

From: Planning and Sustainability Commission  
Sent: Thursday, September 04, 2014 8:58 AM  
To: Kovacs, Madeline; Engstrom, Eric (Planning)  
Subject: FW: PSC Comp Plan hearings and Mixed Use zones

Eric, I think you had a response to another one like this if you can respond to him/all as well...

Thanks.

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](http://www.portlandoregon.gov/bps)

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From: James Gardner [mailto:jimdonnachamois@msn.com]  
Sent: Wednesday, September 03, 2014 11:01 PM  
To: Planning and Sustainability Commission  
Cc: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; Anderson, Susan; mnalandusecommittee@gmail.com  
Subject: PSC Comp Plan hearings and Mixed Use zones

The South Portland Neighborhood Association (SPNA) heard a presentation tonight about the PSC process for reviewing and receiving public comment on the draft Comprehensive Plan. One topic that was of great interest was the proposed conversion of the current Commercial zones into new Mixed Use zones now being developed. It is apparent that this fall's PSC public hearings will be concluded before many details are known about the new Mixed Use zones. This makes it impossible for the public to comment intelligently on the pros and cons of that change. For neighborhoods such as my own, containing areas whose zoning is currently one or more of the existing Commercial categories, this could make a significant difference in the types and physical characteristics of potential new development.

On behalf of SPNA, I request that PSC not close its initial phase of public hearings and open comment period on the draft Comprehensive Plan until at least 90 days after the full development of the new Mixed Use zones. "Full development" means not only general policies of the new zones, but detailed definitions and development standards. Only this will clearly reveal the changes that would result if current Commercial zones are converted to Mixed Use zones.

Jim Gardner  
Chair, SPNA Land Use Committee

2930 SW 2nd Ave

Portland OR 97201  
503-227-2096

## MEMORANDUM

**Date:** September 3, 2014  
**To:** Bill Cunningham, Nicholas Starin, Mark Raggett - Bureau of Planning and Sustainability  
**From:** Chris Caruso, Land Use Review  
503-823-5747, [chris.caruso@portlandoregon.gov](mailto:chris.caruso@portlandoregon.gov)  
**Re:** Briefing on the 2035 Comprehensive Plan Proposed Draft

Thank you for taking advantage of the opportunity to present the 2035 Comprehensive Plan Proposed Draft to the Historic Landmarks Commission. I hope you find it informative and valuable as you continue with the project development. Attached is a summary of the comments provided by the Historic Landmarks Commission at the August 18<sup>th</sup> meeting. This summary was generated from notes taken at the public meeting, a subsequent review of the public meeting recording, and a final review by the Design Commissioners. To review the meeting recordings, please visit:

[http://efiles.portlandoregon.gov/webdrawer.dll/webdrawer/search/rec&sm\\_clastext=historic%20landmarks%20commission&sm\\_recnbr=\\*/eb/\\*&bool=and&sort1=rs\\_datecreated&count&rows=50](http://efiles.portlandoregon.gov/webdrawer.dll/webdrawer/search/rec&sm_clastext=historic%20landmarks%20commission&sm_recnbr=*/eb/*&bool=and&sort1=rs_datecreated&count&rows=50)

These Historic Landmarks Commission comments are intended to guide you in further development of the project. These comments may also inform City staff when giving guidance over the course of future related information. It should be understood that these comments address the project as presented on August 18, 2014. As the project evolves, the comments may also evolve or may no longer be pertinent.

Please continue to coordinate with me as you refine the Comprehensive Plan so that additional briefings can be presented to the Historic Landmarks Commission as appropriate.

*Encl:* Summary Memo

*cc:* Landmarks Commission

Commissioners present at the briefing included: Brian Emerick, Jessica Engeman, Carin Carlson, Paul Solimano, Harris Matarazzo and Caroline Dao.

General Comments:

- There was a general question about how the Quadrant Plans fit into the overall Comprehensive Plan development schedule.
- One of the top priorities of the Landmarks Commission is updating and expanding the Historic Resource Inventory. Effort should be coordinated with areas designated in the Comprehensive Plan as high growth potential areas.
- The Commission is very concerned about the loss of key resources that are not yet listed due to the age and non-comprehensiveness of the Historic Resource Inventory, as well as by the drive for growth and development fostered by current zoning designations.
- The Commission has been dealing with a lot of public concern over demolitions in established neighborhoods and wants to emphasize that the language in the Comprehensive Plan Draft document calling for resource reuse, rehabilitation, and retention be retained where it is mentioned now and be added at the front of the applicable Chapters so it is very clear that retention of existing structures is a viable sustainability strategy that is encouraged by the City of Portland in its Comprehensive Plan. Sustainability is not supported reasoning for demolition.
- The Commission stressed again that it is important to continue to tie sustainability to historic preservation and is glad to see it remains in the current draft. Further emphasized on the benefits of reusing existing buildings and reducing demolition should be added to Key Direction 3 as a major factor in carbon-reduction efforts. A bullet point should be added to the "foundation of sound land use..." list discouraging demolition. Consider incorporating the following findings from *The Greenest Building: Quantifying the Environmental Value of Building Reuse* by the Preservation Green Lab of the National Trust for Historic Preservation:
  - **Reuse Matters.** Building reuse typically offers greater environmental savings than demolition and new construction. It can take between 10 to 80 years for a new energy efficient building to overcome, through efficient operations, the climate change impacts created by its construction. The study finds that the majority of building types in different climates will take between 20-30 years to compensate for the initial carbon impacts from construction.
  - **Scale Matters.** Collectively, building reuse and retrofits substantially reduce climate change impacts. Retrofitting, rather than demolishing and replacing, just 1% of the city of Portland's office buildings and single family homes over the next ten years would help to meet 15% of their county's total CO2 reduction targets over the next decade.
  - **Design Matters.** The environmental benefits of reuse are maximized by minimizing the input of new construction materials. Renovation projects that require many new materials can reduce or even negate the benefits of reuse.
  - **The Bottom Line:** Reusing existing buildings is good for the economy, the community and the environment. At a time when our country's foreclosure and unemployment rates remain high, communities would be wise to reinvest in their existing building stock. Historic rehabilitation has a **thirty-two year track record of creating 2 million jobs** and **generating \$90 billion in private investment**. Studies show residential rehabilitation **creates 50% more jobs** than new construction.
- The Commission is very concerned about the fate of unreinforced masonry buildings throughout the City and the safety of their occupants. Greater emphasis should be placed directly on encouraging and funding seismic upgrades for historic and existing URMs as a key component of Key Direction 6: Improve Resiliency.
- The Commission recommends the following edits to the Chapter 4: Design and Development Goals and Policies draft:
  - Page GP4-8 – Policy 4.24. Remove "on adopted inventories" – this is an uncertainty.
  - Page GP4-11 opening paragraph. Remove "statewide" from last sentence – resources can be of local, statewide, or national significance.

- Policy 4.36. Remove "high-quality" and "where feasible" – quality is subjective.
- Policy 4.36. Remove "where feasible" – we don't qualify the protection of scenic resources this way, this policy is encouraging, not mandating.
- Policy 4.38. Remove "significant" – this should apply to any historic resource, adding a qualifier could create loopholes.
- Policy 4.38. Add language to the effect that demolition of historic resources is discouraged or not the preferred course of action. Protection until other alternatives can be explored should be the last effort and we should encourage avoiding this by retaining the resource.
- Policy 4.40. Add language to the effect that while survey work may focus on areas of anticipated growth, it should not be limited to those areas – all areas of the City need to be surveyed as the opportunity arises. Also add language regarding the maintenance of the inventory.

The Bureau of Planning and Sustainability will coordinate additional briefings with BDS staff as the Comprehensive Plan is further developed.

#### **Exhibit List**

- A. Bureau of Planning and Sustainability Submittals
  - 1. 2035 Comprehensive Plan Proposed Draft
  - 2. Chapter 4: Design and Development
  - 3. Urban Design Framework
  - 4. Get to Know the Comprehensive Plan Map App
- B. Other
  - 1. Memo to Commission with BPS introduction, July 21, 2014
  - 2. BDS Staff Memo, August 11, 2014

# PORTLAND NURSERY

September 3, 2014

Planning and Sustainability Commission  
1900 SW 4<sup>th</sup> Avenue  
Portland, Oregon 97201-5380

RE: Portland comprehensive Plan Map update, 9000 SE Division St.

**Who we are:** Portland Nursery is a family-owned garden center with two Southeast Portland locations, both approximately five acres. In 1980, we purchased Portland Wholesale Nursery and began operations at 5050 SE Stark St. The Division site was established by Jeibmann Greenhouses in 1926. In 1991, we purchased the 9000 SE Division property, which was neglected and returned it to a thriving property.

This past spring Portland Nursery employed over 100 people, primarily full time and predominantly Portland residents. This year we are number 24 on the list of Top 50 Independent Garden Centers.

**What we mean to Portland:** Portland Nursery is known for vast plant selection, highly educated staff, and a commitment to community.

We provide Portland residents with the opportunity to plant diverse landscapes, and source the majority of the plants locally. Because of the selection we offer, we fill a niche within city limits that small garden centers and big box stores are do not fill.

We pride ourselves on our efforts to support the community. In 2013, Portland Nursery made donations to over 400 schools and community organizations. These donations range from seeds and vegetable starts for school gardening programs to hosting Impact Northwest's annual fund raising dinner and auction. We provide Portland residents with over 200 free gardening classes each year.

5050 SE Stark

Portland, OR 97215

TEL (503) 231-5050

FAX (503) 231-7123

9000 SE Division

Portland, OR 97266

TEL (503) 788-9000

FAX (503) 788-9002

# PORTLAND NURSERY

September 3, 2014  
Portland Nursery  
Portland Comprehensive Plan Map update  
Testimony

**What we need:** The commercial zoning at our Division location has worked well on most of the site. We are non-conforming on the remaining portion currently used for our nursery. This needs to be rectified.

We need to plan for our future growth as an urban agriculture center. To do this, **we request Mixed Use Civic Corridor on the following adjoining tax lots that we own (Tax Lots: 2200, 2300, 2400 and 2500 and our neighbor Tax Lot 2100).**

We need to make our nursery accessible from 92<sup>nd</sup> Ave to ease traffic flow and reduce conflicts at our Division Street entrance.

We own Tax Lots, 3300, 3200, 3100, 3000 and 4200 across Clinton to the south. The property is close to a new MAX Light Rail and needs to be developed at a density that supports the growth of surrounding residential land and commercial services. **The current designation is Low Density Multi-Dwelling. We request that it be converted to High Density Multi-Dwelling.**

Thank you for your time and consideration,

The Portland Nursery Family – Jon Denney, Carol Finney, Sara Ori and Jill Denney

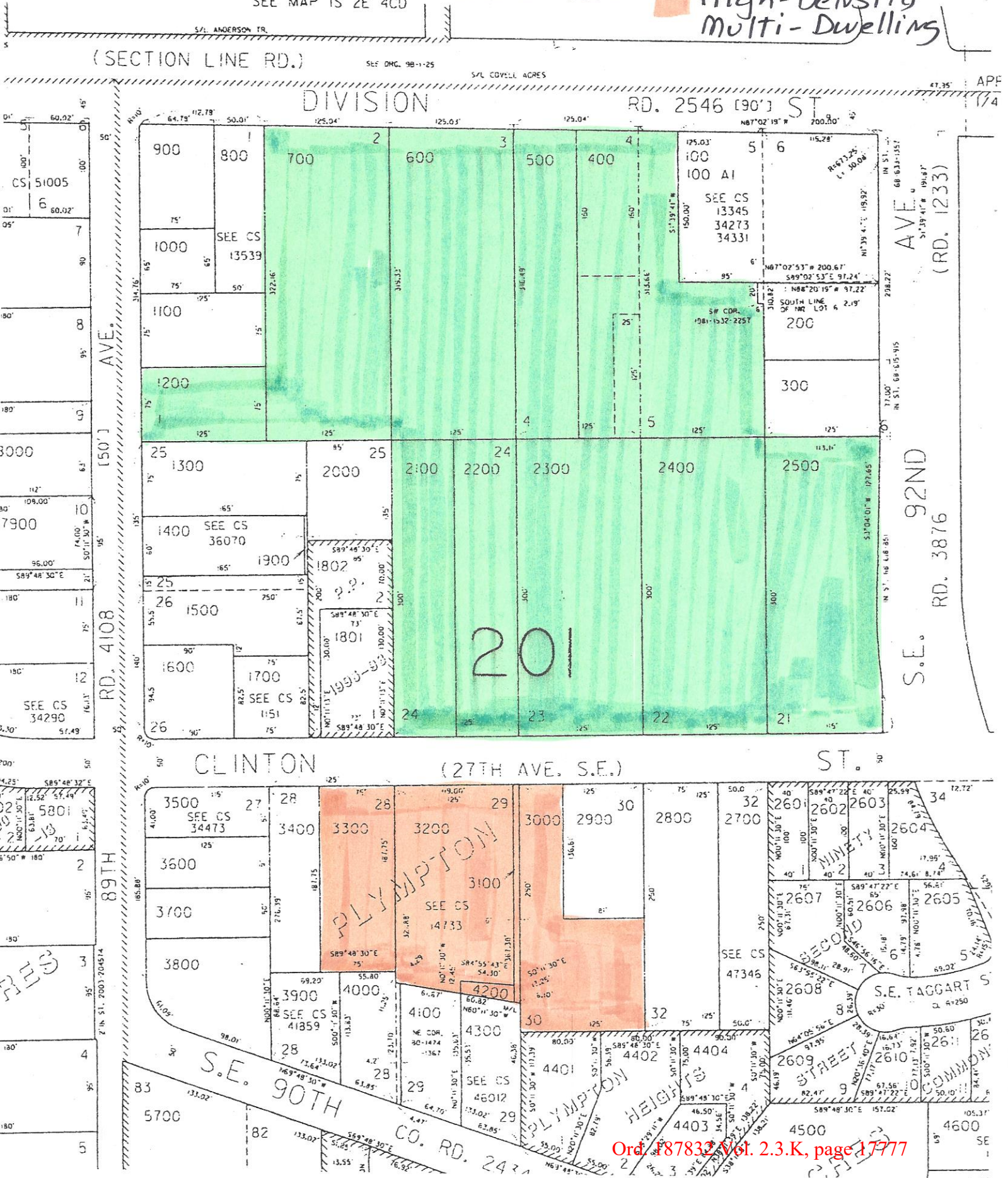
5050 SE Stark  
Portland, OR 97215  
TEL (503) 231-5050  
FAX (503) 231-7123

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

# Recommendation

- Mixed Use Corridor
- High-Density Multi-Dwelling

1" = 100'  
SEE MAP IS 2E 4C0





**9125 SE TAGGART ST -  
POWELLHURST-GILBERT - PORTLAND**

Explore the area, view different themes

[Property Detail](#)

Long -122.56918 Lat 45.50227



City of Portland, Corporate GIS

10/23/2014

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## 9018 SE DIVISION ST - POWELLHURST- GILBERT - PORTLAND

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

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

### Aerial Photo

2012 / '11 / '10 / '09 / '08 / '07 / '06 / '05 / '04 / '03 / '02 / '01    6" / 2' / 4' / 10' / 20'    Streets: **Off** Lots: **Off** Dot: **On**



0 |—————| 200 FT

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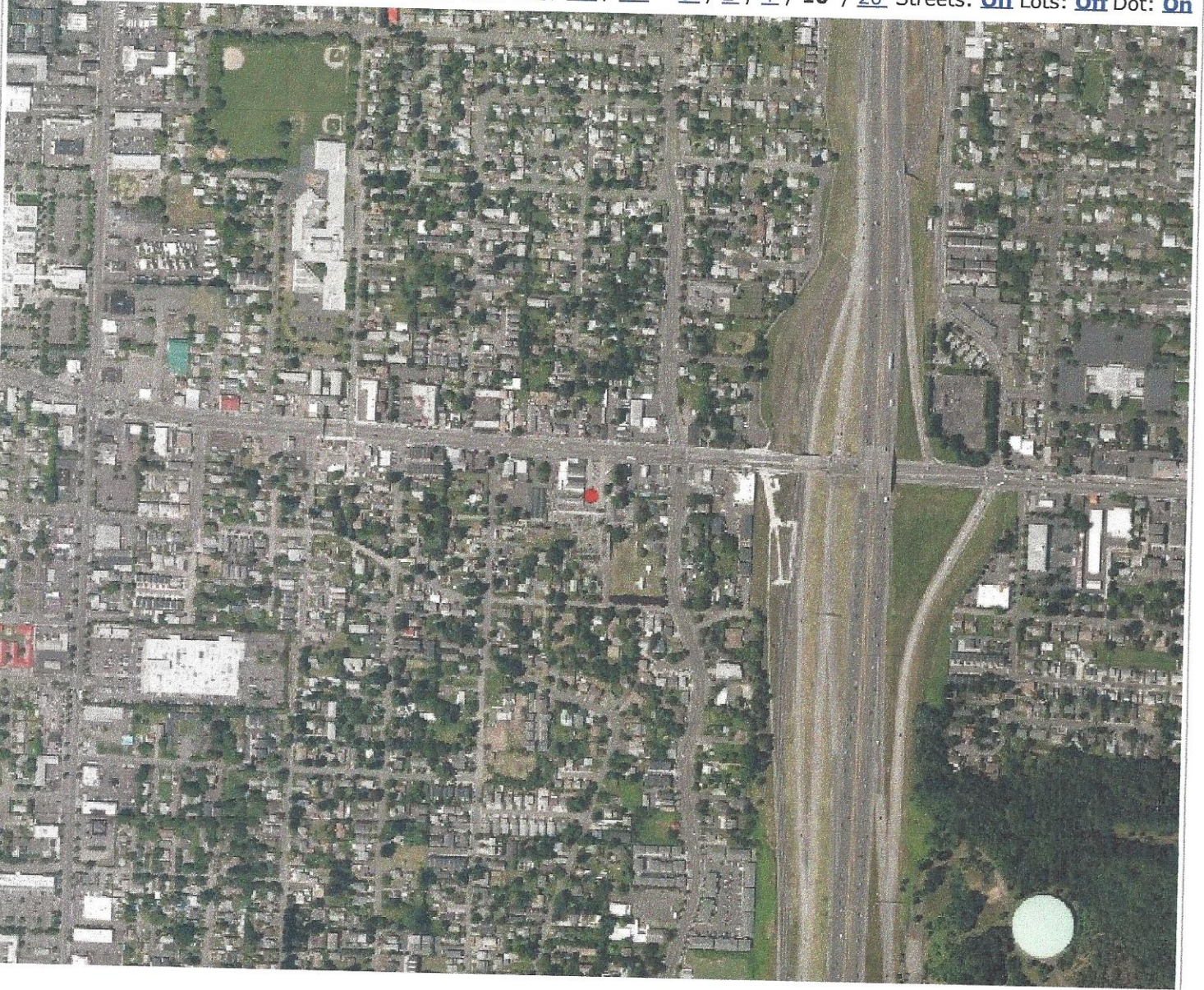
**9018 SE DIVISION ST - POWELLHURST-  
GILBERT - PORTLAND**

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

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

## Aerial Photo

2012 / '11 / '10 / '09 / '08 / '07 / '06 / '05 / '04 / '03 / '02 / '01    6" / 2' / 4' / 10' / 20' Streets: **Off** Lots: **Off** Dot: **On**



0 |—————| 700 FT

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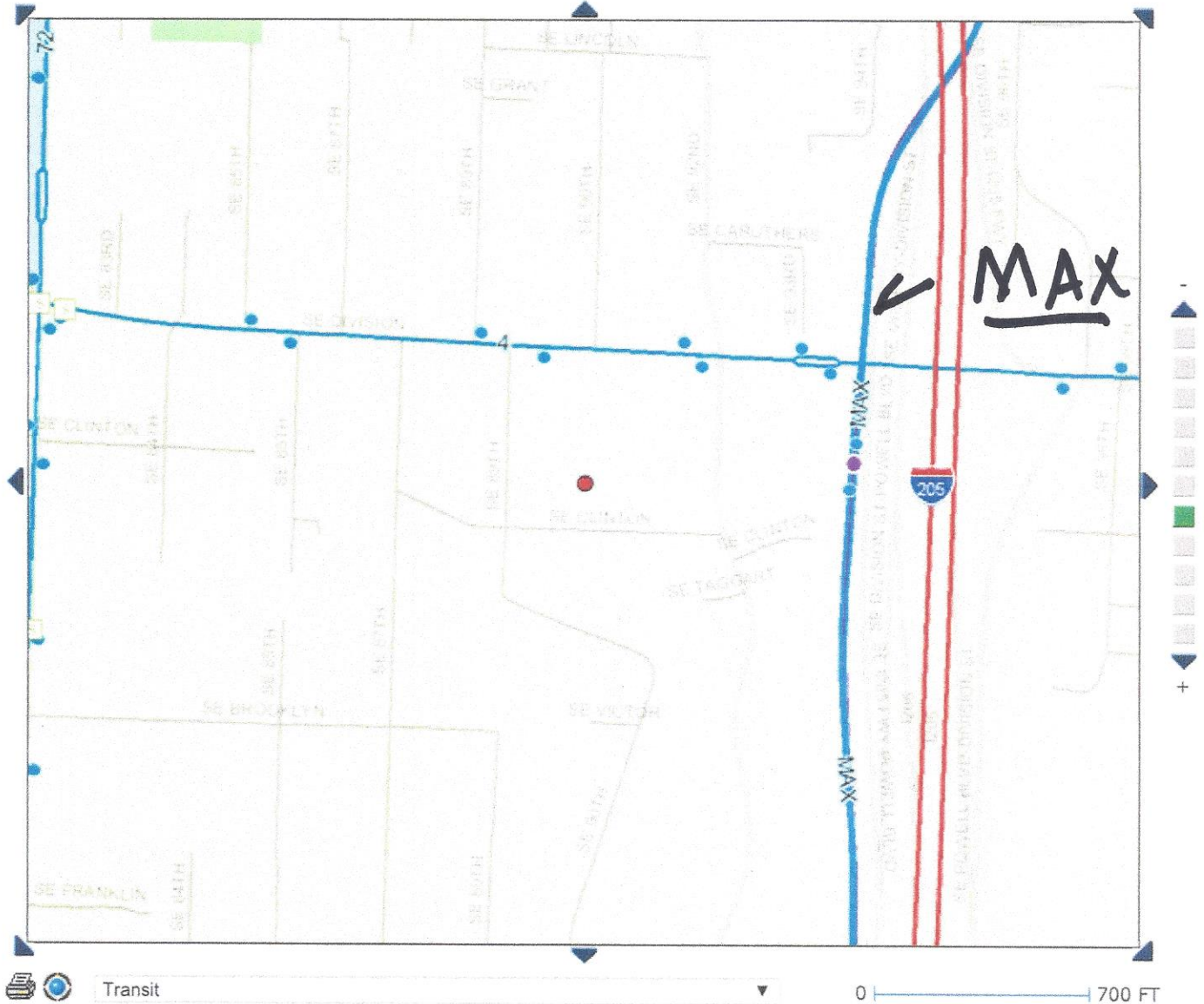
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**8955 SE CLINTON ST - POWELLHURST-GILBERT - PORTLAND**

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[Transit Detail](#)

Long -122.57057 Lat 45.50311



City of Portland, Corporate GIS

10/1/2014

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OREGON  
ASSOCIATION OF  
NURSERIES

29751  
SW Town Center  
Loop W

Wilsonville, OR  
97070

Phone  
503.682.5089

Toll-Free  
1.800.342.6401

Fax  
503.682.5099

Web  
[www.oan.org](http://www.oan.org)

October 8, 2014

Andre Baugh, Chair  
City of Portland, Planning and Sustainability Commission  
1900 SW 4th Ave, Suite 7100  
Portland, Oregon 97201

Dear Mr. Baugh:

I am writing in support of one of our most innovative and sustainable members, Portland Nursery, and your deliberation of zoning requirements for their operation in the City of Portland. I am grateful for this opportunity to provide some information for the planning and sustainability commission's consideration.

It my understanding that the commission is reviewing the zoning regarding the property owned by Portland Nursery. I would like to give input on the importance of Portland Nursery continuing business within the city limits of Portland.

Portland Nursery supplies many Portland residents with diverse plant material that is otherwise limited, unless citizens drove outside of the city limits. Its acreage and size provides the community a local source of high quality plants, when taken home adds to the beauty and livability of our neighborhoods. Portland Nursery supports the local economy by buying over 95% of their products from within a 100 mile radius. They are one of the largest independent retail nurseries in the state, and therefore support many of our small wholesale growers.

I have been out to visit this operation on many occasions and appreciate the fact that we have a family, locally-owned business that attracts environmentally-conscious customers. They are also a good sized employer – with 70 full-time staff with a peak of over 100 full-time employees in high season, many of which have worked at Portland Nursery for over a decade. They hire smart, committed people who share their knowledge with the community. Because of the size of Portland Nursery, it is extremely unlikely that another local garden center would have the resources necessary to operate at the rate Portland Nursery does. A commercial piece of property their size would be far and few between within city limits, not to mention that the horticulture industry is not an easy business to start. Our industry is both urban and rural and it is my view that Portland Nursery provides easy access to city residents to utilize all modes of transportation

Education within the horticulture industry is one that should be fostered, Portland Nursery has always held education as a top priority, for this reason they have supported education in many facets. They donate to over 400 local schools and non-profit organizations each year, employ a full-time Community Outreach Coordinator and have played an active role in getting gardens into Portland schools.

Portland Nursery is truly an asset to Portland, one that will not easily be replaced. I would respectfully ask you and the members of the Planning and Sustainability Commission to provide this community leader, economic and environmental steward of the city, the designation they need to be a viable business. Thank you and hope you believe, like we do, that economic vitality can go hand in hand with sustainability and long-term environmental health.

