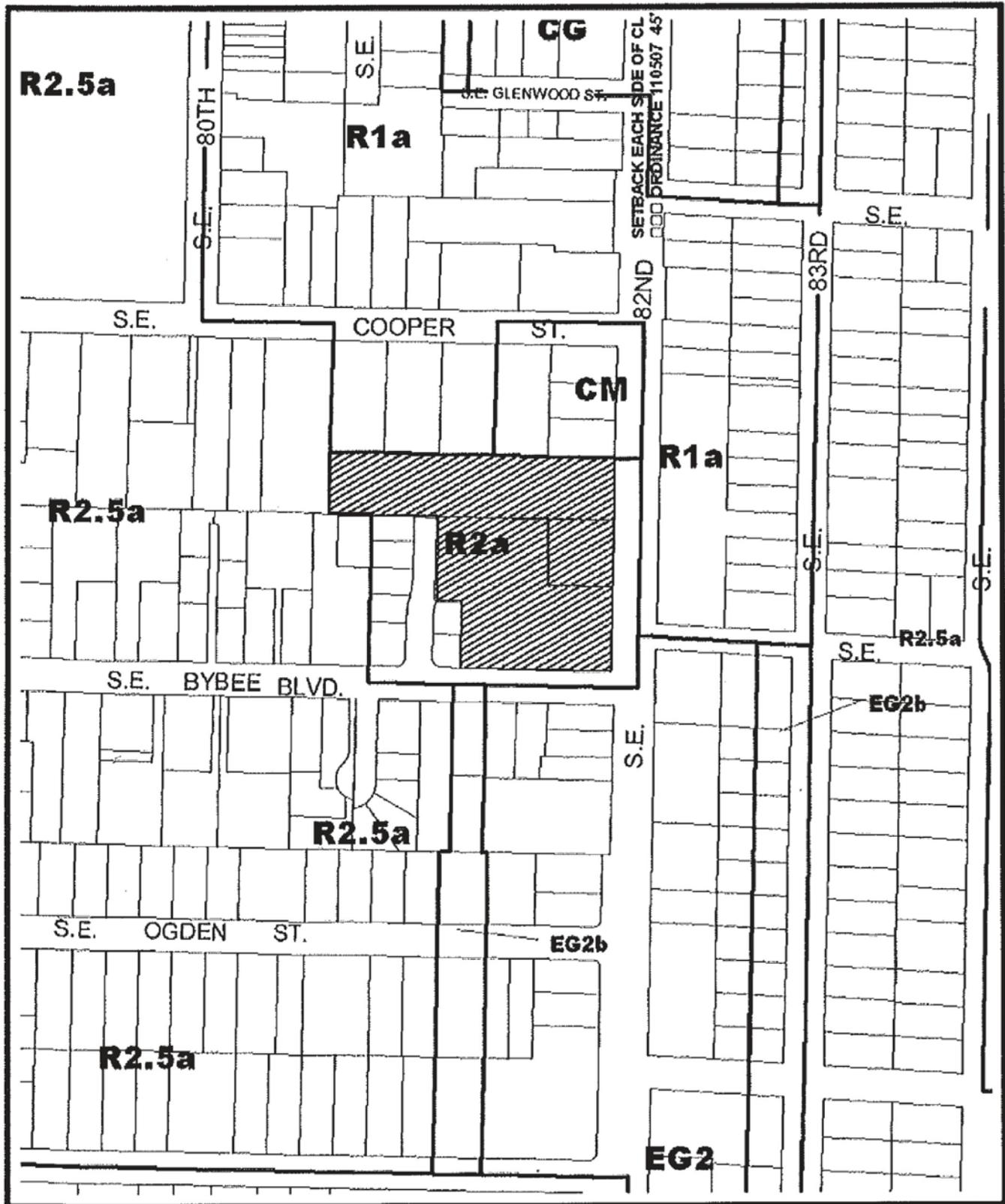
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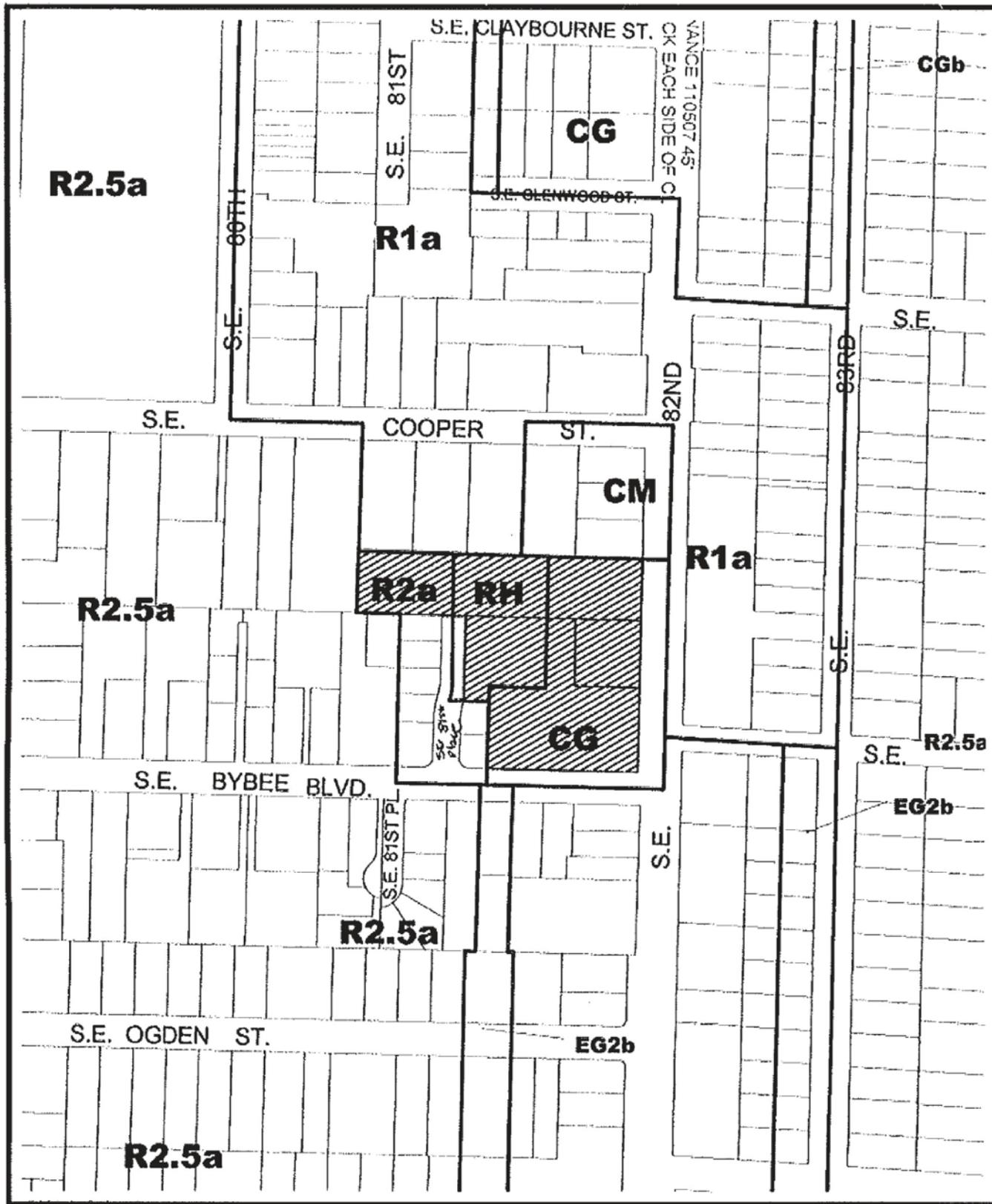
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Comprehensive Plan Hearing – October 28, 2014
Testimony of Carol McCarthy

Hello, my name is Carol McCarthy and I live at 4311 SW Freeman Street in Portland.

I would like to begin the same way I did last time I testified and respectfully urge you to extend the hearings and keep the record open for the proposed draft Comprehensive Plan for at least 90 days after the details of the mixed use zones and campus institutional zones have been made public. Without adequate time to review the new designations with their corresponding zones, citizens will not be able to meet their obligations under Oregon's number one 1 planning goal - that of citizen involvement. Both my neighborhood association and my neighborhood coalition have requested the 90-review period after these definitions have been provided. I also request that you schedule additional hearings in 2015, including one in Southwest Portland.

I would like to spend the remainder of my time urging you to address some important concerns that were identified in motions passed by the Multnomah Neighborhood Association. Similar versions of these motions were passed recently by the SWNI Board.

Motion A: We are requesting that the Neighborhood Associations be identified as the vehicle for citizen involvement in land use planning, as required by the State's Goal Number One and that neighborhoods be defined by the established geographic boundaries of the acknowledged Neighborhood Associations.

Motion B: We are requesting that Multnomah Village be designated as a Neighborhood Corridor rather than a Neighborhood Center.

Motion C: We are requesting that the specific language in the general description of land use designations be removed.

Motion D: We object to allowing essentially R2.5 attached housing in areas that are zoned R5 and higher in the current Comprehensive Plan.

Motion E: The existing environmental zone regulation plans and supporting polices should be included with full force and effect in the 2035 Comprehensive Plan.

As I mentioned, these or similar motions were considered and adopted by elected representatives of 17 neighborhood associations. We are working hard to protect the livability of this wonderful city and we are asking you to acknowledge our role in the process and to respect our requests.

Thank you.

Motion A: Neighborhood Associations

The Planning and Sustainability Commission incorporate the following into the 2035 Comprehensive Plan:

***New Policy #1:** Neighborhood Associations must be used as Portland's acknowledged Citizen Involvement Program.*

***New Policy #2:** All of the policies adopted in the current comprehensive plan concerning neighborhood plans, area plans, neighborhood livability, neighborhood character, and neighborhood stability must be included in the proposed draft.*

And that the current glossary definition of "Neighborhood" in the 2035 Comprehensive Plan be changed to:

***Glossary:** Neighborhoods are defined by the geographic boundaries as established by the Neighborhood Associations and as accepted by the City.*

Motion B: Neighborhood Center

The "Neighborhood Center" designation for Multnomah Village should be changed to "Neighborhood Corridor" in the 2035 Comprehensive Plan.

Motion C: Specific Increased Density Language in General Description

The second bullet on page GP10-8 under “Land use designations” be amended by deletion of the second sentence to read as follows:

- General use and intensity expected with the area.

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.

Motion D: Corner Lots

Section 33.110.240.E of the zoning code that allows corner lots that are zoned RS or R7 to be rezoned to R2.5 if they are larger than 50 feet by 110 feet should be removed from the zoning code associated with of the Draft 2035 Comprehensive Plan.

Motion E: Environmental Zone Regulation Plans

The Planning and Sustainability Commission include the environmental zone regulation plans (listed below) and related policies that are present in the current Comprehensive Plan's policies 8.9-8.17, inclusive, in the 2035 Comprehensive Plan in Chapter 7, Environmental and Watershed Health.

Environmental Zone Regulation Plans in the current Comprehensive Plan

POLICIES & OBJECTIVES—LAND RESOURCES:

8.9 Open Space

Protect Portland Parks, cemeteries and golf courses through an Open Space designation on the Comprehensive Plan Map.

8.10 Drainageways

Regulate development within identified drainageways for the following multiple objectives.

Objectives:

A. Stormwater runoff

Conserve and enhance drainageways for the purpose of containing and regulating stormwater runoff.

B. Water quality and quantity

Protect, enhance, and extend vegetation along drainageways to maintain and improve the quality and quantity of water.

C. Wildlife

Conserve and enhance the use of drainageways where appropriate as wildlife corridors which allow the passage of wildlife between natural areas and throughout the city, as well as providing wildlife habitat characteristics including food, water, cover, breeding, nesting, resting, or wintering areas.

8.11 Special Areas

Recognize unique land qualities and adopt specific planning objectives for special areas.

Objectives:

A. Balch Creek Watershed

Protect and preserve fishery, wildlife, flood control, and other natural resource values of the Balch Creek Watershed through the application of special development standards and approval criteria in the environmental overlay zones.

B. East Buttes, Terraces and Wetlands

Conserve wildlife, forest and water resource values and the unique geology of East Portland through implementation of the East Buttes, Terraces and Wetlands Conservation Plan.

C. Fanno Creek Watershed

Conserve fishery, wildlife, flood control, and water quantity and quality values of the Fanno Creek Watershed through implementation of the Fanno Creek and Tributaries Conservation Plan.

D. Johnson Creek Basin

Protect and preserve the scenic, recreation, fishery, wildlife, flood control, water quality, and other natural resource values of the Johnson Creek basin through application of environmental overlay zones and implementation of the Johnson Creek Basin Protection Plan.

E. Northwest Hills

Protect and preserve forest, wildlife and watershed resources through implementation of the Northwest Hills Natural Areas Protection Plan.

F. Skyline West

Conserve wildlife, forest and water resource values of the Skyline planning area through implementation of the Skyline West Conservation Plan.

G. Southwest Hills

Protect and preserve fish and wildlife, forest, and water resources through implementation of the Southwest Hills Resources Protection Plan.

H. The Willamette River Greenway.

Protect and preserve the natural and economic qualities of lands along the Willamette River through implementation of the city's Willamette River Greenway Plan.

I. Portland International Airport

Conserve, restore, and enhance natural resource values through environmental zoning, voluntary strategies, and the implementation of special development standards in the plan district and the Portland International Airport/Middle Columbia Slough Natural Resources Management Plan.

8.12 National Flood Insurance Program

Retain qualification in the National Flood Insurance Program through implementation of a full range of floodplain management measures.

8.13 Natural Hazards

Control the density of development in areas of natural hazards consistent with the provisions of the City's Building Code, Chapter 70, the Floodplain Ordinance and the Subdivision Ordinance.

8.14 Natural Resources

Conserve significant natural and scenic resource sites and values through a combination of programs which involve zoning and other land use controls, purchase, preservation, intergovernmental coordination, conservation, and mitigation. Balance the conservation of significant natural resources with the need for other urban uses and activities through evaluation of economic, social, environmental, and energy consequences of such actions.

Objectives:

A. Acquisition Program for Significant Resources

Prepare and maintain a long-range list of properties, in order of priority, desirable for public acquisition in order to insure long term natural resource conservation. Actively solicit donations of property or easements to protect and enhance identified resources.

B. Intergovernmental Coordination

Notify and coordinate programs with affected local, state, and federal regulatory agencies of development proposals within natural resource areas.

C. Impact Avoidance

Where practical, avoid adverse impacts to significant natural and scenic resources.

D. Mitigation

Where adverse impacts cannot be practicably avoided, require mitigation or other means of preservation of important natural resource values. The following order of locational and resource preference applies to mitigation:

- (1) On the site of the resource subject to impact, with the same kind of resource;
- (2) Off-site, with the same kind of resource;
- (3) On-site, with a different kind of resource;
- (4) Off-site, with a different kind of resource.

E. Soil Erosion Control

Protect natural resources where appropriate from sediment and other forms of pollution through the use of vegetation, erosion control measures during construction, settling ponds, and other structural and non-structural means.

F. Pruning to Maintain and Enhance Views

Actively manage the pruning and cutting of trees and shrubs on public lands or on non-public areas with scenic designations to maintain and enhance scenic views which may be impacted by vegetation.

G. Improving Turnouts along Scenic Routes and at Viewpoints

Improve and maintain turnouts along scenic corridors and at identified viewpoints throughout Portland.

**Comprehensive Plan Hearing – October 28, 2014
Testimony of Carol McCarthy**

H. Bike and Pedestrian Routes

Enhance the value and beauty of Portland's bicycle and pedestrian routes by locating them to take advantage of significant viewpoints, scenic sites, and scenic corridors.

I. Consideration of Scenic Resources in Street Vacations

Require the preservation and maintenance of existing and potential view corridors and viewpoints when approving street vacations. Require view easements within or near street vacations where access to viewpoints or view corridors is desired.

J. Consideration of Scenic Resources in Planning Process

Ensure that master plans and other planning efforts include preservation and enhancement of significant scenic resources.

K. Enhancing View Corridors

Improve the appearance of views along designated view corridors by placing utility lines underground.

8.15 Wetlands/Riparian/Water Bodies Protection

Conserve significant wetlands, riparian areas, and water bodies which have significant functions and values related to flood protection, sediment and erosion control, water quality, groundwater recharge and discharge, education, vegetation, and fish and wildlife habitat. Regulate development within significant water bodies, riparian areas, and wetlands to retain their important functions and values.

Objectives:

A. Wetland/water body Buffer

Conserve significant riparian, wetland, and water body natural resources through the designation and protection of transition areas between the resource and other urban development and activities. Restrict non-water dependent or non-water related development within the riparian area.

B. Water Quality

Maintain and improve the water quality of significant wetlands and water bodies through design of stormwater drainage facilities.

C. Stormwater and Flood Control

Conserve stormwater conveyance and flood control functions and values of significant riparian areas within identified floodplains, water bodies, and wetlands.

D. Fish

Balch Creek cutthroat trout will be maintained in a range at least as extensive as their range in 1987 and at a population of at least 2,000.

8.16 Uplands Protection

Conserve significant upland areas and values related to wildlife, aesthetics and visual appearance, views and sites, slope protection, and groundwater recharge. Encourage increased vegetation, additional wildlife habitat areas, and expansion and enhancement of undeveloped spaces in a manner beneficial to the city and compatible with the character of surrounding urban development.

Objectives:

A. Wetland/water body Buffer

Provide protection to significant wetland and water body natural resources through designation of significant upland areas as a buffer between the resource and other urban development and activities.

B. Slope Protection and Drainage

Protect slopes from erosion and landslides through the retention and use of vegetation, building code regulations, erosion control measures during construction, and other means.

C. Wildlife Corridors

Conserve and enhance drainageways and linear parkways which have value as wildlife corridors connecting parks, open spaces, and other large wildlife habitat areas, and to increase the variety and quantity of desirable wildlife throughout urban areas.

**Comprehensive Plan Hearing – October 28, 2014
Testimony of Carol McCarthy**

8.17 Wildlife

Conserve significant areas and encourage the creation of new areas which increase the variety and quantity of fish and wildlife throughout the urban area in a manner compatible with other urban development and activities.

Objectives:

A. Natural resource areas

Regulate activities in natural resource areas which are deemed to be detrimental to the provision of food, water, and cover for fish and wildlife.

B. City-wide

Encourage the creation or enhancement of fish and wildlife habitat throughout the city.

C. City Parks

Protect existing habitat and, where appropriate, incorporate new fish and wildlife habitat elements into park plans and landscaping.

At the PSC hearing on September 23rd, myself and several other individuals requested that hearings continue, and that the record be kept open for 90 days after the Mixed Use Zones have been completely defined. That will give Neighborhood Associations time to understand and consider this important plan which will be in effect for the next twenty years. The Multnomah Neighborhood Association and the SWNI coalition followed up with similar letters making this very reasonable request. To date, this commission has not responded. Please grant this request and make it publicly known as soon as possible.

For me today, the greatest concern about this flawed draft plan, is the deprecation of the role of neighborhood associations with respect to the role they currently play in the existing comp plan. The new draft limits their role to one of quote "local experts and channels for place-based projects" end-quote. This is found in policy 2.1.c. The word "channel" is not defined in the glossary, but in policy 2.6 it does occur in the phrase "Channels of Communication."

Neighborhood associations are not however included in the list of "Channels of Communication" presented in 2.6. Presumably they are restricted in their role as "channels" to place-based concerns. In contrast, policy 2.1.e lists "Interest and affinity organizations" as unrestricted in the issues they may partner with the city to decide.

I am reading the language here very closely, but please correct it and make the wording and intent clear in the policies I have mentioned. I am making a big deal of this because in verbal communications with the staff at BPS, I have come to understand that the notion of "community" is replacing that of "neighborhood association" as the primary body for state required citizen involvement. Indeed, "community" is listed in the glossary! It is, quote "a group of people with a shared sense of identity or belonging" end-quote. That is very general, and presumably includes churches, mosques, synagogues, political parties, and in the absurd case, street-gangs.

How will the city determine who speaks for each group and whether they were chosen by a democratic process? Will there be a list of allowed organizations, along with a staff of investigators? What if one individual joins a large number of groups? Wouldn't she be over represented? The Neighborhood association is the correct vehicle to play this roll. Please return the neighborhood association to its rightful place in the proposed plan.

Also: From a previous hearing, let me also remind you of two good ideas. 1) A section on noise should be added. 2) A section on broadband equity should be added.

Thank you.

Sincerely,

William Kielhorn
4311 SW Freeman St.
Portland, Oregon 97219

Testimony to City Planners Regarding the Comprehensive Plan October 28, 2014

I'm Joan Coates and I live at 6428 SE 15th Ave. in Portland, OR

I am a neighbor of the QFC Grocery Store located at 6411 SE Milwaukie Ave. in Portland.

Portland is a great city and is known for the character of it's neighborhoods. Ours is an old and terrific neighborhood. Our neighbors have invested in our neighborhood, we care about our neighbors, we help each other out if someone is having hard times, we have created a neighborhood that is friendly and safe. We have a disaster plan, we celebrate when a family has good news to share. We know our more vulnerable neighbors and watch out for them.

Our neighborhood appreciates 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. Their homes were adjacent to the parking lot.

Also, as background, the QFC built their store knowing the parking lot has it's current zoning and that they would be required to build and use a loading dock.

We neighbors have been 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 non-conforming use code. As a result, the daily life for 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 many 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, creating safety issues.

After receiving 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. Specific sections of the current non-conforming code – specifically sections 33.258.050.A and 33.258.050.C are vital to the quality of life of our neighbors. Under current non-conforming use**

zoning, the parking lot is closed from 11pm to 6am and store business is conducted on the Milwaukie Ave. side of the store during the time of the lot closure.