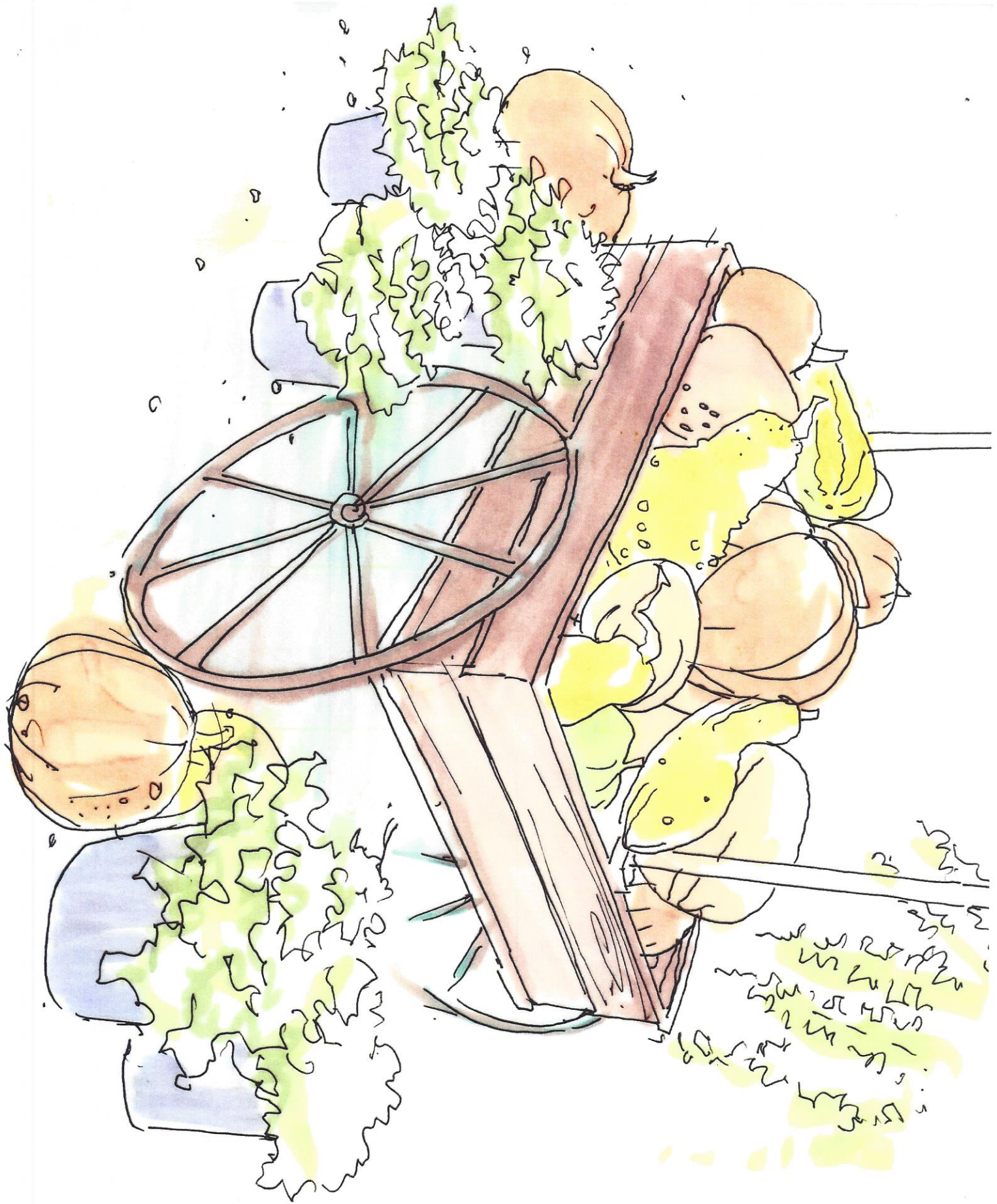
Warm regards,

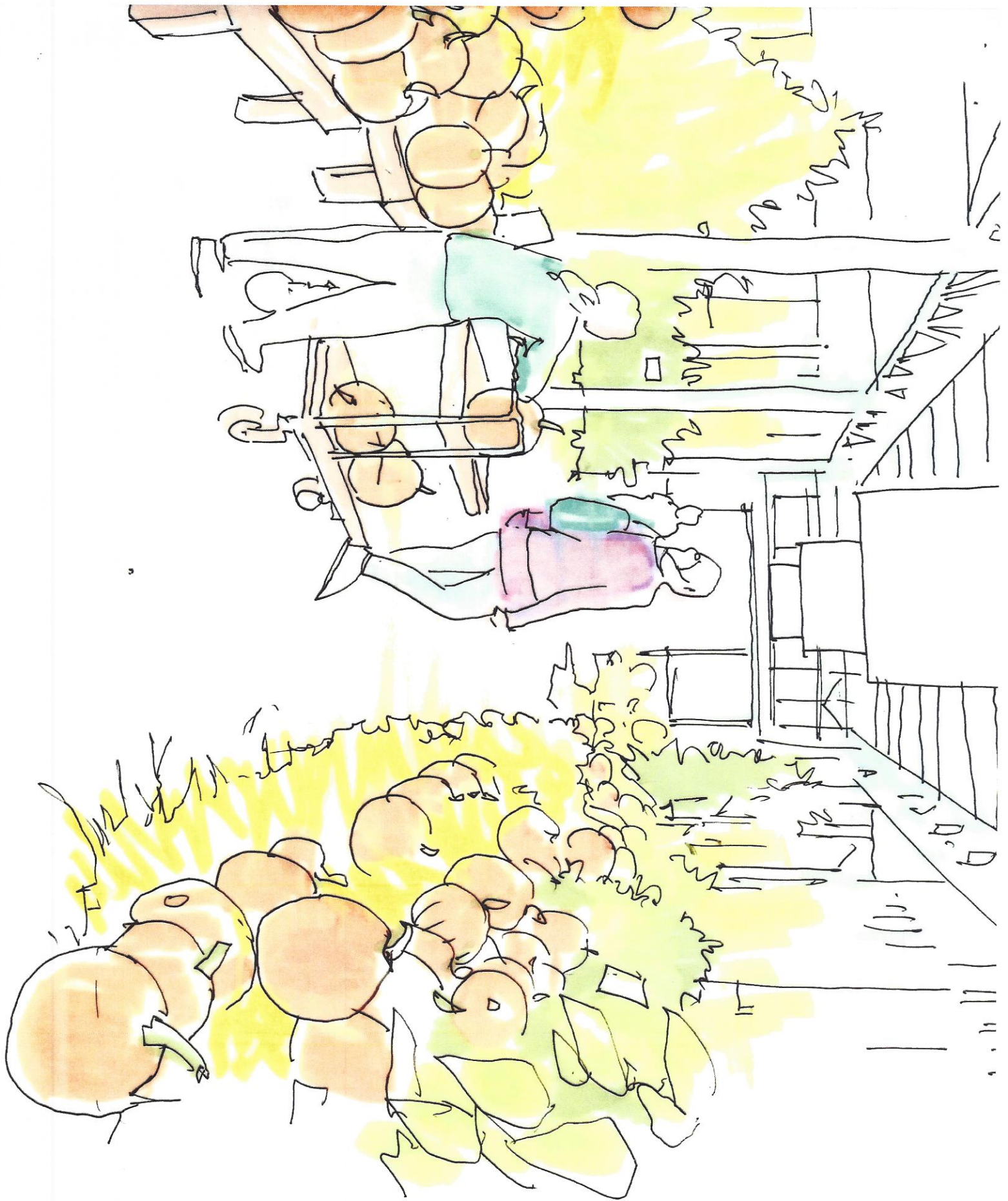
Jeff Stone, Executive Director  
Oregon Association of Nurseries  
29751 SW Town Center Loop, West  
Wilsonville, Oregon 97070

## Our Goals Align with Your Goals

Here are some of the goals listed in the City of Portland Bureau of Planning and Sustainability 2011-2013 Strategic Plan:

<p><u>Support local purchasing, resolve barriers to urban food production</u>, access and distribution in the zoning code, and establish metrics to serve as indicators of the regional food system.</p>	<ul style="list-style-type: none"> <li>• The vast majority of our plant material is <u>sourced within 100 mile radius</u>.</li> <li>• We have sold <u>310,312 vegetable and herb starts and 151,025 seed packets to Portland residents</u> so far this year, encouraging urban food production.</li> </ul>
<p>Serve as a <u>liaison to farmers' markets</u>, assist businesses in sourcing food locally, and <u>provide gardening and other food-related classes</u> for residents.</p>	<ul style="list-style-type: none"> <li>• We offer <u>220 free gardening classes</u> per year.</li> <li>• We cover everything from vegetable garden basics to living roofs to tree pruning.</li> </ul>
<p>Staff the Portland/Multnomah Food Policy Council, which advises the City and County on policy and programs to <u>strengthen the local food system</u>.</p>	<ul style="list-style-type: none"> <li>• We <u>donate to over 400 local schools and non-profit organizations</u> each year, encouraging local food programs and education.</li> </ul>
<p>Lead a multi-bureau effort to consolidate, modernize and streamline the City Code related to trees. Adopt new regulations and a <u>plan for education and technical assistance to preserve tree canopy and promote planting of additional trees</u> on public and private property.</p>	<ul style="list-style-type: none"> <li>• We carry a large and <u>diverse selection of trees</u>, we actively promote the City's Treebate Program, and have been told we are one of your most successful partners.</li> <li>• Year to date we have sold <u>3,839 trees to Portland residents</u> and 7,713 native plants.</li> </ul>
<p>To create and enhance a vibrant city, BPS combines the disciplines of planning and sustainability to advance Portland's diverse and <u>distinct neighborhoods</u>, promote a prosperous and <u>low-carbon economy</u>, and help ensure that people and the <u>natural environment</u> are healthy and integrated into the cityscape.</p>	<ul style="list-style-type: none"> <li>• We feel <u>we have contributed to the distinct landscapes</u> in SE Portland.</li> <li>• Being in the city limits <u>reduces carbon emissions</u>, by reducing the need to travel to the outskirts to find a diverse plant offering.</li> </ul>







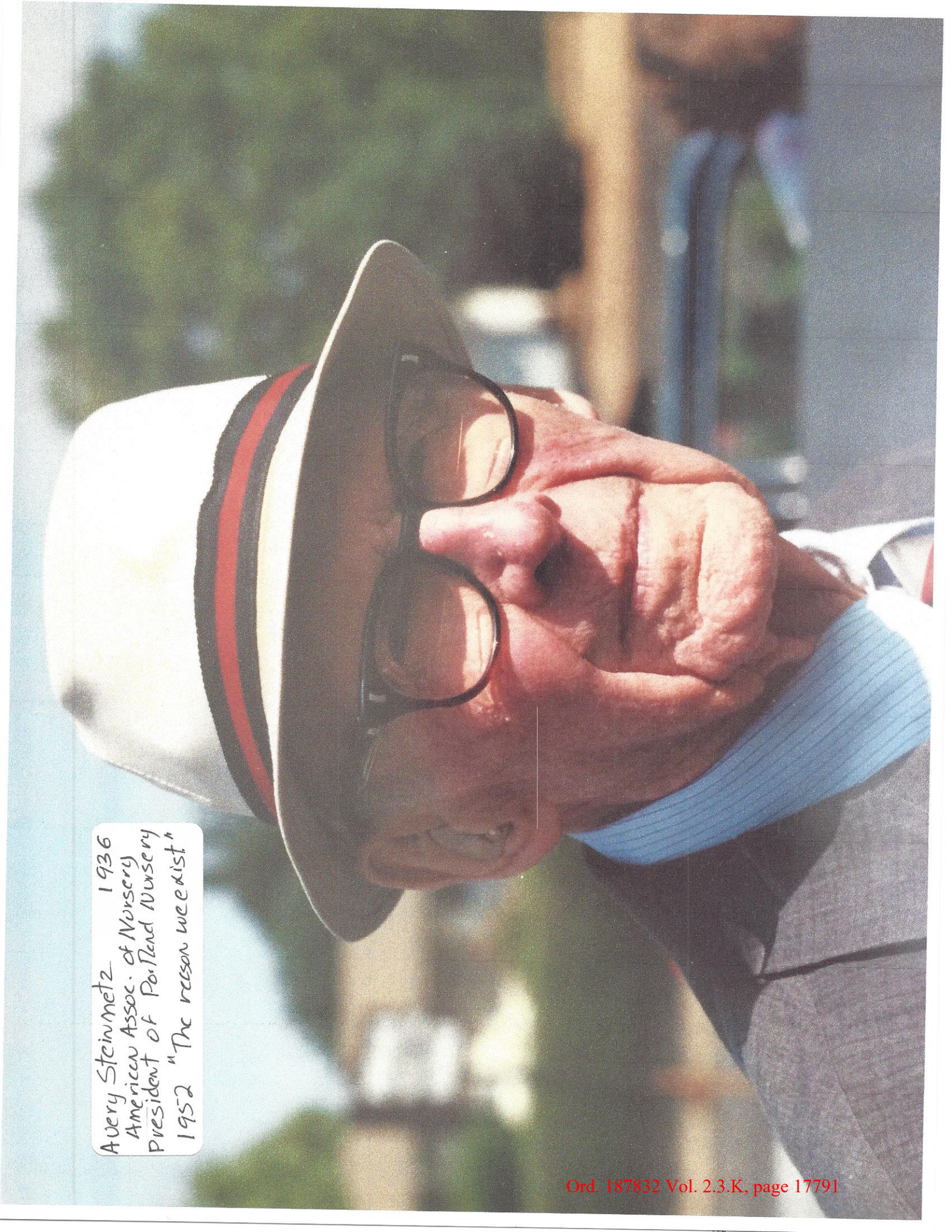












Avery Steinmetz 1936  
American Assoc. of Nursery  
President of Portland Nursery  
1952 "The reason we exist"

## COMMUNITY

Hi - My name is Carol Finney. I'm one of the 4 family members who own Portland Nursery. Thank you for this opportunity to voice our concerns regarding the Draft Comprehensive Plan.

Our two nurseries are jewels within the city. We provide beautiful, privately maintained open spaces and a great, close-in shopping experience for Portland's extensive gardening community

In addition, the nursery gives back to the community.

We annually contribute to more than 400 schools and organizations.

- including a venue for non-profit organizations' fund raising events like Impact Northwest whose auction raised \$138,000 and Mt. Tabor Middle School's annual auction where they raise tens of thousands..
- We also contribute cash and in-kind support of other organizations' fund raising efforts. These groups include Zenger Farms, Sauvie Island Center, Growing Gardens, Friends of Portland Community Gardens and a long list of garden clubs.
- At 30 years, we are the longest continuously running sponsor of Oregon Public Broadcasting programming
- We offer over 200 free or low cost classes on everything from raised bed gardening to wreath making and cooking demonstrations with a focus on seasonal fruits and vegetables.
- This year we celebrated our 27th Apple Tasting Festival. This is a free community event that gives the community an opportunity to taste over 50 varieties of Oregon grown apples and pears while enjoying local live music, cider press demonstrations and several kid specific activities. During the week we had Seniors day and school field trips brought over 1300 children.

Our community involvement results in area school kids growing their own fresh food and flowers for the first time; enhancing their Math, Science and Language learning in gardening projects that are integrated into standard school curriculums; learning lessons in responsibility and care, communication and other social skills in sharing gardening space with others. Not to mention the healthful benefits of getting outdoors and being physically active.

We want to continue to support our community and we need your help. Please consider how your decision about the zoning of Portland Nursery will impact our efforts.

## Operations

- Portland Nursery is a family owned business operating out of two SE Portland locations at 50<sup>th</sup> and Stark and 90<sup>th</sup> and Division, both approximately 5 acres.
- Portland Nursery is known for vast plant selection, highly educated staff, and a commitment to community.
- Approximately 95% of our plants are sourced within a 100 mile radius, supporting a local economy. We are the largest retail customer of many specialty nurseries and keep them in business.
- We provide Portland residents the opportunity to plant diverse landscapes. Because of our selection, we fill a niche within city limits that small garden centers and big box stores do not fill.
- Positions at Portland Nursery are highly sought after with hundreds of applications per open position. We employ over 100 full-time employees during high season and 70 full-time in our slow season.
- We offer a positive work environment with good health benefits and 401k matching program. Our average staff tenure is 10.35 years.
- We strive to be good neighbors, and keep noise to a minimum. This is easy for us, as our hours are currently 9am-6pm. During our peak season our hours are 8am-8pm on weekends.
- We have a positive impact on the surrounding area and are loved within the community.
- I believe that the beautifully mature landscapes make Mt. Tabor a sought after neighborhood and are in part due to Portland Nursery's presence in the neighborhood's heart.
- We take pride in being sources of horticultural education to our community.
- We employ a full time community outreach director, giving us a an ongoing presence in our community.



## Future

- My name is Jill Denney and I sincerely appreciate that you are here today to help us solve this complicated problem around the future of Portland Nursery.
- Our Stark building is old and tired. It has a growing number of occupants and needs to be improved to accommodate our employees and customers.
- The building we currently have is not functional, not large enough and has safety concerns.
- **With the proper zoning we plan to:**
  - Make more office space, increase parking and add a larger classroom to accommodate our increase in attendance.
  - Build a store that has a more inviting configuration, by moving up the greenhouses and attaching them to the building. Allowing customers to shop without venturing long distances in the rain.
  - If we are not able to make the necessary renovations, we cannot continue as a business.
- **Our goals for the future are to:**
  - Expand community outreach, education and workshops for adults and children.
  - Excite younger generations about urban agriculture to help keep Oregon green!
- As a family and a business, we want to continue to be in and support this beautiful and lively community, we need your help.
- Please understand how your decision about the zoning of Portland Nursery will impact our community.

October 10, 2014

Planning and Sustainability Commission  
1900 SW 4<sup>th</sup> Avenue  
Portland, Oregon 97201-5380

RE: Portland Nursery  
9000 SE Division  
5050 SE Stark

Urban agriculture and the enhancement the urban ecology are two of the most critical challenges and opportunities facing our cities. People are returning to urban areas and intensifying activities. A healthy ecology within requires an intensification of nature as well.

Portland Nursery is a unique asset and cannot be replicated within the dense urban fabric because of Portland's zoning and property ownership patterns.

My letter speaks to both the Division and Stark Street Nurseries. As a personal note, I grew up as a very small child in a nursery in Palo Alto, California with my step grandfather Nicki who was a nurseryman emigrated from England.

#### **DIVISION**

The staff proposal is an excellent beginning. The nursery would like to expand to and we present scenarios for expansion. The property deemed unnecessary for expansion should be designated for a higher residential density then the staff proposed for two reasons.

- (1) Proximity to the light rail and proposed high volume transit from Gresham to Portland.
- (2) The property is under a single ownership near a mixed use corridor and provides density without destabilizing single family neighborhoods.

#### **STARK**

The stark nursery is problematic. The nursery exists in a tight residential setting. The nursery provides canopy, a private park like setting, close access for neighbors to acquire unique plants, and an alternative to corporate provision of a much more limited selection of seeds, gardening equipment, plants, shrubs, and trees.

The nursery needs to grow, restore, and improve without constant land use approvals and the associated extreme costs.

We propose a designation that would result in the Neighborhood Commercial like zone for the entire property.

Peter Finley Fry  
Portland Planning and Sustainability Commission  
Portland Nursery

October 10, 2014

The staff has proposed a split zone on the property that violates the city's policy to not split zone a property and makes the nursery a non-conforming use.

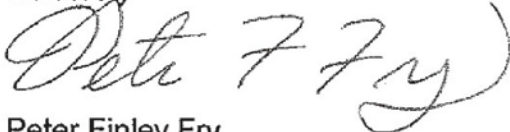
The staff has handicapped the property for fear that the nursery would go away and a large commercial invader would replace the nursery. The Portland Nursery will never go away because the nursery is at the center of the market where no new nurseries will ever exist. The policy and desire of Portland's citizens is to improve the ecology, not degrade it.

The split zoning creates a situation where the residential property behind the commercial can never be developed without destroying the nursery as the residential area has no access to the street system without creating a new street through what is now the nursery.

No commercial use would want to locate in a tight residential fabric with only one frontage. Commercial uses need two frontages as is illustrated by Walgreens on Stark and Cesar Chaves and Fred Meyer on Hawthorne and Cesar Chaves.

The fear of an unforeseen consequence is unfounded and would be blocked by the City of Portland in the very unlikely event that it would be attempted.

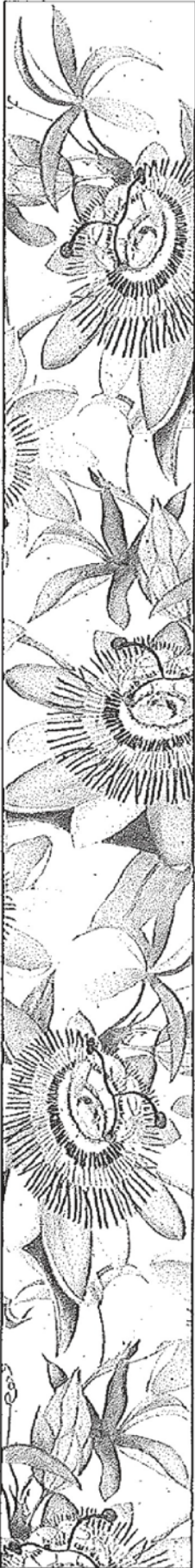
Sincerely



Peter Finley Fry

Cc Marty Stockton, Planner  
Bureau of Planning and Sustainability

# PORTLAND NURSERY



## Portland Nursery Commitment to Mt Tabor Neighborhood

**Mission:** Enable Portland Nursery to thrive within the surrounding residential neighborhood without unforeseen consequences.

**Portland Nursery Needs:** Portland Nursery needs flexible commercial zoning on the entire property to allow nursery operation. The zoning needs to be consistent on the property because the south side is an integral part of the nursery's operation and is now non-conforming.

An ownership should not be split zoned. The south part cannot be developed because it is essentially land locked with a single 20 foot right-of-way to Stark, which is being used by neighborhood residents for backyard gardens.

**Unforeseen Consequence:** If Portland Nursery were ever to move or cease operations, they would leave behind a large commercial property abutting homes and a school.

**Solution:** Establish Commercial Neighborhood 2 on entire property.

### Steps:

- 1) Comprehensive Plan change to Mixed Use Neighborhood for entire property.
- 2) Apply Commercial Neighborhood 2 (or similar new zone) to entire property.

[www.portlandnursery.com](http://www.portlandnursery.com)

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

9000 SE Division | Portland, OR 97266 | TEL (503) 788-9000 | FAX (503) 788-9002. Ord. 187832 Vol. 23 K, page 17797.

796-7700  
Cary Pinard  
Rm. 1002  
1120 SW 5th  
Portland, OR 97204

Dec 17, 1991

Dear Cary,

As we discussed on the phone, we as nurserymen can foresee a problem with the zoning changes effective January 1, 1991.

Our understanding from the permit center is that conditional uses are no longer allowed on R zoned property for retail nurseries; moreover restrictions and cost of zone changes make them virtually impossible. Although for the most part we see the changes as being an overall benefit for Portland Nursery. We feel it is a mistake and potentially damaging for the livability of the city. By this I mean existing nurseries in Portland, of which I can only think of Portland Nursery, Portland Greenhouse, Seven Dees on Powell, and for a limited time Kasch's on Tacoma, will be the only full line nurseries in the city. The new zoning will make it impossible for any new quality horticultural operations to locate or expand in the city of Portland.

Without the conditional use provision, none of the above mentioned nurseries would exist. They all have commercial frontage and adjoining residentially zoned sales area, with a conditional use or grandfather clause. Without the space for full line nurseries, the result will be:

- 1) color spots selling only the most common, high turn varieties.
- 2) reduced or no tree and shrub availability
- 3) reduction of variety in all plants that make the city landscape more livable

We as a company feel proud to be positive influence on the cleanliness and livability of Portland. There is no reason that flexibility should be written out of the city code to not allow the possibility for us to expand and prosper in Portland. The city can always say no to a conditional use. But with strong neighborhood support that we and many other nurseries have enjoyed as positive

contributors to the community, there is no reason to write an unconditional no in the code.

We do not want our next move or expansion to be outside the city, however, with this change in zoning, the city is forcing us to consider that in our planing.

We need your help to keep Portland the "CITY OF ROSES" in "THE NURSERY STATE". We can't rack, stack or pegboard plants the same as other retailers display their inventories. Our inventory is forced to be less space intensive and therefore less competitive for commercial space.

The retail nursery is a viable and necessary industry inside our city limits. Lets not keep driving it out into the EFU zones in the country. Lets keep Portland a center for urban horticulture.

Please do contact me if you have any questions.  
Thank You.

Sincerely,  
Portland Nursery  
Portland Greenhouse

Jon J. Denney, President

October 10, 2014

Planning and Sustainability Commission  
1900 SW 4<sup>th</sup> Avenue  
Portland, Oregon 97201-5380

RE: Portland Nursery  
9000 SE Division  
5050 SE Stark

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Peter Finley Fry  
Portland Planning and Sustainability Commission  
Portland Nursery

October 10, 2014

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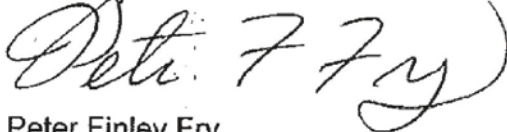
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Sincerely



Peter Finley Fry

Cc Marty Stockton, Planner  
Bureau of Planning and Sustainability





CITY OF  
**PORTLAND, OREGON**  
BUREAU OF BUILDINGS

1120 S.W. 5th Avenue  
Portland, Oregon 97204-1992  
Mailing Address: P.O. Box 8120  
Portland, Oregon 97207-8120  
(503) 796-7300  
FAX: (503) 796-6983

February 26, 1991

Jeibman Greenhouses, Inc  
9000 SE Division  
Portland OR 97266

RE: Zoning Violation -- Vacant lot N/2610 SE 89th Avenue

Dear Sirs:

In response to a neighborhood complaint I examined your premises at the subject address recently and verified that you are storing piping, lumber, and scrap materials on the subject lot and other adjacent R3 zoned properties located south and west of your commercially-zoned greenhouses. (See enclosed map.) All this is in non-compliance with Planning and Zoning Sections of the Code of the City of Portland.

Exterior storage is classed as an industrial use and is prohibited in R3 zones (see PCC Section 33.120.100 (Table 120-1)).

While the City has no desire to restrict or inhibit your rights in property, we must require that you adhere to applicable code requirements established to protect the rights of your neighbors. Accordingly, it will be necessary for you to complete corrective action within thirty (30) days of this letter, either abating the violation or showing cause to the Bureau of Buildings why it cannot be done.

Failure to complete corrective action within the time specified above may necessitate referring the matter to the Code Hearings Officer, who is empowered to bring legal action on behalf of the city and has the discretion of levying fines of up to \$500 a day for violations of the Municipal Code.

Please call the Code Compliance section, telephone 796-7326, between the hours of 8:00-10:30 a.m., and 3:30-4:30 p.m., daily.

Yours truly,

Wallace B. Benson  
Field Representative

Note: As a public record, this notice must be made available upon request. We have had requests for these records from private consultants who may contact you to offer their services to help resolve the City Code issues or

Jeikman Greenhouses, Inc  
February 26, 1991  
Page 2

Violations we have identified. The Bureau of Buildings does not refer these individuals to you and makes no recommendation as to whether or not you should engage their services.

WBB:yc

cc: Sterling Bennett, Code Compliance Officer

inspb.jei

From: Planning and Sustainability Commission  
Sent: Wednesday, September 03, 2014 2:02 PM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Draft--Safety; Walkable access to services, schools, churches, work, parks and gathering places

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](http://www.portlandoregon.gov/bps)

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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.  
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-----Original Message-----

From: Thomas Roth [mailto:[trothportland@yahoo.com](mailto:trothportland@yahoo.com)]  
Sent: Tuesday, September 02, 2014 11:47 AM  
To: [sfpjr1@gmail.com](mailto:sfpjr1@gmail.com)  
Cc: Frederiksen, Joan; Planning and Sustainability Commission; Pam Quale  
Subject: Comprehensive Plan Draft--Safety; Walkable access to services, schools, churches, work, parks and gathering places

Attention: Sam Pearson, President Southwest Neighborhoods, Inc.  
Joan Frederiksen, City Planner/West District Liaison Bureau of Planning and Sustainability City of Portland

After attending a meeting when the comprehensive plan draft 2035 was presented, and our subsequent reading of the draft, we find a number of inconsistent components and goals in the present version. We are most concerned with the lack of attention, focus and concern for the area on SW 45th Street between Vermont and Multnomah Blvd.

There are no sidewalks or sufficient lights. Daily danger to school children, persons accessing churches, schools, recreation center, and Gabriel Park can be witnessed due to the lack of sidewalks except in the area close to Vermont street. Anyone can see skateboarders and persons riding bikes traveling down SW 45th from Multnomah Blvd. on a daily basis, proceeding on the main road. Persons walking to work, church or school cannot proceed the entire route without walking on the main road. This is a safety and access issue ignoring a tragedy just waiting to occur.

We request safety for our students, persons walking to work, or accessing the recreation center or churches on SW 45th Street, and wish this situation to be addressed in future revisions of the plan, and that you pass on and share our concerns to the appropriate parties and offices.  
Thank you for your attention.

Thomas Roth

Pam Quale  
4725 SW Caldew St #F  
Portland, OR 97219

From: Planning and Sustainability Commission  
Sent: Wednesday, September 03, 2014 2:03 PM  
To: Kovacs, Madeline  
Subject: FW: Testimony re: Proposed Comprehensive Plan Map Change

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](http://www.portlandoregon.gov/bps)

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From: Vivian Solomon [mailto:solomons4@comcast.net]  
Sent: Tuesday, September 02, 2014 12:28 PM  
To: Planning and Sustainability Commission  
Subject: Testimony re: Proposed Comprehensive Plan Map Change

I am in favor of the proposed plan map change as it affects my property. I live on a somewhat wide ridge in SW Portland, in a neighborhood with large lots that slope downhill from the homes on my street. Several homes in my area are working on getting certified as Audubon backyard bird habitats; we are close to Maricara Park, and I believe it is very important to maintain the wildlife corridors in our area. (My back yard has an environmental overlay.) This goal is reached by making it harder for residents to cut down trees to make way for more homes. I applaud the City of Portland for maintaining some large lots to help protect urban wildlife.

Vivian Solomon  
2112 SW Luradel St.  
Portland, OR 97219

From: Planning and Sustainability Commission  
Sent: Wednesday, September 03, 2014 2:07 PM  
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](http://www.portlandoregon.gov/bps)

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From: PDX Comp Plan  
Sent: Tuesday, September 02, 2014 1:51 PM  
To: Planning and Sustainability Commission  
Subject: FW: PSC Comprehensive Plan Testimony

From: Casey Ward [mailto:2caseyward@gmail.com]  
Sent: Tuesday, September 02, 2014 1:21 PM  
To: PDX Comp Plan  
Subject: PSC Comprehensive Plan Testimony

To Whom it May Concern,

I received your letter concerning the proposed zoning changes.  
My mailing address is the property address: 5742 SE 136th Ave, Portland Oregon, 97236  
Legal Name: Casey Ward (Owner)  
Current Zoning: R2  
Proposed Zoning: Single-Dwelling 5,000

I am writing to you today to inform you that I do not want my property's zoning to change. When my wife and I decided to buy this property it was with the knowledge that we may one day sell it. Upon selling the property a large amount of potential buyers would be re-developers. By re-zoning the property you remove this potential buyers market and my Property's value will likely suffer. I think it is unfair that you change my property zoning against my will and when it will in my opinion reduce the property value.