Trucks no longer use the lot as a loading zone, but for the most part, park in designated areas. We are still negotiating a Good Neighbor Agreement with the QFC, although they seemed to have slowed that process. We hope to be able to live comfortably with one another. **Lot is used for parking as designated.**

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

We have lived with the way the QFC does business when the zoning wasn't enforced and it isn't fair to neighbors to allow this reality to continue and worsen with a zoning change.

The Comprehensive Plan should take into account circumstances that allow protection of neighborhoods that have no buffer between intense commercial use and residential.

We ask for your support to protect the existing zoning and therefore improve the quality of life for store neighbors and protect an old neighborhood with lots to offer the city.

Thank you.

JOHN COATES

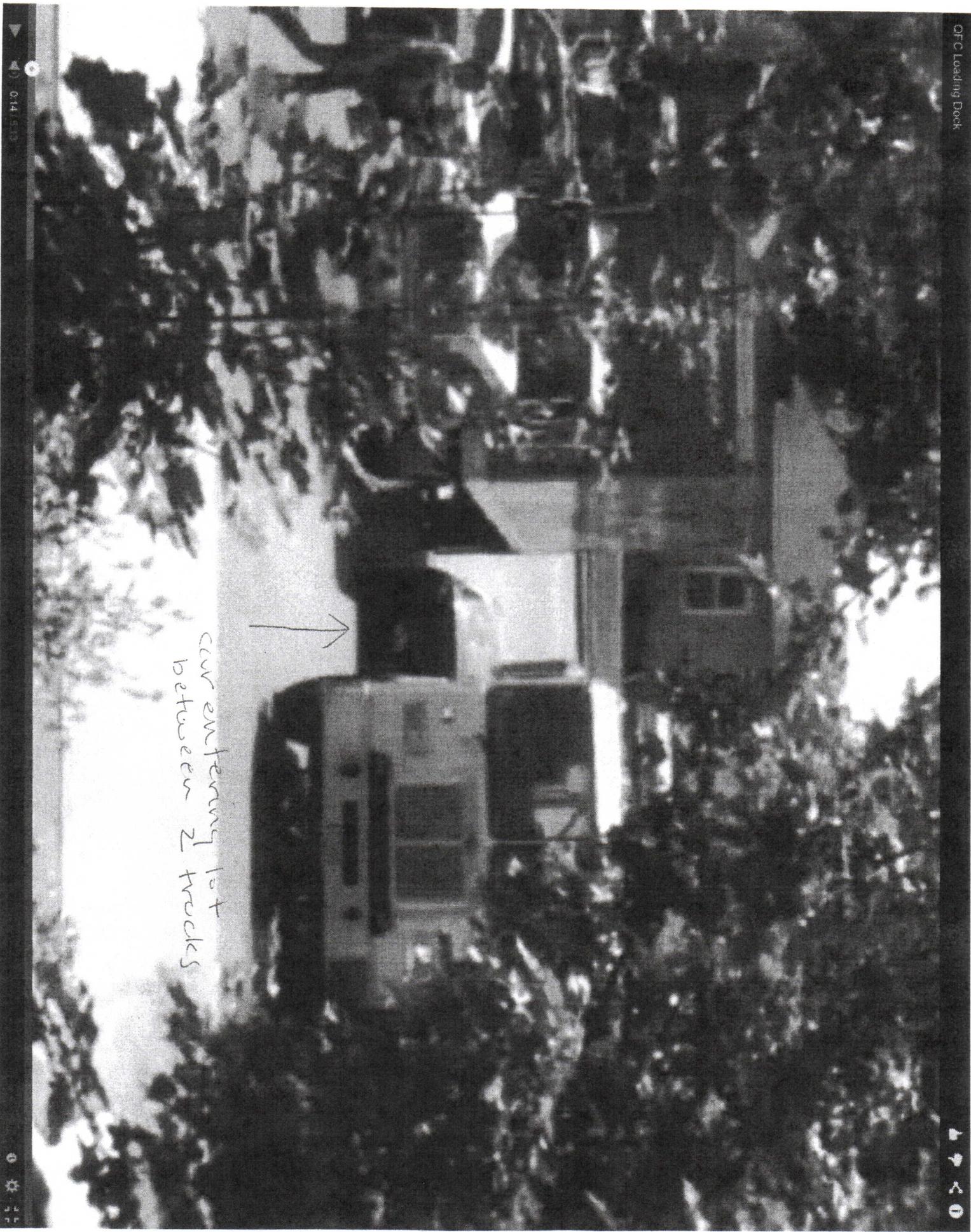


FROM GOOGLE EARTH



Press Esc to exit full screen mode.

TRUCKS
UNLOADING
CAR'S COURT
ENTER PARKING
LOT - WABILE
BACK HST USFD



car entering lot
between 2 trucks

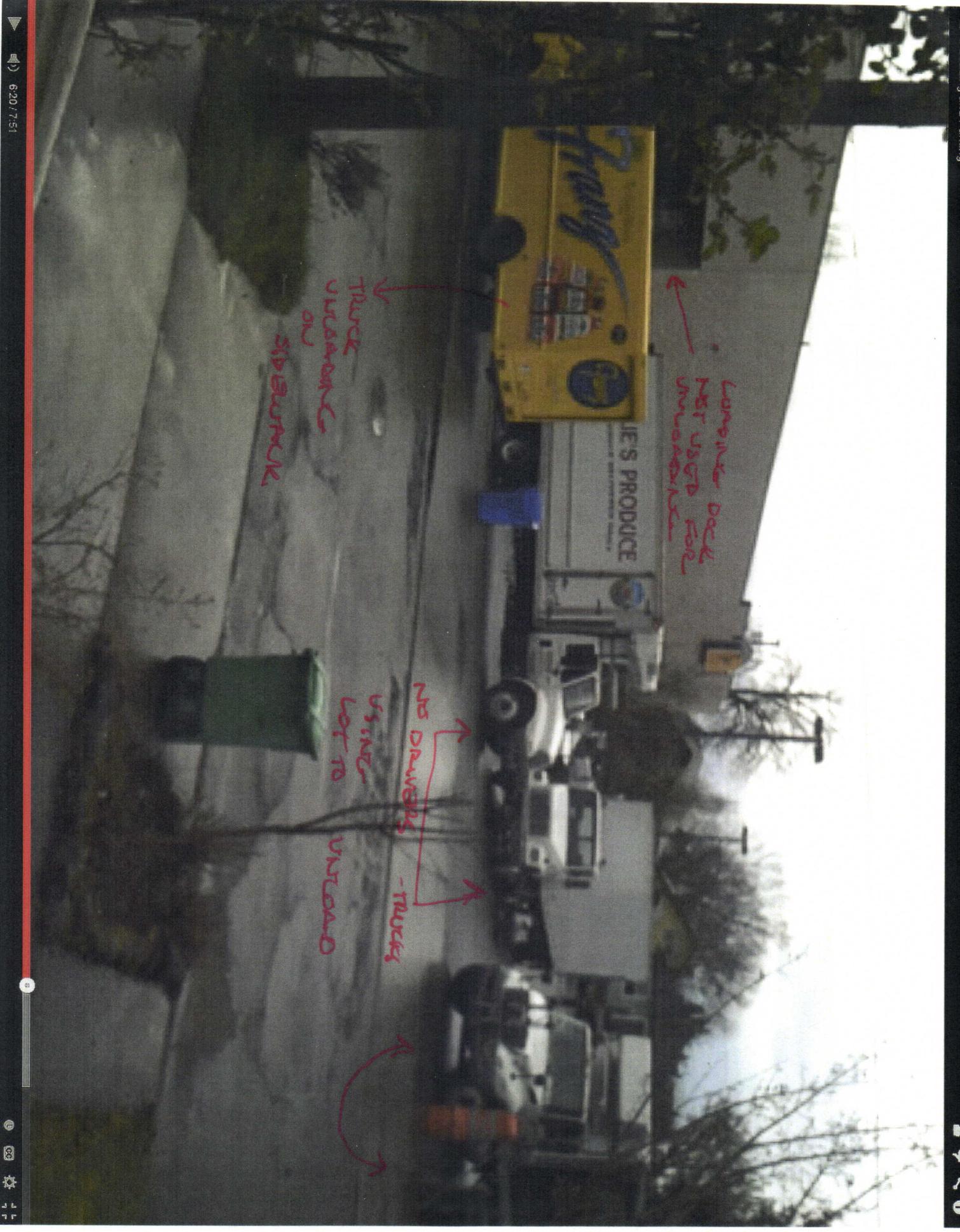




TRUCKS
PARKED
FOR
VENDOR/DRIVERS
NO DRIVERS

TRUCKS
CAN'T
ENTER
LOT

TRUCK
PARKING
NEED TO
RETURN TO
HOUSE



6:20/7:51



TRUCK UNLOADING ON SIDEWALK

LOADING DOCK NOT USED

CAR BLOCKING NEIGHBORS DRIVEWAY

BLOCKING MARKING

NEIGHBOR HOUSE

LOADING DOCK
NO PLACE FOR
TRUCKS TO UNLOAD-



CIRCLED UNATTENDED RETURNED BOTTLES

TRUCKS UNLOADING
IN PARKING LOT
AND ALSO
BLOCKING SIDEWALK



TRUCKS UNLOADING IN
THE PARKING LOT. THE
LOADING DOCK IS RARELY
USED. TRUCKS ALSO TRAVEL
THE WRONG DIRECTION.

TRUCK
ADJACENT
TO DRIVE
→ HOUSE



TRUCKS UNLOADING
PARKED ON SIDEWALK
AND ADJACENT TO
DAVIDS HOUSE - NOT
USING LOADING DOCK

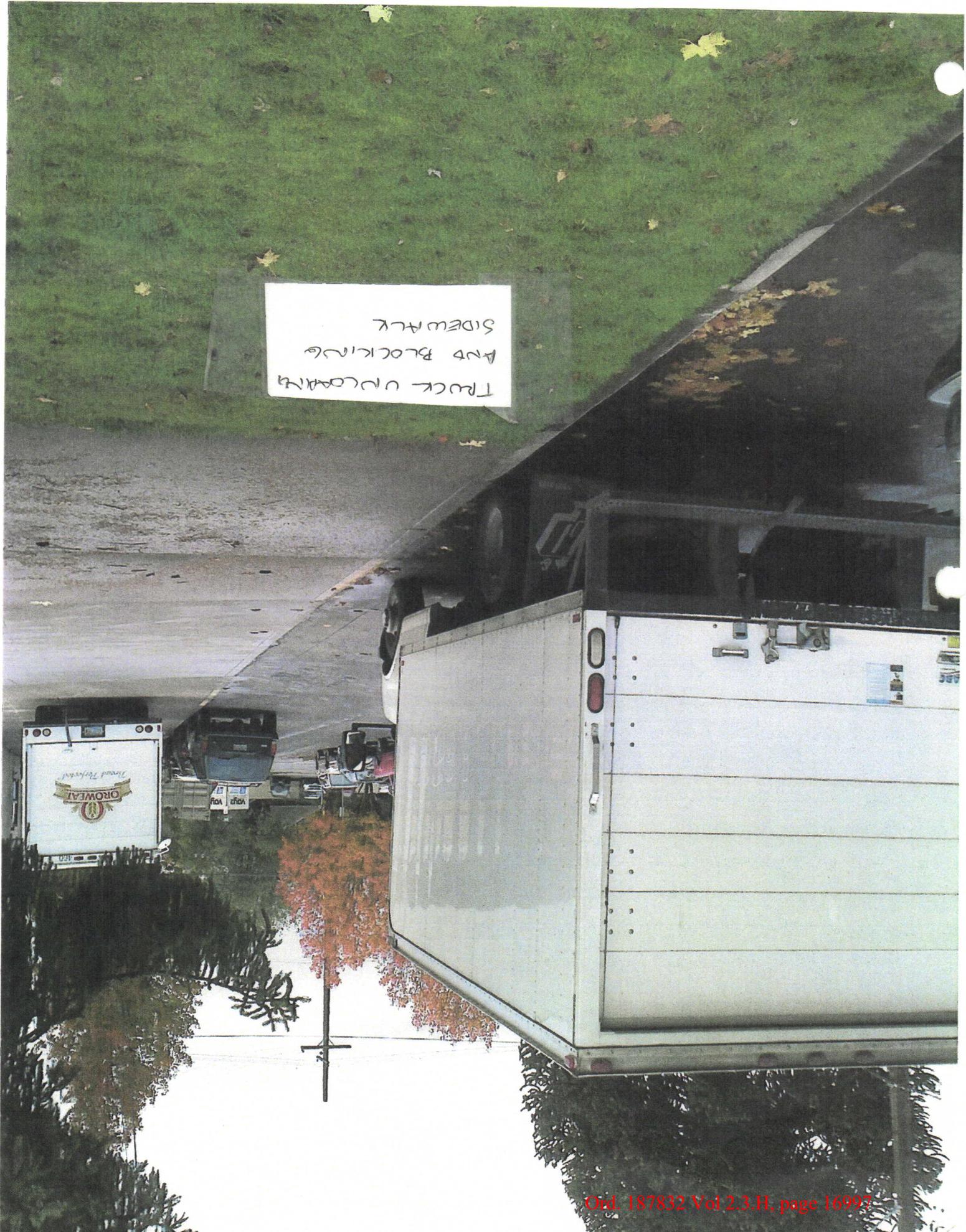


DAVIDS
HOUSE
→

TRUCK UNLOADING
NEXT TO DAVID'S
HOUSE ←



TRUCK UNLOADING
AND BLOCKING
SIDEWALK



Testamony to City Planners Regarding the Comprehensive Plan Octoer 28, 2014

I'm Joan Coates and I live at 6428 SE 15th Ave. in Portland, OR

I am a neighbor of the QFC Grocery Store located at 6411 SE Milwaukie Ave. in Portland.

Portland is a great city and is known for the character of it's neighborhoods. Ours is an old and terrific neighborhood. Our neighbors have invested in our neighborhood, we care about our neighbors, we help each other out if someone is having hard times, we have created a neighborhood that is friendly and safe. We have a disaster plan, we celebrate when a family has good news to share. We know our more vulnerable neighbors and watch out for them.

Our neighborhood appreciates 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. Their homes were adjacent to the parking lot.

Also, as background, the QFC built their store knowing the parking lot has it's current zoning and that they would be required to build and use a loading dock.

We neighbors have been 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 non-conforming use code. As a result, the daily life for 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 many 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, creating safety issues.

After receiving 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. Specific sections of the current non-conforming code – specifically sections 33.258.050.A and 33.258.050.C are vital to the quality of life of our neighbors. Under current non-conforming use**

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy auditing of the accounts.

In addition, the document outlines the procedures for handling discrepancies. If there is a difference between the recorded amount and the actual amount received or paid, it is crucial to investigate the cause immediately. This could be due to a clerical error, a missing receipt, or a fraudulent transaction.

The document also provides guidelines for the frequency of reconciling the accounts. It is recommended to perform a reconciliation at least once a month. This helps in identifying any errors or irregularities early on, preventing them from becoming more significant over time.

Finally, the document stresses the importance of keeping all financial records for a sufficient period. This is not only for internal purposes but also to comply with legal requirements. In many jurisdictions, businesses are required to retain their financial records for a minimum of several years.

Photographic evidence showing problems when the zoning isn't enforced for QFC parking lot.

Submitted by Joan Coates, 6428 SE 15th Ave. Portland, OR 97202

I am hoping that the current zoning of the QFC parking lot, R5 non-conforming use be retained.

The QFC is located at 6411 SE Milwaukie Ave. in Portland. It is between SE Henry and SE Duke streets. SE Henry to the west of Milwaukie Ave. is narrow, with parking allowed on both sides of the street until Henry street is interrupted by Llewellyn School. There is only room for 1 car at a time to travel on that section of the street.

SE Duke street to the west of the store allows street parking only on 1 side of the street. Only 1 car can use the open part of the street at a time.

Llewellyn school is at the western rectangle of this configuration. We get traffic morning, noon and after school time during the school year.

In the future, as you create a plan for future years, please consider the neighbors who live in this section of the neighborhood. We hope you will choose to support the present zoning of the QFC parking lot so that the neighbors of the store will not have a diminished life. We hope you don't take away the livability of the neighborhood we have worked hard to create.

A grocery store, valued by the neighborhood for decades, seems likely to be a future use of this property. Both stores, Kienows and the QFC, have been very successful in this location and with this zoning. Leaving the zoning as is instead of changing it to mixed use, allows a buffer between the neighbors and heavy commercial use.

Thank you.

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

Planning and Sustainability Commission
1900 SW Fourth Ave
Portland, Oregon 97201-5380

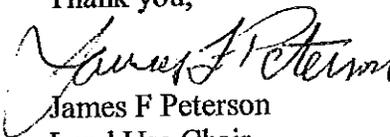
October 28, 2014

Re: Request Neighborhood Center to
Neighborhood Corridor

The Multnomah Neighborhood Association requests that the Planning and Sustainability Commission change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the Draft of the Comprehensive Plan. Multnomah Village is classified as Mainstreet in the current Comprehensive Plan. The regional planners have described Multnomah as the model Mainstreet. The village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. Since Multnomah Boulevard is designated a Neighborhood Corridor the change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capital Highway. The Neighborhood Center designation with the ½ mile radius defined in the Comprehensive Plan would overlap with the 1 mile radiuses of the two adjacent town centers leaving little room for the existing single family zoning. The Mainstreet designation had a prescribed depth of 180 ft which is more consistent with the definition of a Neighborhood Corridor. The Bureau of Planning and Sustainability has projected the capacity with their proposed changes to Mixed Use zoning in Multnomah Neighborhood to increase 28%, thus there is no need for the Neighborhood Center designation. Neighborhood Corridor designation better fits the design and character of the village.

Please add this to the record of the Comprehensive Plan

Thank you,


James F Peterson
Land Use Chair
Multnomah

cc: City Council
Bureau of Planning and Sustainability

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

Planning and Sustainability Commission
1900 SW Fourth Ave
Portland, Oregon 97201-5380

Re: Request PCS Hearings

The Multnomah Neighborhood Association requests that the Bureau of Planning and Sustainability provide the details for the new mixed-use zoning designations and the new campus institutional zoning and that Planning and Sustainability Commission extend the hearings of the Comprehensive Plan or that the record of the hearings left open for at least 90 days following the release of the provisions of these definitions to give the Neighborhoods a chance to understand the impact of the definitions and time to respond.

Please add this to the record

Thank you,



James F Peterson
Land Use Chair
Multnomah

cc: City Council
Bureau of Planning and Sustainability



Hathaway Koback
Connors LLP

520 SW Yamhill St.
Suite 235
Portland, OR 97204

E. Michael Connors
503-205-8400 main
503-205-8401 direct

mikeconnors@hkcllp.com

October 28, 2014

VIA HAND DELIVERY

Planning & Sustainability Commission
Bureau of Planning & Sustainability
City of Portland
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Re: Draft 2035 Comprehensive Plan
Space Age Fuel, Inc.

Dear Commissioners:

This firm represents Space Age Fuel, Inc. ("Space Age Fuel"). Space Age Fuel owns and operates several gas stations/convenience stores/service garages throughout the City. The draft 2035 Comprehensive Plan proposes 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 draft 2035 Comprehensive Plan.

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

The draft 2035 Comprehensive Plan proposes to change the Comprehensive Plan designation of the following Space Age Fuel properties: (1) 16431 SE Foster (from General Commercial to Mixed Use Neighborhood); (2) 12920 SE Stark (from General Commercial to Mixed Use Neighborhood); (3) 11214 SE Powell (from Neighborhood Commercial to Mixed Use Neighborhood); (3) 8410 SE Foster (from Central Employment to Mixed Use Urban Center). It is our understanding that this change is part of the City's plan to change the Comprehensive Plan designation and zoning of virtually all commercially zoned properties outside of the City Central area to some type of mixed use designation and zoning.

We object to the proposed change in the Comprehensive Plan designation at this time because the City is still in the process of drafting these mixed use zones as part of the separate Mixed Use Zones Project process. In fact, the proposed code amendments associated with the Mixed Use

Zones Project are not scheduled to be considered by the Planning & Sustainability Commission until June 2015 or later. It is simply not possible for Space Age Fuel 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 created. Space Age Fuel does not even know what specific mixed use zones the City intends for its properties.

The implementation of a mixed use zone on these properties could have a significant effect on Space Age Fuel. The new mixed use zone could change the types of allowed uses and the development standards. In fact, the City staff for the Mixed Use Zones Project advised us that the City will likely change the development standards for auto-oriented uses such as gas stations in the mixed use zones. New development standards could make the existing uses nonconforming and restrict redevelopment of the properties.

Given that it is impossible to assess the impact of changing the Comprehensive Plan designation of these properties to mixed use until Space Age Fuel knows the specific mixed use zone, the allowed uses and the development standards for each property, the City should at a minimum postpone the adoption of the Comprehensive Plan Map amendments and consider them concurrently with the Mixed Use Zones Project amendments. The City should not consider changes to the Comprehensive Plan designation of these properties until the new mixed use zones and zoning regulations have been proposed as well.

B. The new mixed use Comprehensive Plan designations and zones must permit gas stations/convenience stores/service garages as allowed uses and not change the development standards in a way that renders these nonconforming developments.

To the extent the City adopts new mixed use Comprehensive Plan designations and zones to Space Age Fuel's properties, it must ensure that gas stations/convenience stores/service garages are allowed use in the new mixed use zone. The existing uses on these properties are all 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.

Additionally, the City should not change the mixed use zone development standards in a way that creates a nonconforming development or exacerbates any existing nonconforming development situations. We are particularly concerned that the City staff for the Mixed Use Zones Project advised us that the City will likely change the development standards for auto-oriented uses such as gas stations in the mixed use zones. Space Age Fuel will strenuously object to any wholesale changes in the development standards that render these developments nonconforming.

Page 3
October 28, 2014

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

A handwritten signature in cursive script, appearing to read "E. Michael Connors".