Please respect my desires for my property and its value. Any questions please call me at the phone number below.

Thanks for your consideration,  
Casey Ward  
503-849-8237

From: Planning and Sustainability Commission  
Sent: Wednesday, September 03, 2014 2:09 PM  
To: Kovacs, Madeline  
Subject: FW: PSC Comprehensive Plan Testimony  
Attachments: 2035 plan.pdf

Julie Ocken  
City of Portland  
Bureau of Planning and Sustainability  
1900 SW 4th Ave, Suite 7100  
Portland, OR 97201  
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From: Biz Johnson [mailto:[bizcjohnson@gmail.com](mailto:bizcjohnson@gmail.com)]  
Sent: Tuesday, September 02, 2014 1:09 PM  
To: Planning and Sustainability Commission  
Cc: Clint Gorthy  
Subject: PSC Comprehensive Plan Testimony

Hello,

We own a residential property that is affected in the 2035 Comprehensive Plan and am wondering what we can do to keep our maintain the long-term use of our property as a residential, single family dwelling. Our address is 6435 NE Grand Avenue, just south of Rosa Parks. The Comprehensive Plan map currently shows our property as being re-zoned for mixed use but I am wondering if it is possible to amend the map to exclude our property (and our 3 adjacent neighboring residences), similar to the exclusion of the residences along our street, near Dekum (see attached). We understand the reasons for integrated mixed-use structures along MLK and in our neighborhood, and for the most part agree that this will add vitality to our neighborhood. However, we believe that our house and the (3) adjacent houses provide a good residential scale to the street, especially to our neighbors on the East side of Grand Ave. We have a beautiful 1912 craftsman home that we have put a lot of work into, and it would be a shame to lose our property or have our property value negatively affected by the re-zoning.

Please let me know of our rights and what we can do to influence this change.

Thank you,  
Elizabeth Johnson  
Clint Gorthy



6435 NE Grand Ave.  
Portland, OR 97211

From: Planning and Sustainability Commission  
Sent: Wednesday, September 03, 2014 2:20 PM  
To: Kovacs, Madeline  
Subject: FW: Comp Plan map app and Citywide systems 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](http://www.portlandoregon.gov/bps)

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-----

From: Wagner, Zef  
Sent: Tuesday, September 02, 2014 5:25 PM  
To: Pearce, Art; Bauer, Linda; Planning and Sustainability Commission; Duke, Courtney; Jones, Greg  
Cc: Hurley, Peter T. (PDOT)  
Subject: RE: Comp Plan map app and Citywide systems plan

Linda,

Thank you for pointing this out. It looks like there was a clerical error in the creation of the Citywide Systems Plan Proposed Draft in which all the TSP projects with numbers under 30019 were left out. I have emailed BPS staff to make sure they correct the Citywide Systems Plan. The project you mention at Going & Greeley is still among the TSP candidate projects that we will evaluate for this update.

--Zef Wagner

From: Pearce, Art  
Sent: Tuesday, September 02, 2014 4:26 PM  
To: Bauer, Linda; Planning and Sustainability Commission; Duke, Courtney; Jones, Greg  
Cc: Hurley, Peter T. (PDOT); Wagner, Zef  
Subject: RE: Comp Plan map app and Citywide systems plan

Hi Linda- Thanks for your continued detailed review of the Comp Plan and TSP.

I have cc'ed Zef Wagner and Peter Hurley on this email so they can look into this for you and respond to you directly. You can also comment directly on the Map App and your questions will be directed to staff for response.

Best,

Art

Art Pearce

Manager

Transportation Policy, Planning and Projects

Portland Bureau of Transportation

1120 SW 5th Ave, Suite 800

Portland Oregon 97204

503-823-7791

503-984-8320(cell)

File:

From: lbauerpvna@aol.com [mailto:lbauerpvna@aol.com]

Sent: Sunday, August 31, 2014 11:56 PM

To: Planning and Sustainability Commission; Pearce, Art; Duke, Courtney; Jones, Greg

Subject: Comp Plan map app and Citywide systems plan

On the current map app under the Transportation tab, this appears.

Going/Greeley, N: Interchange Improvements

Pro

ject

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Number:

30

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6

Project

Status:

Candidate

Lead

Agency:

PB

OT

Project

Title

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Redesign Going/Greeley interchange including climbing lane on Going to improve truck movement.

t Map app under the transportation tab, there is a project # 30016

But when I check the Citywide systems plan Proposed Draft , page 309 Appendix A . Investment Strategy , I can not find # 30016. Is # 30016 proposed to be deleted from the TSP ? If # 30016 is proposed to be deleted, then why does it appear on the Map app ?

Linda Bauer



## 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 112<sup>th</sup>, Portland OR 97220

Thank you for considering changing the designation of 1342, 1406 and 1408 NE 112<sup>th</sup> 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 112<sup>th</sup> 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,

Don Grotting  
Superintendent

DG/fs



## **SUNRISE CONSULTING**

Portland Planning and Sustainability

RE: 1353, 1409, 1421 NE 112<sup>th</sup>, Portland OR 97220

I own and operate Sunrise Consulting at 111<sup>th</sup> SQUARE One on One Fitness and Therapy at NE 111<sup>th</sup> & 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

**111<sup>th</sup> 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 4<sup>th</sup> Avenue, 7<sup>th</sup> floor  
Portland OR 97201

RE: 2035 Comprehensive Plan for 1353, 1409 and 1421 NE 112<sup>th</sup>, 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 112<sup>th</sup>. By including our three SFR parcels on the west side of 112<sup>th</sup> to the south of Halsey Street (and the three SFRs owned by others on the east side of 112<sup>th</sup>), 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 112<sup>th</sup> and adjacent real estate we own to develop more affordable housing and neighborhood services.

Cordially yours,



Fred and Ann Marie Sanchez  
111<sup>th</sup> SQUARE, LLC



# 2035 Comprehensive Plan Proposed Draft Map App

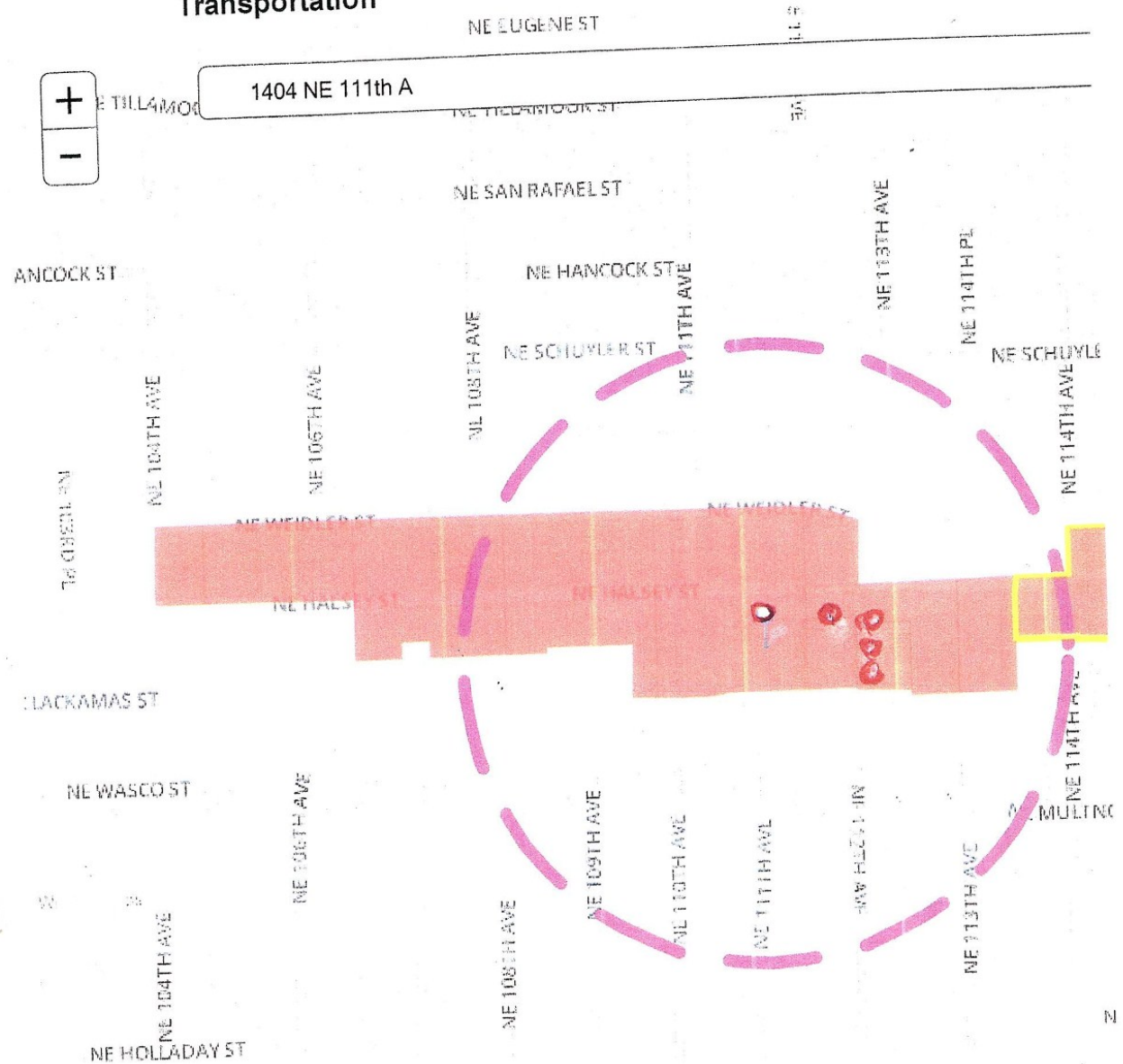
## Land Use

### Mixed Use - Neighborhood

This designation promotes mixed-use development in neighborhood centers and along neighborhood corridors to preserve or cultivate locally serving commercial areas with a storefront character. This designation is intended for areas where urban public services, generally including complete local street networks and access to frequent transit, are available or planned, and development constraints do not exist. Areas within this designation are generally pedestrian-oriented, predominantly built-up at low- to mid-rise scale, often with buildings close to and oriented towards the sidewalk. The corresponding zones are Neighborhood Commercial 1 (CN1), Neighborhood Commercial 2 (CN2), Office Commercial 1 (CO1), Office Commercial 2 (CO2), Mixed Commercial/Residential (CM), Storefront Commercial (CS), and General Commercial (CG).

## Transportation

## Infrastructure





Aerial Photo (2011) • 1353, 1409 & 1421 NE 112th Ave.



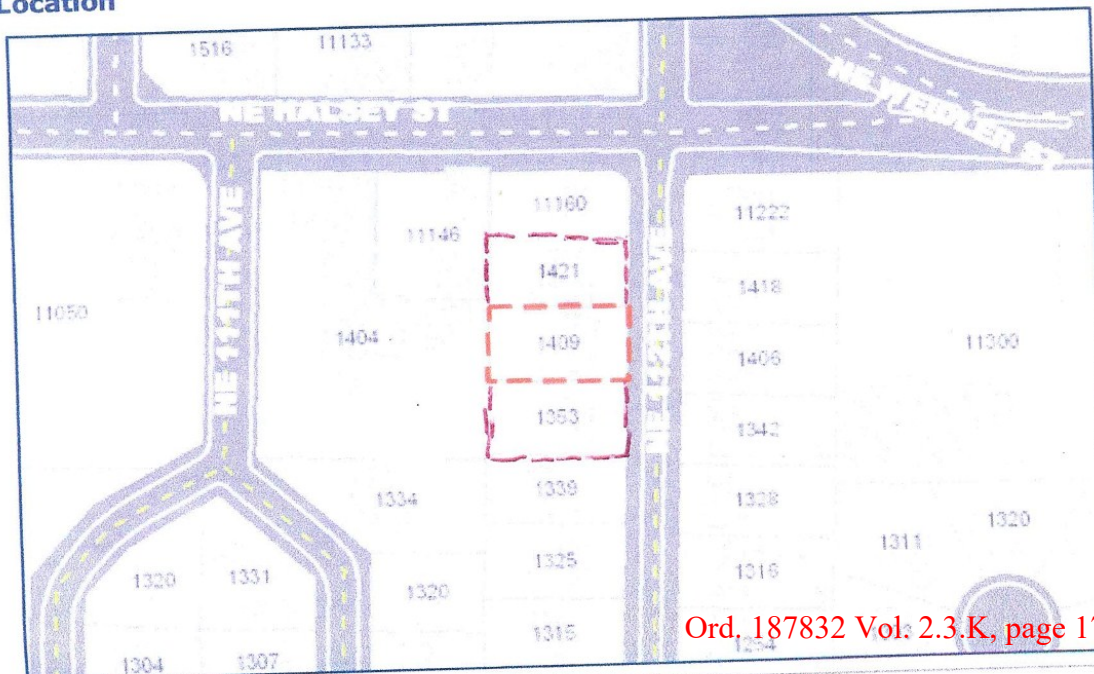
# PortlandMaps

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• 1409 NE 112TH AVE & 1353 & 1421  
HAZELWOOD - PORTLAND

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*NE 112th Avenue*  
[Traffic](#) | [Transit](#) | [Paving](#) | [Snow and Ice](#) | [Transportation System Plan](#)

## Property & Location







**From:** PDX Comp Plan  
**Sent:** Tuesday, September 02, 2014 10:47 AM  
**To:** Planning and Sustainability Commission  
**Subject:** FW: PSC Comprehensive Plan Testimony

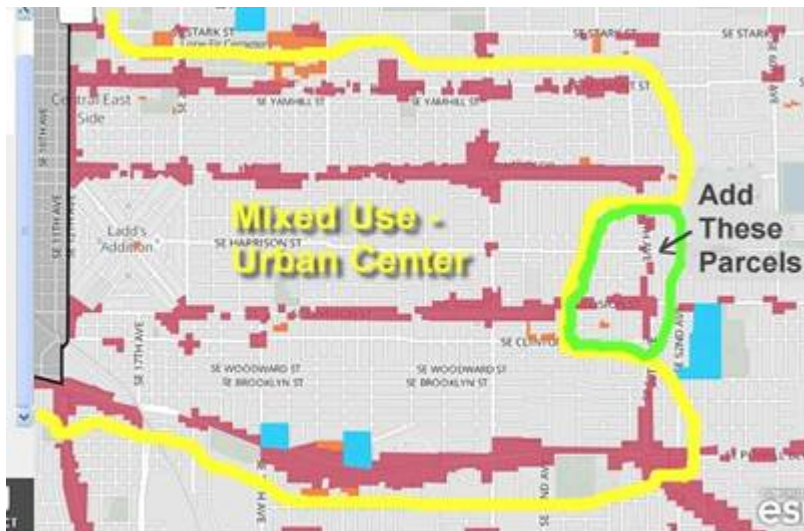
**From:** Doug X [<mailto:dougurb@gmail.com>]  
**Sent:** Sunday, August 31, 2014 11:23 PM  
**To:** PDX Comp Plan  
**Cc:** Stockton, Marty  
**Subject:** PSC Comprehensive Plan Testimony

To the Planning and Sustainability Commission

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

Dear Commissioners:

I am writing to ask that the mapping of **Mixed Use-Urban Center**, that covers the majority of inner SE Portland, be extended as far east as SE 52nd, along Division Street. Studying the map, you'll see that the "Urban Center" designation has been applied to all the Mixed Use properties within the yellow boundary I have drawn:



The **Mixed Use-Urban Center** designation extends east beyond 50th along Belmont, along Hawthorne, and even along Powell. However, it stops at 44th on Division, leaving the green bubble as **Mixed Use - Neighborhood**.

The hub developing at 50th and Division is as much a part of this Town Center as areas further west on Division. At 48th, the new 4-story mixed-use building by developer Aaron Jones is almost finished:



The Town Center characteristics are building east of there:



The building at left will become a Green Zebra Market. At the corner of 50th, Mr. Jones is planning a new mixed use building similar to his development at 48th. The resulting volume will increase the urban feeling at this intersection. (I have drawn in the ghost of this building)



This intersection has better transit service than much of the Inner SE Town Center. Here, the No.14 Hawthorne Bus intersects with the No. 4 Division bus, giving great transit opportunities. As well, the city's best Bike Boulevards are blocks away at Clinton and at Lincoln.

As the map indicates, it seems a logical pattern to extend the Mixed Use - Urban Center designation to all mixed use parcels as far east as 52nd or so, from Belmont, south to Powell Blvd, including parcels along Division, as well as those along 50th. Instead of the **Mixed Use - Neighborhood** designation now in the proposal, I urge you to change the parcels I have circled in green, to **Mixed Use - Urban Center**, to better achieve the goals of walkable neighborhoods for the majority of new residents as well as existing residents.

Thank you.

From: Planning and Sustainability Commission  
Sent: Wednesday, September 03, 2014 2:10 PM  
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](http://www.portlandoregon.gov/bps)

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From: PDX Comp Plan  
Sent: Tuesday, September 02, 2014 11:08 AM  
To: Planning and Sustainability Commission  
Subject: FW: PSC COMPREHENSIVE PLAN TESTIMONY

From: Nancy Farrell [mailto:[nancy@farrellrealty.com](mailto:nancy@farrellrealty.com)]  
Sent: Saturday, August 30, 2014 9:00 AM  
To: PDX Comp Plan  
Subject: PSC COMPREHENSIVE PLAN TESTIMONY

3806 N ATTU AND 8748 N SEWARD CT—STRONG OBJECT TO CHANGING THE PROPOSED DESIGNATION TO SINGLE DWELLING, 7,000 THE DALAKE ADDITION WAS DEVELOPED IN THE 60'S. THE LOT SIZE OF 5,000 SQ FT IS THE PROPER SIZE LOT FOR HOUSES 960 TO 1200 SQ FT WITH GARAGES. TO CRAM APTS WITH NO PARKING AND STREETS WITH CARS PARKED SO CLOSE THAT TRAFFIC CAN'T NEGOTIATE COMING FROM OPPOSITE DIRECTIONS IT MAKES NO SENSE TO INCREASE THE LOT SIZE IN A CORE NORTH PORTLAND NEIGHBORHOOD.

SBT LLC  
4772 N LOMBARD ST  
PORTLAND, OREGON  
97203  
[nancy@farrellrealty.com](mailto:nancy@farrellrealty.com)

From: Ocken, Julie  
Sent: Monday, September 29, 2014 1:22 PM  
To: Kovacs, Madeline  
Subject: FW: Proposed Re-Zoning of 4312 SE 24th Ave.  
Attachments: comp-plan\_psc-schedule.pdf

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](http://www.portlandoregon.gov/bps)

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From: Stockton, Marty  
Sent: Monday, September 29, 2014 12:40 PM  
To: Michael Guzzetti  
Cc: Ocken, Julie  
Subject: RE: Proposed Re-Zoning of 4312 SE 24th Ave.

Hi Michael,

Attached is the Planning and Sustainability Commission public hearing schedule on the Comprehensive Plan Update. It also includes ways to submit testimony and the November 4th deadline.

Your email (testimony) was received on August 29, 2014. I have copied it below for reference.

With kind regards,  
Marty

+++++

From: Michael Guzzetti [mailto:[gizmundi@gmail.com](mailto:gizmundi@gmail.com)]  
Sent: Friday, August 29, 2014 6:55 PM  
Subject: Proposed Re-Zoning of 4312 SE 24th Ave.

I temporarily misplaced the mailer that arrived a few weeks ago regarding the proposed rezoning of our block. I tried to leave an online comment, but it was a bit too long. I recall there was an email address to send comments to also, and I found your address online. Please let me know if there is a different email address I should be sending this message to. My comment is below:

My wife and I can barely contain our elation. It is not hyperbole to say this is this proposed rezoning of



our block is the most exciting piece of mail we've received since we moved into our house six and half years ago. Our personal American Dream feels like it's stirring from the ashes. As first time homebuyers, we were not savvy or educated enough to understand that we had purchased a property zoned in some mysterious nether-land called "General Employment 1". After all, our house was built in 1917 with single family homes on either side of it. How could it be anything other than a residential property?

In February of 2014, we were confronted with the heart-wrenching reality of our oversight. This came in the form of huge trucks equipped with continuously running, diesel-operated refrigeration units, parked directly across the street from our front porch, shaking our foundation, rattling our windows and shattering our nerves. My wife and I were flabbergasted. How in the unholy stretches of insanity could anyone possibly think this was acceptable in a residential neighborhood?

We purchased our house with the ideal of having a place to call our own, investing in home ownership is a foundation of American culture, history and ideals, not to mention, a talking point of every responsible adult we know. "Renting a home is like throwing your hard-earned money in the garbage disposal," they said. "Buy a home. Build equity." This was a particularly tempting considering the rapidly declining existence of pensions and/or healthy retirement accounts in the private sector. If we made it to retirement age and Social Security still existed, home ownership was an absolutely essential piece of avoiding a diet of stale bread and rancid jam in our old age.

With these intentions, we borrowed money for a down payment, carefully pored over our finances, wrung our hands and made the leap. A few months later, we experienced the stomach-dropping fear and bewilderment when the housing bubble burst, the world plunged into the Great Recession and seemingly overnight we were horribly upside down on our mortgage. Then, we experienced a reduction in wages and despite all indicators that a strategic fault made more and more economic sense, we loved our home and faithfully continued to pay the mortgage. We acknowledged that we wouldn't be able to trade up anytime soon, but we figured that if we took care of our home, eventually values would go up and our sacrifice might be worth it.

Flash forward to a devastating Saturday evening, 24 hours after the refrigeration trucks showed up. Everything we worked for seemed to crumble amidst the uproarious, rumbling thunder of three continuously running diesel engines. At this point, we could barely hear ourselves think. It became painfully apparent how sound can be used as a method of torture, disrupting rest, cognition, and the ability to function normally (without wanting to jump off a bridge). I realize this may sound melodramatic, so I'll briefly elaborate.

We bought our home fully aware that it was directly across the street from a loading dock on a commercial building. We saw the trucks from Google Earth before we even set eyes on our future home. We dealt with trucks coming and going at all hours of the day and night for several years. Eventually, our bodies semi-adapted. Our brains learned to dismiss the loud beeping of a truck backing up in the middle of the night and the startling crash of a ramp lowering to unload. The sounds were annoying, but intermittent, and hence tolerable. We accepted these sounds for years with no complaint.

A couple years later, the tenant moved out, the building was empty, and the trucks were gone. Soon, we were in a battle with vagrants and addicts moving into the building's adjacent alley, fighting, cursing and screaming at all hours. Graffiti and large piles of rubbish started showing up, too. Then, the parking lot was rented to a nearby auto-dealer and they began racing cars up and down our street. We did our best to grin and bear it. Our house wasn't in the perfect location, but it was still our house and we loved it. Looking back, though, the original trucks, the invasion of vagrants and the car lot were sunny dances in the park compared to the refrigeration trucks. This new situation made our home seem absolutely worthless. Everything we worked for seemed to be slipping away.

When we called the number on the side of the building, we were surprised and thankful that the owner himself answered. He said he had no idea the trucks would cause any problems and he had full intentions of being “a good neighbor”. Since, all of my neighbors had already expressed grave concerns about the new tenant, the owner agreed to meet us all at once. A month went by and despite frequent communication with the owner and tenant, many promises and alleged good intentions, nothing productive was done to stop the refrigeration trucks from smashing into our lives and destroying our neighborhood and property—not just metaphorically. Twice now, trucks have backed up onto our property, smashed into our retaining wall and tore up our landscaping. The most recent time, they shredded the first flower's I've ever planted.

How can this type of activity occur directly across the street from a residential neighborhood? Our research revealed that we lived in a bizarre territory zoned for “General Employment 1”. According to the City of Portland’s website, this particular zoning is intended to “allow for a large range of employment opportunities without potential conflicts from interspersed residential uses” and is permitted to abut industrial zones. I can vaguely grasp that this must be an important “buffer” zone in city planning, I just couldn’t understand why our block was in one. My wife and I felt completely defeated and at our wits end.

Meanwhile, the trucks kept rolling in. Multiple refrigeration units running simultaneously were clocking in at over 80 decibels when measured from my front porch. Conversations with the owner of the building across the street had devolved into him calling everyone “insane” because the sound of the trucks was “incredibly quiet” and it was “our fault” for purchasing a property in an industrial zone. My wife was in tears and we were both completely on edge and desperate. The noise was so extreme at night, it occurred to me there must be some kind of code governing this. Thankfully, the City of Portland has excellent online information and within seconds I was reading Title 18, Chapter 18.10 - "Maximum Permissible Sound Levels”. To my supreme relief, even living in our strange zone, it appeared the refrigeration trucks were in violation of a City Ordinance.

After many hours of research, phone calls and emails, the one and only, Officer Paul van Orden (our personal super-hero), came to our property, made some measurements and determined the trucks were indeed violating a city ordinance during nighttime hours (between 10 PM and 7 AM). The relief was overwhelming. After a few more tortuous nights, the owner and tenant received notification and the trucks stopped running after 10 PM. We had won back our nights.

Unfortunately, because of our current zoning, the trucks are still permitted to run continuously during the day creating a very un-residential atmosphere and an extremely inhospitable environment if we ever want to sell our house. One of our favorite activities, having a sunset drink on our front porch after a long day at work, is rarely, if ever possible anymore. We can’t even enjoy an evening barbeque from our back porch because the trucks are still easily heard. Overall, we still felt pretty defeated and hopeless.

Then, this exciting notification from the city arrived—a true beacon of hope. If our house becomes zoned for residential as proposed, my wife and I will be dancing in jubilant celebration. The entire block will rejoice. We will actually live in the residential neighborhood we thought we moved into. I am extremely heartened by this possibility and by the overall efficacy of our city government. From the police officers who helped keep the alley under control, to the law makers who had the foresight to regulate noise pollution, to Officer Paul van Orden who tirelessly strives to ensure the citizens of this great city have the right to quiet enjoyment, I am thankful. The proposed re-zoning would be the ultimate victory to wash away our struggles and a clear confirmation that Portland is The City that Works. My wife and I sincerely believe this would be the full resurrection of our personal American Dream.

Sincerely,

Michael Guzzetti

4312 SE 24th Ave., Portland, OR 97202

Marty Stockton | Southeast District Liaison  
Portland Bureau of Planning and Sustainability  
1900 SW 4th Avenue | Suite 7100 | Portland, OR 97201  
p: 503.823.2041  
f: 503.823.5884  
e: marty.stockton@portlandoregon.gov  
w: www.portlandoregon.gov/bps

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From: Michael Guzzetti [mailto:gizmundi@gmail.com]  
Sent: Sunday, September 28, 2014 4:15 AM  
To: Stockton, Marty  
Subject: Re: Proposed Re-Zoning of 4312 SE 24th Ave.

Hello Marty,

I seem to have misplaced the original mailing which included the dates and locations of the public forums. Is this information available online somewhere or can you send me the information? Also, do you know if my comment made it to the Planning and Sustainability Commission?

Thank you very much!

On Thu, Sep 4, 2014 at 5:40 PM, Scarzello, Christina  
<Christina.Scarzello@portlandoregon.gov> wrote:

Hi Michael – thanks for your message. I'm copying Marty Stockton who is your District Liaison. We will make sure your comment get to the Planning and Sustainability Commission.

-Chris  
christina.scarzello@portlandoregon.gov  
east district liaison|portland bureau of planning and  
sustainability|www.portlandoregon.gov/bps|phone 503.823.7716  
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From: Michael Guzzetti [mailto:gizmundi@gmail.com]  
Sent: Friday, August 29, 2014 6:55 PM  
To: Scarzello, Christina  
Subject: Proposed Re-Zoning of 4312 SE 24th Ave.

Hello Christina,

I temporarily misplaced the mailer that arrived a few weeks ago regarding the proposed rezoning of our block. I tried to leave an online comment, but it was a bit too long. I recall there was an email address to send comments to also, and I found your address online. Please let me know if there is a different email address I should be sending this message to. My comment is below:

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Sincerely,

Michael Guzzetti  
4312 SE 24th Ave., Portland, OR 97202

# CLASSIQUE FLOORS

*The Best Little Floor Store In Town*

August 29, 2014

Portland Planning and Sustainability Commission  
Comprehensive Plan Update  
1900 SW 4<sup>th</sup> Avenue, Suite 7100  
Portland, OR 97201

RE: 14127 SE Stark St  
14127 WI/SE Stark St  
14141 SE Stark St

Dear Commission,

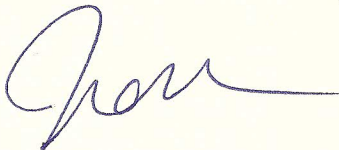
I'm a second generation small business owner and resident of East Portland. My business has been located in East Portland for over 36 years. I purchased our current location property in 2003. Classique Floors is an active part of the outer East Portland business community. The recent creation of the Rosewood Neighborhood Prosperity Initiative is very encouraging as this area has struggled for many years. I'm committed to keeping my business in this area and working with the other business owners, property owners and local government entities to create a strong, thriving Rosewood area community.