E. Michael Connors

EMC/df

cc: Space Age Fuel, Inc.



Hathaway Koback
Connors LLP

520 SW Yamhill St.
Suite 235
Portland, OR 97204

E. Michael Connors
503-205-8400 main
503-205-8401 direct

mikeconnors@hkcllp.com

October 28, 2014

VIA HAND DELIVERY

Planning & Sustainability Commission
Bureau of Planning & Sustainability
City of Portland
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Re: Draft 2035 Comprehensive Plan
Hayden Island Manufactured Home Community

Dear Commissioners:

This firm represents Hayden Island Enterprises, the owners and operators of Hayden Island Manufactured Home Community ("HIMHC"). HIMHC consists of 440 manufactured home sites, 169 RV sites and 1,500 residents located on Hayden Island. The City has consistently recognized HIMHC as a vital affordable housing resource for the City. On behalf of HIMHC, we are submitting the following comments and concerns regarding the draft 2035 Comprehensive Plan.

- A. The City should postpone the adoption of the Comprehensive Plan Map amendments and consider them concurrently with the Mixed Use Zones Project amendments.**

The draft 2035 Comprehensive Plan proposes to change the Comprehensive Plan designation of HIMHC's RV park property from General Commercial to Mixed Use – Neighborhood. It is our understanding that this change is part of the City's plan to change the Comprehensive Plan designation and zoning of virtually all commercially zoned properties outside of the City Central area to some type of mixed use designation and zoning.

The timing of this aspect of the draft 2035 Comprehensive Plan is problematic because the City is still in the process of drafting these mixed use zones as part of the separate Mixed Use Zones Project process. In fact, the proposed code amendments associated with the Mixed Use Zones Project are not scheduled to be considered by the Planning & Sustainability Commission until June 2015 or later. It is simply not possible for HIMHC 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 created. HIMHC does not even know what specific mixed use zone the City intends for this particular property.

The implementation of a mixed use zone on the RV park could have a significant effect on HIMHC. The new mixed use zone could change the types of allowed uses and the development standards. Although the City staff advised us that the City does not intend to propose significant changes to the types of allowed uses and development standards in the mixed use zones, there is no assurance that the City staff and/or the decision makers won't change this approach during the Mixed Use Zones Project process.

Given that it is not possible to assess the impact of changing the Comprehensive Plan designation of RV park property from General Commercial to Mixed Use – Neighborhood until HIMHC knows what specific mixed use zone the City intends for this particular property, as well as the allowed uses and development standards for that mixed use zone, the City should postpone the adoption of the Comprehensive Plan Map amendments and consider them concurrently with the Mixed Use Zones Project amendments. The City should not consider changes to the Comprehensive Plan designation of these properties until the new mixed use zones and zoning regulations have been proposed as well.

B. The new mixed use Comprehensive Plan designation and zone applied to the RV park property must continue to allow residential uses such as RVs.

The RV park property is currently zoned General Commercial (CG). The CG zone allows Residential Household Living uses as an allowed use in this zone. PCC 33.130.130, Table 130-1. The RV park qualifies as a Residential Household Living use because the RVs are residential dwelling units. PCC 33.920.110. Therefore, the RVs are currently allowed residential uses in the CG zone.

To the extent the City adopts a new mixed use Comprehensive Plan designation and zone to this property, it must ensure that Residential Household Living uses continue to be allowed use in the new mixed use zone. Additionally, the City should not change the mixed use zone development standards in a way that creates a nonconforming development situation or exacerbates an existing nonconforming development situation with respect to the RV park.

C. The City needs to ensure that previously recognized nonconforming use protections for HIMHC are incorporated into the draft 2035 Comprehensive Plan and implementing code amendments.

HIMHC is an officially recognized nonconforming development that has unique characteristics because manufactured homes and RVs are moved, replaced and/or change more frequently than traditional nonconforming use structures. As a result, the typical nonconforming use approach does not apply to HIMHC. HIMHC wants to ensure that the City's 2035 Comprehensive Plan and proposed adoption of new mixed use designations and zoning recognize this unique attribute of HIMHC and provide adequate nonconforming use protections as the City has done in the past.

In 1999, the City acknowledged that the removal of a manufactured home and installation of a replacement home does not constitute an "alteration" that triggers the requirements under PCC 33.258.070.D to bring the development into conformance with the new development standards. We attached a copy of the letter from the City to HIMHC's representative, dated September 7,

1999, acknowledging this interpretation and application of the nonconforming use standards in PCC Chapter 33.258.

In 2009, the City proposed rezoning the eastern portion of the manufactured park from CG to Residential (R2) as part of its adoption of the Hayden Island Plan. City Council Ordinance No. 183124. Hayden Island Enterprises agreed to support this proposed change in exchange for certain assurances that it would not adversely affect the nonconforming use status of the park. The City agreed to zoning code amendments and legislative commentary that recognized the following: (1) allowed HIMHC 15 years to rebuild and reoccupy the park in the event an earthquake, flood or other major catastrophe damaged or destroyed all or a significant portion of the park; (2) the installation of a manufactured dwelling unit will not trigger the requirement to bring a nonconforming development into compliance with the existing regulations; and (3) the noise installation requirements in PCC 33.470.040 are not applicable to manufactured dwelling units. We attached relevant portions of Ordinance No. 183124 and PCC 33.470.040.

Since the City is updating its Comprehensive Plan, we believe it is appropriate to adopt policy language recognizing these unique attributes and the necessity for these nonconforming use protections to ensure the long-term preservation of this vital affordable housing resource. HIMHC also wants to ensure that these same nonconforming use protections are recognized and applied specifically to the RV park as part of the draft 2035 Comprehensive Plan, Mixed Use Zones Project and related code amendments.

D. The City should not adopt policies regarding a West Hayden Island deep water marine industrial use, given the outcome of the West Hayden Island Plan process.

HIMHC has serious concerns about the adoption of a policy regarding the future annexation and development of West Hayden Island as part of the draft 2035 Comprehensive Plan. Proposed Policy 6.41 provides:

“West Hayden Island. Provide for the future annexation of West Hayden Island for a combination of open space and deep water marine industrial uses with supplemental requirements in a plan district or other implementation agreement that ensures mitigation of impacts and provision of public benefits. The annexation ordinance, future zoning, plan districts, and intergovernmental agreements will be used to:

Allow no more than 300 acres for future deep water marine terminal and infrastructure development.

Permanently protect and enhance at least 500 acres as open space to be managed primarily for the benefit of the regional ecosystem.”

As the Planning & Sustainability Commission is well aware, the City recently went through an extensive public process regarding the Port of Portland’s proposal to annex and develop West Hayden Island with a deep water marine industrial use. There was significant community opposition to the Port’s plan. The Port ultimately withdrew its request due to its unwillingness to accept the City’s mitigation plan.

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October 28, 2014

The City should not adopt a policy as part of the 2035 Comprehensive Plan that recognizes a deep water marine industrial development plan that had significant community opposition and was recently withdrawn by the proponent.

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/df

Enclosures

cc: Hayden Island Enterprises



CITY OF
PORTLAND, OREGON
OFFICE OF CITY ATTORNEY

Jeffrey L. Rogers, City Attorney
City Hall, Suite 430
1221 S.W. 4th Avenue
Portland, Oregon 97204
Telephone: (503) 823-4047
Fax No.: (503) 823-3089

September 7, 1999

Mark P. O'Donnell
O'Donnell & Clark LLP
1706 N.W. Glisan Street, Suite 6
P.O. Box 3495
Portland, OR 97208-3495

BY FAX AND
FIRST CLASS MAIL

Re: Hayden Island Mobile Home Community

Dear Mark:

I reviewed your letter of May 12, 1999 and subsequent letters with Sterling Bennett of the City's Office of Planning and Development Review. In your letters, you argue the City's nonconforming development regulations should not apply to the removal and installation of individual mobile homes in the Hayden Island Mobile Home Community (Community) located North of N. Hayden Island Drive and legally described as Tax Lot 41, Section 33, Township 2 North, Range 1 East, Quarter Section 1728. Specifically, you contend the movement of homes on and off individually leased spaces in the Community is not an "alteration" that triggers the requirement for nonconforming upgrades to the site(s) within the meaning of PCC 33.258.070.D.2.

Sterling and I agree with your argument. The removal of one mobile home from a leased space and the installation of another home in its place is not an "alteration" that triggers the requirements in PCC 33.258.070.D.2. If, however, the owner of the Community makes physical changes to common areas or other development on the site, such as landscaping, parking, community rooms, laundry facilities or recreational facilities, these changes may constitute "alteration" of the site as that term is defined in PCC 33.910.030. If the alteration meets the monetary thresholds stated in PCC 33.258.070.D.2.a, the owner will be required bring the nonconforming development further into compliance with the code as required by PCC 33.258.070.D.2.b.



SEP. 7.1999 4:15PM
FROM :CITY ATTORNEY

O'DONNELL & CLARK
523-823-4047

1999.09-07 10:18 #101 P.03/03

Mark P. O'Donnell
September 7, 1999
Page 2

Thank you for your patience in waiting for our response. Please call either Sterling or me if you have additional questions.

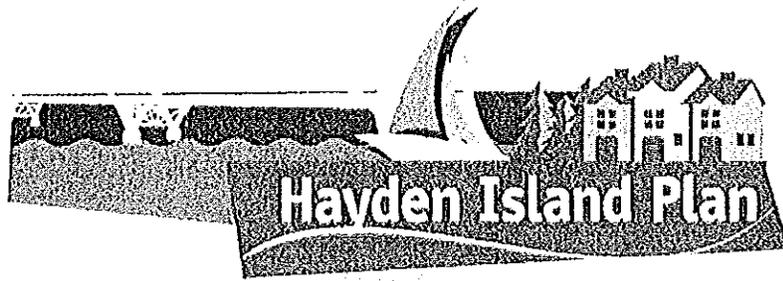
Sincerely,

Kathryn S. Beaumont

Kathryn Beaumont
Senior Deputy City Attorney

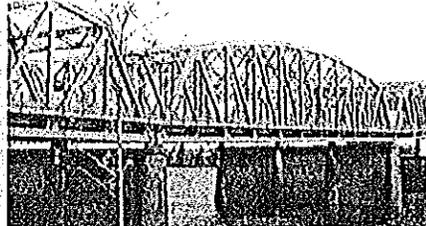
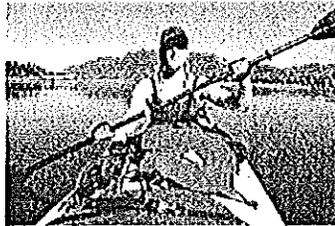
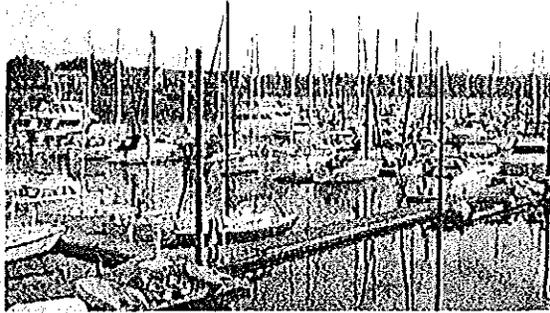
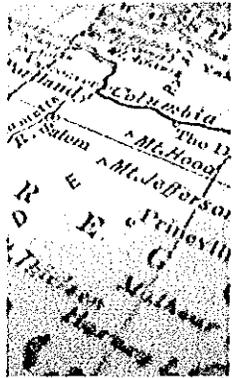
KB:NP

- c. Sterling Bennett, Office of Planning and Development Review
Susan Feldman, Office of Planning and Development Review



HAYDEN ISLAND

Portland's Only Island Community



Recommendation to City Council | June 2009

Planning Commission Recommendations

PLANNING COMMISSION RECOMMENDATIONS:

Recommended Hayden Island Plan Changes

The City of Portland Planning Commission in its decision to recommend this plan to the City Council made the following comments:

- The parcel at the eastern terminus of North Tomahawk Island Drive, owned by Columbia Crossings, in the height opportunity area permitting additional height to 80 feet, have a pedestrian walkway in the along the edge of the property adjacent to North Portland Harbor. This easement may be provided in the 25 foot setback from the river's edge.
- Once the Columbia River Crossing (CRC) improvements are constructed the transportation system will change in the vicinity of the new interchange. At that time, additional street designation amendments are warranted. These amendments are previewed in Appendix C-4, "Other Transportation System Plan Amendments", and displayed as Exhibits I through O. These amendments are not part of the plan to be adopted as part of the Comprehensive Plan at this time through the Hayden Island Plan process, but will be subject to a separate adoption process following the federal Record of Decision for the CRC project. These future amendments to the Transportation System Plan will be referred back to the Planning Commission for approval.

The Portland Planning Commission recommends that City Council take the following actions:

Adopt the ordinance that:

- Adopts the Hayden Island Plan (this report)
- Amends the Portland Comprehensive Plan Map and Zoning Map as shown in this report;
- Amends Title 33, Planning and Zoning Code, as shown in this report;
- Amends the Transportation System Plan, as shown in this report; and
- Adopts the commentary in the report, and the report itself, as further findings and legislative intent.

At the Portland City Council hearing on June 18, 2009, the Council recommended that the following changes be made to this document, all of which are included in the following text:

1. Change bullet points to numbers or letters.
2. Page 9, first bullet under "Provide for better access to and from Hayden Island" is changed to "Provide direct access to and from Hayden Island by the CRC without getting on the interstate."
3. Page 9, next bullet point down is changed to "Consider building a West Hayden Island bridge if found appropriate in the West Hayden Island planning process."
4. Page 35, changed the second bullet point under Leadership to " Work with stakeholders including Hayden Island Neighborhood Association, river community groups, environmental and business interests and the Port of Portland, to explore transportation connections to potential development on West Hayden Island."
5. The Office of Healthy and Working Rivers was added to the Accountability list under Leadership for each of the Implementation Actions on pages 34 and 35.
6. On page 57, the plan district code section 33.532.270 Drive-Throughs was amended to provide for drive-throughs as a permitted development on North Jantzen Drive.
7. On page 64, commentary was incorporated to explain that the replacement of manufactured homes does not trigger the upgrade to nonconforming development standards of manufactured home parks. Additional commentary was added to state that issue of noise insulation standards for land based manufactured homes will be addressed through the City of Portland and Port of Portland Airport Futures Project. This project will be investigating and determining appropriate noise mitigation for all areas impacted by Portland International Airport, including Hayden Island.
8. On page 65, section 33.470.050 adds regulations for manufactured housing parks that are severely damaged by natural disasters.
9. There are other changes throughout the code language, but they are improvements to clarity and consistency and do not change the effect or meaning of the regulations.

An Island Community Concept

This Hayden Island Plan builds on the elements that the residents and businesses on the island value most – the river lifestyle, a close-knit community, access to the water and improved access to the mainland. It also envisions growth in ways that create a resident population that is large enough to support local-serving businesses and amenities. This plan accomplishes this vision by preserving existing uses while promoting new mixed-use development to meet the future needs of the community.

RIVER LIFESTYLE COMMUNITY

Residential Development

The plan preserves the variety of residential communities on the island, including single-family, multifamily, floating and manufactured homes. Building on this diverse residential flavor, the plan provides for residential development on vacant lots on the eastern portion of the island with proposed zoning changes. The plan seeks to help preserve the large manufactured home community on the island. The only changes for the floating home communities on the south shore would be some reduction in the number of homes in the Jantzen Beach Moorage as a result of the construction of the CRC project.

Two new residential communities are proposed for the eastern end of the island on land owned by Columbia Crossings, with plans for approximately 800 new dwelling units. As part of the planning for these residential areas, additional height is being recommended. With the added height, a pedestrian walkway will be required on the south side of the Tomahawk Bay Development site. This walkway will be located at the top of the bank along North Portland Harbor.

Industrial Development

There is a range of industrial uses on the island, including transportation-related businesses for the auto auction facility and shipping facilities. Most of the industries on Hayden Island are located there in order to be close to the water and are marine-related, including boat building and sales, boat repair and storage, and boating supplies and marinas. The island contains industrial uses and land on its western edge that would be unchanged in this Hayden Island Plan.

New Transit-Oriented Development

The plan works with the proposal by Jantzen Beach SuperCenter to

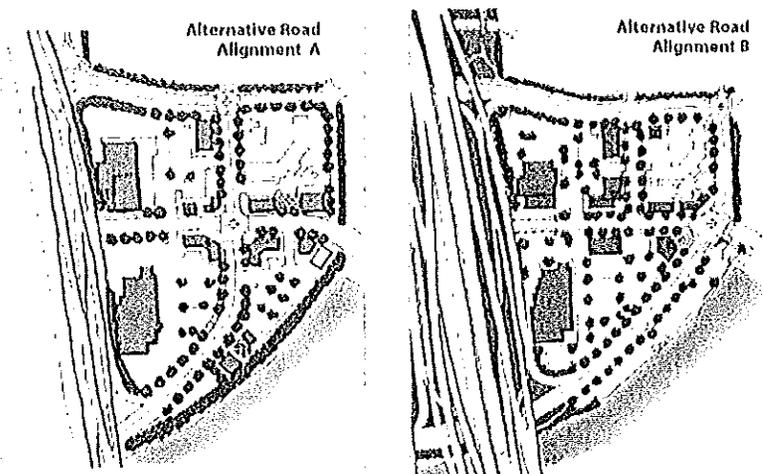
modernize and improve the center while incorporating long-term options for more intense mixed-use development. In the first phase, the existing mall would be demolished, and new retail outlets that are designed around an urban grid street pattern would be constructed. This new street grid would provide for a walkable block pattern that over time would allow the center to become a mixed use, mid-rise center with residential retail and commercial uses. An additional 2,000 new dwelling units could be constructed under the proposed development pattern.

The plan for the Jantzen Beach SuperCenter responds to the future light rail station that would be built as part of the CRC project. Redeveloping the shopping center in a fashion that supports transit-oriented development and incorporates the new light rail station creates an opportunity for a plaza and gateway, both physical and symbolic, to Hayden Island. It is important that the new station is constructed to be a landmark along the highway and to serve as a focal point of Hayden Island.

A New Center

A walkable mixed-use community needs a center. Today, Hayden Island's center is filled by freeway and ramps. With the proposed CRC construction of the new freeway and new interchange, there will be land east of I-5 that could become available for redevelopment. This plan calls for the land to be used for a neighborhood retail center that will serve the local community and be accessible via new sidewalks and a better local street system.

In the new center, roads providing for freeway access will be north and south of a new local east/west main street in the alignment of Tomahawk Island Drive. The freeway-related road will loop around the center, with Tomahawk Island Drive bisecting the center to provide a Hayden Island main street. Two eastern alignments for this loop road were considered – one through the neighborhood retail center using North Jantzen Drive, and a second around the eastern edge of the center on a new road. The community expressed a clear preference for the first option, which places the freeway-related road farther away from existing residences, although there are unresolved freeway design issues regarding the minimum distance between freeway ramps and local roads and driveways.



Two road networks were proposed for the east neighborhood; one coming through the center shown on the left, A, and the second alternative, B, on the right, showing the road circling the neighborhood on a new road to the outside.

Comprehensive Plan and Zoning Code Amendments

SUMMARY OF THE PROPOSED ZONING

The proposed zoning embraces the Hayden Island Plan's overall concept for the island as an island community with a range of housing choices and commercial and industrial areas to support residents and the marine industries, while creating a walkable community to support the proposed extension of light rail. The following are summaries of the proposed zoning.

General Commercial (CG) is the most prevalent zone on Hayden Island, because it provides for the flexibility to develop residential units supporting transit-oriented development and to build a sizable residential community to support local commercial enterprises. This plan proposes to change the eastern half of the manufactured home park from CG to R2 to reflect the residential nature of the existing development and to protect an affordable housing choice on the Island. There are no changes proposed for the zoning of Jantzen Beach and Lotus Isle floating home moorages. The moorage is considered a multi-dwelling use and is permitted in the CG zone.

Neighborhood Commercial (CN2) is proposed for the area east of I-5 north of North Tomahawk Island Drive, currently zoned CG, to encourage neighborhood commercial uses within walking distance of a large portion of Hayden Island's residential community and within the pedestrian district.

General Industrial (IG2) is the most typical industrial zone on Hayden Island. The only proposed change to

industrial zoning is on sites proposed for residential development where there are existing residential development rights under the x-overlay provisions. These sites are small and isolated for industrial use and facilitate more appropriate waterfront development. Some of the floating home moorages are zoned IG2, which allows for floating homes as a conditional use. At this time, no changes for the zoning of West Hayden Island and Tomahawk Bay moorages are proposed.

Open Space (OS) is proposed for Lotus Isle Park and the tennis court park on North Fir Avenue adjacent to the manufactured home park.

Medium-density, Multi-dwelling, Residential (R1) remains on the Columbia Point condominiums property. Columbia Point West Condominiums is proposed to be zoned R2 to reflect its current development density.

Low-density, Multi-dwelling, Residential (R2) remains for the western half of the manufactured home park and the lot at the northwest corner of the island at the end of North Hayden Island Drive. The R2 zone is proposed for the eastern half of the park, as described in the CG description. Columbia Point West, Waterside, Jantzen Beach Village, Riverhouse and Riverhouse East Condominiums are proposed to be zoned R2 to reflect the current development density of 5 to 20 dwelling units per acre.

Low-density, Multi-dwelling, Residential (R3) remains on the southern portion of the manufactured home park and is proposed for the Hayden Bay Condominiums.

Single-dwelling, Residential (R7) remains for the Lotus Isles Homes.

Single-dwelling, Residential (R10) is proposed for the Hayden Bay Marina homes. This is a change from R3 and is being proposed to reflect the current development density.

Residential Farm/Forest (RF) remains for the eastern tip of Island and along the railroad corridor.

Changes In Land Use >

The table at right indicates the changes in land use from what is the existing land use pattern on Hayden Island to the proposed changes in the Comprehensive Plan and Zoning Map

Zoning Classification	Existing Zoning Total Area (square feet/acres)	Existing Zoning Total Area (acres rounded)	Proposed Zoning (square feet)	Proposed Zoning (acres rounded)
CG	14,323,999	328	14,310,595	328
CN2			476,091	11
IG2	8,390,218	192	4,835,865	111
R1	202,347	5	68,176	2
R2	905,416	21	3,112,510	71
R3	1,851,883	43	1,991,171	46
R7	300,713	7	300,713	7
R10		0	839,357	19
RF	432,229	10	432,229	10
OS			40,097	1
TOTAL	26,406,805	606	26,406,804	606

Zoning Commentary

Chapter 33.470, Portland International Airport Noise Impact Zone

33.470.050 Additional Residential Regulations

The only substantive change to this section is to allow transfer of residential density in the Hayden Island Plan District, as outlined in section 33.532.240. However, we have significantly rewritten it to improve clarity without changing the content or effect of the regulations.

A.1.b Replacement housing. This language is now in .050.A.2.

Natural Disasters. This language is added to address the potential impact of a large natural disaster. Here damage to multiple units and the infrastructure in the community is adversely impacted, the replacement of manufactured dwelling units in a manufactured home park requires finding new dwelling units-- and their owners--to occupy the spaces. Based on a similar situation in Florida, where a park was destroyed by a hurricane, 15 years is a reasonable length of time.

A.1.c. Exemption. There has been some question about the Multnomah County F2 zone, which applied to portions of Hayden Island on January 1, 1981. Specifically, there is concern about whether it is a "County Residential Comprehensive Plan designation or zoning." Planning staff research, confirmed by Multnomah County planning staff, County Council, and Portland's City Attorney has established that the F2 zone was indeed a County Residential Comprehensive Plan designation or zone.

Note: The issue of noise insulation standards for land based manufactured homes will be addressed through the City of Portland and Port of Portland Airport Futures Project. This project will be investigating and determining appropriate noise mitigation for all areas impacted by Portland International Airport, including Hayden Island.

Proposed Zoning Code Language

Amend Chapter 33.470, Portland International Airport Noise Impact Zone

33.470.050 Additional Residential Regulations

A. Restrictions on residential use and density.

1. Prohibition of new residential uses within the Ldn 68 noise contour. Where any part of a site is within the Ldn 68 noise contour, it is subject to the following:

a. New residential uses prohibited. New residential uses are prohibited within the Ldn 68 or higher noise contour, except as allowed specifically by this subsection. If a site is divided by an Ldn 68 noise contour, divides a residential property, the building site including all dwelling units, accessory structures, and required side and rear setbacks must be located entirely outside the Ldn 68 noise contour. .

b. Replacement housing.

(1) Existing housing within the Ldn 68 noise contour may be replaced within 5 years if it is damaged or destroyed by fire or other causes beyond the control of the owner. A houseboat that is intentionally removed from its slip by the owner may be replaced within 5 years. A manufactured dwelling that is intentionally removed from a manufactured dwelling park may be replaced within 5 years.

(2) Natural disasters. The replacement time of 5 years is extended to 15 years for manufactured dwelling parks on Hayden Island if:

- Manufactured dwelling units are damaged or destroyed by a natural disaster such as a flood, earthquake, fire or other causes beyond the control of the manufactured dwelling park owner.
- At least 30 percent of the manufactured dwelling units in the manufactured dwelling park are either destroyed or significantly damaged. A unit is significantly damaged if the repair cost is 75 percent of the value of the unit.

c. Exemption. Sites that had a Farm and Forest, Limited Single Family, Low Density Single Family, or Medium Density Single Family Comprehensive Plan Map designation on January 1, 1981 or a County Residential Comprehensive Plan designation or zoning on that date are exempt from this prohibition requirements. Dwelling units added to these sites must meet the requirements of this chapter for residential development within the Ldn 65 contour.

Zoning Commentary

33.470.050 Additional Residential Regulations, cntd.

Note: There has been some discussion of whether replacing a manufactured dwelling unit would trigger upgrades to nonconforming development in manufactured dwelling parks. The current threshold is \$ 131,050 and the typical value of a permit to replace a unit is approximately \$ 10,000 based on the value of the site preparation work. It is highly unlikely--and certainly not intended--that replacement of individual units would trigger upgrades. The threshold is adjusted annually for inflation.



Note: While some state statutes use the term "floating home," the term "houseboat" is used in Portland's Zoning Code. If we use the term "houseboat" in this chapter, we are inconsistent with state terminology, but if we use the term "floating home" we will be inconsistent with other parts of the Zoning Code, including Chapter 33.236, Floating Structures. Because of the scope of this project, we will continue to use the term "houseboat" in this chapter, but note that a code-wide revision to "floating home" should be made in the future.

CHAPTER 33.470
PORTLAND INTERNATIONAL AIRPORT NOISE IMPACT ZONE

(Amended by: Ord. No. 164244, effective 7/1/91; Ord. No. 165376, effective 5/29/92; Ord. No. 174263, effective 4/15/00; Ord. No. 176469, effective 7/1/02; Ord. No. 178509, effective 7/16/04; Ord. No. 182429, effective 1/16/09; Ord. No. 183124, effective 9/18/09; Ord. No. 184521, effective 5/13/11)

Sections:

- 33.470.010 Purpose
- 33.470.020 Short Name and Map Symbol
- 33.470.030 Where These Regulations Apply
- 33.470.035 Corrections
- 33.470.040 Regulations for Residential Uses

33.470.010 Purpose

The Portland International Airport Noise Impact Overlay Zone reduces the impact of aircraft noise on development within the noise impact area surrounding the Portland International Airport. The zone achieves this by limiting residential densities and by requiring noise insulation, noise disclosure statements, and noise easements.

33.470.020 Short Name and Map Symbol

The Portland International Airport Noise Impact Overlay Zone is also referred to as the PDX Noise zone, and is shown on the Official Zoning Maps with a letter "x" map symbol (for PDX).

33.470.030 Where These Regulations Apply

The regulations of the chapter apply within the Portland International Airport Noise Impact Overlay Zone. There are several contours within the zone. The boundaries of the 65 DNL and 68 DNL noise contours are based on the 1990 Portland International Airport Noise Abatement Plan. The 55 DNL noise contour is based on the 2035 50th Percentile Forecast Noise Exposure Map in the 2010 Portland International Airport Master Plan Update.

A set of quarter-section maps, known as the PDX Noise Zone Maps, is available for viewing at the Development Services Center. The maps are the official reference maps for the PDX Noise Zone regulations. The maps show the 55 DNL noise contour and each successively higher noise contour in one DNL increments.

33.470.035 Corrections

An owner may request that the Planning and Sustainability Director initiate a correction to the location of the noise contours shown on the PDX Noise Zone Maps for their property. The owner must show, and the Director must find, that the noise contours do not conform with the location shown in the 1990 Portland International Airport Noise Abatement Plan Update for the location of the 65 and 68 DNL contours, or the 2010 Portland International Airport Master Plan Update for the location of the 55 DNL contour. Corrections are processed as stated in Section 1.01.037 of the Portland City Code.

33.470.040 Regulations for Residential Uses

- A. Noise disclosure statement in the 55, 65, and 68 DNL.** The regulations of this subsection apply to sites in the 55, 65, and 68 DNL contours. Before a building

permit is issued for new residential construction or reconstruction where the total cost of improvements is 75 percent or more of the total assessed improvement value of the site, the owner must sign the City's noise disclosure statement. The noise disclosure statement acknowledges that the property is located within the 55, 65, or 68 DNL noise contour and signifies the owner's awareness of the associated noise levels. The noise disclosure statement must be recorded in the County records by the owner. A packet containing the noise disclosure statement is available at the Development Services Center.

B. Noise easement in the 65 and 68 DNL. The regulations of this subsection apply to sites in the 65 and 68 DNL contours. Before a building permit is issued for new residential construction or reconstruction where the total cost of improvements is 75 percent or more of the total assessed improvement value of the site, the owner must dedicate a noise easement to the Port of Portland. The easement authorizes aircraft noise impacts over the grantor's property at levels established by the DNL noise contour. Any increase of the DNL noise level above that stated on the easement will not void nor be protected by the easement. The easement forms are available at the Development Services Center.

C. Noise insulation required in 65 and 68 DNL. The regulations of this subsection apply to sites in the 65 and 68 DNL contours. New dwelling units allowed by this chapter within the 65 and 68 DNL contours must be constructed with sound insulation or other means to achieve a day/night average interior noise level of 45 dBA. Reconstructed dwelling units where the total cost of improvements is 75 percent or more of the total assessed improvement value of the site must also meet this standard. Garages and similar accessory structures that do not include living area are not subject to this requirement.

1. Certified by acoustical engineer. An engineer registered in Oregon who is licensed in acoustical engineering must certify that the building plans comply with the performance standard for sound insulation prior to the issuance of a building permit.
2. City provides list. The City, in consultation with the Port of Portland, will provide a list of at least three registered engineers licensed in acoustical engineering.
3. Port of Portland pays for sound insulation certification. At an owner's request, the Port of Portland is responsible for the costs of the noise insulation certification of dwelling units submitted by an engineer on the City list. The Port of Portland will pay for the cost of the certification required by this section, but not design, materials, or labor costs associated with installing the sound insulation. The owner has the option to retain any registered engineer licensed in acoustical engineering not on the list, at the owner's expense.

D. Residential use and density.

1. Within the 68 DNL noise contour. Where any part of a site is within the 68 DNL noise contour, it is subject to the following:
 - a. New residential uses.
 - (1) New residential uses prohibited. New residential uses are prohibited within the 68 DNL or higher noise contour except as allowed specifically by this subsection. If a site is divided by a 68 DNL noise contour all dwelling units must be located entirely outside the 68

DNL noise contour.

- (2) Exemption. Sites that had a Farm and Forest, Limited Single Family, Low Density Single Family, or Medium Density Single Family Comprehensive Plan Map designation on January 1, 1981 or a County Residential Comprehensive Plan designation or zoning on that date are exempt from this prohibition. Dwelling units added to these sites must meet the requirements of this chapter for residential development within the 65 DNL contour.
- b. Replacement housing.
- (1) Existing housing within the 68 DNL noise contour may be replaced within 5 years if it is damaged or destroyed by fire or other causes beyond the control of the owner. A houseboat that is intentionally removed from its slip by the owner may be replaced within 5 years. A manufactured dwelling that is intentionally removed from a manufactured dwelling park may be replaced within 5 years.
 - (2) Natural disasters. The replacement time of 5 years is extended to 15 years for manufactured dwelling parks if:
 - Manufactured dwelling units are damaged or destroyed by a natural disaster such as a flood, earthquake, fire or other causes beyond the control of the manufactured dwelling park owner; and
 - At least 30 percent of the manufactured dwelling units in the manufactured dwelling park are either destroyed or significantly damaged. A unit is significantly damaged if the repair cost is 75 percent of the value of the unit.
2. Within the 65 DNL noise contour. Where a site is within the 65 DNL noise contour, it is subject to the following:
 - a. Sites that have a residential Comprehensive Plan Map designation are prohibited from developing to a residential density higher than that of the R10 zone.
 - b. Except as provided in paragraph D.3, sites that have a commercial Comprehensive Plan Map designation are prohibited from developing to a residential density higher than that of the R1 zone.
 3. In the Hayden Island plan district, residential density may be transferred as specified in 33.532.240.

Mark White

DAVID DOUGLAS SCHOOL DISTRICT #40

October 31, 2013

Free and Reduced Lunch Count - Percentage by School

School	Reduced		Free		Total Free and Reduced		October 1 Enrollment
	Number	Percent	Number	Percent	Number	Percent	
Cherry Park	46	9.7%	329	69.6%	375	79.3%	473
X Earl Boyles	38	8.5%	318	71.0%	356	79.5%	448
X Gilbert Heights	67	10.1%	469	71.0%	536	81.1%	661
X Gilbert Park	59	8.6%	419	61.3%	478	70.0%	683
X Lincoln Park	67	10.4%	513	70.4%	580	89.8%	646
Menlo Park	51	9.7%	355	67.2%	406	76.9%	528
X Mill Park	46	7.5%	507	83.0%	553	90.5%	611
Ventura Park	33	6.5%	392	77.3%	425	83.8%	507
X West Powellhurst	54	11.3%	363	75.8%	417	87.1%	479
X Alice Ott	70	9.4%	473	63.7%	543	73.2%	742
Floyd Light	82	10.2%	538	67.0%	620	77.2%	803
X Ron Russell	81	9.2%	691	78.6%	772	87.8%	879
X High School	377	12.4%	1,981	65.0%	2,358	77.3%	3,049
X Fir Ridge Campus	14	7.4%	172	91.5%	186	98.9%	188
X Community Transition	2	5.3%	29	76.3%	32	84.2%	38
Total	1,087	10.1%	7,549	70.3%	8,636	80.4%	10,735

X - INDICATES SCHOOL IN PG OR THAT PG STUDENTS ATTEND





Demographic and Economic Attributes by Zip Code, Multnomah County

Zip Code	Post Office Name	Population	MHI	Owner Occ %	Median Value	Annual Growth	2007 Pre Rate	2008 Pre Rate	2009 Pre Rate	2007 REO Rate	2008 REO Rate	2009 REO Rate
97010	Bridle Trail	0	0	0%	0	0.00%	0.00	0.00	0.00	0.00	0.00	0.00
97019	Corbett	3,335	73,791	81%	\$274,178	1.00%	7.73	16.47	18.85	0.00	1.74	1.04
97024	Fairview	3,709	58,351	61%	\$214,487	2.00%	5.12	11.76	20.90	0.74	2.21	4.47
97030	Gresham	34,732	53,254	50%	\$254,954	1.40%	6.05	13.70	20.23	0.21	1.53	6.02
97060	Troutdale	22,703	65,525	71%	\$275,079	1.60%	1.90	11.11	14.13	0.20	0.42	0.22
97080	Gresham	43,476	68,397	50%	\$226,738	1.90%	6.09	11.44	20.11	0.44	1.44	6.25
97101	Portland	13,039	42,118	71%	\$610,300	1.20%	0.06	4.64	7.35	0.30	0.50	0.30
97102	Portland	39,517	53,738	51%	\$281,034	0.40%	3.27	6.50	7.81	0.18	0.27	1.66
97103	Portland	29,948	47,158	59%	\$209,219	0.80%	3.20	21.01	21.85	0.26	3.70	5.29
97104	Portland	1,251	17,336	1%	0	0.30%	0.00	4.42	19.20	0.00	0.00	0.00
97105	Portland	7,322	26,017	13%	\$913,075	0.40%	1.36	1.41	3.17	0.00	0.70	1.06
97106	Portland	46,935	51,213	63%	\$213,357	0.80%	0.30	17.71	24.34	0.60	1.76	3.81
97109	Portland	11,174	61,487	20%	\$442,145	4.50%	2.29	10.17	14.46	0.70	1.35	4.48
97110	Portland	10,205	99,014	65%	\$253,920	0.70%	1.70	3.11	0.37	0.00	0.77	1.87
97111	Portland	32,415	34,253	61%	\$211,148	0.90%	3.91	17.01	23.57	0.11	1.58	4.41
97112	Portland	24,407	66,553	49%	\$214,114	2.50%	4.32	9.7	9.52	0.27	0.81	3.70
97114	Portland	30,002	58,521	60%	\$274,404	0.40%	3.91	8.09	9.61	0.21	0.54	2.33
97116	Portland	28,770	60,660	34%	\$345,349	0.30%	2.10	1.59	6.39	0.17	0.41	1.22
97115	Portland	14,280	67,196	31%	\$219,619	2.40%	4.13	7.74	3.53	0.15	1.37	1.74
97116	Portland	13,875	52,162	41%	\$210,138	1.50%	6.40	14.31	21.35	0.22	3.25	6.04
97117	Portland	31,173	51,226	65%	\$212,986	0.50%	3.18	15.54	18.22	0.2	2.21	2.37
97118	Portland	14,912	53,809	65%	\$219,201	0.60%	9.91	16.12	19.24	0.25	2.71	6.3
97119	Portland	38,624	72,714	68%	\$459,364	0.50%	1.00	9.19	11.95	0.21	1.15	3.09
97120	Portland	32,013	52,329	59%	\$231,103	0.60%	6.31	18.10	21.86	1.12	2.12	7.29
97121	Portland	17,840	81,640	12%	\$456,041	0.40%	3.70	7.01	10.00	0.00	0.34	1.41
97122	Portland	3,277	40,377	44%	\$236,176	0.40%	6.00	10.67	8.01	0.00	1.13	1.60
97126	Portland	37,656	54,734	61%	\$281,946	0.21%	6.81	13.33	21.83	1.19	1.50	6.06
97131	Portland	4,647	76,356	61%	\$483,017	0.20%	1.32	8.12	13.47	0.00	1.95	4.10
97132	Portland	11,437	53,346	34%	\$360,367	0.70%	1.94	3.98	5.24	0.00	0.30	1.24
97253	Portland	47,740	48,871	54%	\$225,033	1.30%	3.93	20.46	25.45	0.61	1.40	6.41
97256	Portland	32,017	56,893	11%	\$241,332	2.00%	3.55	29.60	40.62	0.63	4.76	14.14
97259	Portland	13,382	65,291	55%	\$443,107	0.60%	2.12	9.24	16.01	0.21	1.25	4.84
97269	Portland	31,277	50,344	39%	\$223,717	1.70%	11.13	30.51	42.79	0.11	0.12	13.54

Source: Realty Trac, ESRI 2009 Housing Estimates.

Note: "MHI" refers to the median household income in the zip code. "Pre Rate" refers to the rate of pre-foreclosure notices per 1000 housing units. "REO Rate" refers to the rate of bank repossessions per 1000 housing units. "Annual Growth" is calculated since the 2008 Census.

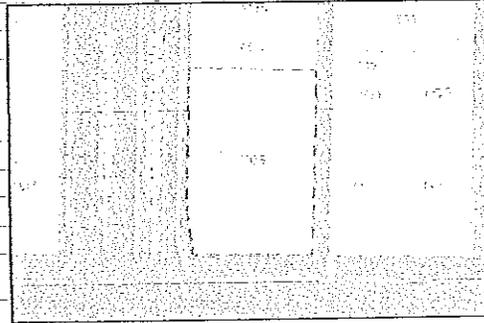
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6508 N INTERSTATE AVE - ARBOR LODGE - PORTLAND

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General Information

Property ID R171757
 County MULTNOMAH
 State ID 1N1E15BC 11700
 Alt Account # R332300010
 Map Number 2329 OLD
Site Info
 Site Address 6508 N INTERSTATE AVE
 City/State/Zip PORTLAND OR 97217
Owner Info (Privacy)
 Owner(s) Name BP WEST COAST PRODUCTS LLC
 % P TAX DEPT
 Owner Address PO BOX 1548
 City/State/Zip WARRENVILLE IL 60555-7548



0 100 FT

Split Property

Parent ID Children **R529828**

Property Description

Tax Roll GOOD MORNING ADD, BLOCK 1, LOT 1-5 TL 11700 Use SA
 Lot 1-5 TL 11700 Block 1
Tax Districts
 101 PORT OF PORTLAND 130 CITY OF PORTLAND
 130L CITY OF PORTLAND - NEW LEVIES 130M CITY OF PORTLAND PARKS LOP
 143 METRO 164 EAST MULT SOIL/WATER
 170 MULTNOMAH COUNTY 170L MULT CO LIBRARY LOCAL OPT TAX
 171 URBAN RENEWAL PORTLAND 173 URB REN SPECIAL LEVY - PORTLAND
 198 TRI-MET TRANSPORTATION 304 MULTNOMAH ESD
 309 PORTLAND COMM COLLEGE 311 PORTLAND SCHOOL DIST #1

Deed Information

Sale Date	Type	Instrument	Sale Price
	INST	BP15340009	\$0.00

Land Information

Type	Acres	SQFT
MULT	0.3300	14,570

Improvement Information

Improvement Type SERVICE STATION
 Improvement Value \$289,270.00
Room Descriptions
 Building Class SERVICE STATION W/STORE
 Actual Year Built 1965 Effective Year Built
 Number of Segments 1 Construction Style
 Foundation Type Interior Finish
 Roof Style Roof Cover Type
 Flooring Type Heating/AC Type
 Plumbing Fireplace Type

Improvement Details

# Segment	Type	Class	Total Area
1	MAIN		1,455
1	SURFACE PARKING	2	10,700
2	CONCRETE	2	2,500

Tax History

Year	Property Tax	Total Tax
2013	\$5,790.58	\$5,790.58
2012	\$5,238.52	\$5,238.52
2011	\$5,041.24	\$5,041.24
2010	\$4,783.20	\$4,783.20
2009	\$4,658.11	\$4,658.11
2008	\$4,395.63	\$4,395.63
2007	\$4,395.63	\$4,395.63

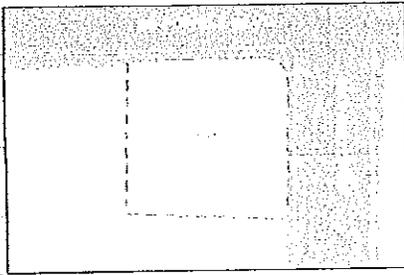
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3515 SE 122ND AVE - POWELLHURST- GILBERT - PORTLAND

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General Information

Property ID	R278052
County	MULTNOMAH
State ID	152E100A 100
Alt Account #	R804301430
Map Number	3442 OLD
Site Info	
Site Address	3515 SE 122ND AVE
City/State/Zip	PORTLAND OR 97236
Owner Info (Private)	
Owner(s) Name	PAC WEST ENERGY LLC
Owner Address	3450 COMMERCIAL CT
City/State/Zip	MERIDIAN ID 83642