Classique Floors supports 16 terrific full time employees and about 25 installation subcontractors through the sale and installation of flooring and countertop materials. Our customers come to us from throughout the Portland Metro area due to our reputation for quality products, professional installation and our support of the local community. We're an Oregon State Certified Woman Business Enterprise (WBE) and Disadvantaged Business Enterprise (DBE) and appreciate the assistance the state and local government has offered us through the years as we compete with the larger, traditional flooring contractors.

Thank you for considering our property for the new Mixed Use – Civic Corridor designation in the Comprehensive Plan. We strongly support this change and appreciate this consideration.

Thank you.

Sincerely,



Judith Huck  
President

14127 SE Stark, Portland, OR 97233-2150 • Phone 503-255-6775 • Fax 503-255-6776 • CCB017132  
[www.classiquefloors.com](http://www.classiquefloors.com)

*Michael J. O'Connell*  
*2333 SE 38<sup>th</sup> Avenue*                      *Portland, OR 97214*

August 29, 2014

Ms. Marty Stockton  
Southeast District Liaison  
Portland Bureau of Planning and Sustainability  
1900 SW 4<sup>th</sup> Avenue  
Suite 7100  
Portland, OR 97201

**SUBJECT:** *Draft 2035 Plan*

Dear Ms. Stockton,

Thank you for recently discussing the draft City of Portland 2035 Comprehensive Plan (“2035 Plan”) changes with me, and explaining the process that the City intends to follow to adopt the new 2035 Plan. I find it odd that the Comp Plan designation of *only those single-family home properties south of and fronting SE Caruthers between SE 35<sup>th</sup> Place and SE Cesar Chavez Boulevard (SE 39<sup>th</sup> Avenue) and that portion of SE 38<sup>th</sup> Avenue south of Caruthers* have a Comp Plan designation of Commercial. It appears that nowhere else along the entire SE Division Street corridor in the Richmond neighborhood is this the case, and I write this letter to request that the City change the current Comp Plan designations of these properties to match their existing single-family residential zoning designations.

My wife and I moved to Portland over twelve years ago. We purchased our current home then, and have seen this neighborhood evolve over that time, in many ways positively, but in some ways, very negatively, such as the very recent 37<sup>th</sup> & Division “Richmond Flats” multi-family project that became a lightning rod for everything bad about how the current code allows the development of projects that damage existing neighborhoods.

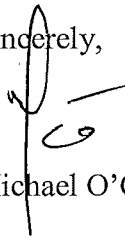
Our family enjoys this neighborhood, and wants to remain in this home. We are contemplating a significant remodel of our home to accommodate a third generation of our family, with my wife’s parents coming to live with us to help raise our two young sons. However, the long-range plans contemplated in the draft 2035 Plan give us cause for rethinking our long-term plan.

As I understand it, currently the properties on the south side of Caruthers Street between SE 35<sup>th</sup> and SE 39<sup>th</sup>, and on both sides of SE 37<sup>th</sup> south of Caruthers are zoned R5 (except for the above-mentioned 37<sup>th</sup> & Division project), but have a Comp Plan designation of CU, which would allow commercial, multi-family residential, retail, and some light manufacturing uses to be located across the street from our home. Such a property owner has the right to seek – and be granted via an administrative decision – a zone change to put his or her property in conformance with the Comp Plan. The change being proposed in the 2035 Plan is to amend the CU designation to a more explanatory designation of

MU, which allows commercial, retail, office, light manufacturing and multi-family residential uses. While I do not object to the clarifying nature of the proposed change, I do object to the current Comp Plan designation of CU/MU for these properties, and strongly believe it should match the current R5 zoning designation. Quite simply, the potential for the conversion of the single family homes across Caruthers to multi-story mixed use, or the back side of a commercial establishment fronting Division, or a single commercial establishment fronting Caruthers – all of which would be allowed – would ruin the fabric of this neighborhood and would have a very detrimental effect on the value of our home and all the single-family homes in this immediate area.

I strongly urge you to amend the draft 2035 Plan and make the Comprehensive Plan designation of these existing single family homes on the south side of Caruthers in this isolated area conform to their current R5 zoning designation. Please keep commercial uses to the Division corridor where they belong, and don't allow creep into the adjacent neighborhoods.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael O'Connell". The signature is written in a cursive style with a large initial "M" and a distinct "O'".

Michael O'Connell

cc: Richard Olivera  
Karen Huth  
Angela Snell  
Jan Simpkins  
Tom Buck  
Virginia Seelen



From: Planning and Sustainability Commission  
Sent: Thursday, August 28, 2014 11:12 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](http://www.portlandoregon.gov/bps)

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From: Jon Nigbor [mailto:[jon.nigbor@media272.com](mailto:jon.nigbor@media272.com)]  
Sent: Thursday, August 28, 2014 11:04 AM  
To: Planning and Sustainability Commission  
Subject: PSC Comprehensive Plan Testimony

This email is to state that I am in favor of your Comprehensive Plan to change the area including my home at 1535 SE Cesar Chavez Blvd from Residential to Mixed Use Residential and Commercial.

Thank you and feel free to call me

---

Jon Nigbor

o. 800.272.7222  
o. 503.230.0406  
c. 503.720.6431

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 112<sup>th</sup>

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 112<sup>th</sup>. 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

From: Planning and Sustainability Commission  
Sent: Thursday, August 28, 2014 9:27 AM  
To: Kovacs, Madeline  
Subject: FW: 128 NE Russell Street

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](http://www.portlandoregon.gov/bps)

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-----

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

From: Steve Rose [mailto:[stevenmrose@comcast.net](mailto:stevenmrose@comcast.net)]  
Sent: Wednesday, August 27, 2014 3:11 PM  
To: Planning and Sustainability Commission  
Cc: Stark, Nan; Joe DeJager; Joe Sugura; [matt@secretsociety.net](mailto:matt@secretsociety.net)  
Subject: 128 NE Russell Street

Gentlepersons,

Quimby YR LLC, an Oregon limited liability company whose sole member is our family trust (Yeats Rose Family Trust Dated 12/15/05), is a one third owner of the property located at 128 NE Russell Street. 2360 Quimby LLC and JoeFish LLC, both Oregon limited liability companies, also each own one-third of the property. The three LLCs conduct business relating to this property under the name of Three Amigos TIC.

We recently received a notice regarding the proposed comprehensive plan. It indicates that the proposed comprehensive plan designation for the property is Single-Dwelling 2,500. In looking at the website, we also became aware that the property has a proposed zone of Residential 2,500 (R 2.5).

We noticed that the property immediately across the street on the north side of Russell has a proposed comprehensive plan designation for the property of Mixed Use - Urban Center and a proposed zone of Storefront Commercial (CS), or closest comparable zone. We also noticed that the property to the east adjacent to MLK and also going west on the south side of Russell not quite to our property has a proposed comprehensive plan designation of Mixed Use - Urban Center and a proposed zone of Central Employment (EX), or closest comparable zone.

This prompted a call to our District Planning Liaison, Nan Stark. Nan told us that our property was a mistakenly given its proposed designation and proposed zone. She told us that it was her understanding that our property was going to be given a revised proposed designation of Mixed Use - Urban Center and a revised proposed zone of Storefront Commercial (CS), or closest comparable zone, and that the

map would be revised to show this. She suggested that I send an email to the PSC to state that we concur with these revisions.

Three Amigos TIC requests that our property be given the revised proposed designation of Mixed Use - Urban Commercial and the revised proposed zone of Storefront Commercial (CS), or closest comparable zone. We ask for confirmation that this is going to occur and, if so, when this will happen.

Thank you for your consideration.

Steve Rose  
Trustee of Yeats Rose Family Trust, sole member of Quimby YR LLC

From: Planning and Sustainability Commission  
Sent: Thursday, August 28, 2014 9:33 AM  
To: Kovacs, Madeline  
Subject: FW: psccomprehensive 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](http://www.portlandoregon.gov/bps)

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From: PDX Comp Plan  
Sent: Thursday, August 28, 2014 9:29 AM  
To: Planning and Sustainability Commission  
Subject: FW: psccomprehensive plan testimony

From: [neill777@comcast.net](mailto:neill777@comcast.net) [mailto:[neill777@comcast.net](mailto:neill777@comcast.net)]  
Sent: Wednesday, August 27, 2014 9:29 PM  
To: PDX Comp Plan  
Subject: psccomprehensive plan testimony

Kathleen B. Neill, 6515 SE Reed College Place, is in favor of the change in the comprehensive plan to Single-Dwelling 7,000.  
Thank you,  
Kathleen Neill

From: Ocken, Julie  
Sent: Tuesday, August 26, 2014 11:54 AM  
To: Kovacs, Madeline  
Subject: FW: Demolition of older homes

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](http://www.portlandoregon.gov/bps)

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

From: Diane [mailto:[dcb1810@yahoo.com](mailto:dcb1810@yahoo.com)]  
Sent: Tuesday, August 26, 2014 11:41 AM  
To: Planning and Sustainability Commission  
Subject: Re: Demolition of older homes

Yes it's 3926 NE 11th Ave, Portland 97212.

Sent from my iPhone

> On Aug 26, 2014, at 11:31 AM, Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)> wrote:

>

> Hi Diane,

>

> Thank you for your message to the Planning and Sustainability Commission. I would be happy to share your testimony with the PSC members in preparation for the upcoming Comprehensive Plan Update hearings, but to do so, I need to have your mailing address included in the testimony. Can you please email me your mailing address? And then I'll enter your comments into the PSC record.

>

> 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](http://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: Diane [mailto:dcb1810@yahoo.com]  
> Sent: Tuesday, August 26, 2014 9:58 AM  
> To: Planning and Sustainability Commission  
> Subject: Demolition of older homes

>  
> Hi I'm a resident of Sabin and live in a house that was built in 1908. I bought my house because I love older homes and I believe in reusing structures that are sound, not tearing them down. I'm very distressed about developers buying up old houses, tearing them down and building monstrous new houses on the lots. These new houses are out of scale with the neighborhood, and too big for the lots. They are made if the cheapest materials and are changing the character of our historic neighborhoods and not for the better. This trend is also contributing to a loss of affordable housing and a loss if diversity, because the smaller older homes being torn down are much more affordable than the huge ones being built.

>  
> Please change city policy to stop incentivizing builders to tear down old houses and replace them with new ones. Please revise codes to reflect that more than 50% demolition is a tear down, not a remodel, and property taxes should be adjusted accordingly.

>  
> Also stop allowing huge houses to be built in historic neighborhoods, where most of the homes are small.

>  
> If I wanted to live amongst big cheap ugly boxes, I would have bought a house in Beaverton or Vancouver.

>  
> Also please stop promoting the lie that the big new houses increase density. Typically the families buying these homes are relatively wealthy, highly educated white folks with 1.2 kids. There is more square footage in the house, but not more people.

>  
> Thanks,

>  
> Diane Benson  
> 1st Vice President  
> Sabin Community Association

>  
> Sent from my iPhone

From: Planning and Sustainability Commission  
Sent: Tuesday, August 26, 2014 3:57 PM  
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](http://www.portlandoregon.gov/bps)

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From: PDX Comp Plan  
Sent: Tuesday, August 26, 2014 3:56 PM  
To: Planning and Sustainability Commission  
Subject: FW: PSC Comprehensive Plan Testimony

From: ruth bryant [mailto:ruthsramblins@yahoo.com]  
Sent: Tuesday, August 26, 2014 5:48 AM  
To: PDX Comp Plan  
Subject: PSC Comprehensive Plan Testimony

We support the rezone to R7. Thank you.  
Respectfully submitted,  
William & Julie Reiersgaard  
6412 SE Reed College Place  
Portland OR 97202



# NOTICE OF A PROPOSED COMPREHENSIVE PLAN MAP CHANGE THAT MAY AFFECT THE PERMISSIBLE USES OF YOUR PROPERTY AND OTHER PROPERTIES

## What does this mean for me?

You received this notice because a new land use designation is proposed for your property. This may affect the permissible uses of your property as well as other properties with the same proposed Comprehensive Plan Map designation. These changes may also affect the value of your property. Approximately 1 in 10 properties in the city are proposed for a new land use designation.

## Why is this happening?

The City of Portland is updating its Comprehensive Plan, a 20-year plan for the physical development of the city. The new Comprehensive Plan Map will be the basis for future updates to the City's Zoning Map and Zoning Code in 2015.

The new Comprehensive Plan will implement the Portland Plan to create a healthier, safer and more connected city.

One of the properties that may be affected is your property at: 2127 SE 143RD AVE

The current Comprehensive Plan Map designation for this property is:

High Density Single-Dwelling

The proposed designation is:

Single - Dwelling 7,000

## How can I learn more about this proposal?

To learn what these map designations mean and how the proposed change might affect your property or your neighborhood, you can:

1. View proposed changes via the interactive Map App at [www.portlandoregon.gov/bps/mapapp](http://www.portlandoregon.gov/bps/mapapp) on any computer, tablet or smart phone. Begin by typing in the property address to view land use, transportation and infrastructure proposals that may affect your property. You may also use the Map App to comment on the proposal.
2. Go online to the project website at [www.portlandoregon.gov/bps/pdxcompplan](http://www.portlandoregon.gov/bps/pdxcompplan) to view the proposed Comprehensive Plan Map, including a series of frequently asked questions. All Multnomah County libraries have public access computers.
3. Ask City staff a question. We are happy to help. Call 503-823-0195 or email us at [pdxcompplan@portlandoregon.gov](mailto:pdxcompplan@portlandoregon.gov).

## Have Your Say

You may comment any time between now and November 4, 2014, orally at one of the four hearings (see schedule on the other side) or in writing. Written comments can be submitted via the Map App or by letter or email. For your comments to be included in the Planning and Sustainability Commission's official hearing record, you must provide your legal name and mailing address. Whether or not you provide your name and address, staff will consider all comments.

### Mail written testimony to:

Portland Planning and Sustainability Commission  
Comprehensive Plan Update

900 SW 4th Avenue, Suite 7100, Portland, OR 97201

Written testimony may also be sent electronically to:

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

with the words *PSC Comprehensive Plan Testimony* in the subject line.

*so you get money*

If you plan to provide written testimony at a public hearing, please bring 10 copies of your testimony. If you testify in person, please be prepared to summarize your remarks in three minutes.

*Dumb - Dumb -*

This will not be your last notice about Comprehensive Plan Map changes. If the Planning and Sustainability Commission recommends changes for your property, you will receive another notice at least 30 days before the Portland City Council considers these changes.

*The light so they can't hit out house*

*Comprehensive Plan Map changes will not take effect unless and until the City Council adopts them by ordinance and the Oregon Land Conservation and Development Commission approves them by order.*

*Who ever thought of flag dot should be moved into a glass house so that the flag*



*dot would shine into the window we can't sleep in any dumb dumb dumb*

## Testify on the proposed land use changes

You are invited to attend or testify at the public hearings held by the Planning and Sustainability Commission this fall.

### PUBLIC HEARINGS ON THE DRAFT 2035 COMPREHENSIVE PLAN

Tuesday, September 23, 2014 5 p.m. to 9 p.m.	The 1900 Building 1900 SW 4th Avenue, Suite 2500A
Tuesday, October 14, 2014 5 p.m. to 9 p.m.	Parkrose High School – Student Center 12003 NE Shaver Street
Tuesday, October 28, 2014 5 p.m. to 9 p.m.	Portland Community College – SE Campus – Community Hall 2305 SE 82nd Avenue
Tuesday, November 4, 2014 4 p.m. to 8 p.m.	The 1900 Building 1900 SW 4th Avenue, Suite 2500A

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings.

If you need special accommodation, translation or interpretation please call 503-823-7700, the City's TTY at 503-823-6868, or the Oregon Relay Service at 1-800-735-2900.

This is a public notice about potential land use changes that may impact your property. For more information, call 503-823-0195.

Esto es un aviso público sobre los posibles cambios del uso del suelo que pueden afectar a su propiedad. Para obtener más información, por favor llame al 503-823-0195.

Официально уведомляем о возможных изменениях в землепользовании, которые могут коснуться Вашей собственности. За дополнительной информацией обращайтесь по номеру 503-823-0195.

Đây là một thông báo cho công chúng về những thay đổi trong sử dụng đất có thể sẽ ảnh hưởng tới nhà đất của quý vị. Để biết thêm thông tin, vui lòng gọi 503-823-0195.

本文为公共通知，旨在告知您土地使用的潜在变化可能会影响到您的房产。如需更多信息，请致电 503-823-0195。

Kani waa ogeysiis dadwayne oo isticmaal dhul oo laga yaabo inuu saameeyo hantidaada. Wixii macluumaad dheeraad ah, fadlan wac 503-823-0195.



City of Portland, Oregon  
Bureau of Planning and Sustainability  
1900 SW 4th Avenue, Suite 7100  
Portland, Oregon 97201-5380 P516

Comprehensive Plan – Notice of Land Use Changes

RETURN SERVICE REQUESTED

2014 AUG 26 A 11:43

RECEIVED - 63233-2  
PLANNING BUREAU  
WIROSTEK, BEVERLY G  
2127 SE 143RD AVENUE  
PORTLAND OR 97233-2111

63233 143233 611

# NOTICE OF A PROPOSED COMPREHENSIVE PLAN MAP CHANGE THAT MAY AFFECT THE PERMISSIBLE USES OF YOUR PROPERTY AND OTHER PROPERTIES

You will receive a notice for each property that you own that may be affected by a Comprehensive Plan Map change. Therefore, if you own multiple properties you may receive more than one notice.

# Franklin G. Drake

---

6316 SW Thomas Street  
Portland OR 97221

August 26, 2014

Portland Planning and Sustainability Commission  
Comprehensive Plan Update  
1900 SW 4<sup>th</sup> Avenue, Suite 7100  
Portland, OR 97201-5380

This acknowledges the recent receipt of your letter addressed to Franklin G. Drake Trusts, 6316 SW Thomas Street, Portland, OR 97221.

The notice is dated August 19, 2014 and states, "Notice of a proposed comprehensive plan map change that may affect the permissible uses of your property and other properties." It specifically refers to our property at 6316 SW Thomas Street, which is currently zoned for Low Density Single-Dwelling. The proposed designation is Single – Dwelling 20,000 Square Feet. I can consider the proposal totally lacking of any sensitivity regarding our home and that of our neighbors to the north, the east, and the southeast. Almost all of the property owners in this area have owned their homes for a number of years and are on one or more acres of property. The low density is one of the attractions of the area, and those property owners have been paying the property taxes levied on their properties for years. Furthermore, Thomas Street is not a standard width, nor has it been improved to meet city standards by the city. Thomas Street is entered off Scholls Ferry Road, which the city/county have improved from time to time, which has not only adversely affected the entrance to Thomas Street, it has also adversely affected the property fronting on Scholls Ferry Road in that area, because of inadequate storm water control on Scholls Ferry Road. Most all the owners that front on Thomas Street, if not all, have opposed the widening of Thomas Street by the city.

Please send me a copy of the current comprehensive plan map affecting our property, as well as any other details developed in the future by the city affecting Scholls Ferry Road in the vicinity of Thomas Street, as well as Thomas Street itself.

Thank you for your attention to this letter.

Yours very truly,



Franklin G. Drake  
FGD/adk

From: Planning and Sustainability Commission  
Sent: Monday, August 25, 2014 12:11 PM  
To: Kovacs, Madeline  
Subject: FW: Reed Neighborhood - Petition in support of Comp Plan Zone Changes  
Attachments: RNA Advocacy Cover Letter\_Sept. 28, 2011.pdf; RNA Petition Signatures\_June 2013.pdf; Reedwood History + Typology.pdf

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](http://www.portlandoregon.gov/bps)

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From: gabe.headrick@gmail.com [mailto:gabe.headrick@gmail.com] On Behalf Of Gabe Headrick  
Sent: Monday, August 25, 2014 11:31 AM  
To: Planning and Sustainability Commission  
Cc: Stockton, Marty; Marisha Childs  
Subject: Reed Neighborhood - Petition in support of Comp Plan Zone Changes

Good morning, my name is Gabe Headrick and I am the Land Use Chair for the Reed Neighborhood Association (RNA). I have been directed to this email by Marty Stockton, our district liason. I would like to submit testimony from the RNA in support of the two zoning changes currently being considered in the Comp Plan update. Both changes (maintaining the R7 between Steele to Raymond as well as in Reed College Heights, and adopting the R7 between Raymond and Schiller) originated with the RNA and have been advocated for by the RNA over the past 3 plus years. We first submitted a letter of advocacy dated Sept. 28, 2011 (attached) which came for a public meeting vote by the neighborhood. This was followed up by a petition supporting the advocacy letter signed by over 130 people (attached). The final attachment is a neighborhood study done in 2011 by the RNA which chronicles the Reedwood neighborhoods development history and provides back information and typology which support the proposed zoning changes. We produced this document on our own because we have passion for our neighborhood and it's history.

Please introduce all of this information as neighborhood support and testimony in favor of the proposed zone changes.  
Thank you and please let me know if there are questions or any further information you need.

Regards,

--

Gabriel Headrick, AIA

Reed Neighborhood Association, Land Use Chair l c. 503.348.8874

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](http://www.portlandoregon.gov/bps)

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**From:** Nancy Matela [<mailto:nmatela@pacifier.com>]  
**Sent:** Monday, August 25, 2014 4:01 PM  
**To:** Planning and Sustainability Commission  
**Cc:** Stockton, Marty  
**Subject:** "Comprehensive Plan Testimony"

Dear Planning & Sustainability Commission,

This is my official request for a zoning change of my property at 1535 SE Alder Street during the Comprehensive Plan update.

The 7000 sq ft building sits in the middle of two 5000 sq ft lots which are taxed together as a 10,000 sq ft lot. It is currently zoned R5. The building was converted to a triplex in the 70s and has been grandfathered in. When I purchased the property in 2010, I converted the 2000 sq ft basement to an apartment using the existing bathroom. In March 2013, the City determined that I could not have four units on this lot because of the zoning. I ended up tearing out the unit costing me \$1200 (City and contractor fees).

This led me to do research on the zoning vs. actual use of the 12 sq block area around the property. Attached you will find hand drawn maps...one showing the official zoning and the other showing current use of the properties. 1535 SE Alder is shown as a star. As you can see, the majority of properties (80%) have existing buildings with more density than R5. At least half are officially zoned as R2.5; the others aren't zoned that but are de facto used as R2.5 or denser.

1535 SE Alder also sits one block away from the recently-built 30-unit development at 16<sup>th</sup> and SE Morrison. My place and the new development are in a 500' transportation corridor.

I am also attaching the citation of the property in the City's historic resource inventory. The house was the second large residence (7000 sq feet including the basement) built in the Buckman area and is

considered architecturally significant. I plan to maintain its historic integrity. The fourth attachment to this e-mail shows the house in its current state.

**Because of all of these things, I ask that the zoning of the property be changed to R2.5 to allow four units on the 10,000 sq ft lot.**

Nancy Matela  
540 SE 71st Ave  
Portland, Or 97215  
503-267-1401











11124 NE Halsey St. PMB 478  
Portland OR 97220  
[www.gabanet.com](http://www.gabanet.com)  
[gabaemail@aol.com](mailto:gabaemail@aol.com)

August 25, 2014  
City of Portland Bureau of Planning & Sustainability  
1900 SW 4<sup>th</sup> Avenue, Portland OR 97201

RE: Mixed Use – Neighborhood designation for Halsey/Weidler between 102<sup>nd</sup> and 112<sup>th</sup> and extension of mixed use to 1353, 1409, 1421, 1406, 1418 and 1342 NE 112<sup>th</sup>.

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,

A handwritten signature in blue ink, appearing to read "David Panichello", with a long horizontal line extending to the right.

David Panichello, President Elect  
Gateway Area Business Association

From: Planning and Sustainability Commission  
Sent: Tuesday, August 26, 2014 4:00 PM  
To: Kovacs, Madeline  
Subject: FW: PCS ComprehensivePlan 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](http://www.portlandoregon.gov/bps)

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From: PDX Comp Plan  
Sent: Tuesday, August 26, 2014 3:58 PM  
To: Planning and Sustainability Commission  
Subject: FW: PCS ComprehensivePlan Testimony

From: Chuck Martin [mailto:[chuckmartin1@comcast.net](mailto:chuckmartin1@comcast.net)]  
Sent: Sunday, August 24, 2014 9:23 PM  
To: PDX Comp Plan  
Subject: PCS ComprehensivePlan Testimony

All Saints Episcopal Church occupies the entire block at 4033 SE Woodstock Blvd. The zoning definition in the plan has just the SE ¼ of the block between 40th and 41st /Woodstock Blvd./Knight Street in the Mixed-Use –Neighborhood zone. The ¼ block reflects the church site as it was in 1900. We request that the entire block be zoned similarly, so that the new buildings and land are all in the same zone. We had requested this in writing on May 8th to Marty Stockton, Southeast District Liaison, Portland Bureau of Planning and Sustainability. We were very surprised that this was not accomplished.

Chuck Martin  
Senior Warden  
All Saints Episcopal Church

From: Planning and Sustainability Commission  
Sent: Tuesday, August 26, 2014 4:01 PM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive plan comment

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](http://www.portlandoregon.gov/bps)

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From: PDX Comp Plan  
Sent: Tuesday, August 26, 2014 3:58 PM  
To: Planning and Sustainability Commission  
Subject: FW: Comprehensive plan comment

From: Theodore Downes-LeGuin [mailto:[tadownes@me.com](mailto:tadownes@me.com)]  
Sent: Sunday, August 24, 2014 8:34 AM  
To: PDX Comp Plan  
Subject: Comprehensive plan comment

Hi, I have attempted to add my comment to the interactive map but the app would not accept the comment, rejecting our name (which is hyphenated) and then refusing to accept revisions. So here is our comment. Perhaps you can add it for us.

Theo and Nancy Downes-Le Guin  
3340 SE Crystal Springs Blvd  
97202

We strongly support the proposed change from R-5 to R-7 zoning for Eastmoreland. The revised zoning reflects historical and current actual usage in the neighborhood while reducing (but not unreasonably withholding) incentives to developers and homeowners to consider infill and tear-down development that permanently alter the character of the neighborhood.

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

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 Neighborhood 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

From: Planning and Sustainability Commission  
Sent: Monday, August 25, 2014 9:11 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  
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[www.portlandoregon.gov/bps](http://www.portlandoregon.gov/bps)

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From: PDX Comp Plan  
Sent: Friday, August 22, 2014 4:38 PM  
To: Michelle Maida; PDX Comp Plan; Planning and Sustainability Commission  
Cc: [jthager@comcast.net](mailto:jthager@comcast.net)  
Subject: RE: PSC Comprehensive Plan Testimony

Michelle and James,

I am including the PSC email address in my response so your testimony is forwarded to them and can be included in the public record.

Thank you.

Kind regards,  
Marty

Marty Stockton | Southeast District Liaison  
Portland Bureau of Planning and Sustainability  
1900 SW 4th Avenue | Suite 7100 | Portland, OR 97201  
p: 503.823.2041  
f: 503.823.5884  
e: [marty.stockton@portlandoregon.gov](mailto:marty.stockton@portlandoregon.gov)  
w: [www.portlandoregon.gov/bps](http://www.portlandoregon.gov/bps)

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From: Michelle Maida [mailto:michellemai@johnlscott.com]  
Sent: Friday, August 22, 2014 4:24 PM  
To: PDX Comp Plan  
Cc: jthager@comcast.net  
Subject: PSC Comprehensive Plan Testimony

To the City of Portland,

I am writing in regard to the Notice of a Proposed Comprehensive Plan Map Change for my neighborhood, Reed neighborhood.

I have served on the Neighborhood board for 3 and ½ years as treasurer and have lived in the neighborhood 8 years. We have been working on this at least that long. I am all in favor as is my husband, James Hager, of changing the comp plan and leaving our neighborhood at R7.

I am not against high density but there must be something in place that demands responsible building. 3 plus stories high homes with a 10 foot setback should not be allowed in a planned subdivision of 1 to 1 and ½ stories high 20 foot setback homes. The city makes money, we understand this, as does the builder. But should one go up behind us for example and block the sun to our backyard well, who is reimbursing us on the depreciation of our property. There are neighbors who have had this happen to them. They have come to our meeting in tears. These are their homes. Why can't the builders respect that? Or the city?

For now, until a plan for responsible building in neighborhoods is in place we would like to see the overlay removed and the neighborhood restored to R7.

Thank you for your time,

Sincerely,

Michelle I. Maida and James T. Hager  
3620 SE Raymond St  
Portland OR 97202

Michelle Maida  
Principal Broker

John L. Scott Real Estate  
Office: 503-775-4699  
Mobile: 503-703-1896  
michellemai@johnlscott.com

James Hager  
Buyer's Agent  
Mobile: 503-806-4482  
jthager@comcast.net

Karin Maczko  
Partner & Licensed Assistant  
Office: 503-419-3860  
Mobile: 503-998-7762  
karinm@johnlscott.com



From: Planning and Sustainability Commission  
Sent: Tuesday, August 26, 2014 4:02 PM  
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](http://www.portlandoregon.gov/bps)

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From: PDX Comp Plan  
Sent: Tuesday, August 26, 2014 3:59 PM  
To: Planning and Sustainability Commission  
Subject: FW: PSC Comprehensive Plan Testimony

From: BPS Mailbox  
Sent: Friday, August 22, 2014 3:26 PM  
To: PDX Comp Plan  
Subject: FW: PSC Comprehensive Plan Testimony

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

From: Eli Shemali [mailto:[eli@pearldistrictdental.com](mailto:eli@pearldistrictdental.com)]  
Sent: Friday, August 22, 2014 6:56 AM  
To: BPS Mailbox  
Subject: PSC Comprehensive Plan Testimony

Legal Name: Eli and Mika Shemali  
Mailing Address: 3644 SW 60th Place Portland OR 97221

The proposed change of my property is from Low Density Single-Dwelling to Single-Dwelling 20,000. I am writing in support of maintaining the existing designation for my property and for the Raleigh Ridge Estates developments (10 properties south of Patton Road on 60th Place.

The definition of Single-Dwelling 20,000 is:

This designation is intended for areas far from centers and corridors where urban public services are extremely limited or absent, and future investments in public services are not planned.

My property is located in the Raleigh Ridge Estates development which does not meet the above definition:

- \* Raleigh Hills Estates is 7 minutes from Downtown Portland
- \* It is easily accessible with wide street access thru Scholls Ferry, Patton Road and 60th Place (all these roads are paved) And the entrance to the neighborhood is wide enough for trucks and other equipment.
- \* All urban public services are nearby and present just like any other urban area in Portland with the Low Density Single-Dwelling designation.
- \* Current plan supports micro-designation for a development similar in size to that of the Raleigh Hills Estates.

Thank you for your consideration.

--

Eli Shemali | Clinic Manager | Pearl District Dental

Mika Miyamoto-Shemali DMD featured in 2010, 2011, 2012, 2013, and 2014 America's Top Dentists

Selected as Top Dentist in Portland for 2011, 2012 and 2013 by the International Association of Dentists

Spotlighted in Leading Physicians of the World publication for 2011, 2012, and 2013

Former Visiting Clinical Professor, The Spears Institute for Advanced Dentistry

(503) 977-3275 | eli@pearldistrictdental.com | www.pearldistrictdental.com

August 22, 2014

Subjects: 1353, 1421 & 1409 NE 112th

I've lived at 1334 NE 11th for 9 years and appreciate my landlord (Ann Snick) and her family. They take good care of my home and other property they own close by. Ann showed me the Comp Plan Draft map and it just makes sense that the line for Mixed Use Neighborhood should be extended on NE 112th since those pieces are about commercial properties.

I support the proposed changes.

Lerris Bruno  
1334 NE 11th

August 22, 2014

Portland Planning and Sustainability Commission  
Comprehensive Plan Update  
1900 SW 4<sup>th</sup> Avenue, Suite 7100  
Portland OR 97201

RE: 1353, 1409 and 1421 NE 112<sup>th</sup> Avenue

I am a resident and business owner (Terra Health Resources) and community activist in Parkrose. I actively volunteer on the Halsey Weidler Corridor Group and have been tasked to write a grant proposal for funds for Gateway identity and improvements for the couplet between NE 102<sup>nd</sup> and NE 112<sup>th</sup> on Halsey St. and Weidler Street. I believe the Mixed Use – Neighborhood Proposed Comprehensive Plan Designation will help businesses to grow and succeed and residents to enjoy a good quality of life. I also support proposed changes to real estate owned by my friend, Fred Sanchez at 1353 NE 112<sup>th</sup>, 1409 NE 112<sup>th</sup> and 1421 NE 112<sup>th</sup>. He believes in Gateway and is eager to see the area prosper.

Thank you,



Tom Badrick  
1725 NE 118<sup>th</sup> Avenue  
Portland OR 97220

Aug. 21, 2014  
Planning and Sustainability Commissioner  
1900 S. W. 4<sup>th</sup> Ave. #2500 A  
Portland, OR 97201-5380

I would like to attend  
the public hearing to offer  
oral testimony or give written  
information on Sept 25, 2014,  
at 5 p.m.

My name is Ann Schilke,  
mailing address P.O. Box 33377  
Portland, OR 97292 (Property  
address is 3229-3233 N.E.  
Broadway.

I am very close to  
central Portland and object  
to having my zoning changed.  
I may be charged more  
property taxes and not be  
able to use my property as  
I would have been able  
to under commercial zoning.

It might also lower my  
property value. Just because  
a big development has occurred  
in the neighborhood is no  
reason the city should be

Ann Schieke -

able to change the zoning.  
One of the objections is  
the redevelopment of  
existing land and addressing  
issues like size, bulk,  
and design of new buildings  
and their relationships to  
adjacent buildings among  
other things. Also that zoning  
may affect the allowed  
land uses and type of alteration  
allowed to existing buildings.

Ann Schieke  
and daughter  
Patricia Bartkas

From: Planning and Sustainability Commission  
Sent: Monday, September 15, 2014 2:58 PM  
To: Kovacs, Madeline  
Subject: FW: PSC Testimony: Proposed Re-Zoning of 4312 SE 24th Ave. (check for duplicate of this message)

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](http://www.portlandoregon.gov/bps)

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From: Scarzello, Christina  
Sent: Monday, September 15, 2014 1:50 PM  
To: Planning and Sustainability Commission  
Subject: PSC Testimony: Proposed Re-Zoning of 4312 SE 24th Ave. (check for duplicate of this message)

From: Michael Guzzetti [<mailto:gizmundi@gmail.com>]  
Sent: Friday, August 29, 2014 6:55 PM  
Subject: Proposed Re-Zoning of 4312 SE 24th Ave.

I temporarily misplaced the mailer that arrived a few weeks ago regarding the proposed rezoning of our block. I tried to leave an online comment, but it was a bit too long. I recall there was an email address to send comments to also, and I found your address online. Please let me know if there is a different email address I should be sending this message to. My comment is below:  
My wife and I can barely contain our elation. It is not hyperbole to say this is this proposed rezoning of our block is the most exciting piece of mail we've received since we moved into our house six and half years ago. Our personal American Dream feels like it's stirring from the ashes. As first time homebuyers, we were not savvy or educated enough to understand that we had purchased a property zoned in some mysterious nether-land called "General Employment 1". After all, our house was built in 1917 with single family homes on either side of it. How could it be anything other than a residential property?  
In February of 2014, we were confronted with the heart-wrenching reality of our oversight. This came in the form of huge trucks equipped with continuously running, diesel-operated refrigeration units, parked directly across the street from our front porch, shaking our foundation, rattling our windows and shattering our nerves. My wife and I were flabbergasted. How in the unholy stretches of insanity could anyone possibly think this was acceptable in a residential neighborhood?  
We purchased our house with the ideal of having a place to call our own, investing in home ownership is a foundation of American culture, history and ideals, not to mention, a talking point of every responsible adult we

know. “Renting a home is like throwing your hard-earned money in the garbage disposal,” they said. “Buy a home. Build equity.” This was a particularly tempting considering the rapidly declining existence of pensions and/or healthy retirement accounts in the private sector. If we made it to retirement age and Social Security still existed, home ownership was an absolutely essential piece of avoiding a diet of stale bread and rancid jam in our old age.

With these intentions, we borrowed money for a down payment, carefully pored over our finances, wrung our hands and made the leap. A few months later, we experienced the stomach-dropping fear and bewilderment when the housing bubble burst, the world plunged into the Great Recession and seemingly overnight we were horribly upside down on our mortgage. Then, we experienced a reduction in wages and despite all indicators that a strategic fault made more and more economic sense, we loved our home and faithfully continued to pay the mortgage. We acknowledged that we wouldn’t be able to trade up anytime soon, but we figured that if we took care of our home, eventually values would go up and our sacrifice might be worth it.

Flash forward to a devastating Saturday evening, 24 hours after the refrigeration trucks showed up. Everything we worked for seemed to crumble amidst the uproarious, rumbling thunder of three continuously running diesel engines. At this point, we could barely hear ourselves think. It became painfully apparent how sound can be used as a method of torture, disrupting rest, cognition, and the ability to function normally (without wanting to jump off a bridge). I realize this may sound melodramatic, so I’ll briefly elaborate.

We bought our home fully aware that it was directly across the street from a loading dock on a commercial building. We saw the trucks from Google Earth before we even set eyes on our future home. We dealt with trucks coming and going at all hours of the day and night for several years. Eventually, our bodies semi-adapted. Our brains learned to dismiss the loud beeping of a truck backing up in the middle of the night and the startling crash of a ramp lowering to unload. The sounds were annoying, but intermittent, and hence tolerable. We accepted these sounds for years with no complaint.

A couple years later, the tenant moved out, the building was empty, and the trucks were gone. Soon, we were in a battle with vagrants and addicts moving into the building’s adjacent alley, fighting, cursing and screaming at all hours. Graffiti and large piles of rubbish started showing up, too. Then, the parking lot was rented to a nearby auto-dealer and they began racing cars up and down our street. We did our best to grin and bear it. Our house wasn’t in the perfect location, but it was still our house and we loved it. Looking back, though, the original trucks, the invasion of vagrants and the car lot were sunny dances in the park compared to the refrigeration trucks. This new situation made our home seem absolutely worthless. Everything we worked for seemed to be slipping away. When we called the number on the side of the building, we were surprised and thankful that the owner himself answered. He said he had no idea the trucks would cause any problems and he had full intentions of being “a good neighbor”. Since, all of my neighbors had already expressed grave concerns about the new tenant, the owner agreed to meet us all at once. A month went by and despite frequent communication with the owner and tenant, many promises and alleged good intentions, nothing productive was done to stop the refrigeration trucks from smashing into our lives and destroying our neighborhood and property—not just metaphorically. Twice now, trucks have backed up onto our property, smashed into our retaining wall and tore up our landscaping. The most recent time, they shredded the first flower’s I’ve ever planted.

How can this type of activity occur directly across the street from a residential neighborhood? Our research revealed that we lived in a bizarre territory zoned for “General Employment 1”. According to the City of Portland’s website, this particular zoning is intended to “allow for a large range of employment opportunities without potential conflicts from interspersed residential uses” and is permitted to abut industrial zones. I can vaguely grasp that this must be an important “buffer” zone in city planning, I just couldn’t understand why our block was in one. My wife and I felt completely defeated and at our wits end.

Meanwhile, the trucks kept rolling in. Multiple refrigeration units running simultaneously were clocking in at over 80 decibels when measured from my front porch. Conversations with the owner of the building across the street had devolved into him calling everyone “insane” because the sound of the trucks was “incredibly quiet” and it was “our fault” for purchasing a property in an industrial zone. My wife was in tears and we were both completely on edge and desperate. The noise was so extreme at night, it occurred to me there must be some kind of code governing this. Thankfully, the City of Portland has excellent online information and within seconds I was reading Title 18, Chapter 18.10 - “Maximum Permissible Sound Levels”. To my supreme relief, even living in our strange zone, it appeared the refrigeration trucks were in violation of a City Ordinance.

After many hours of research, phone calls and emails, the one and only, Officer Paul van Orden (our personal superhero), came to our property, made some measurements and determined the trucks were indeed violating a city



ordinance during nighttime hours (between 10 PM and 7 AM). The relief was overwhelming. After a few more tortuous nights, the owner and tenant received notification and the trucks stopped running after 10 PM. We had won back our nights.

Unfortunately, because of our current zoning, the trucks are still permitted to run continuously during the day creating a very un-residential atmosphere and an extremely inhospitable environment if we ever want to sell our house. One of our favorite activities, having a sunset drink on our front porch after a long day at work, is rarely, if ever possible anymore. We can't even enjoy an evening barbeque from our back porch because the trucks are still easily heard. Overall, we still felt pretty defeated and hopeless.

Then, this exciting notification from the city arrived—a true beacon of hope. If our house becomes zoned for residential as proposed, my wife and I will be dancing in jubilant celebration. The entire block will rejoice. We will actually live in the residential neighborhood we thought we moved into. I am extremely heartened by this possibility and by the overall efficacy of our city government. From the police officers who helped keep the alley under control, to the law makers who had the foresight to regulate noise pollution, to Officer Paul van Orden who tirelessly strives to ensure the citizens of this great city have the right to quiet enjoyment, I am thankful. The proposed re-zoning would be the ultimate victory to wash away our struggles and a clear confirmation that Portland is The City that Works. My wife and I sincerely believe this would be the full resurrection of our personal American Dream.

Sincerely,

Michael Guzzetti  
4312 SE 24th Ave., Portland, OR 97202

From: Planning and Sustainability Commission  
Sent: Wednesday, August 20, 2014 4:24 PM  
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](http://www.portlandoregon.gov/bps)

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From: James Robert [mailto:[rahaine007@gmail.com](mailto:rahaine007@gmail.com)]  
Sent: Wednesday, August 20, 2014 4:20 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

James Hamilton  
3910 SE 134th ave  
Portland, Oregon 97236  
To Whom it may concern:

I am emailing you today with my concerns with Portland's comprehensive plan. With a little research I was able to find some concerns with housing cost, transportation issues and over all government spending.

A lot of cities that have implemented similar plans have had issues with the cost of housing being so high. Unable to afford a house people then have to live in high density apartments. In 1989, the National Association of Home Builders rated Portland one of the 50 most affordable housing markets in the county, but since 1996, Portland has ranked among the five least affordable housing markets due to Portland's urban-growth boundaries which have led to a sevenfold increase in land prices. Now living in apartments most of my life, I can say that its not bad. However, people should still be able to have their houses and yards so their children can have a place to play safely. I believe that these neighborhoods provide a better future for Oregonians than living in high density apartments.

We all know that over time cities grow due to more people living in the area. Metro, Portland's regional government, is predicting a 75% increase in population by the year 2040, but only increase highway capacity by no more then 13%. This is going to lead to more congestion on our roadways and highways. Even though Portland has light rail and other public transportation, only 3% of all trips in 1990 were done by transit and or by bicycle. Metro predicts that by 2040 only 6% of all trips will be by transit and having 88% by automobiles. I have noticed first hand that streets are getting more narrow, more bike lanes being added, but congestion is slowly getting worse.

My final issue is cost and government spending of said planning. Portland spends 2 million dollars a year on making speed bumps, eliminating turn lanes on major streets and reducing traffic lanes. Portland seems to be promoting congestion in order to get more people to use light rail and other public transportation. Let us not forget that Portland has all ready spent 65 million dollars on the planning of the new I-5 bridge without ever moving a pile of dirt.

In conclusion the proposed land use change may not be the ideal change Portland needs, and with Portland's record of poor cost management on said projects, is this beneficial? Are we just taxing ourselves to a Los Angels style Portland area? Not as Portlanders, but as Oregonians WE deserve better than this.

Sincerely,  
James Hamilton

From: Planning and Sustainability Commission  
Sent: Tuesday, August 26, 2014 4:04 PM  
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  
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From: PDX Comp Plan  
Sent: Tuesday, August 26, 2014 4:03 PM  
To: Planning and Sustainability Commission  
Subject: FW: PSC Comprehensive Plan Testimony

From: Lori Rielly [mailto:[lrielly@gmail.com](mailto:lrielly@gmail.com)]  
Sent: Wednesday, August 20, 2014 5:08 PM  
To: PDX Comp Plan  
Subject: PSC Comprehensive Plan Testimony

Hi! I live at 5216 SE 17th Ave., which falls into proposed change area # 261, and am in favor of your proposed re-zoning of my property from RH to R1, but would like you to consider an R2.5 zoning, to match the neighboring areas to the south and east of my property. I'd like you to note that currently, there is a huge parking and general congestion problem on my block and surrounding blocks. My block consists of a mixture of single-family homes (which is what I own and live in) and 1-2 story multi-family apartment buildings. Most of these apartment buildings have absolutely no designated parking on their property, causing extremely large volumes of street parking and several near-miss accidents with the heavy traffic on my street and people trying to squeeze into parking spots all the time. Adding additional multi-family dwellings to this area will cause some major issues and add to the already existing congestion. I highly urge you to survey this area and to consider an R2.5 zoning.

Thank you,  
Lori Rielly  
5216 SE 17th Ave.  
Portland, OR 97202

In response to your proposals for land use changes in Portland's Comprehensive Plan Update, we need to call attention to a proposed zoning change for our property at 2410 SE Harney St.

This property is currently zoned, as are all three adjacent properties, EG2, appropriate for its current use as a facility for creating monumental public art. A small sliver of the property on the opposite side of Johnson Creek is zoned CG. This portion of the property is not now used nor can it ever be used as it falls within the 'p' overlay due to Johnson Creek.

In a conversation with Marty Stockton on August 13 of this year, I was told one of the purposes of updating zoning is to eliminate split zoning on any individual parcel. We are in agreement that our property should all fall within the EG2 zoning. However, in the same conversation with Ms. Stockton regarding our property, she told me a request had been made by an individual, Joe Bradford, to have this property rezoned as high density residential. We are the owners of this property. Mr. Bradford is **not** the owner and has **never** been the owner. The property is correctly zoned EG2 and should remain zoned EG2 for the entire parcel in your land use update. Attached is an image of our shop.

We appreciate your attention to this zoning issue and look forward to hearing from you regarding our requested correction.

L. Patrick Stinson - 206-999-3041 cell  
Cathy L. Stinson - 206-999-3345 cell  
Studio 24 LLC

PO Box 820168, Portland, OR 97282



August 20<sup>th</sup>, 2014

Portland Bureau of Planning and Sustainability

RE: 4069 NE Martin Luther King Boulevard Portland, Oregon 97212

Dear Sir/Madam:

I am writing to express my appreciation for the bureau of planning & sustainability for recognizing my zoning issues to re-zone the property.

The property is well constructed historic building which is very hard to replace today. Although, the property has been a commercial building & used for that purpose for almost a century, the zoning was recently changed to high density residential. The current zoning has imposed limitations on the market flow & this has created me a serious financial burden in the past few years.

The highest & best use of the property is commercial. By having a proper zoning I would be able to use or lease the property to the benefit of everyone, since it has high demand for use. I am also, happy to let you know that, I have a full support & cooperation from the property owners in the immediate vicinity of the property as well as the King Neighborhood Association.

Again, I like to thank you for your consideration & request this matter be resolved in a timely manner.

Sincerely,

 8/20/2014

Wally Tesfa

1125 NE Holland st

Portland, OR 97211

503-267-7586

[Wtesfa1@comcast.net](mailto:Wtesfa1@comcast.net)

## Wally Tesfa

---

**From:** leigh rappaport [leighrene@gmail.com]  
**Sent:** Sunday, August 03, 2014 6:31 PM  
**To:** Wally Tesfa  
**Cc:** Margo Dobbertin  
**Subject:** King letter of support  
**Attachments:** Wally Tesfa.doc

Here is a copy of the letter sent to the city. A copy of the signed letter is at NECN. Feel free to contact me if you need anything more.

Leigh

*King Neighborhood Association*

July 5<sup>th</sup>. 2014

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

To Whom It May Concern:

This letter comes to you on behalf the Board of the King Neighborhood Association. We are writing to express our support of Mr. Wally Tesfa's request to rezone his property at 4069 NE MLK, from high density back to commercial.

We understand that the building on that property is not only a historical 1920 commercial building, but is also serviceable and ready to be occupied by tenants. Mr. Tesfa tells us that the current zoning restricts use of the property and is a financial burden on the current owner and future owners of the property. The current zoning virtually requires him to destroy this historic 1920 commercial building and replace it with new construction.

We realize that developers of residential construction have great interest in building quickly and profitably in our neighborhood, and we are alarmed at how often small businesses and local ownership are eradicated by new construction on the MLK corridor that runs through our neighborhood. Furthermore, commercial zoning at this property is more in line with the zoning of nearby properties, which are currently zoned for light industrial and employment.

The King Neighborhood Association supports Mr. Tesfa's application to rezone 4069 NE MLK to "commercial." We welcome your comments and thoughts on the matter. You may contact our Chair, Margo Dobbertin, at [margo.dobbertin@kingneighborhood.org](mailto:margo.dobbertin@kingneighborhood.org).

Thank you for your time and consideration.

Margo Dobbertin, KNA Chair

Irek Wielgosz, Co-Chair  
Jeff Scott, Treasurer  
Leigh Rappaport, Representative-at-Large  
Andrew Neerman, Representative-at-Large  
Diego Gioseffi, Representative-at-Large  
Eilleen Kennedy, Representative-at-Large  
Nick LaRue, Representative-at-Large



08/15/2013

Regarding: 4069 NE MLK BLVD Portland, OR 97212

I own the property to the immediate North of Mr. Tesfa's property at 4069 NE MLK. As neighbors we have been cooperating with each other and create job opportunity for many individuals & families. Mr. Tesfa building has been a big commercial property with lots of business operating there over the years. Most recently I am very happy for the opening of a new market at the corner to serve the neighborhood.

The RHD zoning imposed in this small section of MLK BLVD despite MLK BLVD being one of the major current & historic highways in Portland is unfair, restrictive, creates unbalanced neighborhoods and kills job creation.

I support MR. Tesfa 100% in his effort to achieve zoning change and retain the use of the historic commercial building.

Sincerely,

*Ardeshir Talebi* 503-249-3200

Ardeshir Talebi

4105 NE MLK BLVD Portland, OR 97212

## Wally Tesfa

---

**From:** Roy E. Clay [rcrcly@aol.com]  
**Sent:** Monday, July 29, 2013 6:09 PM  
**To:** wtesfa1@comcast.net  
**Subject:** Commercial building

To whom concerned ,,,,in regards to the commercial building on Garfield and Mason. There is now a newly opened grocery store. Not only that but a bike repair shop that has been there for several months and a home repair and etc ,,shop. Welcome to the community,,,let us work together to enhance and upgrade the community and the environment ,,for the good,,,

PASTOR ROY E. CLAY SR.=



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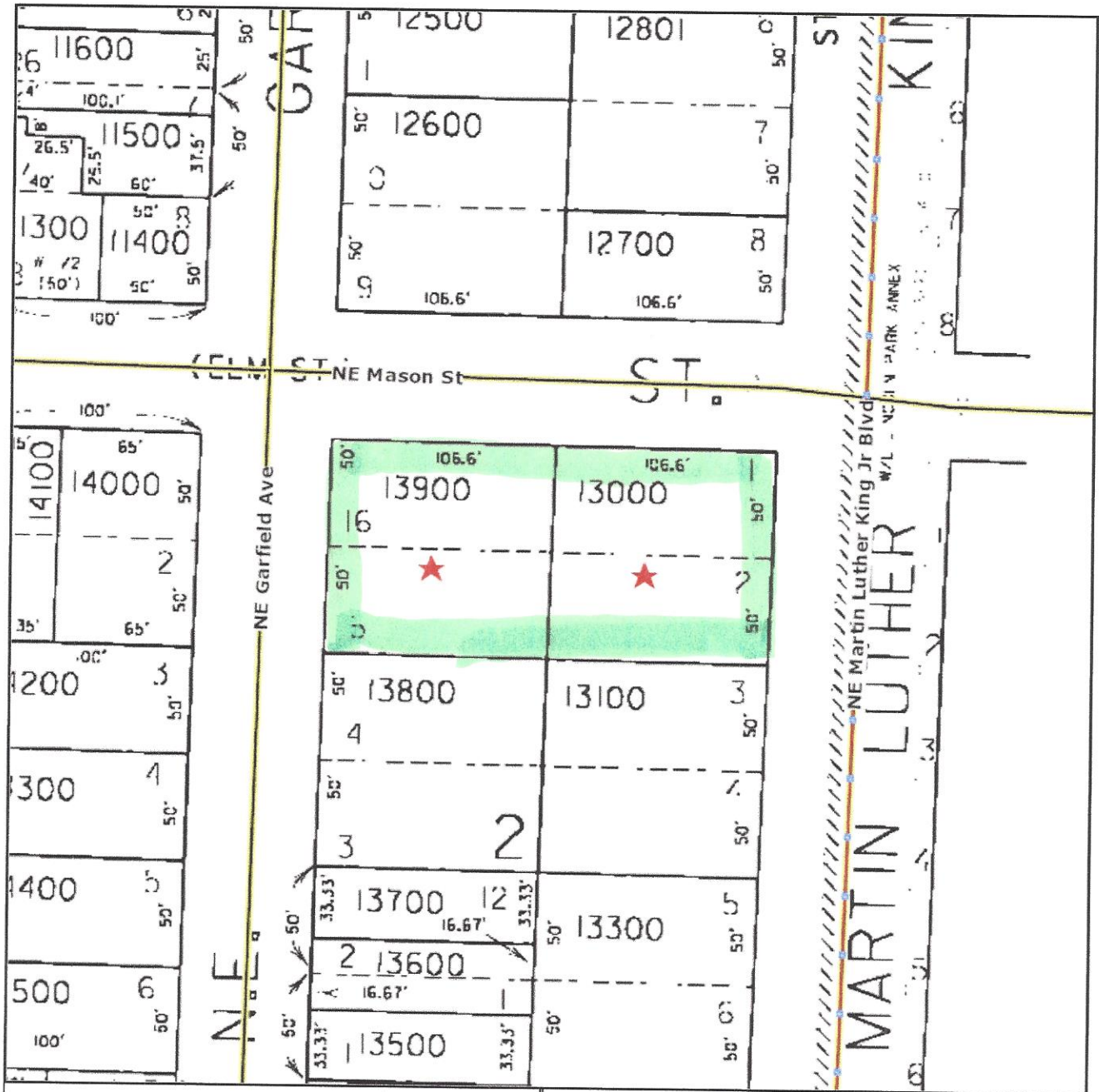
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From: Planning and Sustainability Commission  
Sent: Tuesday, August 19, 2014 2:47 PM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony Eastmoreland

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](http://www.portlandoregon.gov/bps)

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From: reiss9271@comcast.net [mailto:reiss9271@comcast.net]  
Sent: Tuesday, August 19, 2014 11:13 AM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony Eastmoreland

As a long-time resident of Eastmoreland I strongly support rezoning to protect larger lot sizes and to stop the demolition of existing homes and lot splitting. Please let me know how I can help protect our neighborhood.

Thank you.

James Reiss  
7441 SE 28th Avenue  
Portland, OR 97202

From: Planning and Sustainability Commission  
Sent: Monday, August 18, 2014 2:23 PM  
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](http://www.portlandoregon.gov/bps)

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---

From: Anne S. Wagner [mailto:[aj\\_wagner@fastmail.us](mailto:aj_wagner@fastmail.us)]  
Sent: Monday, August 18, 2014 10:04 AM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

Dear PPSC:

Today I received the Notice of a Proposed Change in the Comprehensive Plan Map which will change the designation for my property, 2601 NE 6th Place, from "High Density Multi-Dwelling" to "Multi-Dwelling 1,000". If I am understanding the implications of this change correctly, I am in favor of it. It appears to me that this modifies and protects our personal neighborhood, currently primarily single family residences and townhomes, from the potential for significantly higher level development.

I believe that the Eliot Neighborhood may have had some input into this, and we do support their actions in that regard.

Thank you,

Anne S Wagner - for Anne S and John F Wagner  
2601 NE 6th Pl.  
Portland, OR 97212

From: Planning and Sustainability Commission  
Sent: Tuesday, August 19, 2014 2:45 PM  
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](http://www.portlandoregon.gov/bps)

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---

From: PDX Comp Plan  
Sent: Tuesday, August 19, 2014 11:08 AM  
To: Planning and Sustainability Commission  
Cc: Stark, Nan  
Subject: FW: PSC Comprehensive Plan Testimony

Marty Stockton | Southeast District Liaison  
Portland Bureau of Planning and Sustainability  
1900 SW 4th Avenue | Suite 7100 | Portland, OR 97201  
p: 503.823.2041  
f: 503.823.5884  
e: [marty.stockton@portlandoregon.gov](mailto:marty.stockton@portlandoregon.gov)  
w: [www.portlandoregon.gov/bps](http://www.portlandoregon.gov/bps)

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From: Tom Kelly [<mailto:tomk@neilkelly.com>]  
Sent: Monday, August 18, 2014 1:27 PM  
To: PDX Comp Plan  
Subject: PSC Comprehensive Plan Testimony

Portland Planning and Sustainability Commission Plan Update

To whom it may concern,



We are in receipt of the notice regarding proposed land use designation changes.  
We are writing in regard to our properties at 804 N Alberta and 735 N Alberta.