Property Description

Tax	SUBURBAN HHS CLUB TR, BLOCK B, E 170' OF LOT 1 EXC PT IN REE STS		Use	SA
Lot 1			Block	B
Tax Districts				
101	PORT OF PORTLAND	130	CITY OF PORTLAND	
130L	CITY OF PORTLAND - NEW LEVIES	130H	CITY OF PORTLAND PARKS LOP	
143	METRO	164	EAST MULT SOIL/WATER	
170	MULTNOMAH COUNTY	170L	MULT CO LIBRARY LOCAL OPT TAX	
171	URBAN RENEWAL PORTLAND	173	URB REH SPECIAL LEVY - PORTLAND	
198	TRI-MET TRANSPORTATION	304	MULTNOMAH ESO	
308	MT HOOD COMM COLLEGE	317	DAVID DOUGLAS SCHOOL DIST #40	

Deed Information

Sale Date	Type	Instrument	Sale Price
03/03/2008	SPECIAL WARRANTY DEED	2008033456	\$546,366.00
03/03/2008	SPECIAL WARRANTY DEED	2008033458	\$546,366.00
	IIIST	98113604	\$0.00

Land Information

Type	Acres	SQFT
COMMERCIAL LAND	0.5400	23,721

Improvement Information

Improvement Type	SERVICE STATION	
Improvement Value	\$1,036,660.00	
Room Descriptions		
Building Class	SERVICE STATION W/STORE	
Actual Year Built	1968	
Effective Year Built		
Number of Segments	1	
Construction Style		
Foundation Type		
Interior Finish		
Roof Style		
Roof Cover Type		
Flooring Type		
Heating/AC Type		
Plumbing		
Fireplace Type		

Improvement Details

# Segment Type	Class	Total Area
1 MAIN		1,638
1 SURFACE PARKING	1	20,000
2 CONCRETE	1	5,000

Tax History

Year	Property Tax	Total Tax
2013	\$15,628.94	\$15,628.94
2012	\$14,874.21	\$14,874.21
2011	\$14,360.70	\$14,360.70
2010	\$14,091.32	\$14,091.32
2009	\$13,774.18	\$13,774.18
2008	\$13,302.11	\$13,302.11
2007	\$13,247.17	\$13,247.17
2006	\$12,631.05	\$12,631.05
2005	\$12,198.85	\$12,198.85
2004	\$11,869.05	\$11,869.05
2003	\$11,673.50	\$11,673.50
2002	\$10,713.88	\$10,713.88
2001	\$10,293.62	\$10,293.62
2000	\$9,530.00	\$9,530.00
1999	\$9,152.66	\$9,152.66
1998	\$9,071.56	\$9,071.56
1997	\$8,462.13	\$8,462.13

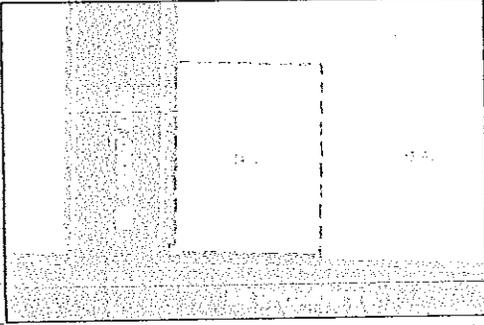
Assessment History

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2450 SE 122ND AVE - MILL PARK -
PORTLAND

[Explorer](#) | [Property](#) | [Maps](#) | [Projects](#) | [Crime](#) | [Census](#) |
[Environmental](#) | [Transportation](#)
[Summary](#) | [Assessor](#) | [Permits/Cases](#) | [Block](#) | [Schools](#) | [Parks](#) | [Development](#) | [Garbage/Recycling](#) | [Noise](#) |
[Historic Permits](#) | [Water](#) | [Documents](#)

General Information

Property ID R331885	
County MULTNOMAH	
State ID 1S2E02CC 5400	
Alt Account # R992020710	
Map Number 3243 OLD	
Site Info	
Site Address 2450 SE 122ND AVE	
City/State/Zip PORTLAND OR 97233	
Owner Info (Privacy)	
Owner(s) Name PAC WEST ENERGY LLC	
Owner Address 3450 COMMERCIAL CT	0 107 FT
City/State/Zip MERIDIAN ID 83642	

Property Description

Tax Roll SECTION 02 1S 2E, TL 5400 0.45 ACRES	Use AUTO GAS SERVICE STATION
Lot TL 5400	Block
Tax Districts	
Deed Information	

Sale Date	Type	Instrument	Sale Price
03/03/2008	SPECIAL WARRANTY DEED	2008033509	\$444,101.00
	INST	98113603	\$0.00

Land Information

Type	Acres	SQFT
COMMERCIAL LAND	0.4500	19,688

Improvement Information

Improvement Type SERVICE STATION	
Improvement Value \$500,000.00	
Room Descriptions	
Building Class SERVICE STATION FUEL ONLY	
Actual Year Built 1972	Effective Year Built
Number of Segments 1	Construction Style
Foundation Type	Interior Finish
Roof Style	Roof Cover Type
Flooring Type	Heating/AC Type
Plumbing	Fireplace Type

#	Segment Type	Class	Total Area
1	MAIN		2,440

Tax History

Year	Property Tax	Total Tax
2013	\$15,990.28	\$15,990.28
2012	\$13,906.48	\$13,906.48
2011	\$13,426.27	\$13,426.27
2010	\$13,174.28	\$13,174.28
2009	\$12,877.78	\$12,877.78
2008	\$12,436.55	\$12,436.55
2007	\$12,385.26	\$12,385.26
2006	\$11,809.31	\$11,809.31
2005	\$11,405.17	\$11,405.17
2004	\$10,854.20	\$10,854.20
2003	\$10,914.06	\$10,914.06
2002	\$10,016.92	\$10,016.92
2001	\$9,624.07	\$9,624.07
2000	\$8,910.13	\$8,910.13
1999	\$8,557.47	\$8,557.47
1998	\$8,481.56	\$8,481.56
1997	\$7,911.80	\$7,911.80

Planning and Sustainability Commission
1900 SW Fourth Ave.
Portland, OR 97201
Chair Baugh and Commissioners:

October 28, 2014

The following suggestions are intended to improve the function of the Belmont/Hawthorne/Division Town Center. The three mentioned streets are functioning now as a "Town Center", but the connections between them are not as continuous as they could be. I propose maintaining and strengthening the Town Center character at three key nodes: Belmont and Chavez, Hawthorne and Chavez, and Division and Chavez.

Belmont and Chavez

The center of this node, from 38th to 40th on both sides of Belmont, is woefully underzoned for a Town Center, at CN-2. This large area is proposed to be Comp. Plan designated MU-UC, which is appropriate. It should additionally be zoned CS or its equivalent. This designation should extend north to Morrison on the west side of Chavez, as shown. The stretch north of Belmont on the east side of Chavez is currently an actual checkerboard of zones, with CN2, R-2 and R-1. This entire segment should have the same zoning, perhaps R-1, or an MU zone.

Hawthorne and Chavez

The majority of this node is appropriately zoned and proposed for designation. To increase the viability of this area, though, the north and south peripheries should be upzoned. At the north are two CN-2 parcels which could be changed to CS or MU-2. At the south is a CN-2 parcel with apartments, and a stair step of parking lot and houses which have Comp Plan NC, but which are zoned R-5. Perhaps now is the time to not only to re-designate to MU-CU, but to upzone these parcels, particularly the Wells Fargo parking lot on 38th. One characteristic of a Town Center is a depth of commercial that is more than 100'. The block face on Madison between 37th and 38th already has the Powell's Books building extending through from Hawthorne. It dead-ends at the Fred Meyer parking lot. Perhaps this is a candidate for MU zoning, perhaps with a buffer.

Division and Chavez

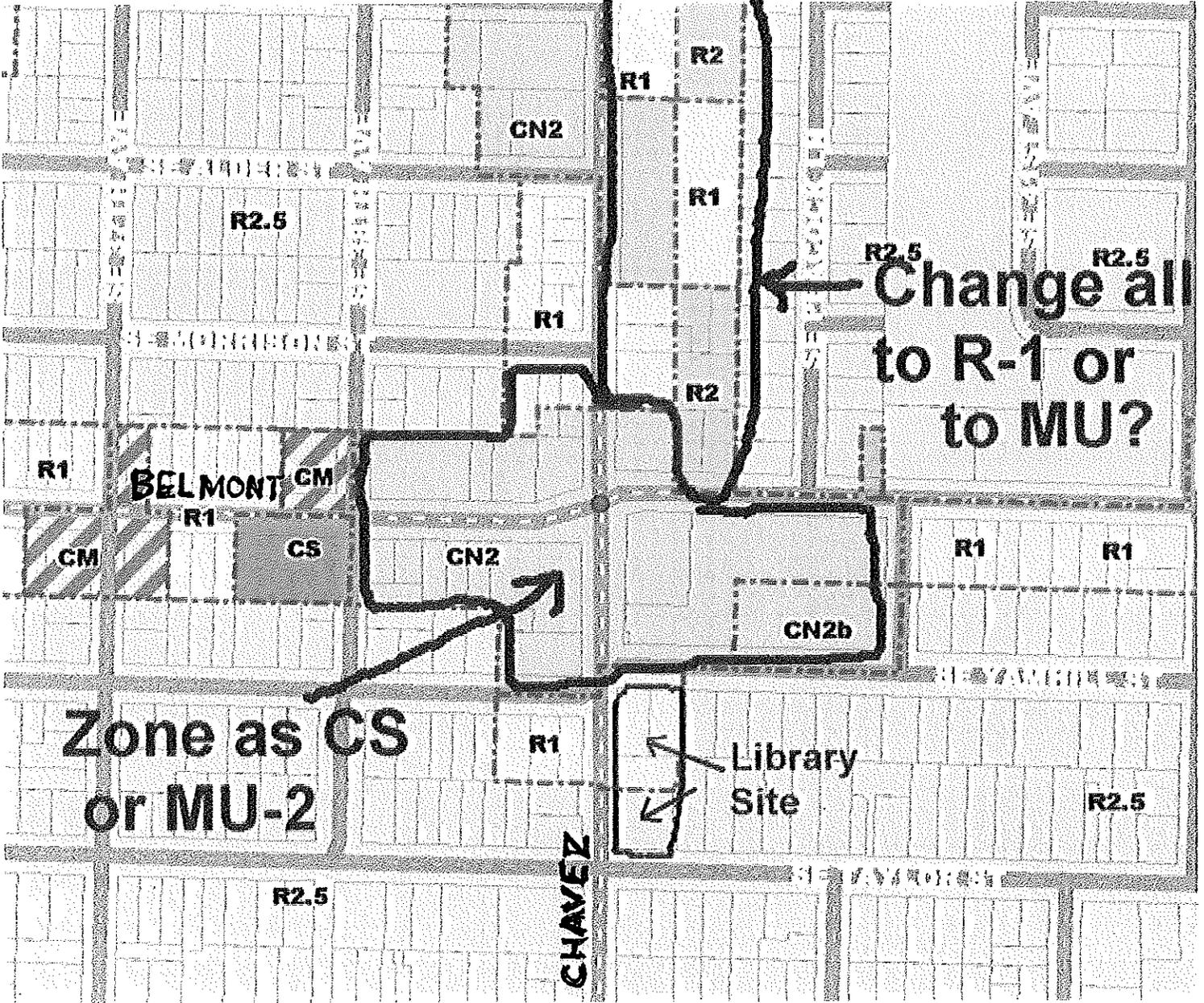
Fortuitously, not many changes seem necessary for Division and Chavez. The Comp Plan designations already anticipate an increase in the depth of commercial buildings on Division. The block of Caruthers, from its T-intersection at 38th, west to the dead-end west of 37th, has UCb Comp Plan designation on the south side of the street. This designation should remain, although the R-5 zone might also remain at this time. There are already 3 properties on those blocks that are in commercial or multifamily use. I realize that some neighbors on these blocks would like to see the Comp Plan designation changed to R-5. I don't think that is wise, and believe it would best serve the city to allow for increased intensity of development on Division, at the highly transit-served intersection of Division and Chavez. In addition, there is a block of UC on Chavez from Caruthers to Sherman, west side, that also has the UC designation, which should remain for the same reasons.

Thank you.

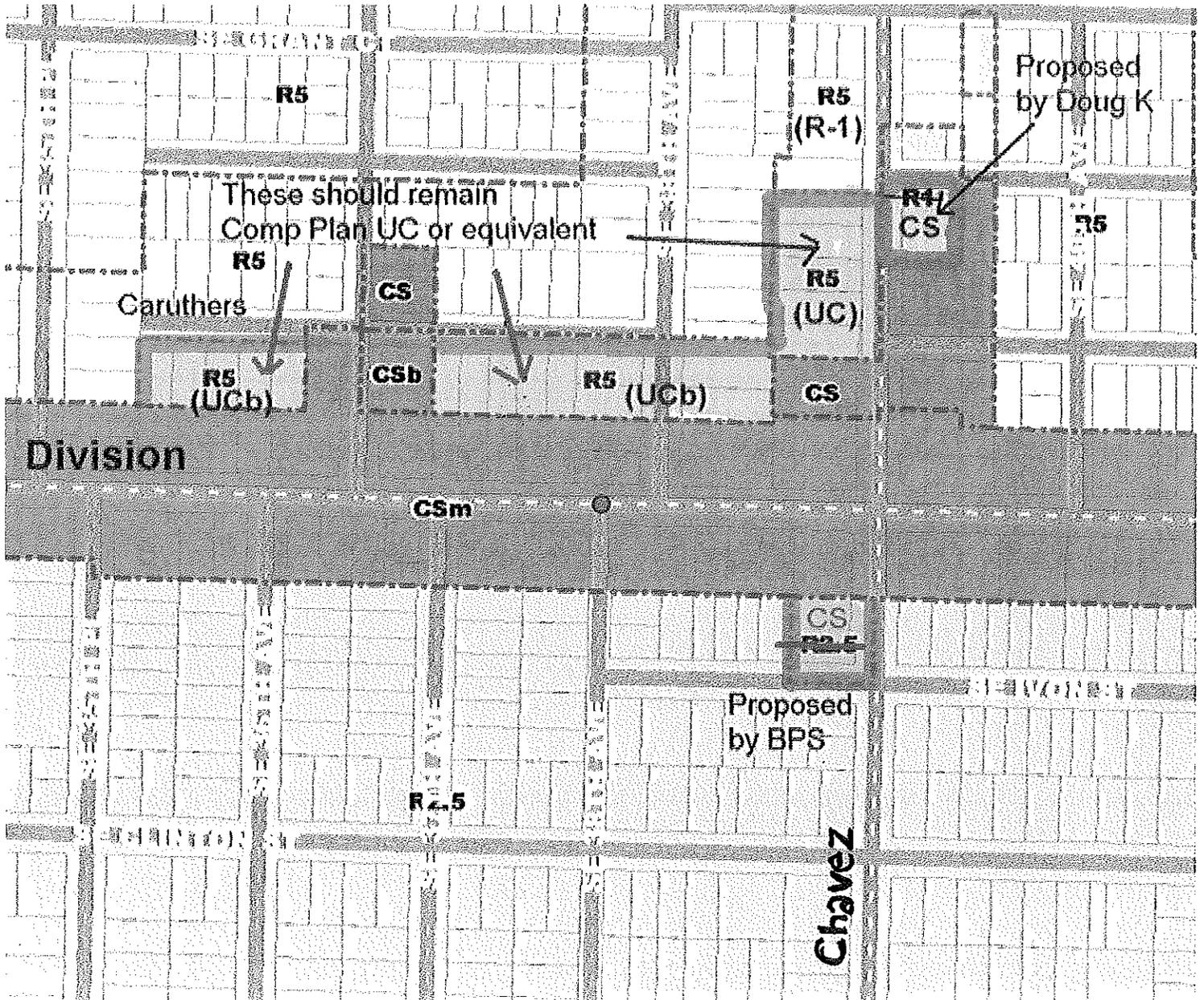
Doug Klotz
1908 SE 35th Place
Portland, OR 97214



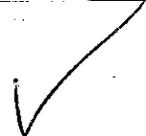
Belmont and Chavez



Division and Chavez



Portland Planning and Sustainability Commission Public Hearing



Date: 10-28-14
 Name: Linda Degman (Please print legibly)
 Authorized Spokesperson representing: PCU (if applicable)
 Address: 2305 SE 82nd Ave
 City: Portland Zip: 97216 Phone: _____
 Email Address and/or Fax No.: ldegman@pcu.edu
 What agenda item do you wish to comment on? _____
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10/28/2014
 Name: Jon Denney (Please print legibly)
 Authorized Spokesperson representing: Portland Nursey (if applicable)
 Address: 5050 SE SPARK ST
 City: Portland Zip: 97215 Phone: 503-313-9000
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? Comp plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

4

Date: 10/28/14 ✓

Name: Carol Finney (Please print legibly)

Authorized Spokesperson representing: Portland Nursery (if applicable)

Address: 5050 SE Stark Street

City: Portland Zip: 97215 Phone: 503-231-5050

Email Address and/or Fax No.: carolf@portlandnursery.com

What agenda item do you wish to comment on? Comprehensive Plan

Site Address, if different from above: also includes 9000 SE Division
Portland

Portland Planning and Sustainability Commission Public Hearing

3

Date: 10/28/14 ✓

Name: Sara Ori (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: 5050 SE Stark St + 9000 SE Division St.

City: Portland Zip: 97215 Phone: 503-231-5050

Email Address and/or Fax No.: sarao@portlandnursery.com

What agenda item do you wish to comment on? Comprehensive Plan

Site Address, if different from above: Both above

Portland Planning and Sustainability Commission Public Hearing

6 (5)

Date: 10/28/2014
 Name: Peter Fry (Please print legibly)
 Authorized Spokesperson representing: Portland Nursery (if applicable)
 Address: 5050 SE STARK
 City: Portland Zip: 97215 Phone: 503-313-9000
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? Comp plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

5 (4)

Date: 10/27/14
 Name: Jill Denney (Please print legibly)
 Authorized Spokesperson representing: Portland Nursery (if applicable)
 Address: 5050 SE Stark Street
 City: Portland Zip: 97215 Phone: (503) 830-1280
 Email Address and/or Fax No.: jill.d@portlandnursery.com
 What agenda item do you wish to comment on? Comprehensive Plan
 Site Address, if different from above: _____

also includes 9000 SE Division

Portland Planning and Sustainability Commission Public Hearing

9
✓

Date: 10/28/14
 Name: Reed Dow (Please print legibly)
 Authorized Spokesperson representing: Dry Rental properties / SE Wine collective (if applicable)
 Address: 2425 SE 35th Place
 City: Portland Zip: 97214 Phone: ~~503~~ 425-310-7247
 Email Address and/or Fax No.: reed@reeddow.com
 What agenda item do you wish to comment on? comprehensive plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

7
⑧
✓

Date: 10/28/14
 Name: Jan Van Stavern (Please print legibly)
 Authorized Spokesperson representing: self (if applicable)
 Address: 2036 SE Division St.
 City: Portland Zip: OR 97202 Phone: 503 891 9909
 Email Address and/or Fax No.: vanstavern@gmail.com
 What agenda item do you wish to comment on? Mixed Used Commercial at
 Site Address, if different from above: same Division and
SE 27th

Portland Planning and Sustainability Commission Public Hearing



Date: 10/28/2014
 Name: Jonathan Suarez-Mendoza (Please print legibly)
 Authorized Spokesperson representing: Self (if applicable)
 Address: 8027 SE 63rd AVE
 City: Portland Zip: 97206 Phone: 503 3814480
 Email Address and/or Fax No.: Jonathan1238@gmail.com
 What agenda item do you wish to comment on? Comprehensive Plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10/28/2014
 Name: Thomas Monroe / SE Wine Collective (Please print legibly)
 Authorized Spokesperson representing: Southeast Wine Collective - Dry Rental Properties (if applicable)
 Address: 2425 SE 35th Place
 City: Portland Zip: 97214 Phone: 503-208-2061
 Email Address and/or Fax No.: thomas@sewinecollective.com
 What agenda item do you wish to comment on? Building parking lot zoning/comp plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

20



Date: _____
 Name: haura Taylor Young? (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 4759 NE Going
 City: _____ Zip: _____ Phone: _____
 Email Address and/or Fax No.: _____

What agenda item do you wish to comment on? _____

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

22



Date: 10/28/14
 Name: DAWN CARLWRIGHT (Please print legibly)
 Authorized Spokesperson representing: WESTMAELAND (if applicable)
 Address: 1503 SE HENRY ST
 City: PORTLAND Zip: 97202 Phone: (503) 239-7035
 Email Address and/or Fax No.: ORANGECOSMO@MSN.COM

What agenda item do you wish to comment on? CAMP PLAN - LOT D WESTMAELAND

Site Address, if different from above: MILWAUKEE AVE / DUNE & HENRY

Portland Planning and Sustainability Commission Public Hearing

23



Date: 10/21/14

Name: DAVID Redthunder (Please print legibly)

Authorized Spokesperson representing: Haden Island (if applicable)

Address: 1503 N Weyden IS Dr

City: Portland Zip: 97217 Phone: 503-954-9835

Email Address and/or Fax No.: _____

What agenda item do you wish to comment on? west Weyden IS

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

21



Date: 10/28/14

Name: Eli Spevak (Please print legibly)

Authorized Spokesperson representing: Orange Splot LLC (if applicable)

Address: 4757 NE Going St.