By itself we are not objecting to the proposed designation, but would not want our current zoning to be changed. Our future plans for the site include improvements that may not be allowed under a change in zoning. The change could reduce our ability to remain at this site.

Thank you for the opportunity to provide input.

Tom Kelly  
President  
NEIL KELLY

804 N. Alberta Street, Portland, OR 97217    neilkelly.com    Direct: 503.335.9244    Fax: 503.288.7464

Aug 18-2014

To ~~Whom~~ Whome it may Concern,

I am Linda Parker, at 3723 S.E. 149th ave, I Don't like your Proposal, there would be too many people, too much crime, too much traffic, in too close of quarters. I have talked to some of my neighbors and they don't like the idea ~~either~~, I can't move I don't have any-  
where else to live and I am 71 yrs +  
Don't have any family left.  
I have lived here for 47 yrs. Linda Parker

Linda Parker  
3723 S.E. 149th ave  
Portland, Oregon 97236

August 16, 2014

Dear Planning and Sustainability Commission

We have lived at 2011 SE 143 Avenue, Portland, Oregon for over 60 years so you know we are now in our 80's. We take pride in maintaining our property as an asset to the neighborhood. We do not want the property to be rezoned single-dwelling 7,000. We grow a garden full of vegetables and several fruit trees in our back yard that feed us and we share with others.

Our home takes up most of the width of the property with little access to the back yard from the street in front and no access from the back or sides of the property to other streets. The street front of the property has a 70 year old fir tree on south side near the property line and is very close to a utility pole on the north property line. Please do not rezone!

Enclosed is a drawing showing our house location on the property.

Sincerely,

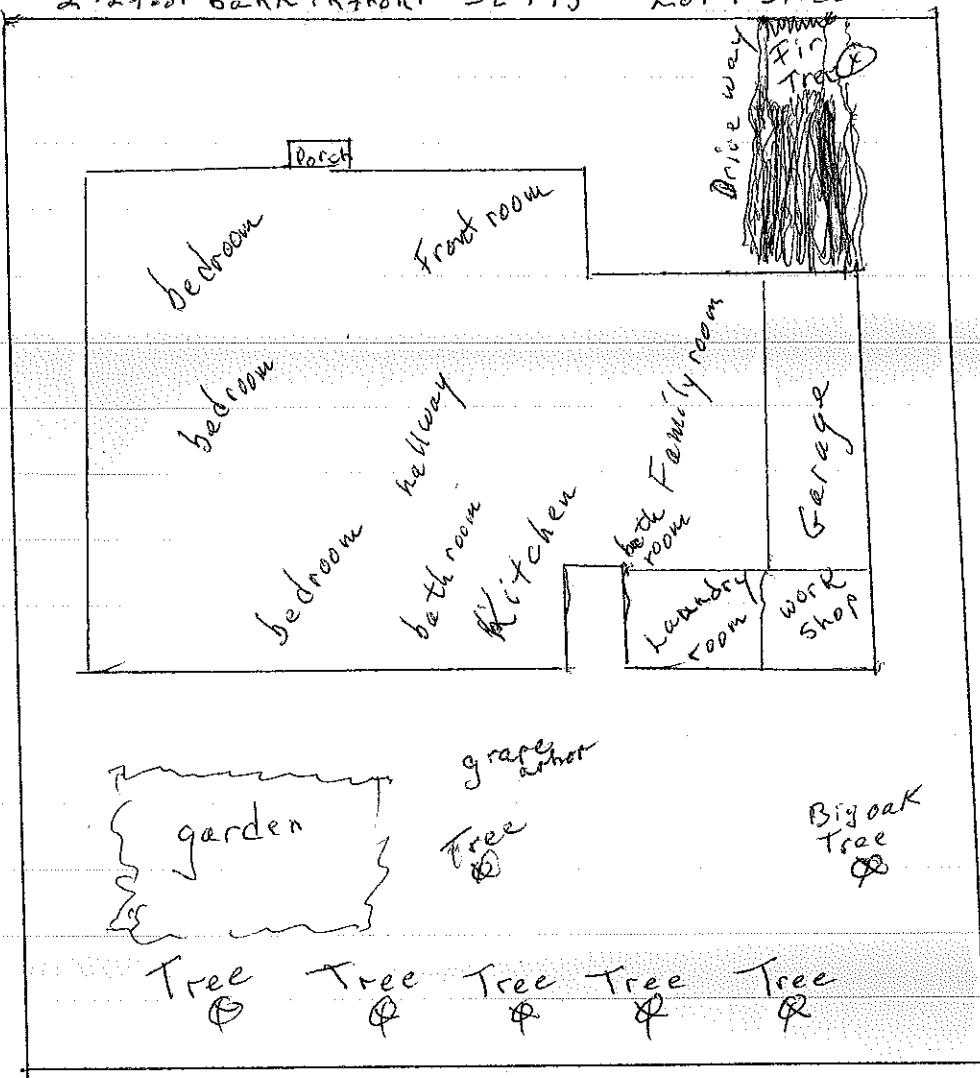
John H. Yeager — John A. Yeager  
Virginia M. Yeager — Virginia M. Yeager

Not to scale  
← North  
↓ West

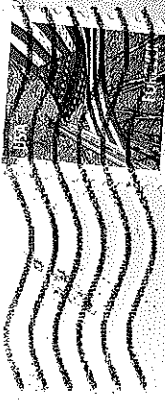
Lot #1  
2011 SE 143rd Ave  
Portland, OR

→ South  
↑ East

Utility pole  
2 1/2 foot bank in front SE 143rd Lot 1 street



John & Virginia Yeager  
P.O. Box 93062  
Portland, OR 97292-3062



PORTLAND, OR 970  
18 AUG 2014 PM 6 L

Commission

RECEIVED  
AUG 20 2014  
City of Portland  
Bureau of Planning and Sustainability

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



97201536075

8/16/14

Dear Planning leaders,

Regarding: 1551 SW Maplecrest Dr  
Portland, OREGON  
97219

Please do NOT change  
the zoning of my property  
to Single-Dwelling 20,000 because  
that makes my current home  
(a single family dwelling  
on just under 20,000 sq feet)  
in violation. I agree that  
no more homes should be  
built on my property. I  
do NOT want my current  
home + property to be  
considered to be in violation  
of zoning laws. Thank you,  
Susan Tolle  
swtolle@gmail.com

From: Planning and Sustainability Commission  
Sent: Monday, August 18, 2014 2:21 PM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive plan testimony and 118th & SE Harold area question

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](http://www.portlandoregon.gov/bps)

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From: Angela Parker [mailto:[angela.parker.msc@gmail.com](mailto:angela.parker.msc@gmail.com)]  
Sent: Saturday, August 16, 2014 9:17 AM  
To: PDX Comp Plan  
Cc: Planning and Sustainability Commission  
Subject: Comprehensive plan testimony and 118th & SE Harold area question

Hello.  
I wanted first to say that I really appreciate the interactive map as a method for understanding the proposed plan. It's clear and well structured technologically, and it's easier for me to make time for than public hearings or meetings.  
I just wanted to make sure I'm understanding it correctly since I have no background in urban planning. If a residential zone is proposed to move from Residential 2,000 to Residential 5,000, am I correct in thinking that it's being moved from a slightly higher density category to a slightly lower density? (There's no overarching explanation in the map about what the 2,000 versus 5,000 means, but I ran across Single - Dwelling 7,000, which seems to suggest it's related to the amount of land space per residential unit?)

I am happy with the proposed changes to the nearby Foster and SE 122nd areas. I think the proposed mix of commercial and residential seems like a good plan for the next decade or so, and I hope it works out the way it's intended to. There is a serious lack of commercial services in this area (although the transportation links are pretty good) and the new designations offer the possibility for change.

Thank you.  
Angela Parker  
5304 SE 118th Ave

**Sarah E. Stoll & Janell E. Royer**  
4223 SE 136<sup>th</sup> Ave. Space #3  
Portland, OR 97236  
(503) 953-5277; (503) 544-4292

August 16, 2014

Planning & Sustainability Commission (PSC)  
1900 SW 4<sup>th</sup> Ave. #7100  
Portland, OR 97201-5380

To the City of Portland, and the Bureau of Planning and Sustainability:

I write this testimony to you in reference to the proposed land use changes that will devastatingly impact my home at 4223 SE 136<sup>th</sup> Ave, Space #3, in Portland.

My spouse, Janell, and I reside in a small, quiet and clean manufactured home park called Marcy Manor. We are an immaculately-maintained and tucked away park consisting of nine manufactured homes, as well as two single family homes which share property at the front of the park. We are a hardworking, friendly and diverse group of people, who have grown together and taken much pride in the beautiful living space we are privileged to call our own.

We love the city of Portland, and we love where we live. We have seen improvements made in our neighborhood – changes that positively affect our security, stability and wellness, such as the installation of sidewalks between Powell and Holgate, as well as improvements to Gates Park and Powell Butte nature reserve, including expanded parking and improved trails.

We love Marcy Manor. We foster homes that are very well-maintained, and very well-loved. We mow our lawns, paint our houses, improve our properties, create garden and other beautiful exterior areas, feed our flowers, walk our dogs, play with our children, wave to our neighbors, and take pride in the gift and responsibility of home ownership.

I implore you not to pass this land use proposal, which will desecrate our living space, and will fundamentally and literally displace us as Portlanders.

We all live in manufactured homes that are lovely, well-cared for, and affordable for us. We choose this style of living for various reasons. I am a recent college graduate with highest honors, and am now an intern behavioral health counselor. I work toward the betterment of our city, helping to serve those who suffer from addictions and have experienced homelessness and marginalization. If this land use change proposal is passed, my spouse and I ourselves will be rendered homeless. We have worked diligently to improve our financial circumstances, and are working toward becoming debt-free and fiscally sustainable. We do not have a savings safety net. We do not have other options. We are paying a mortgage responsibly and ethically, and in a timely manner, but we do not have the credit or resources to qualify for another home loan or mortgage financing. Please do not displace us.

With this passed land use change, you will be displacing 11 Portland families. We are families you may have seen at the grocery store, or smiled at as you dined on your dinner. You may have been served by us. You will be displacing three retirees, including a retired



DHS worker and a retired production worker. You will be displacing two people who are on disability. You will be displacing a family who has come from Romania, who have worked diligently and with integrity toward their realization of the American Dream. You will be displacing my spouse and me. You will be displacing a small business owner. You will be displacing a single mother of four. You will be displacing our new neighbors, who excitedly purchased their new home just four months ago. You will be displacing a small Latino family with three young children, as well as a Latino family with a recent high school graduate, and a son finishing high school. You will be forcing us out of our homes, and out of the space we have come to dearly love and care for.

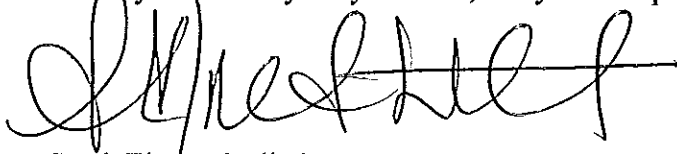
My neighbor Ishmael just put on a brand new and beautiful roof last month. Terry, a recent retiree who is disabled, has been working to improve his landscaping and patio area. Vince expanded his garage to better fit his rig which enables him to work and provide for his family. Rick just hand-built a new work shed. We just rebuilt the wall of our carport and storage shed. Andi and Stuart have been working to beautify their landscaping, as well as reclaim their home after relocating from Forest Grove. Their home at 4223 SE 136<sup>th</sup> Ave. had been a rental, until they moved in because of changes in employment and financial resources. This move has been a necessity and blessing for them. They are the original landowners of a large portion of Marcy Manor. To be displaced, for them and all of us would be an absolutely terrifying nightmare. My partner and I worked on our hands and knees this summer, doing landscaping and putting in a beautiful garden arbor. We remodeled two rooms this past year, shedding blood, sweat and tears.

We've all shed blood, sweat, and tears here in Marcy Manor. We are deeply proud of our homes, deeply proud to be home owners, and deeply proud to be SE Portlanders.

I implore you not to pass this proposed land use change, which would have devastating ramifications for me, my spouse, and our neighbors. We implore you to respect our autonomy, and be mindful of our circumstances and limited means. We implore you to allow us to continue to thrive in our beautiful city, which we all strive to do.

Please allow us residents of Marcy Manor to continue to live, grow and flourish, as we continue to invest and sustain beautiful, economical, and secure living spaces we can call our own.

Thank you sincerely for your time, and your compassionate and thoughtful consideration.



Sarah Elayne Stoll, &  
Janell Evon Royer,  
Residents of Marcy Manor

From: Planning and Sustainability Commission  
Sent: Monday, August 25, 2014 9:12 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](http://www.portlandoregon.gov/bps)

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From: Michele Huff [mailto:[huffmom@msn.com](mailto:huffmom@msn.com)]  
Sent: Friday, August 15, 2014 3:07 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

I'm Joe Papasadero my concern is for the zoning possible change. I have been grandfathered in on my property, as I have Horses in the city limits. I have registered w/ Mult. Co. and have had this property for 15 years. I will attend the meetings to find out just what it is all this change has to do with my property.

5560 SE 109 ave  
Portland, Oregon 97266

From: Planning and Sustainability Commission  
Sent: Tuesday, August 19, 2014 2:45 PM  
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](http://www.portlandoregon.gov/bps)

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From: PDX Comp Plan  
Sent: Tuesday, August 19, 2014 10:48 AM  
To: Planning and Sustainability Commission  
Subject: FW: PSC Comprehensive Plan Testimony

Marty Stockton | Southeast District Liaison  
Portland Bureau of Planning and Sustainability  
1900 SW 4th Avenue | Suite 7100 | Portland, OR 97201  
p: 503.823.2041  
f: 503.823.5884  
e: [marty.stockton@portlandoregon.gov](mailto:marty.stockton@portlandoregon.gov)  
w: [www.portlandoregon.gov/bps](http://www.portlandoregon.gov/bps)

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From: Sean Hubert [<mailto:seanhubert@gmail.com>]  
Sent: Friday, August 15, 2014 8:29 PM  
To: PDX Comp Plan  
Subject: PSC Comprehensive Plan Testimony

Portland Planning and Sustainability Commission  
Comprehensive Plan Update

Re: Proposed Change #421 - In support

This letter supports proposed change #421, (companion to proposed change #680). I am a property owner within the proposed change boundary who has lived in the neighborhood for 8 years. During that time I have seen sections along both both the Glisan corridor as well as the 28th Avenue corridor come alive and add to the energy of the community. However, I have also witnessed many businesses struggle and go under. Within these plan area, along both Glisan and 28th Avenue, there are currently many "dead zones" with incongruent uses which sap the overall vibrancy of the area and make it difficult for this mixed-use node to truly thrive the way that other districts within the City have. I believe that proposed changes #421 and #680 will unify the zoning throughout this area and allow it to grow and thrive into the next century. I would also be supportive of connecting the proposed zoning changes all the way along 28th Avenue to the Burnside node to the south.

Respectfully,

Sean Hubert  
2912 NE Glisan Street  
Portland, OR 97232

From: Planning and Sustainability Commission  
Sent: Tuesday, August 19, 2014 2:46 PM  
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](http://www.portlandoregon.gov/bps)

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

From: PDX Comp Plan  
Sent: Tuesday, August 19, 2014 10:31 AM  
To: Planning and Sustainability Commission  
Subject: FW: PSC Comprehensive Plan Testimony

Marty Stockton | Southeast District Liaison Portland Bureau of Planning and Sustainability  
1900 SW 4th Avenue | Suite 7100 | Portland, OR 97201  
p: 503.823.2041  
f: 503.823.5884  
e: [marty.stockton@portlandoregon.gov](mailto:marty.stockton@portlandoregon.gov)  
w: [www.portlandoregon.gov/bps](http://www.portlandoregon.gov/bps)

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

From: david goldstein [<mailto:glassguy@spiritone.com>]  
Sent: Friday, August 15, 2014 9:53 AM  
To: PDX Comp Plan  
Subject: PSC Comprehensive Plan Testimony

Precision Glassworks, Inc  
4144 se 24th ave  
Portland, Or, 97202  
503-235-0764  
[glassguy@spiritone.com](mailto:glassguy@spiritone.com)

Dear Sir or Madam,

I wish to express my utter displeasure at your proposition to change the zoning code in my neighborhood at 4144 se 24th ave.

As the owner of the only industrial property on the block, the prospect of being out of compliance and allowed by grace of grandfather is not especially comforting.

Furthermore, we have a happy, friendly community here on this block, and are probably some of the most agriculturally productive neighbors in the whole city.

The locavore/self sufficiency culture on our block would not benefit from the bunch of infill you want to shove down our throats.

Therefore, I ask you to take your agenda of discouraging employment and gardening and flush it, along with the city managers promoting such nonsense.

My tax dollars should be buying astute managers, not lackeys for the real estate industry.

I am against the further development of infill on Gladstone street, as well.

Sincerely, David Goldstein



**MILLER NASH**<sup>LLP</sup>  
ATTORNEYS AT LAW

PORTLAND, OREGON  
SEATTLE, WASHINGTON  
VANCOUVER, WASHINGTON  
CENTRAL OREGON  
WWW.MILLERNASH.COM

3400 U.S. BANCORP TOWER  
111 S.W. FIFTH AVENUE  
PORTLAND, OREGON 97204

OFFICE 503.224.5858  
FAX 503.224.0155

**William L. Rasmussen**  
william.rasmussen@millernash.com  
(503) 205-2308 direct line

August 15, 2014

**BY E-MAIL AND U.S. MAIL  
PSC@PORTLANDOREGON.GOV**

City of Portland Planning Staff  
Planning and Sustainability Commission  
1900 S.W. 4th Avenue, Suite 7100  
Portland, Oregon 97201-5380

Subject: Comprehensive Plan Testimony—Requested Addition to Industrial Inventory

Dear Planning Staff:

Enclosed you will find a site suitability analysis for the property at 3333 and 3335 N.E. Marine Drive (the "Site") that is submitted on behalf of the owners of the Site. The analysis shows that the Site should be included in the City's industrial inventory and redesignated to Industrial Sanctuary from RF ("Residential Farm"). The Site is better suited to the Industrial Sanctuary designation as a result of the City of Portland Comprehensive Plan policies discussed in the attached analysis and the following site characteristic considerations:

- The Site is surrounded exclusively by industrially designated land. See Exhibit 1, Zoning Map.
- The Site is surrounded by Prime Industrial land. See Figure 6-1 in the proposed Comprehensive Plan.
- The Site is not suited for residential development due to its location at the end of a Portland Airport runway and surrounded by industrial land.
- The residential designation of the Site is problematic for surrounding Prime Industrial land which conflicts with a residential use designation.



Portland Planning Staff  
August 15, 2014  
Page 2

- The Site has a dearth of commercial services, public transit, and other amenities supportive of residential use near the Site.
- There has never been a house or a farm on the Site.
- A house could probably not be sited on the Site due to its configuration and proximity to the Columbia River and overlay zones.
- The current use of the Site as a marina is more appropriate for an industrial designation (which allows marinas through a conditional use) than an RF designation.
- The multi-modal shipping opportunities near the Columbia River, Portland Airport, and Columbia Boulevard Freight Corridor that lead to the industrial sanctuary designation on surrounding properties apply equally to the Site.
- Industrial redevelopment of the abutting properties may require consolidation of nearby lots, including the Site, which would be impossible with a nonindustrial designation.

I will follow up with this submittal with direct communication to the planning staff who coordinate adoption of the Comprehensive Plan update and determine if any additional information for this request would be helpful.

Please feel free to contact me directly if I can be of any assistance in this matter.

Very truly yours,

William L. Rasmussen

Enclosure (Site Suitability Analysis)



## Site Suitability Assessment – 3333 and 3335 N.E. Marine Drive

This Site Suitability Assessment documents the site characteristics of the property at 3333 and 3335 N.E. Marine Drive in Portland (the “Site”) and analyzes the appropriate Comprehensive Plan Designation for the Site based on its characteristics. This assessment concludes that the current RF designation of the site is inappropriate and that the site is most suited to an Industrial designation matching its surrounding parcels pursuant to the applicable City of Portland Comprehensive Plan policies.

This assessment is divided into two sections. In the first section, the Site’s characteristics are documented. In the second section, the Site’s characteristics are analyzed in relation to applicable City of Portland Comprehensive Plan policies.

### 3333 and 3335 N.E. Marine Drive Site Characteristics

- A. Site location. The Site is approximately one acre in size, comprised of two legal lots of record. One lot, created by historic deed, is to the property at 3333 N.E. Marine Drive and the other lot, also created by historic deed, is to the property at 3335 N.E. Marine Drive. The Site is bordered to the south by Marine Drive and bordered to the North by the Columbia River.
- B. Base designation and zoning. The Site is zoned and designated RF (Residential Farm). All adjacent properties and property in the area of the Subject Size are designated Industrial Sanctuary and zoned IG. See attached Exhibit A, Zoning Map and Figure 6-1 of proposed Comprehensive Plan. The Site is an island of residential zoning surrounded by a large Prime Industrial area.
- C. Overlay zoning. Portions of the Site and abutting industrial properties are subject to C (environmental), H (aircraft landing), S (scenic resource), and X (aircraft noise impact) overlays. See attached Exhibit A, Zoning Map.
- D. Onsite and adjacent uses. The Site is occupied by two marina uses. Both parcels of the Site have been granted leases by the Oregon Department of State lands to operate marinas on the Columbia River. Marinas are considered an outdoor recreation use by the City of Portland, which are characterized as commercial uses by the City.
- E. Site ownership. The Stern Group, LLC owns 3333 N.E. Marine Drive. Stephen L. Ryan owns 3335 N.E. Marine Drive. The owners of both parcels support redesignation of the Site to industrial sanctuary.
- F. Development history. The Site has been developed with two marina uses for decades. No farms or houses have ever existed on the Site.
- G. Zoning history. The Site has been zoned and designated RF for decades.

- H. Land use history. Neither parcel of the Site has received land use approval for their marina uses (or any other use) because the uses predate zoning in this area and are lawful nonconforming uses under the City's code.
- I. Existing improvements. Improvements on the Site consist of driveways, parking areas, fences, planks, and docks. See attached Exhibit B, Aerial Photos of Site. The great majority of the upland portion of the Site is covered by paved parking that serves the marina uses on site.
- J. Topography. The Site slopes up from the Columbia River to the north towards Marine Drive to the south. City maps indicate that a portion of the Site close to the Columbia River bank has slope exceeding 25 percent. See Exhibit C, Hazards Map.
- K. Natural features. The Columbia River to the north is the predominant natural feature of the Site. Most of the upland portion of the site is improved and covered with impervious parking surfaces. There is marginal streamside habitat of small bushes along the river as can be seen in Exhibit B, Aerial Photos of Site.
- L. Geologic hazards. The portions of the Site abutting and within the Columbia River within the Special Flood Hazard Area and 1996 Flood Inundation Area, are shown on the attached Exhibit C, Hazards Map. Also, portions of the Site closest to the river are mapped as having steep slopes and high earthquake hazard.
- M. Transportation accessibility. The Site has frontage along Marine Drive and the Columbia River. The Site is also adjacent to the Portland Airport (PDX), near the Columbia Boulevard Freight Corridor, and near rail facilities abutting Columbia Boulevard. This portion of Marine Drive is not served by TriMet or other mass transit.
- N. Fire and police. The Site is served by City of Portland Police Northeast Precinct and the City of Portland Fire District #8 PDX (Port of Portland).
- O. Water. The Site abuts water facilities in N.E. Marine Drive, as shown on the attached Exhibit D, Access to Public Facilities.
- P. Sewage disposal. The Site abuts a sewer line in N.E. Marine Drive, as shown on the attached Exhibit D, Access to Public Facilities.
- Q. Noise. The Site is across the street from the terminus of a PDX runway. It is in the noise impact overlay of PDX and routinely subjected to noise events above 65 dBA. See attached Exhibit E, Airport Noise Contour Map.

Policies of the proposed Comprehensive Plan that pertain to applicable site characteristics of the Site are listed, quoted, and analyzed in the following section.

## **Analysis of Applicable Comprehensive Plan Policies**

Policy 6.6 - Competitive advantages. “Maintain and strengthen the city’s comparative economic advantages including access to a high-quality workforce, business diversity, competitive business climate, and multimodal transportation infrastructure.”

*Policy Application to Site:* This policy argues in favor of converting the Site to industrial designation. It reflects the City’s interest in maintaining locations with key multi-modal transportation access for industrial uses because of the limited supply of such sites and their importance for maintaining Portland’s comparative economic advantages. The Site has adjacent proximity to the Columbia River shipping channel and the Portland Airport. The Site is also close to the Columbia Boulevard Freight Corridor and the rail access abutting Columbia Boulevard. This proximity to multi-modal transportation infrastructure has led to every other property in the vicinity of the Site being designated Prime Industrial land. See attached Zoning Map and Figure 6-1 in proposed Comprehensive Plan. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.7 - Business environment. “Use plans and investments to help create a positive business environment in the city and provide strategic assistance to retain, expand, and attract businesses.”

*Policy Application to Site:* The Site currently houses a small marina business. The current zoning of RF gives this local business no opportunity to grow, become an allowed use, or integrate into the greater Portland business community because it is a nonconforming use. From a redevelopment standpoint, the Site in the middle of Prime Industrial land and inclusion in future redevelopment for industrial use would be prohibited by the RF designation. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.8 - Small business development. “Facilitate the success and growth of small businesses and coordinate plans and investments with programs that provide technical and financial assistance to promote sustainable operating practices.”

*Policy Application to Site:* The Site houses a small marina business that has operated at this location for decades. The current zoning of RF gives this local business no opportunity to grow because it is treated as a nonconforming use. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.11 - Economic role of livability and ecosystem services. “Conserve and enhance Portland’s cultural, historic, recreational, educational, food-related, and ecosystem assets and services for their contribution to the local economy and their importance for retention and attraction of skilled workers and businesses.”

*Policy Application to Site:* The Site currently houses a marina, which is classified as an outdoor recreation use by Portland's Comprehensive Plan and Zoning Code. The current RF zone does not allow marinas either as an allowed or conditional use. The surrounding IG industrial zoning allows marinas as a conditional use. By redesignating the site RF, the City is neither conserving nor enhancing the recreational asset on this Site by making it a nonconforming use. This policy argues in favor of designating the Site Industrial Sanctuary.

### **“Land development**

“According to forecasts, Portland will continue to have relatively strong demand for employment land development. However, most of Portland's land supply for employment growth is on land that has constraints or is already developed.

“Statewide Planning Goal 9 – Economic Development requires Portland to provide adequate long-term and short-term land supply for economic development and job growth, consistent with an Economic Opportunities Analysis. Forecasted demand for buildable land by 2035 includes 150 acres in the Central City, 1,350 acres in industrial districts, 690 acres in neighborhood business districts, and 370 acres for campus institutions.

“New directions to support Portland's land supply for job growth include policies for adequate long-term and short-term development capacity, a targeted increase in brownfield redevelopment, incentives to maintain competitiveness in regional markets, and guidance for streamlining the City's regulatory climate.”

“The new comprehensive plan identifies the City's need to find more industrial land, facilitate brown field development of industrial land, and facility greater utilization of existing industrial lands. Re-designating the Site would further all three of these Land Development needs.”

*Application to Site:* The Land Development introductory language quoted above demonstrates Portland's ongoing need for employment and industrial land. The City's Economic Opportunity Analysis documents the deficit of industrial land in Portland and the need for more Industrial Sanctuary designated areas. Further, the Site's existence as a residential area is a liability to development of the surrounding Prime Industrial land because the Comprehensive Plan and Zoning Code require additional mitigation on industrial sites that abut residentially designated land. This section argues in favor of designating the Site Industrial Sanctuary.

Policy 6.12 - Land supply. “Provide supplies of employment land that are sufficient to meet the long-term and short-term employment growth forecasts, adequate in terms of amounts and types of sites, available and practical for development.”

*Policy Application to Site:* The Site is approximately one acre in size and is well suited to add to the City's industrial land supply because of its adjacent and proximate access to multi-modal transportation infrastructure. The upland portions of the Site are largely undeveloped with parking lots that serve the existing marinas dominating the site. The sites abut Marine Drive, which has city services available to serve the Site. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.13 - Land efficiency. "Provide strategic investments and incentives to leverage infill, redevelopment, and promote intensification of scarce urban land."

*Policy Application to Site:* The current land designation of the Site provides no incentive for infill redevelopment in the area of the Site. The Site is an island of RF designation surrounded exclusively by Industrially designated land in all directions. See Exhibit A, Zoning Map. The surrounding industrially designated properties are a mix of smaller and larger sites, ranging in size from .5 acres, to hundreds of acres. Because of the size required by most industrial users, a party looking to site infill, redevelopment, or intensification of use in this area would probably look to acquire multiple smaller parcels to enable consolidation. The presence of the RF zoned island in the middle of this industrial area prevents such infill, redevelopment, and intensification of potential industrial uses in this area. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.14 - Brownfield redevelopment. "Cleanup and redevelop 60 percent of brownfield acreage by 2035. Additional related policies are found in the Industrial and Employment Districts section of this chapter."

*Policy Application to Site:* While the Site is not a pure brownfield site because of the marina use on the aquatic portion of the site, the upland areas are severely underutilized. Redesignation of the site to match abutting industrial properties would enable redevelopment of the subject site with surrounding small-acreage industrial sites. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.16 - Regionally-competitive development sites. "Improve the competitiveness of the vacant and underutilized sites located in Portland's employment areas through the use of incentives and regional and state assistance for needed infrastructure and site readiness improvements."

*Policy Application to Site:* The current land designation of the Site hurts the competitiveness of the Site and surrounding vacant and underutilized industrial land in the area. The Site is an island of RF designation surrounded exclusively by Industrially designated land in all directions. See Exhibit A, Zoning Map. The surrounding industrially designated properties are a mix of smaller and large sites, ranging in size from .5 acres to hundreds of acres. Because of the size required by most industrial users, a party looking to site infill, redevelopment, or intensification of use in this area would probably look to acquire multiple smaller parcels to enable consolidation. The presence of the RF zoned island in the middle of this industrial area makes these

properties materially less competitive for potential industrial uses in this area. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.17 - Regulatory climate. “Improve development review processes and regulations to encourage predictability and support local and equitable employment growth and encourage business retention, including:

“6.17.a. Assess and monitor cumulative regulatory costs to ensure that Portland is financially competitive with other comparable cities.

“6.17.b. Promote certainty for new development through appropriate allowed uses and “clear and objective” standards to permit typical development types without a discretionary review.

“6.17.c. Allow discretionary-review as a way to facilitate flexible and innovative approaches to meet requirements.

“6.17.d. Design and monitor development review processes to avoid unnecessary delays.

“6.17.e. Promote cost effective compliance with federal and state mandates, productive intergovernmental coordination, and avoid duplicative procedures when City policies can be achieved through other means.”

*Policy Application to Site:* The Site does not suffer from a lack of regulation. In addition to being an RF designated property that has no residence or farm, the Site contains C, H, S, and X overlays to protect natural resources, scenic resources, and mitigate airport impacts. Because of the adjacent proximity to the Columbia River, the Site is also subjected to regulatory regimes of the Oregon Department of Environmental Quality, Oregon Department of State Lands, and U.S. Army Corps of Engineers. Each of these regulatory regimes serves their individual purposes, but it leads to a complex regulatory climate on the Site. Subjecting the Site to the RF designation on top of these other regulations makes the site potentially unusable for redevelopment and hurts the employment growth opportunity along Marine Drive. This policy argues in favor of designating the Site Industrial Sanctuary.

### **“Traded sector competitiveness**

“Global trends have put increasing pressure on regions to strengthen their competitiveness for traded-sector growth, which drives regional prosperity. Traded sectors are local businesses of all sizes that export goods and services and compete in markets outside of the region, bringing income and jobs into the region. These sectors have become more vulnerable and dynamic in the shifting global marketplace, as they reinvent their supply and distribution lines and concentrate activity in lower cost or higher productivity locations.”

“The following policies call for focusing limited resources on strategic traded sector specializations with growth prospects. This region’s growing export activity is concentrated in high tech and advanced manufacturing, where job growth has been modest but output growth continues to outpace the service sectors. Other growing export specializations include software, apparel, clean-tech, freight-hub distribution, and creative services. While these growing specializations are expected to shift over time with market changes, connecting existing and emerging local business with global markets helps bring new resources into the region.”

*Application to Site:* The Site’s RF designation hinders the ability of the City to capitalize on its Trader Sector cluster surrounding the Portland Airport. The Site is a unique opportunity for future traded sector development because of its proximity to unique multi-modal transportation assets and industrial cluster around the Portland airport. The site abuts the Columbia River Shipping channel and the Portland Airport. It is near the Columbia Boulevard Freight Corridor and the rail access abutting Columbia Boulevard. The current RF designation on the site precludes use of the site for traded sector employment opportunities and is a liability to surrounding industrial properties because of the Site’s residential designation. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.21 - Traded sector competitiveness. “Align plans and investments with efforts to improve the city and regional business environment for traded sector and export growth. Participate in regional and statewide initiatives.”

*Policy Application to Site:* The current land designation of the Site hurts the competitiveness of the Site and surrounding vacant and underutilized industrial land in the area, which are identified in local and regional plans as a key area for traded sector and export growth. The Site is an island of RF designation surrounded exclusively by Prime Industrial land in all directions. See Exhibit 6-1 in proposed Comprehensive Plan. Because of the proximity to the Portland Airport and key terrestrial shipping assets, this area is identified by Metro and the City as a unique opportunity for traded sector competitiveness. The surrounding industrially designated properties are a mix of smaller and large sites, ranging in size from .5 acres to hundreds of acres. Because of the size required by most industrial users, a party looking to site infill, redevelopment, or intensification of use in this area would probably look to acquire multiple smaller parcels to enable consolidation. The presence of the RF zoned island in the middle of this industrial area makes these properties materially less competitive for potential traded sector uses. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.22 - Clusters. “Align plans and investments with efforts that direct strategic business development resources to enhance the competitiveness of businesses in traded sector clusters.”

*Policy Application to Site:* The RF designation of the subject site hinders the competitiveness of the industrial cluster surrounding the Portland Airport by

introducing a residential designation in the midst of Prime Industrial land. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.23 - Trade and freight hub. “Encourage investment in transportation systems and services that will retain and expand Portland’s competitive position as a West Coast trade gateway and freight distribution hub.”

*Policy Application to Site:* Transportation fees and improvements associated with development around the Portland Airport industrial area is a key component to improving transportation infrastructure in that area. The Columbia Boulevard Freight Corridor, the Columbia River, PDX, and the nearby rail line are key links in this infrastructure. Having an RF designated property in the midst of this Prime Industrial land area hinders development in the area, which thereby discourages investment in the surrounding transportation infrastructure. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.28 - East Portland job growth. “Improve opportunities for East Portland to grow as a business destination and source of living wage jobs.”

*Policy Application to Site:* The subject site houses a small marina in East Portland. The RF designation makes expansion of this marina or redevelopment of this property with abutting industrial properties impossible. The current designation discourages business opportunities in and around this East Portland Site. This policy argues in favor of designating the Site Industrial Sanctuary.

### **“Industrial and Employment Districts**

“Portland is the core of the region’s distribution and diverse manufacturing economy, including the state’s (and the Columbia River Basin’s) largest seaport, rail hub, and airport. Established “industrial sanctuaries” meet the needs of manufacturing and distribution firms for medium to large sites, and are buffered from housing. Other types of employment areas include flex space developments, incubator districts for emerging local businesses, industrial headquarters offices, and dispersed neighborhood employment areas. The businesses in these districts are a primary source of Portland’s middle-wage jobs, upward mobility opportunities, and traded sector activity (See Figure 6-1).”

“Looking forward to 2035, new strategies are needed to expand capacity for employment growth while also meeting environmental and other objectives. The policies below call for new tools to accelerate brownfield redevelopment, make freight investments that expand market access and industrial land intensification, more effectively protect prime industrial land, and strategically expand industrial and flexible neighborhood employment areas.”

*Application to Site:* The introductory language for the Industrial and Employment Districts section of the Comprehensive Plan reflects the key asset of the Portland Airport and Columbia River for industrial and employment uses. It also notes the need to buffer



industrial sanctuaries from housing and the need to protect Prime Industrial land. The Site is underutilized based on its proximity to the key assets of the Columbia River and Portland Airport. Further, the residential designation of the property is a liability for surrounding industrial properties because of the potential for conflict between residential and industrial uses. This policy notes the need for buffers between such uses. This section argues in favor of designating the Site Industrial Sanctuary.

Policy 6.34 - Industrial land. “Provide industrial land that encourages industrial business retention, growth, and traded sector competitiveness as a West Coast trade and freight hub, a regional center of diverse manufacturing, and a widely accessible base of family-wage jobs, particularly for under-served and underrepresented people.”

*Policy Application to Site:* The current land designation of the Site hurts the ability of the Site and surrounding industrial land to maintain and improve businesses and traded sector competitiveness in the area, which is identified in local and regional plans as a key area for traded sector and export growth. The Site is an island of RF designation surrounded exclusively by Prime Industrial land in all directions. See Exhibit 6-1 in the proposed Comprehensive Plan. Because of the proximity to the Portland Airport and key terrestrial shipping assets, this area is identified by Metro and the City as a unique opportunity for traded sector competitiveness. The surrounding industrially designated properties are a mix of smaller and large sites, ranging in size from .5 acres to hundreds of acres. Because of the size required by most industrial users, a party looking to site infill, redevelopment, or intensification of use in this area would probably look to acquire multiple smaller parcels to enable consolidation. The presence of the RF zoned island in the middle of this industrial area makes these properties materially less competitive for potential traded sector uses. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.35 - Industrial sanctuaries. “Protect industrial land as industrial sanctuaries identified on the Comprehensive Plan Map primarily for manufacturing and distribution uses and to encourage the growth of industrial activities in the city.”

*Policy Application to Site:* The Site is surrounded by the Prime Industrial Areas of Columbia Boulevard and Portland International Airport. The Site is the only land not designated Prime Industrial area in the vicinity immediately to the northwest of the Portland Airport. See Proposed Comprehensive Plan Figure 6-1. The Site’s RF designation is a residential designation. This poses a risk to the surrounding prime industrial area. If a residence or residences were sited on the Site in the future, this would likely be a source of conflict with surrounding industrial users or employers considering siting industrial or employment uses on the adjacent and nearby industrial lands. Further, the presence of the residential designation of the Site by itself triggers additional requirements for surrounding industrial lands to mitigate potential impacts. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.36 - Prime industrial land retention. “Protect the multimodal freight-hub industrial districts at Portland Harbor, Columbia Corridor, and Brooklyn Yard as prime industrial land (see Figure 6-1) that is prioritized for long-term retention:

“6.36.a. - Strictly limit quasi-judicial Comprehensive Plan Map amendments that convert prime industrial land and consider the potential for amendments to otherwise diminish the economic competitiveness or viability of prime industrial land.

“6.36.b. Limit conversion of prime industrial land through land use plans, regulations, or public land acquisition for non-industrial uses, especially land that can be used by river-dependent and river-related industrial uses.

“6.36.c. Identify how regulations affect the capacity, affordability, and viability of industrial uses, and minimize those impacts.

“6.36.d. Strive to offset the reduction of development capacity as needed, with additional prime industrial capacity that includes consideration of comparable site characteristics.”

*Policy Application to Site:* The Site is suited to bolster the Prime Industrial capacity as called for by Policy 6.36.d. The Site is surrounded by Prime Industrial land as shown in Proposed Comprehensive Plan Figure 6-1 and contains the same site characteristics as those surrounding industrial lands which make it well suited for Prime Industrial designation. Those characteristics suited for Prime Industrial designation include, but are not limited to the following:

- Adjacent proximity to the Portland Airport
- Frontage along the Columbia River for potential future river-related use
- Adjacent proximity to existing Prime Industrial lands
- Availability of urban services, including multi-modal transportation facilities, water service, and sewer service in Marine Drive
- Proximate location to Columbia Boulevard Freight Corridor
- Proximate location to rail lines

This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.38 - Industrial land use intensification. “Encourage reinvestment and intensification of industrial land use, as measured by output and throughput per acre.”

*Policy Application to Site:* Several parcels abutting the site to the east and west are under an acre in size and would likely need to be consolidated to facilitate an industrial use north of Marine Drive. The presence of this RF designated Site in the middle of these small to mid-sized industrial parcels severely hinders the redevelopment potential

in this area for industrial land uses. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.42 - Multimodal freight corridors. “Encourage freight-oriented industrial development to locate where it can maximize the use of and support reinvestment in multimodal freight corridors.”

*Policy Application to Site:* The Site is uniquely situated with access to existing multimodal freight corridors presented by the Portland Airport, Columbia River, Columbia Boulevard and nearby rail access. The RF designation of the site prevents freight-oriented development on the Site and hinders freight-oriented development on nearby industrial sites. This policy argues in favor of designating the Site Industrial Sanctuary.

In addition to the industrial lands policies discussed above, assessment of the Housing policies in Chapter Six of the proposed Comprehensive Plan shows that the Site is not appropriate for RF or any other residential designation.

Policy 6.49 - Residential and commercial reuse. “Facilitate compatible industrial or employment redevelopment on residential or commercial sites that become available for reuse if the site is in or near prime industrial areas, and near a freeway or on a freight street.”

*Policy Application to Site:* The Site is in the Middle of the Prime Industrial area surrounding the Portland Airport and Columbia Boulevard. Currently, the Site houses two marinas which are classified as an outdoor recreation use, which falls within the commercial umbrella of use categorization in the City of Portland’s Comprehensive Plan and Zoning Code. The properties abutting the Site are exclusively designated and zoned for industrial use and are included within the City of Portland’s Prime Industrial areas as mapped on Exhibit 6-1 in the Proposed Comprehensive Plan. Redesignating the Site to industrial will enable future development with an industrial use. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 6.52 - Neighborhood buffers. “Maintain and enhance major natural areas, open spaces, and constructed features as boundaries and buffers for the Portland Harbor and Columbia Corridor industrial areas.”

*Policy Application to Site:* This Policy reflects the need to buffer residential areas from industrial areas. The Site is currently designated residential and surrounded by Prime Industrial land near the Columbia Corridor and Portland Airport. There is no ability to insert a natural or other buffer between the Site and the abutting industrial properties. This policy notes the need for buffers between such uses. This section argues in favor of designating the Site Industrial Sanctuary.

### **“Goal 5.C: Healthy connected city**

“Portlanders live in safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe convenient affordable multimodal transportation.”

*Goal Application to Site:* The Site is an island of residentially designated land that has no nearby commercial amenities, public transit, town centers, or town corridors. The only opportunity for a resident to build a home on the Site would be to commute to work and to necessary commercial sites by automobile. The dearth of commercial uses such as grocery stores, dry cleaners, restaurants, and the like in the area around the Site would necessitate long automobile trips to accommodate a residential user on the Site. A residence on the Site would be a liability to the surrounding industrial properties, as a source of complaints for air, noise, and other impacts from employment and industrial uses. This policy argues in favor of designating the Site Industrial Sanctuary.

### **“Housing location**

“The Portland Plan’s Healthy Connected City strategy provides policy guidance to expand opportunities for Portlanders to live in complete communities offering a mix of desirable services and opportunities. Housing that is located in a walkable neighborhood near active transportation, employment centers, open spaces, high-quality schools and various services and amenities enhances the general quality of life for its residents. Neighborhoods in Portland offer varying levels of opportunity (See Figure 5-1), with housing in high opportunity neighborhoods tending to be expensive compared to more affordable housing in areas that offer fewer opportunities. However, there are also small parts of Portland that are lacking in both opportunities as well as quality affordable housing units.”

The Site is designated as a Low Opportunity site on the Housing Opportunity Map, Figure 5-1 in the Proposed Comprehensive Plan. In fact, the Site is one of the furthest sites in that City from a medium or high scoring Housing Opportunity area. This is because of the dearth of appropriate services available to support housing in the vicinity of the Site. There are little to no commercial services, schools, transit opportunities, or usable open space near the Site.

*Application to Site:* The housing location introductory language reflects the importance of proximate transportation, open spaces, schools, and amenities to housing. The site offers none of these things because it is surrounded by industrial land. There are no convenience stores, bus stops, or schools within walking distance of the Site. This section argues in favor of designating the Site Industrial Sanctuary.

Policy 5.19 - Access to opportunities. “Improve equitable access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities in areas with high concentrations of under-served and underrepresented populations and an existing supply of affordable housing.”

*Policy Application to Site:* This policy reflects the importance of access to transportation, open spaces, schools, and amenities for housing. The site offers none of these things because it is surrounded by industrial land. There are no convenience stores, bus stops, or schools within walking distance of the Site. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 5.20 - New development in high opportunity areas. “Locate new affordable housing in areas that are opportunity rich in terms of access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities (see Figure 5-1: Housing Opportunity Map).”

*Policy Application to Site:* This policy calls on the City to locate new affordable housing near transportation opportunities, open spaces, schools, and amenities for housing. The Site offers none of these things because it is surrounded by industrial land. There are no convenience stores, bus stops, or schools within walking distance of the Site. The Site is designated as a low housing opportunity area by Figure 5-1 in the proposed Comprehensive Plan. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 5.25 - Housing cost burden. “Evaluate plans and investments for their impact on household cost, and consider ways to reduce the combined cost of housing, utilities, and/or transportation.”

*Policy Application to Site:* This policy calls on the City to evaluate costs imposed on households by housing policies. One of those costs is the anticipated money that is required when housing is sited in a location with no public transit options. The Site’s location on Marine Drive is not served by TriMet or any other public transit. There are no convenience stores, bus stops, or schools within walking distance of the Site, which will lead to long vehicle trips from the Site. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 5.33 - Compact single-family options. “Encourage development and preservation of small resource-efficient and affordable single family homes in all areas of the city.”

*Policy Application to Site:* This policy calls for compact housing in Portland. The Site is approximately one acre in size and two legal lots of record. If housing could be located on the Site, it would be at most two houses because of the RF designation. This is an inefficient use of land and contrary to Policy 5.33. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 5.41 - Housing quality. “Encourage housing that provides high indoor air quality, access to sunlight and outdoor spaces, and is protected from noise, pests, hazardous environmental conditions, and materials.”

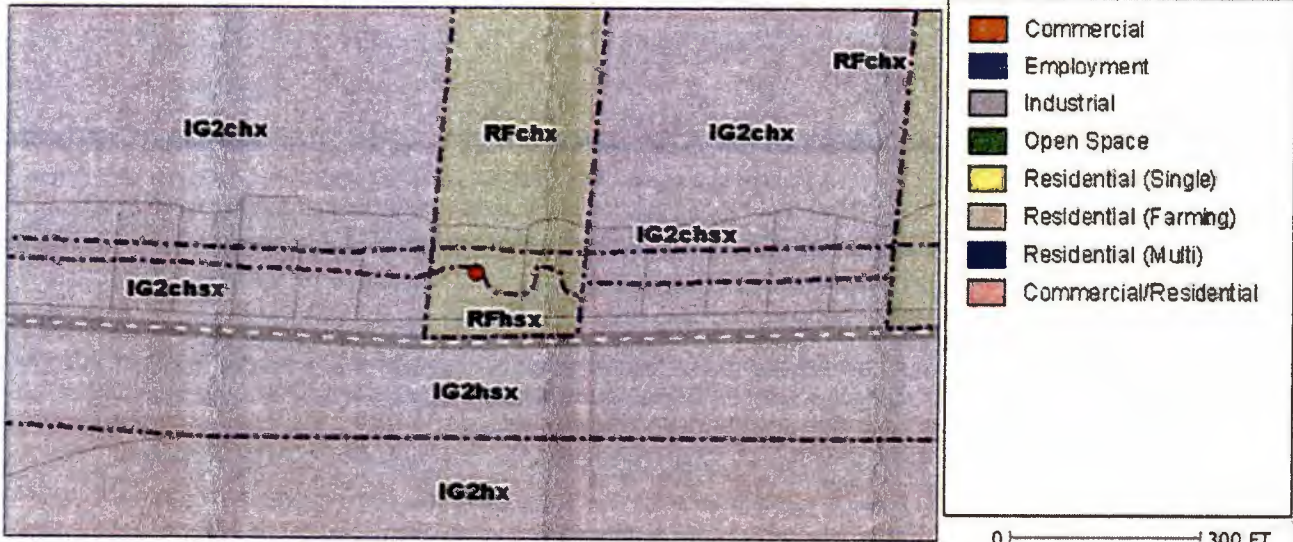
*Policy Application to Site:* The Site in the middle of a Prime Industrial area and near the end of one of the Portland Airport's runways. The proximity to potential industrial uses, with the anticipated noises, smells, and emissions makes the Site inappropriate for residential use. Further, the necessary noise from the Portland Airport makes it unlikely that the Site can provide quality housing as called for by Policy 5.41. The Site routinely experiences noise exceeding 65 dBA. See attached Exhibit E, Airport Noise Contour Map. This policy argues in favor of designating the Site Industrial Sanctuary.

Policy 5.44 - Walkable surroundings. "Encourage active transportation in residential areas through the development of pathways, sidewalks, and high-quality onsite amenities, such as secure bicycle parking."

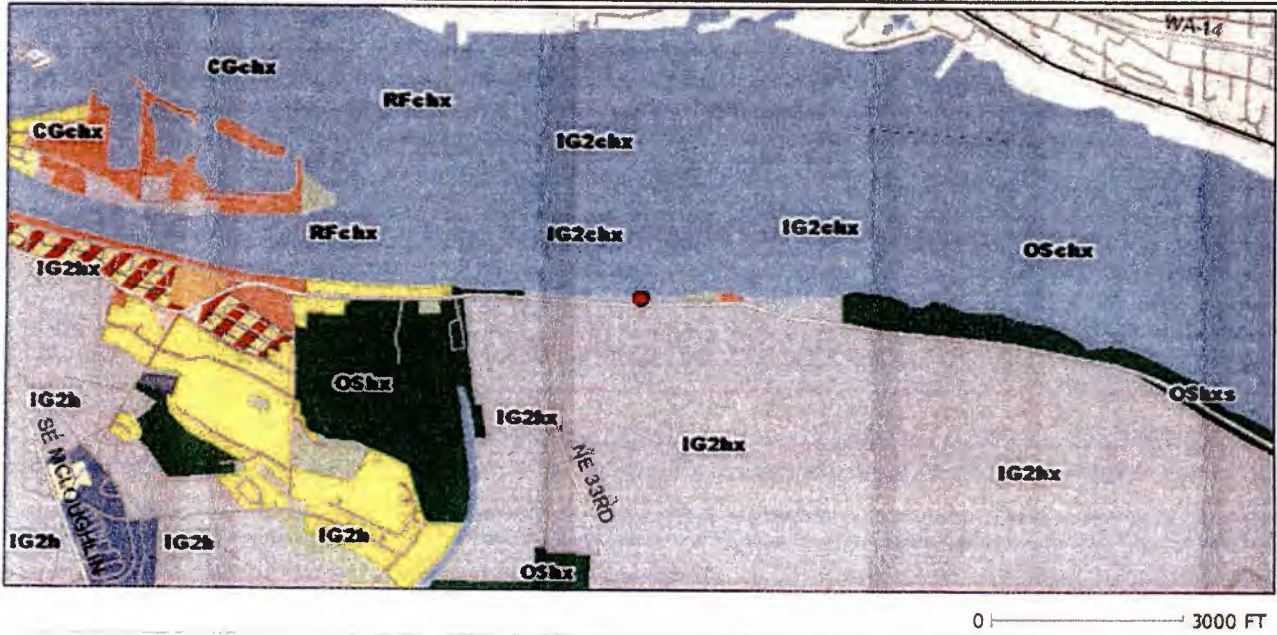
*Policy Application to Site:* The Site is only served by road without bicycle or walking pathways. See attached Exhibit B, Aerial Photographs. There is insufficient right-of-way and room in this area to add these amenities. This policy argues in favor of designating the Site Industrial Sanctuary.

### **Conclusion**

The Site characteristics of the property at 3333 and 3335 N.E. Marine Drive in Portland, as analyzed in relation to the appropriate Comprehensive Plan policies, show that the Site should be designated Industrial Sanctuary to match the other properties surrounding the Site. This conclusion is largely driven by the multi-modal transportation assets proximate to the Site and the detrimental impact that the Site's RF designation has on surrounding Prime Industrial land.



Zone	RF (Residential Farming)	Plan District	Portland International Airport Plan District
Overlay	c, x, h	NRMP District	
Comp Plan	RF	Historical Resource Type	
Comp Plan Overlay		Historic District	
Zoning Map	1934	Conservation District	
Urban Renewal Area		Wellhead Protection Area	No







Aerial Photo

Exhibit B - Aerial Photos of Site, page 2

2012 / '11 / '10 / '09 / '08 / '07 / '06 / '05 / '04 / '03 / '02 / '01 6" / 2' / 4' / 10' / 20' Streets: **Off** Lots: **On** Dot: **On**

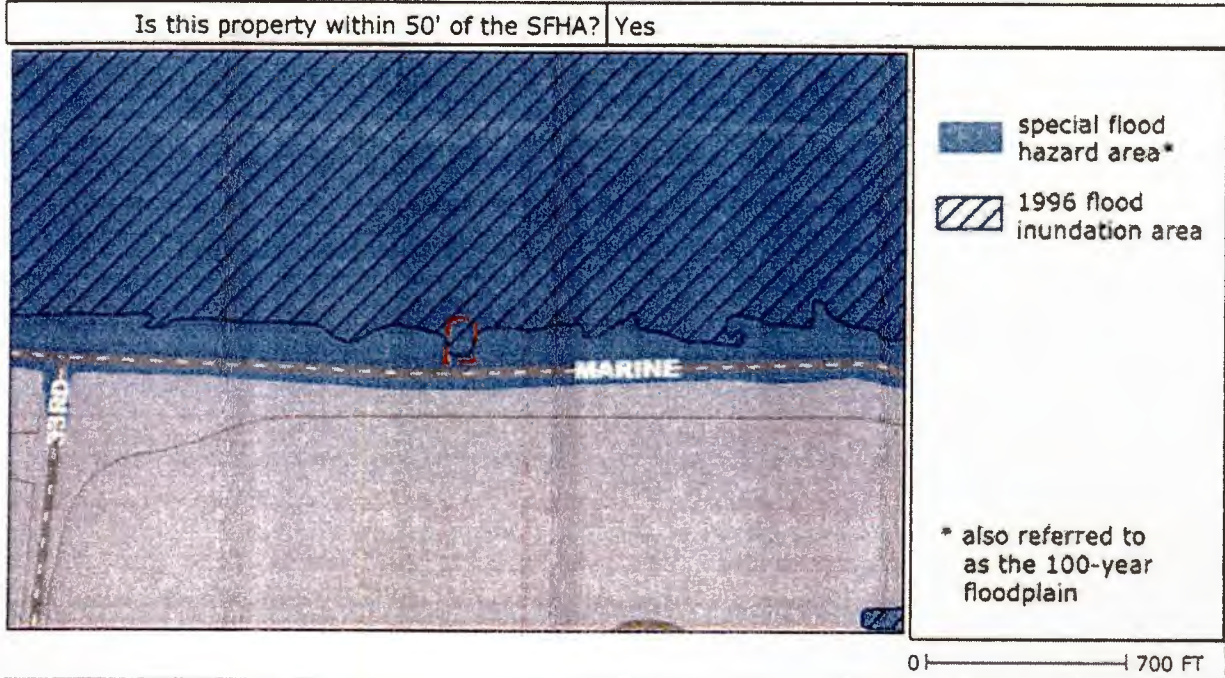


Exhibit B - Aerial Photos of Site, page 3

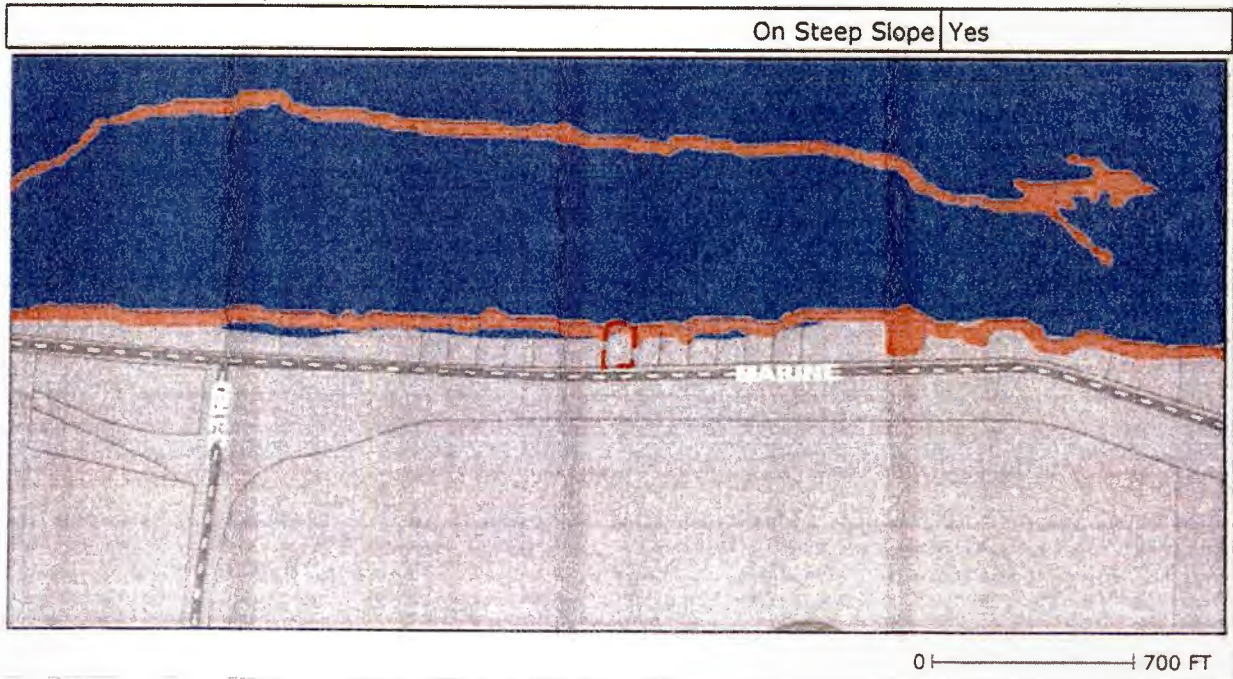
Aerial Photo (2011)