City: Portland, OR Zip: 97218 Phone: (503) 422-2607

Email Address and/or Fax No.: eli@aracnet.com

What agenda item do you wish to comment on? Comp Plan

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

18

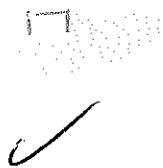
Date: 10/26 ✓
 Name: David Sweet (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 4759 NE Going St
 City: Portland Zip: 97211 Phone: _____
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? Comp Plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

19

Date: 10/26 ✓
 Name: Cameron Harrington (Please print legibly)
 Authorized Spokesperson representing: Living Cally (if applicable)
 Address: 4759 NE Going
 City: _____ Zip: _____ Phone: _____
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? _____
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10/28/2014
 Name: RYAN HYKE (Please print legibly)
 Authorized Spokesperson representing: Pacific NW Regional Council of Carpenters (if applicable)
 Address: 3005 45th St.
 City: Washougal Zip: 98671 Phone: 503-261-1862
 Email Address and/or Fax No.: 503-261-0893
 What agenda item do you wish to comment on? Comprehensive Plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

2016



Date: 10/29/14
 Name: RYAN HYKES (Please print legibly)
 Authorized Spokesperson representing: Pacific NW Regional Council of Carpenters (if applicable)
 Address: 630 E. Bronside
 City: PLLD Zip: 97214 Phone: 503 398-5202
 Email Address and/or Fax No.: rhyke@NWcarpenters.org
 What agenda item do you wish to comment on? _____
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing ✓

11

Date: 10/28/14
 Name: Joe Miles-Kelley (Please print legibly)
 Authorized Spokesperson representing: Joe Miles Kelley (if applicable)
 Address: 3528 SE 156 Ave
 City: Portland Zip: 97236 Phone: 503-621-2871
 Email Address and/or Fax No.: jmileskelley@gmail.com
 What agenda item do you wish to comment on? Comprehensive Plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing ✓

15

Date: 10-28-14
 Name: TERRY PARKER (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: P.O. Box 13503
 City: PORTLAND Zip: OR Phone: 503-287-8742
 Email Address and/or Fax No.: parkerterry@gmail.com
 What agenda item do you wish to comment on? COM PLAN
 Site Address, if different from above: _____

13

Portland Planning and Sustainability Commission Public Hearing

Date: 10-28-2014 ✓

Name: FRED LACAPRA (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: 4350 FRONT AVE

City: PORTLAND Zip: 97210 Phone: 503-972-5765

Email Address and/or Fax No.: FRED.LACAPRA@GBRC.COM

What agenda item do you wish to comment on? POLICY 6-27

Site Address, if different from above: _____

14

Portland Planning and Sustainability Commission Public Hearing

Date: 10/28/14 ✓

Name: Laura Webb (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: 2415 SE Main St

City: Portland Zip: 97215 Phone: 503-233-9671

Email Address and/or Fax No.: _____

What agenda item do you wish to comment on? Hayden Island

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

80
28



Date: 10-28-14

Name: AARON BOUCHANE (Please print legibly)

Authorized Spokesperson representing: IMPACT NW (if applicable)

Address: 1055 E BUANSIDE ST

City: PORTLAND Zip: 97216 Phone: 503-964-8045

Email Address and/or Fax No.: abouchane@impactnw.org

What agenda item do you wish to comment on? _____

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

12



Date: 10/28/14

Name: AARON BOUCHANE (Please print legibly)

Authorized Spokesperson representing: AARON BOUCHANE (if applicable)

Address: 4046 SE Madison St

City: Portland Zip: 97214 Phone: 503-964-8045

Email Address and/or Fax No.: abouchane@impactnw.org

What agenda item do you wish to comment on? Comprehensive Plan

Site Address, if different from above: _____

25

Portland Planning and Sustainability Commission Public Hearing

Date: 10/28/2014 ✓

Name: ALASTAIR ROXBURGH (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: 1503 N Hayden Island Drive,

City: Portland Zip: 97217 Phone: 305-915-2446

Email Address and/or Fax No.: aroxburgh@ieee.org

What agenda item do you wish to comment on? Hayden Island

Site Address, if different from above: _____

24

Portland Planning and Sustainability Commission Public Hearing

Date: 10-28-14 ✓

Name: TIM HELZER (Please print legibly)

Authorized Spokesperson representing: HAYDEN ISLAND (if applicable)

Address: 220 North Hayden Bay Drive

City: Pdx Zip: 97217 Phone: (503) 247-0303

Email Address and/or Fax No.: helzert@comcast.net

What agenda item do you wish to comment on? HAYDEN ISLAND

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

20
27



Date: 10-28-14

Name: HAROLD HUTCHINSON (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: 200 SW MARKET ST STE 190

City: PORTLAND Zip: 97201 Phone: 503-227-5694

Email Address and/or Fax No.: harold@kholict.com

What agenda item do you wish to comment on? _____

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

27



Date: _____

Name: Rob Johns (Please print legibly)

Authorized Spokesperson representing: Benson HS Alum (if applicable)

Address: 546 NE 12th av

City: PLU Zip: 97232 Phone: 503 331 0041

Email Address and/or Fax No.: robjohns@comcast.net

What agenda item do you wish to comment on? _____

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

B2
70

Date: 10/29/14 ✓

Name: Sisic Laisene (Please print legibly)

Authorized Spokesperson representing: ~~Amber~~ Prtg Rll (if applicable)

Address: PO Box 3527

City: Portland Zip: 97030 Phone: _____

Email Address and/or Fax No.: Sisic.Laisene@gmail.com

What agenda item do you wish to comment on? Complan

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

B2
29

Date: 10-28-14 ✓

Name: ELLEN WAX (Please print legibly)

Authorized Spokesperson representing: WORKING WATERFRONT COALITION (if applicable)

Address: 200 SW MARKET STREET STE 190

City: PORTLAND Zip: 97201 Phone: 503-220-2064

Email Address and/or Fax No.: ellen.wax@workingwaterfront.org

What agenda item do you wish to comment on? _____

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

36



Date: 10/28/14
 Name: Nancy Henry (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 3261 NE Holland Ct
 City: PDY Zip: 97211 Phone: 503.709.0818
 Email Address and/or Fax No.: nancyhenry123@gmail.com
 What agenda item do you wish to comment on? Zoning change - # 297
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

32



Date: 10-28-14
 Name: GREG Schifsky (Please print legibly)
 Authorized Spokesperson representing: Citizen (if applicable)
 Address: 4131 SW Lee St
 City: PTD Zip: 97224 Phone: (503) 246-2714
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? 6801 SE 60TH PTD
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

Date: 10/28/14 ✓
 Name: GAIL HOFFENBERG (Please print legibly)
 Authorized Spokesperson representing: SMILE (if applicable)
 Address: 1004 SE BIDWELL
 City: PORTLAND Zip: 97202 Phone: 503-236-5692
 Email Address and/or Fax No.: ghoffhobgk4@gmail.com
 What agenda item do you wish to comment on? COMP PLAN
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

Date: 10/28/14 ✓
 Name: MAT MICHEBACH (Please print legibly)
 Authorized Spokesperson representing: SELWOOD MONUMENTS (if applicable)
 Address: 8867 SE 13TH AVE.
 City: PORTLAND, OR Zip: 97202 Phone: 503-239-1134
 Email Address and/or Fax No.: smilcup13@gmail.com
 What agenda item do you wish to comment on? COMP PLAN
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

Date: 10/28/14 ✓
 Name: Melissa Ard (Please print legibly)
 Authorized Spokesperson representing: Simpson & Company PC (if applicable)
 Address: 2165 SW Main Street
 City: Portland Zip: 97205 Phone: 503-222-3673
 Email Address and/or Fax No.: Melissa@simpsonandco.com
 What agenda item do you wish to comment on? Comprehensive plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

Date: 10/28/14 ✓
 Name: Lisa Joerin (Please print legibly)
 Authorized Spokesperson representing: Rhododendron House (if applicable)
 Address: 2165 SW Main Street
 City: Portland Zip: 97205 Phone: 503-222-3673
 Email Address and/or Fax No.: ~~lisa.joerin@simpsonandco.com~~ LisaJ@simpsonandco.com
 What agenda item do you wish to comment on? Comprehensive Plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10/28/11
 Name: Susanne Stahl (Please print legibly)
 Authorized Spokesperson representing: ~~Penack~~ PCOD (if applicable)
 Address: 1814 SW Marigold St
 City: Portland Zip: 97219 Phone: 503-293-7671
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? Camp Plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10/28/11
 Name: Joe Vanderbeek (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 6815 SW Capitol Hill Rd, #11
 City: Portland Zip: 97219 Phone: 503-246-6526
 Email Address and/or Fax No.: joevr3@comcast.net
 What agenda item do you wish to comment on? Camp plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: OCT 28 2014

Name: MARTIN G. SZAPIKAS (Please print legibly)

Authorized Spokesperson representing: HINSON (if applicable)

Address: 2209 N. SCHAPFIELD ST.

City: PORTLAND Zip: 97217 Phone: (503) 201-6460

Email Address and/or Fax No.: SZAPIKA-M@MEN.COM

What agenda item do you wish to comment on? COMP PLAN - WHI

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10/28/14

Name: Alan Delatorre (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: 6815 SW Capitol Hill Rd. #11

City: Portland Zip: _____ Phone: _____

Email Address and/or Fax No.: aland@px.edu

What agenda item do you wish to comment on? comp plan

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10-28-2014
 Name: Vicki Skryha (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 1728 NW Hoyt
 City: Portland Zip: 97209 Phone: 503-233-2338
 Email Address and/or Fax No.: vskryha@go1.com
 What agenda item do you wish to comment on? Comp Plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10/28/14
 Name: JESSICA RICHMAN (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 1911 NW HOYT ST
 City: PORTLAND Zip: OR 97209 Phone: 503 223-9949
 Email Address and/or Fax No.: Jessica@spiritone.com
 What agenda item do you wish to comment on? Comp Plan, Ch 10
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10/28/14
 Name: Brad Melaugh (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 5012 SE Kelly st
 City: Portland Zip: 97206 Phone: 617-834-1112
 Email Address and/or Fax No.: bmelaugh@gmail.com
 What agenda item do you wish to comment on? 6801 SE 60th Ave
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10.28.14
 Name: David Messenheimer (Please print legibly)
 Authorized Spokesperson representing: Brentwood Burlington NA (if applicable)
 Address: 7514 SE Duke St
 City: Per Zip: 97206 Phone: 440 328-5573
 Email Address and/or Fax No.: trimes@hotmail.com
 What agenda item do you wish to comment on? Green Thumb Gardens
 Site Address, if different from above: 6801 SE 60th Ave

Portland Planning and Sustainability Commission Public Hearing



Date: 10/28/14
 Name: JACOB SHERMAN (Please print legibly)
 Authorized Spokesperson representing: Brentwood-Darlington NA (if applicable)
 Address: 6002 SE 62nd Ave.
 City: PDX Zip: OR Phone: 97206
 Email Address and/or Fax No.: jdbsherman@gmail.com
 What agenda item do you wish to comment on? 6001 SE 60th Ave.
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



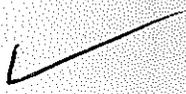
Date: 10/28/14
 Name: Patrick Burke (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 7006 SE 52nd Ave
 City: Portland Zip: 97206 Phone: _____
 Email Address and/or Fax No.: Patrick Burke 824@gmail.com
 What agenda item do you wish to comment on? Green Thumb, Comprehensive Plan
 Site Address, if different from above: Green Thumb, Brentwood-Darlington

Portland Planning and Sustainability Commission Public Hearing



Date: 10-28
 Name: Richard Johnson (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 1414 SE OAK ST
 City: _____ Zip: _____ Phone: _____
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? Zoning
 Site Address, if different from above: Proposal 87, 88

Portland Planning and Sustainability Commission Public Hearing



Date: 10/28
 Name: Bob Bernstein (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 7415 SE Main
 City: 97215 ↙ Zip: PDX Phone: _____
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? West Hayden Isl/ Comp pla
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

WJ

Date: 10-28

Name: Todd Skiles (Please print legibly)

Authorized Spokesperson representing: ~~1425 SE~~ (if applicable)

Address: 1425 SE Oak

City: Portland Zip: 97214 Phone: /

Email Address and/or Fax No.: /

What agenda item do you wish to comment on? SE Stark Zoning

Site Address, if different from above: 1403 SE Stark

Portland Planning and Sustainability Commission Public Hearing

✓

Date: 10-28-14

Name: Ronna Neuenchwander (Please print legibly)

Authorized Spokesperson representing: / (if applicable)

Address: 1424 SE Oak

City: PDX Zip: 97214 Phone: 503 234-1969

Email Address and/or Fax No.: ronna.wague@juno.com

What agenda item do you wish to comment on? zoning change on SE Stark & 14th

Site Address, if different from above: SE Stark & 14th → 15th Ave

Portland Planning and Sustainability Commission Public Hearing



Date: OCT-28
 Name: DAVID Nemo (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 17144 SE JOHNSTON DR
 City: Portland Zip: OR Phone: 503-224-6366
 Email Address and/or Fax No.: david @ Nemo world - com
 What agenda item do you wish to comment on? Comp Plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10-28
 Name: Susan Lindsay (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 625 SE 17th
 City: _____ Zip: _____ Phone: _____
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? Zoning
 Site Address, if different from above: 1403 SE STARK

Portland Planning and Sustainability Commission Public Hearing



Date: 10/28/2014
 Name: TIM NGUYEN (Please print legibly)
 Authorized Spokesperson representing: OWNER (if applicable)
 Address: 6933 SE 82nd Ave. #201
 City: Portland, OR Zip: 97266 Phone: (503) 799-2948
 Email Address and/or Fax No.: superiorteam2001@yahoo.com

What agenda item do you wish to comment on? _____

Site Address, if different from above: 6919 SE 82nd Ave. Suite 201
PDX, OR 97266

Portland Planning and Sustainability Commission Public Hearing



Date: 10.28.14
 Name: Ben Franchuk (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 7036 SE. 82ave.
 City: Portl. Zip: OR 97266 Phone: 503 803-8057
 Email Address and/or Fax No.: Fax (503) 774-3200

What agenda item do you wish to comment on? _____

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10-28-14
 Name: Rebecca Liu (Please print legibly)
 Authorized Spokesperson representing: C.C.B.A. (if applicable)
 Address: 1839 N. Terry St.
 City: Portland Zip: 97217 Phone: 503-289-3362
 Email Address and/or Fax No.: rebecca.liu13@gmail.com
 What agenda item do you wish to comment on? Old town & Chinatown
 Site Address, if different from above: ~~at~~ N.W. ~~4~~th. 3th. Davis Ave

Portland Planning and Sustainability Commission Public Hearing



Date: Oct 28, 2014 OLD TOWN CHINATOWN Community Assn
 Name: JACKIE PETERSON OLD TOWN ^{CHINATOWN} COMMUNITY ASSN (Please print legibly)
 Authorized Spokesperson representing: JACKIE PETERSON (if applicable)
 Address: 115 SW Ash # 418
 City: Portland Zip: 97204 Phone: 503-784-2399
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? Old town / Chinatown
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: Oct 28, 2014
Name: William Rielhoun (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: 4311 SW Freeman St.

City: Portland Zip: 97219 Phone: _____

Email Address and/or Fax No.: _____

What agenda item do you wish to comment on? _____

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10/28/14
Name: Lily Nguyen (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: 6919 SE 82nd Ave, NE

City: Salem PDV Zip: OR Phone: 97266

Email Address and/or Fax No.: Nguyen-Bui.LLC@comcast.net

What agenda item do you wish to comment on? _____

Site Address, if different from above: ~~6919~~ 8450 SE Harmony St.

Portland Planning and Sustainability Commission Public Hearing



Date: 10/28/14
 Name: JOAN COATES (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 6428 SE 15th AVE
 City: PORTLAND Zip: 97202 Phone: 503 235 2572
 Email Address and/or Fax No.: westcoates@gmail.com
 What agenda item do you wish to comment on? proposed zoning change
 Site Address, if different from above: 6411 SE MILWAUKEE AVE

Portland Planning and Sustainability Commission Public Hearing



Date: Oct. 28, 2014
 Name: Carol McCarthy (Please print legibly)
 Authorized Spokesperson representing: self (if applicable)
 Address: 4311 SW Freeman St
 City: Portland Zip: 97219 Phone: —
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? _____
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

✓

Date: 10/28/14
 Name: William Moss (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 1500 SE DUKE
 City: PORTLAND Zip: 97202 Phone: 503-233-9233
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? Proposed zoning change
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

68 ✓

Date: 10.28.14
 Name: MISIR ALEXANDER (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 6724 SE 82ND AVE
 City: POA OR Zip: 97266 Phone: 503-516-3108
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? _____
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



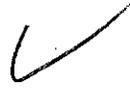
Date: _____
 Name: James F Pleyer (Please print legibly)
 Authorized Spokesperson representing: M/Honach (if applicable)
 Address: 2502 SW M/Honach Blvd
 City: Portland Zip: 97219 Phone: 503-246-0725
 Email Address and/or Fax No.: Customwoodworking@MN.com
 What agenda item do you wish to comment on? _____
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10/28/14
 Name: Richard Dickinson (Please print legibly)
 Authorized Spokesperson representing: POWELLURST - GILBERT NEIGHBORHOOD ASSOCIATION (if applicable)
 Address: 13733 SE ELLIS
 City: PORTLAND Zip: 97236 Phone: 503-760-4264
 Email Address and/or Fax No.: PGNA BOARD@GMAIL.COM
 What agenda item do you wish to comment on? "DOWN ZONING" IN PGNA
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



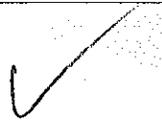
Date: 10/28/2014
 Name: Dr. ANDREW K PHAN ^{DMS} (Please print legibly)
 Authorized Spokesperson representing: SELF (if applicable)
 Address: 6919 SE 82nd AVE #103
 City: PDX Zip: OR Phone: 97266
 Email Address and/or Fax No.: andyphotophan@comcast.net
 What agenda item do you wish to comment on? Rezoning my Building -> Residential
 Site Address, if different from above: SAME

Portland Planning and Sustainability Commission Public Hearing



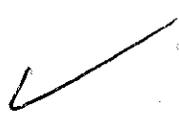
Date: 10/28/14
 Name: Mike Connors - Hathaway Kelsack Connors (Please print legibly)
 Authorized Spokesperson representing: 2 parties - Hayden Island Enterprises + Space Age (if applicable)
 Address: 520 SW Yamhill St Suite 235
 City: Portland Zip: 97204 Phone: 503-205-8401
 Email Address and/or Fax No.: MikeConnors@HKCLLP.com
 What agenda item do you wish to comment on? Comprehensive plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10-28-2014
 Name: Doug Klotz (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 1908 SE 35th Place
 City: Portland Zip: 97214 Phone: 503-233-9161
 Email Address and/or Fax No.: dougurb@gmail.com
 What agenda item do you wish to comment on? Comprehensive Plan Update
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 10-28-14
 Name: MARIL WHITE (Please print legibly)
 Authorized Spokesperson representing: N/A (if applicable)
 Address: 12215 SE RAYMOND STREET
 City: PORTLAND Zip: 97236 Phone: 503-761-0222
 Email Address and/or Fax No.: MARIL@CENTURYLINK.NET
 What agenda item do you wish to comment on? COMP PLAN-GENERAL
 Site Address, if different from above: EAST PORTLAND

Portland Planning and Sustainability Commission Public Hearing



Date: _____
 Name: Fred Sanchez (Please print legibly)
 Authorized Spokesperson representing: Self (if applicable)
 Address: 111th & Hoise
 City: Portland Zip: 97220 Phone: 503 803-3707
 Email Address and/or Fax No.: Realty Brokers 1 @ AOL .com
 What agenda item do you wish to comment on? _____
 Site Address, if different from above: NE 112th

Portland Planning and Sustainability Commission Public Hearing



Date: 10-27-14
 Name: John H. Washington (Please print legibly)
 Authorized Spokesperson representing: NORTH-NORTHEAST B/A (if applicable)
 Address: 311 NIVY ST
 City: Portland Zip: 97211 Phone: 503-881-7134
 Email Address and/or Fax No.: FLOSSINJOHN@GMAIL
 What agenda item do you wish to comment on? _____
 Site Address, if different from above: _____

October 28, 2014

City of Portland, Oregon
Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100

Portland, Oregon.97201-5380

Re: Proposed Comprehensive Plan Map Change

To Whom It May Concern:

We, the undersigned, representing all of the owners of the properties on the north side of SW Main Street, between SW King Avenue and SW St Clair Avenue, wish to express our support of the proposed zone change from "Residential 5,000 (R5)" to "Office Commercial 1 (CO1)" for these properties, so long as this zone change will not alter the existing permitted office use or the single family residential character and appearance of our properties now or in the future.

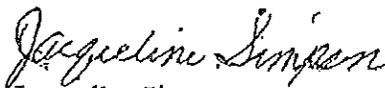
All of our buildings were originally constructed and used as single family dwellings. They were converted to office use 40 or more years ago, when the economy was down and special permits for office use were available through the City. Rhododendron House, Ltd. has owned the building at 2165 SW Main Street since 1985. It was converted to office use by a prior owner in the late 1960s. St. Clair Main Partnership has owned the buildings at 2177 and 2187 SW Main Street since 1972. Robert Taubman and Taubman Main Street LLC have owned the building at 2153 SW Main Street since 1971. All of these buildings have been used discretely by their owners and tenants as their professional offices for 40 or more years. Mostly, the occupants have been CPAs, doctors, lawyers, financial planners and investment advisors.

We understand that the proposed changes to zoning of our properties would result in no change to our current allowed use under existing zoning and permits, except that office use will be allowed without having to obtain a special permit from the City. Also, we understand that the proposal would not allow a change in the existing residential character or density of the buildings. During the 1960s, at least two of our properties on Main Street, as well as others in the surrounding neighborhood, fell into serious disrepair, causing concern about the negative impact it was having on the neighborhood. In hindsight, the change of ownership and use of these old houses at that time turned out to be very positive. All of the properties have been upgraded and are now well maintained. All of them have off street parking for tenants and visitors that is not readily noticeable from the street. The yards are carefully and regularly maintained by professional landscapers. There are no exterior signs or other indicators of commercial or professional use. Motorists and pedestrians passing by do not realize that our buildings have been converted to office use unless they are told or happen to have been inside. We like it that way, and we think our neighbors do also.

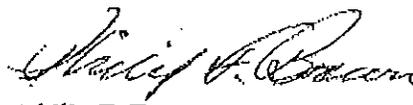
We believe maintaining the buildings current usage as they have been for 40 years, fits within the goals of the comprehensive plan by facilitating a complete neighborhood which provides family wage jobs and professional services within the neighborhood.

Thank you for considering our views on your proposed zone change.

Respectfully,



Jacqueline Simpson
2165 SW Main Street
Rhododendron House, Ltd



Philip F. Brown
2177 and 2187 SW Main Street
St. Clair Main Partnership



Dr. Gary Taubman
2153 SW Main Street
Taubman Main Street, LLC

From: Planning and Sustainability Commission
Sent: Tuesday, October 28, 2014 9:17 AM
To: Kovacs, Madeline
Subject: FW: PSC Comprehensive Plan Testimony

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: maria onesi [mailto:ditaliamaria@yahoo.com]
Sent: Monday, October 27, 2014 10:11 PM
To: Planning and Sustainability Commission
Subject: PSC Comprehensive Plan Testimony

Maria A. & Dean M. Cloward
1616 NW Northrup St.
Portland, OR 97209

Dear City of Portland,
We are writing in response to the letter we received regarding the PSC Comprehensive Plan.
We purchased this building after an extensive search for a location with EX Zoning to be able to use it as a place of business. We are ok with the designation of Mixed use-Urban Centerr as long as the zoning of EX is not changed!

Thank you,

Maria A. & Dean M Cloward

Mailing address;
PO Box 96085
Portland, OR 97296

From: Planning and Sustainability Commission
Sent: Tuesday, October 28, 2014 1:33 PM
To: Kovacs, Madeline
Subject: FW: 2035 Comprehensive Plan Feedback

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: PDX Comp Plan
Sent: Tuesday, October 28, 2014 1:30 PM
To: Planning and Sustainability Commission
Subject: FW: 2035 Comprehensive Plan Feedback

From: Ryan Fedie [mailto:rtfedie@gmail.com]
Sent: Monday, October 27, 2014 5:56 PM
To: PDX Comp Plan
Subject: Re: 2035 Comprehensive Plan Feedback

Thanks Sara,

Name: Ryan Fedie
Address: 1616 SW Hawthorne Ter. Portland OR 97201

On Oct 27, 2014, at 11:13 AM, PDX Comp Plan <pdxcompplan@portlandoregon.gov> wrote:
Thank you for engaging in the Comprehensive Plan process. If you would like your input to be submitted as legal testimony, please resend it with your mailing address included along with your name. You can send it either to pdxcompplan@portlandoregon.gov or directly to the Planning and Sustainability Commission at psc@portlandoregon.gov.

Thanks! Please don't hesitate to call me with any questions.

Sara Wright
p: (503) 823-7728

From: Ryan Fedie [mailto:rtfedie@gmail.com]
Sent: Saturday, October 25, 2014 3:12 PM

To: PDX Comp Plan
Subject: 2035 Comprehensive Plan Feedback

Hi,

Thanks for the opportunity to provide feedback. City reps came to the SWHRL neighborhood mtg recently and did a great job explaining the process, the map app and fielding questions. In addition to comments I provided on the map app I wanted to relay some additional comments. The City reps said folks who generally like the work tend not to provide comment. That would have been me. After hearing from them I'm sending in my feedback. As a headline I wanted to thank you all for the great work planning our city's future. Thanks.

I've lived in Goose Hollow, South Waterfront, University District and Portland Heights. My comments will be centered around these areas. I love this part of Portland - the diversity, amenities, closeness to central city, green space, sports fields and university core. However, these areas lack an interconnection. The single item, in my opinion, that needs addressing is to mitigate the impact of the freeways (26/405/5) to increase the connectivity between the neighborhoods and also to increase the productivity & livability of the area.

Land use:

-overall most all changes in SWHRL looked terrific to me. I appreciate all of the open space designations that are being clarified.

Transportation:

-Expand service on 51 to include earlier morning, mid-day, later evening service on the weekdays and include weekend service. SW portland and portland heights/council crest area a transit black hole today. This area was one of the first served by public transit in Portland and it nearly lacks service today. This increases car trips, decreases walkability and connection between the neighborhood and the rest of portland. We'd like increased service asap.

-I'm a huge fan of the greenway idea. Go for it and make this happen!

-We need a bike share program. We're falling behind other cities. I'd expect our visitors would expect Portland to provide this service, especially when others already have it.

-I support the freeway capping. I think other cities have been successful with this approach and it makes sense for portland. i like the idea and would suggest to truly make it a "big" idea it needs to be and should be bolder than the current plan. I would ask you consider capping all of I405 across SW portland and 26 west to the tunnel rather than the 1-2 block segments proposed. This would really be a big idea that would have a positive impact to reviving the area, reducing pollution, increasing the tax base, increasing green space, increasing connectivity to surrounding area, increasing neighborhood character and making the areas around the freeway livable again. If this can't be achieved as a big idea, suggest focusing on multiple blocks in I405. At minimum extending the currently proposed caps by 5/6th to the west up to 13th.

-Sidewalks and bike lanes in the SW hills are sorely missing and limit multi-model transit. Support the plans to add sidewalks and bike lanes across SW portland to ensure safe multi-model travel corridors across SW and into downtown.

-Most noticeably, I think a sidewalk and bike lane are desperately needed on SW Broadway. The stretch from 26 to Vista is a major passage and connector between

SW and downtown. Nearly every time I'm on SW Broadway there are multiple people attempting to bike or walk on Broadway. This stretch is windy, narrow with no shoulder. The conditions today are unsafe. I think the lack of a sidewalk and bike lane are a safety liability and gaping hole in our multi-modal accessibility.

-There are a number of stairs in Portland Heights that facilitate walking in the neighborhood. I didn't see anything in the plan for additional routes or enhancement of existing. Curious as to why this didn't seem to be considered given how valuable I think they are to walkability. For instance, the stairs from Market to Vista are great however many times I find they are not cleared of vegetation or leaves and lack lighting. These create safety hazards and keep people from using them. For instance, due to those two reasons my wife doesn't feel comfortable using them. Suggest small security lights on sensors be installed on stairs that lack overhead lighting and the vegetation be kept back. Would like to see a more direct route/walking route from SW Montgomery to SW Upper Hill via 16th (seems this would be easy) or

-In general I applaud your efforts to include greater dedicated bikeways or cycle tracks. The physical separation between traffic and bikers is something I think will let Portland extend biking deeper into the population. It seems it increases safety, reduces accidents/conflicts, reduces the fear factor for bikers and increases their confidence. Thanks.

-Agree with labeling SW Montgomery a key corridor for multi-modal transit and connection point from Portland Heights thru downtown into the Greenway and to the river. Encourage the development and reinforcement of this pathway.

-Encourage the creation of a bike pathway to connect the end of the Greenway along US26/405 to the Tillicium bridge. Prefer the proposed route that hugs closest to the freeway.

-Encourage the review of transit and traffic around PSU (study - TR5) as well as a review and study of traffic patterns and interchanges in and around US26 and 405. I think there are some areas of definite concern including: US26 to 405 interchanges lack direct link and today goes thru Sheridan & Arthur. Traffic should be moved from these streets and Dunaway Park and routed directly between the two freeways. To me this area is a mess and it a dead part of town in my mind because it's overtaken by cars. Important to me that the "special places/areas" are easily connected in SW Portland by walking/biking. Like to see increase ease of walkability between Portland Heights/University District/Goose Hollow & South Waterfront. In particular making the areas by US26/Barber/Broadway multi-modal friendly. There is some of the best walking in town thru the SW trails yet many of the connections are not fluid.

-Eastbound traffic consistently seems to back up to the Sylvan exit due to the split after the tunnel. It seems the flow of traffic needs to be addressed. If anything it seems beneficial to provide earlier signage and not allow lane changes earlier up the hill to reduce accidents and increase flow. I'm no traffic engineer nor do I have the accident stats. It does seem that earlier signage and putting solid lines farther up the hill would make for a better stretch of traffic.

-Would be great to be able to make the bike route to the Zoo along US26 happen. Would also be great to be able to widen the existing pedestrian trail from SW Patton to the Zoo and open it to use by bicycle.

-A neighbor suggest this and I thought it was a fantastic idea. It's what I'd consider a big idea and would become a draw for Portland and a boon for residents. It's not in your plan but I think it'd be a great suggestion. They suggested that the Fairmount loop turn into a Greenway. This loop is already used heavily by runners, walkers and bikers, including many kids, moms with strollers. It's low traffic with no/little shoulder. It would be a huge value add to add a shoulder for

walkers/runners and bikers. Possibly reduce Fairmount to a one way loop for vehicle traffic and make it a signature greenway for the town.

Infrastructure:

-I support covering the reservoirs. It seems this is appropriate risk management to protect our water supply. Since this is such a large cost and should be infrastructure that last generations I'd ask the city seek to spread the costs over those generations and see lengthy bonds so we aren't unduly burdened with the cost.

-In general there are a number of sewer/water upgrades & capacity improvements that are high dollar amounts. It seems only a supply side solution is presented (more/larger pipes) rather than a demand side solution (reduce water use, reduce peak water demand). In the field I work in seeking demand side solutions is usually much cheaper than the supply side solution yet isn't pursued because it takes change management (i.e. you're asking a water system designer to alter the demand rather than just build a bigger pipe...) and many times the demand forecast is overstated. I urge the city to due diligence on behalf of the taxpayers to ensure demand side solutions are considered early in the proposal stage for any BES project. A detailed review of demand assumptions and demand side alternative should be required before any project moves out of the proposal stage.

--

Ryan Fedie

Final

October 27, 2014

City of Portland
Zoning at 6801 SE 60th
Portland, Oregon

Re: zone to "Open Space"

BDS

The property slated to be zoned residential at 6801 SE 60th is City property and should be zoned "Open Space" for the following reasons:

Emergencies, tenting, fire, staging area, holding area for life supporting supplies, The Red Cross, Trailers, porta-potties, helicopter emergency airlifts, emergency preparedness, and educational purposes.

The Green Thumb program with PPS was held at this property. Since it closed school shootings have multiplied many fold. Missing from the media are "the whys" announcements of mass murders; missing is that students have no such program that stimulates imagination, watching nature act as nature does like the DNA acting out of animals that are predictable, which is why we like our favorite pets: they act like the animals they are.

I am a firm believer that exposing children to things natural, is one ingredient to healthier individuals, instead of artificial intelligence devices now appearing in the hands of any student.

As one of the original educators of inmates at CRCI, NE Sunderland Blvd in Portland, working with the Lettuce Grow Garden Foundation, I discovered that interested inmates exceeded my expectations in learning how to grow their own produce organically. That program began there and followed the

examples of inmates from Coffee Creek, and now are held at all 14
Correctional Institutions throughout Oregon.

Reinstating the Green Thumb program and retaining that site as Open Space
will benefit many neighborhood citizens and students that succeed this
meeting.

Greg Schifsky
4131 SW Lee St.
Portland, OR 97221-3667

Greg Schifsky

"Live like you'll die tomorrow,
Farm like you'll live forever"

Notes: As a retired landscape contractor
I bought plants and materials - supplies
from PORTLAND Nursery since 1973
and PORTLAND Nursery donated &
discounted products for us at
CRCI through LGGF.

October 27, 2014

City of Portland
Zoning at 6801 SE 60th
Portland, Oregon

Re: zone to "Open Space"

BDS

The property slated to be zoned residential at 6801 SE 60th is City property and should be zoned "Open Space" for the following reasons:

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The Green Thumb program with PPS was held at this property. Since it closed school shootings have multiplied many fold. Missing from the media ^{with the whys "} are announcements of mass murders; that students have no such program that stimulates imagination, watching nature act as nature does like the DNA acting of animals that are predictable, which is why we like our favorite pets: they act like the animals they are.

I am a firm believer that exposing children to things natural, is one ingredient to healthier individuals, instead of artificial intelligence devices now appearing in the hands of any student.

As an original educator of inmates at CRCI, NE Sunderland Blvd in Portland, working with the Lettuce Grow Garden Foundation, I discovered that interested inmates exceeded my expectations in learning how to grow their own produce organically. That program began there and followed the

examples of inmates from Coffee Creek, and now are held at all 14 Correctional Institutions throughout Oregon.

Reinstating the Green Thumb program and retaining that site as Open Space will benefit many neighborhood citizens and students that succeed this meeting.

Greg Schifsky
4131 SW Lee St.
Portland, OR 97221-3667



"Live like you'll die tomorrow,
Farm like you'll live forever."

October 27, 2014

Dana L. Krawczuk
DKrawczuk@perkinscoie.com
D. (503) 727-2036
F. (503) 346-2036

VIA E-MAIL (PDXCOMPPLAN@PORTLANDOREGON.GOV)

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

Re: PSC Comprehensive Plan Testimony -- Proposed Mixed Use-Urban Center Map Amendment for Lloyd Plaza and 1500 NW Irving

Dear Portland Planning and Sustainability Commission:

This office represents WREH Lloyd Plaza LLC, the owner of Lloyd Plaza (1425-1435 NE Irving Street). Lloyd Plaza is developed with four buildings, and is currently designated as Central Commercial on the comprehensive plan map, and is zoned CXd. The Property's favorable zoning is selling point for potential tenants, and was a key factor in WREH Lloyd Plaza's acquisition of the Property in 2007.

Lloyd Plaza currently has two conflicting recommended comprehensive plan designations:

- The Southeast Quadrant Plan -- Lloyd Plaza is located in the "South Banfield Portal" of the Southeast Quadrant, and based upon discussions with the BPS project manager, we understand that the current thinking is "no change" to the comp plan designate in the South Banfield Portal.
- The 2035 Comprehensive Plan -- Despite Lloyd Plaza's inclusion in the Southeast Quadrant Plan, the property is also being evaluated as part of the larger Comprehensive Plan update. The draft comp plan maps propose designating Lloyd Plaza as Mixed Use -- Urban Center.

WREH Lloyd Plaza LLC, like many other property owners with the proposed "Mixed Use" comprehensive plan designation, cannot meaningfully comment on the proposed comprehensive map amendment because the Mixed Use zone has not yet been developed. It is also not possible to determine whether the proposed comp plan map amendment complies with statewide planning goals and related regulations when the intensity and type of development allowed is undefined.

The City's current schedule requires that public comments on the comprehensive plan map must be submitted by March 13, 2015, but the proposed Mixed Use zoning code will not be released until "Spring 2015." We respectfully request that the Planning and Sustainability Commission

Portland Planning and Sustainability Commission
October 27, 2014
Page 2

defer making any recommendations related to the Mixed Use comprehensive plan designation until the Mixed Use zoning code is developed.

We understand the City's time constraints related to periodic review, but the creation of a new comp plan and zoning category cannot be rushed and should not be done hastily.

Very truly yours,



Dana L. Krawczuk

DLK:dlk

cc: Josh Keene, WREH Lloyd Plaza, Inc.



Powellhurst-Gilbert Neighborhood Association

East Portland Neighborhood Office, 1017 NE 117th Avenue, Portland, OR 97220

October 27, 2014

Dear Planning and Sustainability Commission,

The Powellhurst-Gilbert Neighborhood Association wishes to voice strong support for the Bureau of Planning and Sustainability's proposed "downzoning" in our neighborhood. Ever since our area was zoned incredibly densely during the 1996 Outer Southeast Community Plan, our neighborhood has struggled to adequately support the growth that has occurred within our boundaries. Our schools are over capacity, we have a woeful lack of appropriate infrastructure to support current zoning, and a large percentage of the land within our area is subject to seismic instability due to steep slopes and the highly liquefied soil.

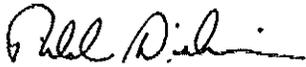
During the last couple of decades the combination of increased density and lack of investment in infrastructure has caused the quality of life for most of our residents to plummet. While we seek more investment in our area, the basic resources in our area have not historically kept pace with the increased population that we have been asked to sustain. We believe that it makes sense to shift some of our designated density to other parts of Portland that more easily have the capacity accommodate this growth at less cost.

During our last PGNA meeting we voted unanimously, albeit with one abstention, to support the Bureau of Planning and Sustainability's downzoning within our neighborhood. This said, many of our constituents voiced a desire for even less density than is being proposed by BPS, some asking for zoning to be reversed back to 1995 levels. Our main concerns include:

- The schools within our neighborhood do a wonderful job with the resources that they are given, but the number of school aged children in our area has burgeoned in the last couple of decades, and there has been a significant increase in the percentage of students who receive free or subsidized lunches because of their income levels.
- We appreciate having new contiguous sidewalks along 122nd and 136th, but Powell Boulevard and most of our side streets still lack safe passage for our children. The connectivity within our neighborhood is lacking, and most of our constituents lack good accessibility to parks, grocery stores, commercial establishments and other community resources.
- Some of the areas that the Bureau of Planning and Sustainability wants to downzone have environmental considerations such as steep slopes. We believe more attention should be paid to the highly liquefied soils between Powell Butte and Gilbert Park Elementary School, as identified by the Oregon Department of Geology and Mineral Industries, since this ground would become liquid in the event of significant seismic activity.

For these reasons the Powellhurst-Gilbert Neighborhood Association strongly encourages you to support less density in our neighborhood, and to follow through with the downzoning proposed by the Bureau of Planning and Sustainability. Thank you for your time and consideration.

Sincerely,



Richard Dickinson
Board Member, Powellhurst-Gilbert Neighborhood Association

TLC DENTISTRY LLC
Dr. Andrew Phan
6919 SE 82nd Avenue, Ste. 103, Portland, OR 97266
Phone: 503-774-3546

October 27, 2014

City of Portland, Oregon
Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201-5380

**RE: PSC Comprehensive Plan Testimony (from General Commercial to Multi-Dwelling 2,000)
6919 SE 82nd Avenue and 6933 SE 82nd Avenue, Portland, OR 97266**

To Mayor Hales, Commissioners Fritz, Saltzman, Fish, Novick and other members of the City of Portland:

My name is Dr. Andrew Phan. This is my written opposition to the proposed comprehensive plan map change for the properties of 6919-6933 SE 82nd Avenue, Portland, Oregon 97266. I have been a dentist for over 25 years in Oregon. My dental practice is located on 6919 SE 82nd Avenue, Ste. 103, Portland, Oregon. I have been on this site since 2011. I average roughly 15-20 patients a day. I use part of 6933 SE 82nd Avenue for my parking lot, and so does the other tenants on the property. I plan on continuing my dental practice for a very long time.

In 2011, my wife and in-laws talked me into opening my own dental practice, which was a long time dream of mine. I took out my savings of over 20 years, refinanced my home, and borrowed additional funds from the bank in order to realize my dream. I wanted a dental office with the most high tech equipment and up to date services. It cost me almost 1 million dollars to open TLC Dentistry LLC. I have been very happy serving the SE 82nd Avenue folks ever since. I have no regrets opening my own practice. I love the location I am in and I love my dental office. I have hired several employees, including dental hygienists, assistants, receptionist, and bookkeeper.

82nd Avenue is a very busy business street. I have never considered 82nd Avenue to be a residential street. I see hundreds of businesses around my dental office. I go to eat at the restaurant across the street. It came as a shock to me to receive the notice from the City. I have to admit I did not read it in the beginning or notice what it was saying. Once my family and I realized what the notice was proposing, we were beside ourselves. Being a dentist is my only profession. I have invested my entire life's savings into my dental practice. To me, 6919-6933 is a commercial piece of property. When I moved in, the adjoining suite to my dental office was the Law Office of Samantha N. Dang.

She was my sister-in-law and she has been practicing law in the adjoining suite from 2002 to roughly 2012/2013 when she accepted a teaching position at Irvine University College of Law in California.

I cannot imagine this property being anything but commercial. At this point, there are 3 other tenants in the adjoining suites 101 (Vape 9), 102 (7 Zodiacs Tattoo), and 201 (TNS Construction). How can the City possibly propose to remove all these businesses and replace it with multi-dwelling units? Is the City considering reimbursing the \$1 million dollar I invested into my business? Please enlighten me on the basis of the Planning and Sustainability Commission's reasoning and research into its proposed finding to change the current zoning (general commercial, which works) to something that completely does not work (multi-dwelling). This proposal is not in character with the current use of the property or even the future use of the property. The City of Portland should encourage, assist, and help develop more jobs and businesses into underdeveloped areas and not hinder, stifle, and terminate all the good that has already been done to move this site forward.

Sincerely,



Dr. Andrew Phan

PETITION IN OPPOSITION TO			
NOTICE OF PROPOSED COMPREHENSIVE PLAN MAP CHANGE			
FROM GENERAL COMMERCIAL TO MULTI-DWELLING 2000			
6919-6933 SE 82ND AVENUE, PORTLAND, OR 97266			
Name	Address	Signature	Date
1 LIEN CHUNG	6735 SE 82nd Avenue, Portland, OR 97266	Lien Chung	10/26/14
2 Zodiacs Tattoo	6419 SE 82nd Ave. suite 1021 PDX, OR 97266	Peter R. PAUN	10/28/2014
3 TNS construction	6919 SE 82nd Ave Suite 201 PDX OR 97266	Tim Nguyen	10/28/14
4 Special ESTAM	7004 SE 82ND AVE PDX OR 97266	[Signature]	10/28/14
5 Van Phao - NUCAL	2002 SE 82nd Ave PDX OR 97266	[Signature]	10/28/14
6 Ben Francisco Global	7036 SE 82 Ave. Port. OR 97266	[Signature]	10/28/14
7 Kris Turner Drive	6850 SE 82 Ave. Port. OR 97266	Kris Turner	10.28.14
8 PDX CARS LLC	6724 SE 82ND AVE PORT OR 97266	[Signature]	10.28.14
9	6708 SE 82ND AVE PORT OR 97266	[Signature]	10.28.14
10	6704 SE 82ND AVE PORT OR 97266	[Signature]	10.28.14
11	6718 SE 82ND AVE PORT OR 97266	[Signature]	10.28.14
12 TLC DENTISTRY	6919 SE 82ND AVE #105 PDX OR 97266	Dr. Andrew Koff	10-28-14
13 BOB'S UPHOLSTERY	7110 SE 82ND AVE PORT OR 97266	[Signature]	10/28/14
14 Fusiona Sushi Bar	4124 SE 82nd Ave. St. 550 97266	Giuseppe Biondi	10/28/14
15 Lee Sandwiches	4124 SE 82nd Ave #788 97266	[Signature]	10/28/14
16 Jackie DO	8125 SE cooper st PDX 97266	[Signature]	10/28/14
17 Vinh Phan Vape	6919 SE 82nd Ave 97266	[Signature]	10/28/14
18 HAPPY TOKI VAPOR	7217 SE 82ND AVE 97266	[Signature]	10/28/14
19 Barrett Cabinets	6829 SE 82ND AVE 97266	[Signature]	10/28/14
20 Big Foot Spa	6805 SE 82nd Ave. 97266 St. 101	XIAOQIAN WU	10/28/14
21 Lily Massage	6805 SE 82nd Ave. 97266 St. 101	Lily	10/28/14
22 82nd Ave Market Home Park	6933 SE 82nd Ave 97266	[Signature]	10/28/14
23 CHANG TERIMAKI INC.	7217 SE 82nd Ave 97266	[Signature]	10/28/14
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VAPE 9 LLC
6919 SE 82nd Avenue, Ste. 101, Portland, OR 97266
Phone: 408-202-5342

October 27, 2014

City of Portland, Oregon
Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201-5380

**RE: PSC Comprehensive Plan Testimony (from General Commercial to Multi-Dwelling 2,000)
6919 SE 82nd Avenue and 6933 SE 82nd Avenue, Portland, OR 97266**

To Mayor Hales, Commissioners Fritz, Saltzman, Fish, Novick and other members of the City of Portland:

My name is Vinh Pham. I am writing this letter to oppose the proposed comprehensive plan map change for 6919-6933 SE 82nd Avenue, Portland, OR 97266, because it will affect my business.

I own Vape 9 LLC, located at 6919 SE 82nd Avenue, Ste. 101, Portland, Oregon 97266 for half a year, I have been doing business at this location and leasing space from Nguyen-Bui Enterprises LLC. I have a three year contact lease at this space with options to renew. My business is doing well and I am busy.

I have worked very hard to save up enough money to open my own business. I tried to help out my family by employing my nephew and brother to work at the shop. I love the current space I am in because there is so much business around the area and it is always busy.

I also love the building I am in. It is new and I also put a lot of money into the tenant improving in order to get my business open. I cannot afford to start another business elsewhere if I am forced to shut down my business here. How can the City do this to poor businesses that are trying to make it work? This is such a shock. I am very stressed since I hear about this. I am very afraid to lose my business and all the money I have invested in my business. It is not easy to save up money to do business. I don't want to lose everything I have worked so hard to save up to do and also not have a job for my brother and nephew. It is all of our livelihood. Why doesn't the City try to help the business but instead try to shut them down?

I just do not understand how the City can change the zoning when there are already so many businesses around and also my business. Please do not change the zoning to residential. It makes no sense. Please help keep Portland businesses going and stop this terrible senseless proposal.

Thank you,

Vinh Pham



PETITION IN OPPOSITION TO
 NOTICE OF PROPOSED COMPREHENSIVE PLAN MAP CHANGE
 FROM GENERAL COMMERCIAL TO MULTI-DWELLING 2000
 6919-6933 SE 82ND AVENUE, PORTLAND, OR 97266

Name	Address	Signature	Date
1 LIEN CHUNG	6735 SE 82nd Avenue, Portland, OR 97266	Lien Chung	10/26/14
2 F Rodins Tattoo	6919 SE 82nd Ave. suite 102 PDX, OR 97266	Peter R. PAUN	10/28/2014
3 TNS construction	6919 SE 82nd Ave Suite 201 PDX OR 97266	Tim Nguyen	10/28/14
4 Special ESTIMATE	7004 SE 82ND AVE PDX OR 97266	Ray	10/28/14
5 Van Phao - DUC NGUYEN	7002 SE 82nd Ave PDX OR 97266		10/28/14
6 Ben Francisco Global	7036 SE 82 Ave. Port. OR 97266		10.28.14
7 Kris Turner Drive	6850 SE 82 Ave. Port. OR 97266	Kris Turner	10.28.14
8 PDX CARES LLC	6724 SE 82ND AVE PORT. OR 97266		10.28.14
9	6708 SE 82ND AVE PORT. OR 97266		10.28.14
10	6704 SE 82ND AVE PORT. OR 97266		10.28.14
11	6718 SE 82ND AVE PORT. OR 97266		10.28.14
12 TLC DENTISTRY	6919 SE 82nd AVE #103 PDX OR 97266	Dr. Andrew Wolf	10-28-14
13 POB'S PHOTOCOPY	7110 SE 82nd Ave. Port. OR 97266		10/28/14
14 PUSHTAMA SUSHI BAR	4124 SE 82nd Ave. St. 550 97266	Presinto Pinar	10/28/14
15 Lee Sandwiches	4124 SE 82nd Ave #788 97266		10/28/14
16 Jackie DO	8125 SE Cooper St PDX 97266		10/28/14
17 Vinh Phan Vape	6919 SE 82nd Ave 97266		10/28/14
18 HAPPY FOR VIBE	7217 SE 82nd Ave 97266		10/28/14
19 Barrett Cabinets	6889 SE 82nd Ave 97266		10/28/14
20 Bigfoot Spa	6805 SE 82nd Ave. 97266 St. 101	XIAOQIAN WU	10/28/14
21 Lily Massage	6805 SE 82nd Ave. 97266 St. 101	Lily	10/28/14
22 82nd Ave. Home Bank	6933 SE 82nd Ave 97266	Olivia	10/28/14
23 CHANG TER MAKI INC.	7217 SE 82nd Ave 97266	Chang	10/28/14
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Samantha N. Dang

Assistant Professor of Law, Irvine University College of Law
c/o 12036 Sycamore Lane, Garden Grove, CA 92843
Cellphone: 714-876-4726 Email: nsdang@yahoo.com

October 26, 2014

City of Portland, Oregon
Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201-5380

**RE: PSC Comprehensive Plan Testimony (from General Commercial to Multi-Dwelling 2,000)
6919 SE 82nd Avenue and 6933 SE 82nd Avenue, Portland, OR 97266**

To Mayor Hales, Commissioners Fritz, Saltzman, Fish, Novick and other members of the City of Portland:

This is a written protest to the proposed comprehensive plan map change to the properties of 6919 and 6933 SE 82nd Avenue, Portland, Oregon 97266, from its current use of general commercial to multi-dwelling 2000. I was the previous owner of these two properties from roughly 2002 to 2011/2012. 6933 has been or is being foreclosed and 6919 is currently owned by Lily Nguyen and Nam Bui of Nguyen-Bui Enterprises LLC. Lily and Nam are my former in-laws and they have asked me to assist them with contesting this proposal.

I have just received this notice from the current owner and I wished that I had received it sooner so that I can gather much more support in protest of this complete and utter travesty and error on the part of the City's planning and development department to change the zoning on these sites. I am objectively dumbfounded as to this terrible economic decision and I am personally angered by its total absurdity – and the lack of thinking and research on the part of the City. This proposed change DOES NOT fit into the overall characteristic of the already existing connectivity and livelihood of the City as it stands on SE 82nd Avenue. The characteristic of SE 82nd Avenue is predominantly commercial in nature, it is not multi-dwelling, evidenced by the hundreds and hundreds of businesses along this corridor. It is a mistake to change the currently general commercial nature and use of 6919-6933 SE 82nd Avenue to multi-dwelling.

From this point forward, and until the last scheduled hearing on November 4, 2014, I will try to reach out to as many people as I can on facebook, twitter, and any and all other social media resources, as well as, try to gather assistance from my family and friends to go door to door to contest this terrible decision to try and change the zoning. In addition, I will try to reach out to the hundreds of businesses along SE 82nd and within a quarter to a half mile to have them join in on my protest.

First of all, I do not understand the reasoning behind why the City wants to change the zoning on 6919 and 6933 SE 82nd Avenue to multi-dwelling. There are hundreds of businesses along this corridor. It is a very busy business street - from NE Portland to SE Clackamas along 82nd Avenue - and it is a hub of thriving businesses working to survive. From the list I have been supplied by the City, there are 75 named businesses within a quarter mile of 6919-6933 alone (not to mention the hundreds of more businesses all along SE 82nd Avenue). How can this proposal connect the City and make it more cohesive when it is trying to impose multi-dwelling on a street that is predominantly commercial? It would be a BIG mistake to take away the current businesses on this property and replace it with multi-dwelling units.

Currently on the properties of 6919 and 6933 in particular, there are the following businesses:

1. **TLC Dentistry**, 6919 SE 82nd Avenue, Ste. 103, Dr. Andrew Phan.
2. **Zodiacs Tattoo**, 6919 SE 82nd Avenue, Ste. 102, Peter R. Paun.
3. **Vapor 9**, 6919 SE 82nd Avenue, Ste. 101, Vinh Pham.
4. **TNS Construction**, 6919 SE 82nd Avenue, Ste. 201, Tim Nguyen.

For example, Dr. Andrew Phan, a 25 year dental veteran, of TLC Dentistry, has invested almost 1 million dollars into his dental practice and to bring employment and dental services to this underdeveloped site. He serves all the surrounding areas with his dental practices; he employs 6-12 people, he pays all his taxes and is a contributing member of the Brentwood Darling Neighborhood. In addition, Zodiacs Tattoo and Vapor 9 have both worked very hard to open legitimate businesses, to support their family, and serve their community with their hard earned savings. Furthermore, TNS Construction just finished building the very first Lee's Sandwiches franchise on SE 82nd Avenue in the Eastport Plaza. Its historic grand opening was on October 18, 2014. Over 10,000 people attended the grand opening. It is the 62nd franchise in the chain, but the very first one to open in Oregon. It currently hires 20-30 employees.

Second, 82nd Avenue is a very noisy busy street. The businesses along this street keep the economy going. There are restaurants, flower shops, a Les Schwab, auto sales, convenience store, motel, dry cleaner, tavern and a plethora of other businesses just within a quarter of a mile of 6919-6933. Further along 82nd Avenue in both directions, there are hundreds upon hundred of other businesses. These businesses have been in existence for years (decades).

The most logical comprehensive plan map change for SE 82nd Avenue would be to change it all to general commercial. The City of Portland really needs to support its local businesses instead of undermining its growth.

Last, 6919-6933 SE 82nd Avenue has already previously undergone a very lengthy, painful and expensive zone change. The previous owners of this property, myself included, has tirelessly sought to change the zoning on this property to CG, R2 and RH. It took us 3 years working with The City of Portland Planning and Zoning Department, PDC, ODOT, PDOT, and the Brentwood Darling Neighborhood Association, and hundreds of thousands of dollars to undergo this zone change process. We did a traffic impact study; underwent engineering design changes, conducted a feasibility study, and attended City Council meetings. Although I do not currently own either property (since changing the zoning and trying to maintain it has bankrupt me),

I do not want to see all my hard work get reversed upon the whim of the City of Portland. Commissioners Fritz, Saltzman, and Fish have all previously heard testimony on the last zone change years ago. I am truly exhausted now having to revisit this issue. This proposal is a nightmare for the current owners (Lily Nguyen and Nam Bui of Nguyen-Bui Enterprises, LLC, who have now taken over the 6919 property (6933 is or has been foreclosed). I wish I could attend the hearings to get this matter orally placed on the record.

I will continue to do what I can to assist the currently property and business owners to contest this terrible travesty. You may contact me at any time at 714-876-4726 or nsdang@yahoo.com. Thank you for your time and consideration in this matter.

Sincerely,



Samantha N. Dang
Assistant Professor of Law
Irvine University College of Law
10900 183rd Street, Ste. 330
Cerritos, CA 90703
Tel: (562) 865-7111
Fax: (562) 865-5511
Email: samanthadang@irvine.edu
<http://www.irvineuniversity.edu>

TNS CONSTRUCTION LLC
Timmy Thanh Quoc Nguyen
6919 SE 82nd Avenue, Ste. 201, Portland, OR 97266
Phone: 503-799-2948

October 26, 2014

City of Portland, Oregon
Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201-5380

RE: PSC Comprehensive Plan Testimony (from General Commercial to Multi-Dwelling 2,000)
6919 SE 82nd Avenue and 6933 SE 82nd Avenue, Portland, OR 97266

To Mayor Hales, Commissioners Fritz, Saltzman, Fish, Novick and other members of the City of Portland:

My name is Tim Nguyen. This is my written opposition to the proposed comprehensive plan map change for the properties of 6919-6933 SE 82nd Avenue, Portland, Oregon 97266. I currently own TNS Construction and rent space from Nguyen-Bui Enterprises (owned by my sister and brother-in-law) at 6919 SE 82nd Avenue, Ste. 201, Portland, Oregon 97266. My construction company just finished building the tenant improving for Lee's Sandwiches at Eastport Plaza, about ½ a mile north on SE 82nd Avenue. Lee's Sandwiches has 62 franchises across the states and this one is the very first one to be brought into Oregon. Over 10,000 people attended the grand opening on October 18, 2014. My business is doing well and I do not want to relocate. I have been living and working in Portland for over 20 years.

From 2002/2003 to 2012/2013, I owned 6919 SE 82nd Avenue and 6933 SE 82nd Avenue. It was my dream to develop this underdeveloped site and turn it into a beautiful multi-use complex, where you could live and work and not drive. I believe in the City of Portland's goals of healthy, safe, sustainable living. However, I did not have the financial resources to make my dreams come true and had to let 6933 fall into foreclosure and had to turn 6919 over to my family for bail out. My sister, Lily Nguyen and my brother-in-law, Nam Bui, currently own 6919. My other brother-in-law, Dr. Andrew Phan, has his dental office on the site as well. I have worked tirelessly for over a decade to see this property developed and improve.

From 2002 to 2003 I purchased 6919 and 6933. I lived there and did business there for over a decade. From 2004 to 2007, I spent hundreds of thousands of dollars to change the zone on both properties from residential to its current zoning of general commercial, R2 and RH. This process took 3 years. In that time I had to pay for a feasibility study, a

traffic impact study, engineering plans and designs, and met with the City of Portland planning and zoning, PDOT, ODOT, PDC, worked with the Brentwood Darlington Neighborhood, and attended City Council meetings. This experience was a long drawn out nightmare that nearly bankrupted me, but I did not give up and I was finally granted my zone change after much compromising. However, after that, the economy took a turn for the worse and I did not have any money to develop the site the way I wanted and I could not get any investors or a loan. By 2011/2012, I had to let 6933 fall into foreclosure and hand over 6919 to my family in order to save it.

With the help of my sister Lily, and her husband Nam Bui, and my sister Tiffany, and her husband, Dr. Andrew Phan, we were able to build a dental office and rent the 6919 building out to a total of 4 businesses (including my construction company and the dental office). By 2014, things have steadied.

Then recently, we received the notice of proposed comprehensive plan change and now the nightmare begins all over again. It is like a terrible sick joke. I was upset to the point of utter disbelief and shock that I have to go through all this with the City again.

If this terrible proposal goes through, 6919-6933 will be out of compliance and will have to be grandfathered in and the use will be non-conforming. This is exactly what I wanted to avoid in the first place. This is what I worked so hard to change back in 2004.

For the next few days I will be gathering signed letters of opposition and also a signed petition from the nearby businesses in protest of this god awful proposal. I will forward those items to you as soon as I have them.

You can contact me at any time at 503-799-2948 or email at superiorteam2001@yahoo.com.

Sincerely,



Tim Nguyen

October 26, 2014

Planning and Sustainability Commission
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

Re: 2035 Comprehensive Plan

As a 40-year resident of Portland, I write in support of the recommendation by Rose City Astronomers to require light pollution control in Policy 4.28.e, and to add to the 2035 Comprehensive Plan a new goal of becoming a dark sky community with wise use of outdoor lighting which promotes public health and safety, reduces energy waste, preserves and protects wildlife and our cultural heritage of the night sky both within and beyond City borders.

I also wish to wish to include in the Commission testimony my personal experience with light pollution and light trespass.

Growing up in Willamette Heights with a view of the river, I first became aware of light pollution at a young age during the OPEC oil embargo of the 1970's, wondering why, with a national energy crisis at hand, was there so much extra light coming from the rail yards along the Willamette river that one could read a newspaper at night with those lights alone.

Later, while I was living downtown in an apartment on Broadway Boulevard, the owner of a billboard across the street decided to put illuminate the billboard at night—with lights facing upward. This flooded my apartment at night to the extent that sleeping was difficult for me and for many of my neighbors. After six months of phone calls and letters, the owner relented and moved the lights to the top of the billboard, facing down. But even with this change, the overbearing glow of the billboard across the street greatly diminished my enjoyment of living downtown.

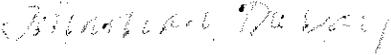
And recently, as an amateur astronomer, I have become keenly aware that in the City of Portland all but the brightest natural wonders of the night sky are hidden, and even viewing those in my own backyard is difficult due to my neighbor's high-intensity security light. Currently, it takes a 45-minute drive be far-enough removed from Portland's light bubble in order to see even some of the largest and brightest wonders of the night sky, such as the Andromeda galaxy.

By adopting "dark sky" lighting requirements and policies in the 2035 plan, as RCA recommends, Portland has a unique opportunity not only to reduce unnecessary energy consumption, but to return the natural beauty to our shared heritage—the night sky.

Recommendations for mandates to limit light pollution and trespass:

- Target-specific lighting in large open areas such as roads, parks, rail yards, parking lots and stadiums.
- On billboards, low intensity downward-facing lighting, or phasing out billboard lights completely.
- Eliminating architectural decorative lighting.

Thank you for your consideration,


Jonathan Dubay
3807 NE 19th Avenue
Portland, Oregon 97212

From: Planning and Sustainability Commission
Sent: Monday, October 27, 2014 1:08 PM
To: Kovacs, Madeline
Subject: FW: [User Approved] RE: Comprehensive Plan Testimony

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: mjones@miltjones.com [mailto:mjones@miltjones.com]
Sent: Monday, October 27, 2014 12:24 PM
To: Planning and Sustainability Commission
Subject: [User Approved] RE: Comprehensive Plan Testimony

Julie:

Sure. It is:

Milt Jones
425 SW Bancroft
Portland, Oregon 97239

Thank you,

Milt
----- Original Message -----
Subject: RE: Comprehensive Plan Testimony
From: Planning and Sustainability Commission <psc@portlandoregon.gov>
Date: Mon, October 27, 2014 11:02 am
To: "mjones@miltjones.com" <mjones@miltjones.com>
Hello Mr Jones,

Thank you for your comments about the Comp Plan. So that I can include them in the Planning and Sustainability Commission record and forward them to our Commissioners, can you please email me your mailing address as is required for all testimony?

Thanks,
julie

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: mjones@miltjones.com [mailto:mjones@miltjones.com]
Sent: Sunday, October 26, 2014 5:16 PM
To: Hales, Mayor; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman; Our Streets PDX; commissioner-novick@portlandoregon.gov; Planning and Sustainability Commission; raft@MILTJONES.COM
Cc: Ed Fischer; Susan Egnor; Anton Vetterlein; Eric Schnell; Harrison, Michael
Subject: Comprehensive Plan Testimony

Please accept these preliminary comments as testimony on the proposed comprehensive plan. I wanted to get these in before the current deadline expires and before the next City Council hearing :

1. The time for public testimony needs to be extended. This is a complicated project. Individuals and organizations need more time to fully understand the draft plan and its changes relative to the existing comprehensive plan. It is also the case that parts of this proposal have not yet been defined or explained in sufficient detail to allow for meaningful comment. See items 2 and 3 below in this latter regard.

2 Definitions for "mixed use zones" and "institutional zones" need to be provided. Note for example that OHSU is designated in the draft as being in a "mixed use" zone (not an "institutional zone.") I have yet to find anybody who can explain what this means or the practical differences between these designations for this area. Without definitions, meaningful comment is impossible.

3. Note that the Veterans Hospital is designated as being in a "mixed use" zone. Not only does nobody seem to know what this means, it is not even clear that the comprehensive plan has any regulatory authority over activities on this federal enclave (which has recently announced significant expansion). This need explanation.

4. The residential neighborhoods climbing Marquam Hill are designated as being part of the "Inner Ring District". They should be designated as "Western Neighborhoods." Not only are they not within walking distance of the Central City, they have hilly topography, streams, ravines and forested slopes as

prominent characteristics; the very definition of a Western Neighborhood Pattern Area.

5. The City needs to explain how it will avoid parking and traffic bleeding from mixed use areas, institutions and development corridors into adjacent residential neighborhoods. The plan does not deal sufficiently with the impacts of traffic and parking on neighborhoods generally.

6. The comprehensive plan needs to implement longstanding district and neighborhood plans. These include the Marquam Hill Plan, Terwilliger Parkway Plan and Homestead Neighborhood Plan. Draft Policy 1.15 should be deleted. The generalizations of the comprehensive plan should not override the more definitive local planning already in place.

6. Overall, the draft plan seems to place emphasis on accommodating population growth with a nod toward preserving residential neighborhood character and livability. This is backwards. The plan should preserve Portland's residential neighborhoods and their livability as its primary goal, and allow for growth when and where character and livability are preserved. Portland's neighborhoods should not be sacrificed to achieve population growth.

Thank you for your consideration of this testimony,

Milt Jones