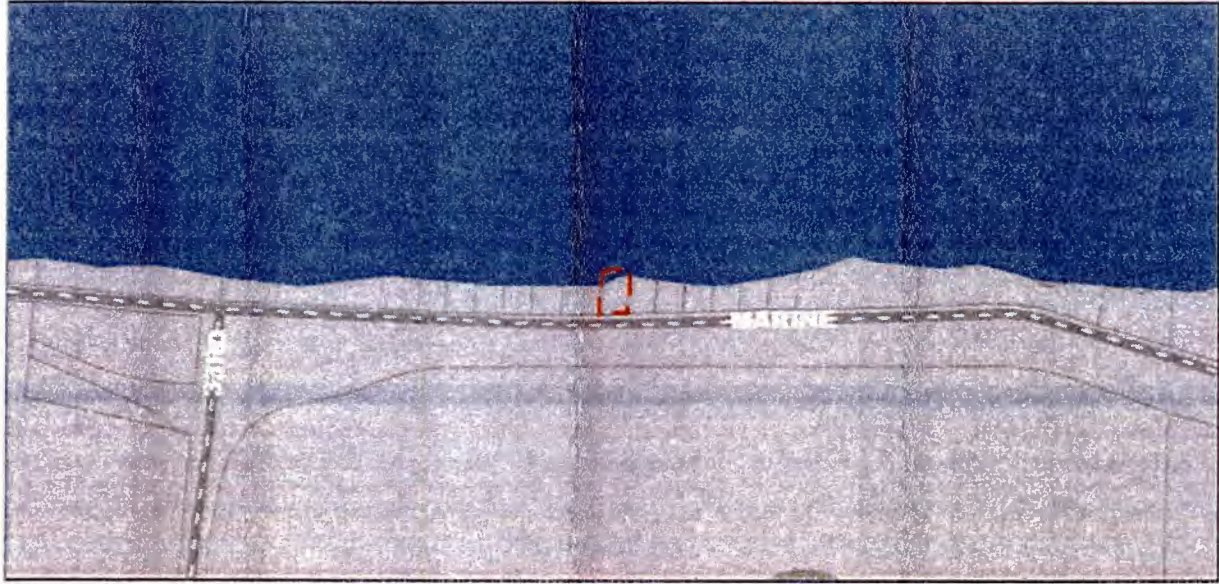


Flood Hazards: FEMA Special Flood Hazard Area (SFHA) & 1996 Flood Inundation Area



Steep Slope (25%)

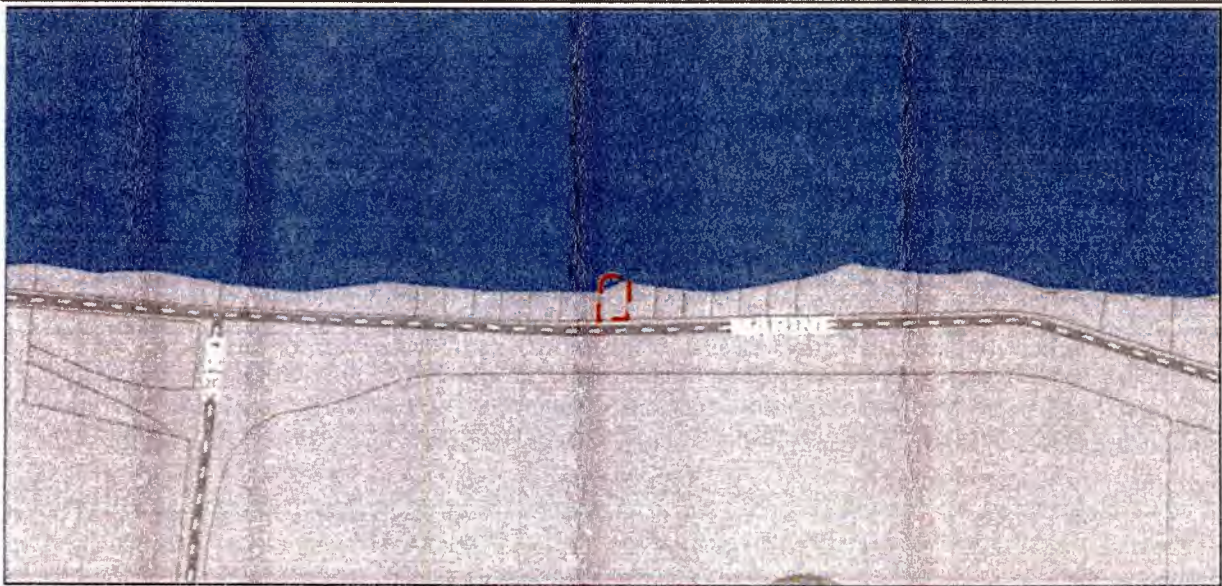




0 |—————| 700 FT

**Wild Lands Fire Hazard**

Wild Fire Hazard | No



0 |—————| 700 FT

**Earthquake Hazard**

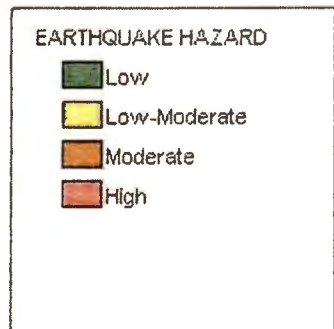
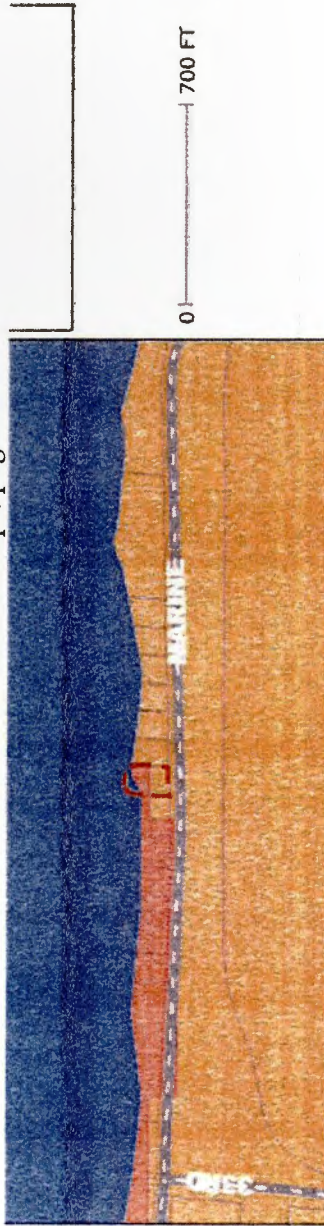
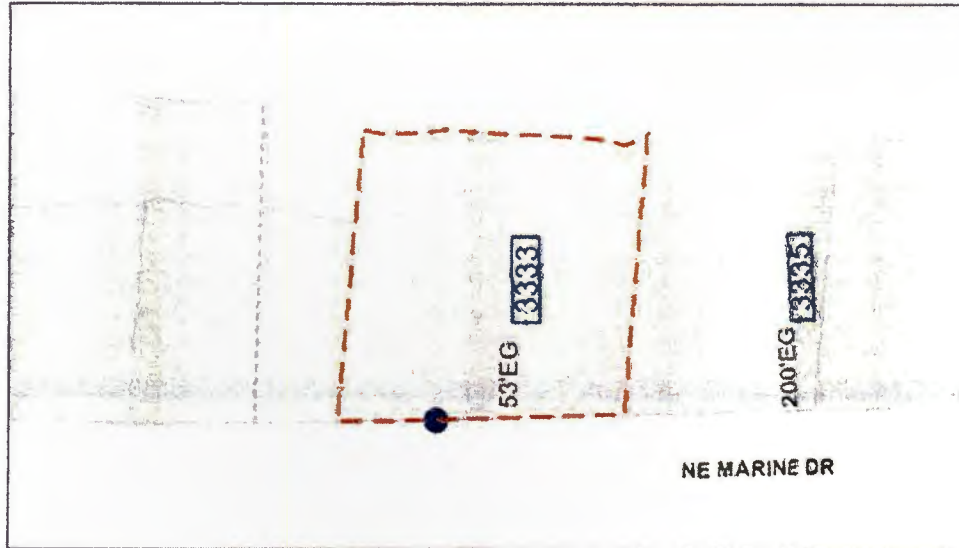


Exhibit C - Hazard Maps, page 3



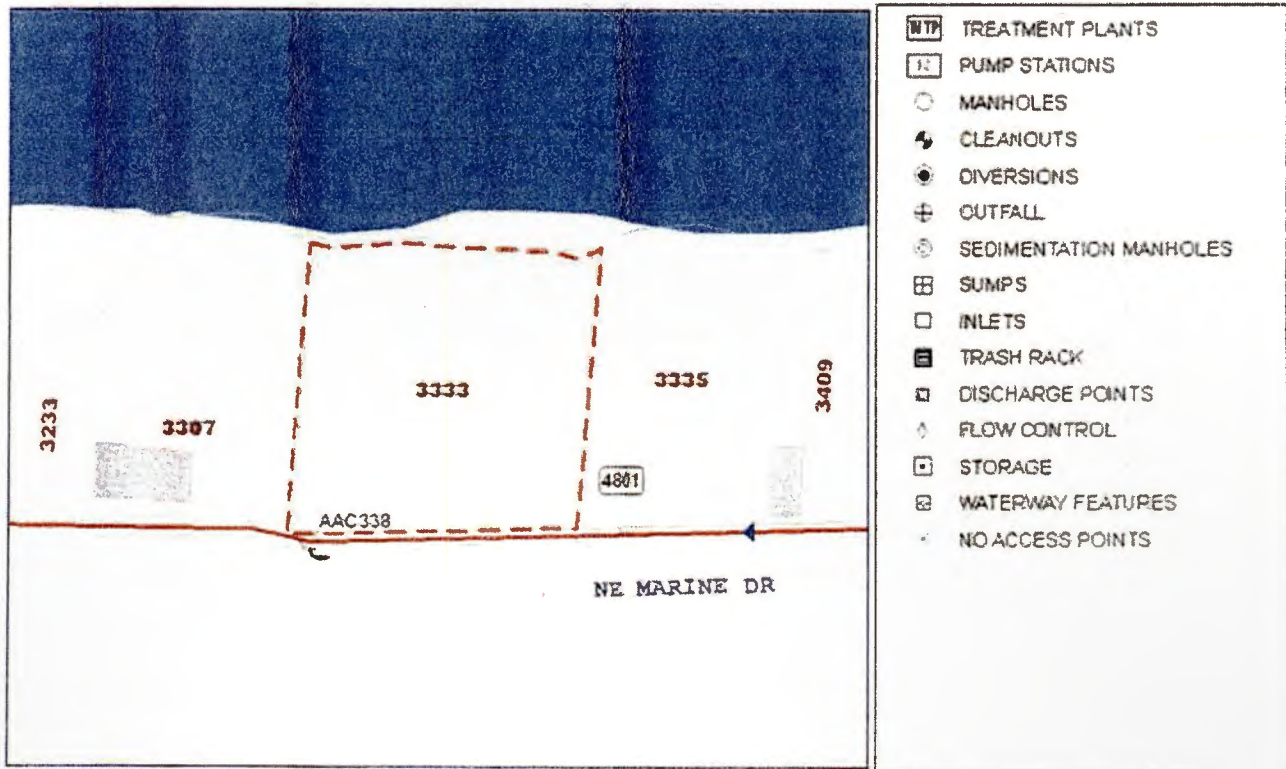
Water Utilities

Exhibit D - Access to Public Facilities, page 1



This map depicts the approximate location of water facilities located in the public right-of-way; the actual physical location can only be established by requesting a free utility locate. Call the Oregon Utility Notification Center by dialing 811. Location of water piping on privately owned property is unknown to the Portland Water Bureau, and is shown for illustrative purposes only.

Sewer System



**3333 NE MARINE DR - PORTLAND**

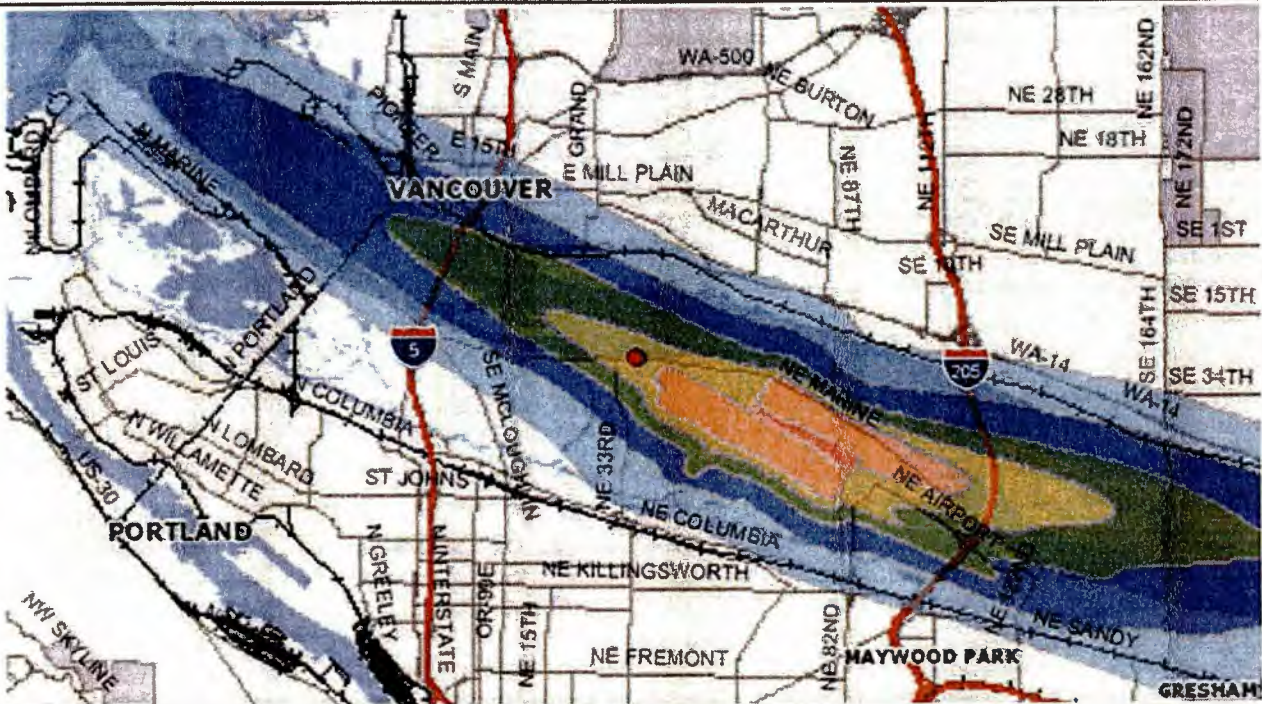
[Explorer](#) | [Property](#) | [Maps](#) | [Projects](#) | [Crime](#) | [Census](#) | [Environmental](#) | [Transportation](#)

[Summary](#) | [Assessor](#) | [Permits/Cases](#) | [Block](#) | [Schools](#) | [Parks](#) | [Development](#) | [Garbage/Recycling](#) | [Noise](#) | [Historic Permits](#) | [Water](#) | [Documents](#)

## Portland International Noise DNL Contour

The contour is driven by the loudest aircraft that utilizes the airport on a regular basis. DNL (Day-Night Average Sound Level) - Noise contours are expressed using the DNL descriptor, which is the 24 hour average sound level, in decibels, obtained from the accumulation of all events over the period of a year, with the addition of 10 decibels to sound levels during the FAA defined nighttime hours (10 p.m. to 7 a.m.), when background ambient noise levels are typically lower. Ldn is another symbol for DNL.

Within Contour Area	Yes / 55 DNL
---------------------	--------------

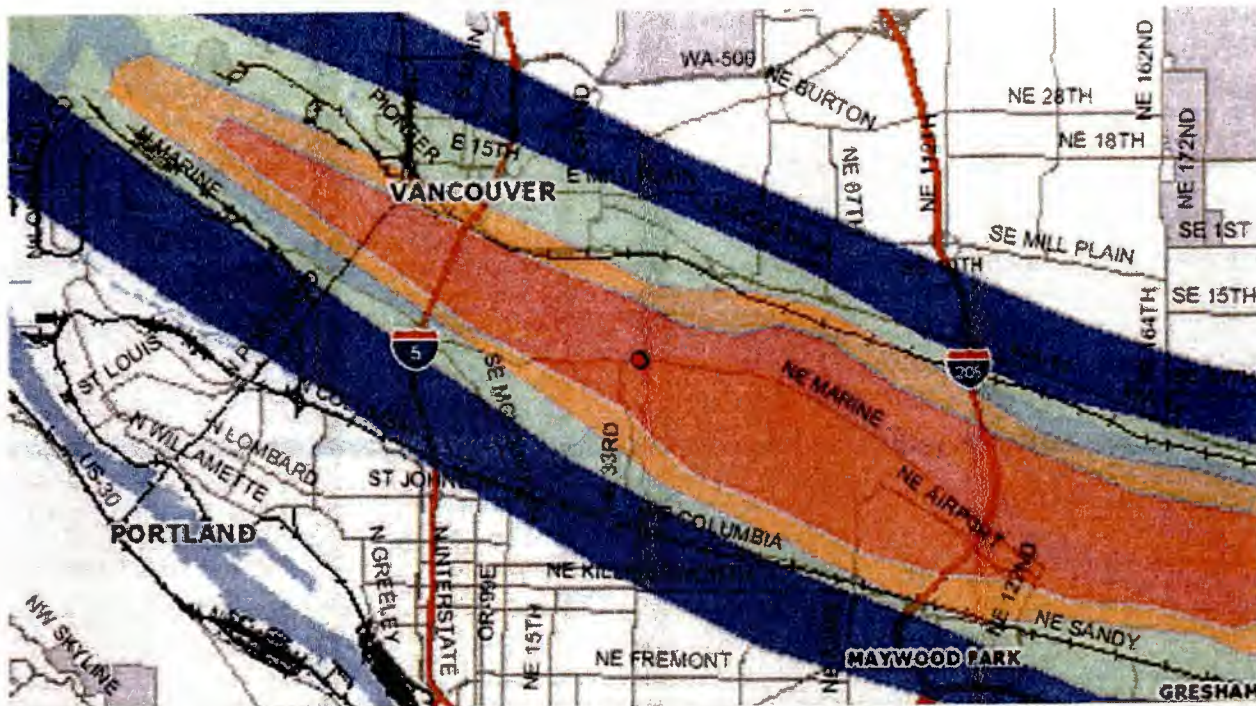


The Portland International Airport publishes a wealth of information related to noise management and other activities. The following link can be used to access more information: [PDX Noise Management Information](#)

## Portland International Noise Events Above 65 dBA

Depicts the number of events above 65 dBA per day that a resident can expect given their location, based on an average.

Events Above 65 dBA	10
---------------------	----



The Portland International Airport publishes a wealth of Information related to noise management and other activities. The following link can be used to access more information: [PDX Noise Management Information](#)

**Portland International Noise Time Above 65 dBA**

Depicts the time above 65 dBA in minutes per day that a resident can expect given their location, based on an average.

Time Above 65 dBA | 60 minutes





Exhibit E - Airport Noise Contour Maps, page 3

The Portland International Airport publishes a wealth of information related to noise management and other activities. The following link can be used to access more information: [PDX Noise Management Information](#)

**Portland International Airport Noise Impact Zone**

The Portland International 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 requiring noise insulation, noise disclosure statements, and noise easements.

For more information refer to: [Portland International Airport Noise Impact Zone \(Zoning Code\)](#)

Within Noise Impact Zone	Yes
--------------------------	-----



The Portland International Airport publishes a wealth of information related to noise management and other activities. The following link can be used to access more information: [PDX Noise Management Information](#)

**Aircraft Landing Overlay Zone**

The Aircraft Landing overlay zone provides safer operating conditions for aircraft in the vicinity of Portland International Airport by limiting the height of structure and vegetation.

For more information refer to: [Aircraft Landing Zone \(Zoning Code\)](#)

Within Height Impact Zone	Yes
---------------------------	-----

Exhibit E - Airport Noise Contour Maps, page 4



City of Portland, Corporate GIS

7/31/2014

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PortlandMaps © 2014 [City of Portland, Oregon](#)

August 15, 2014

Planning and Sustainability Commission  
1900 SW 4<sup>th</sup> Avenue  
Portland, OR 97201-5380

RE: Comprehensive Plan Map Request  
3519-3531 W/SE Division Street  
State ID: 1S1E01DC 11600

We request that the Mixed Use Civic Corridor designation be extended over the adjacent parking lot to the property at 3519-3531 SE Division Street.

The structure was originally built in 1925 (84 years ago). The parking lot has been associated with the building since that time. The parking area is a legally established non-conforming use.

We intend to build an extension to the building into the parking lot that will reduce the impact on the surrounding residential uses and allow a small family owned business to expand.

Please find enclosed the notes about the property from the owner, maps, aerials showing historic use, ownership documents showing continuous use, and support from the Richmond neighborhood.

The owner has restored the building into a vibrant part of the neighborhood. The change in designation will allow completion of the renovation.

Sincerely,

Peter Finley Fry, Planning Consultant

Cc Reed Dow, owner  
Tom Monroe, tenant, Southeast Wine Collective.

Date 8/9/2014

Notes about the property at 3525 and 3219 SE Division

This building was originally permitted for building on 4-3-1925. The back of the building (North) was built as a garage for auto repair and in the front was retail stores. The vacant area in the back of the auto repair was used as parking and storage.

In 1945 Eastside rug and furniture cleaning moved into the building and continue to use the back area for parking and loading.

1961 Murray Dow (my dad) moved into the building and used the building as a rug cleaning plant. Subsequently my dad purchased the building in approximately 1970.

All this time the parking lot and storage area was gravel. In 1981 we received a permit to pave the lot. In the order to get the permit we had to give up the back northwest section of land to the city (see map) this permit was a revocable permit.

The lot continued to be used to support the cleaning business  
Trucks, storage containers and dumpsters.

After the death of both my mother and father I purchase the building from the estate and sold the cleaning business. The new owners moved to a new location.

In that the building was not rentable in its current condition I decided in 2011 to remodeled building and upgraded the parking lot.

We received from the city a Nonconforming use for the parking lot on 5/15/2012

At the present time it seems appropriate to the rezone this parking area in that its use from 1925 to the present has been a commercial use.

I would to enclose all or a portion of the parking area into a building consistent with the CS zoning that would remove any adverse impacts on the surrounding neighborhood.

The proposal was presented to the neighborhood association who voted to support it.



Reed Dow  
Dry Rental Properties, LLC  
26828 Maple Valley Black Diamond RD SE  
Suite 299  
Maple Valley WA 98038

425-310-7247  
[reed@reeddow.com](mailto:reed@reeddow.com)

**2425 SE 35TH PL - RICHMOND - PORTLAND**

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

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

## Aerial Photo

'12 / '11 / '10 / '09 / '08 / '07 / '06 / '05 / **2004** / '03 / '02 / '01    6" / 2' / 4' / 10' / 20' Streets: **Off** Lots: **Off** Dot: **On**



City of Portland, Corporate GIS

8/8/2014

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**2425 SE 35TH PL - RICHMOND - PORTLAND**

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

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## Aerial Photo

2012 / '11 / '10 / '09 / '08 / '07 / '06 / '05 / '04 / '03 / '02 / '01    6" / 2' / 4' / 10' / 20'    Streets: **Off** Lots: **Off** Dot: **On**



0 |—————| 50 FT

City of Portland, Corporate GIS

8/8/2014

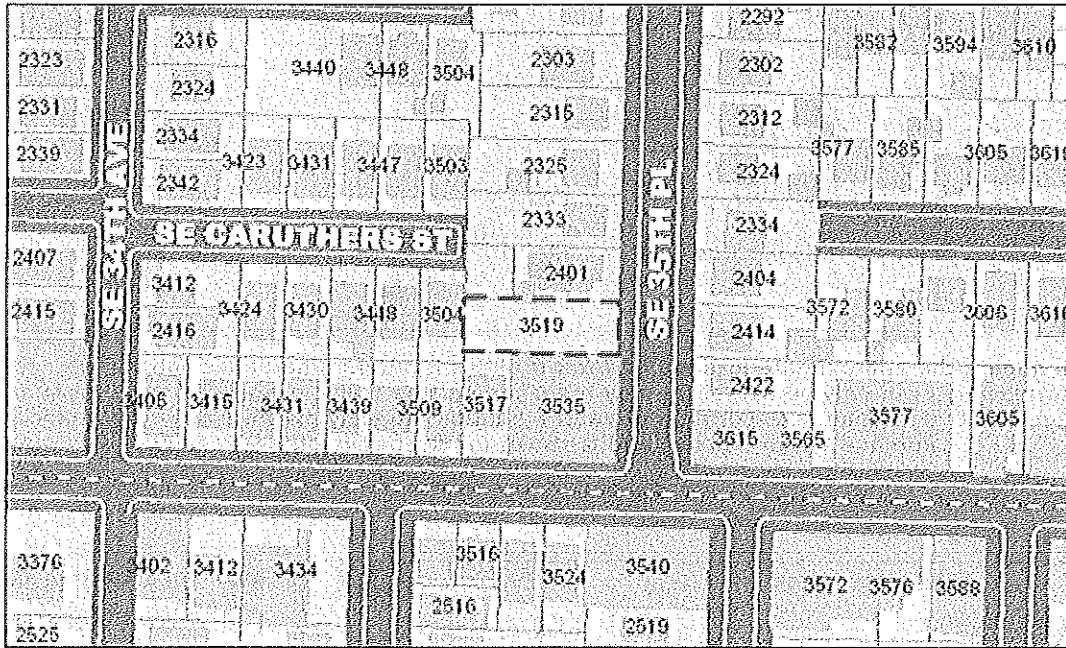
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## 3519 SE DIVISION ST - RICHMOND - PORTLAND

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

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

### Property & Location



### Zoning

Property	
Zone	R5
Description	Residential 5,000
Overlay	
Comp Plan	R2.5
Comp Plan Overlay	
Historic District	
Conservation District	
Plan District	
NRMP District	
Urban Renewal District	n/a
Zoning Map	3234

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY

SW 1/4 SE 1/4 SEC. 1 T. 15. R. 1E. W. 4 M. MULTNOMAH COUNTY

IS 1E IDC PORTLAND

CANCELLED NO. 9500 13200 23000



SEE MAP IS 1E 100

SEE MAP IS 1E 124B

SEE MAP IS 1E 100

SEE MAP IS 1E 100

SEE MAP IS 1E 124B

IS 1E IDC PORTLAND



## **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.

**Announcements:** Jeff Cropp announced that next month's RNA meeting will be a candidate's forum, with candidates invited for the Multnomah County District 1 race, and the House District 42 race.

Bonnie Brae announced that Art Walk this year will be March 1 and 2.

Rolando Aquilizan from PPS and Steve Olson from DOWA/IBI architecture explained plans for rebuilding of Franklin H.S., to take place in 2015-2016. The school will be closed, and students will attend Marshall H.S. for the two years. The central historic buildings will remain. Some newer structures will be removed and new buildings will be sited to complement the historic central structure. Capacity will increase from 1500 to 1700 students.

Developer Guy Bryant described and showed rough plans for his 2-unit project at 1525 SE 35<sup>th</sup> Place. The existing 1895 house will be removed. Some urged him to engage the Rebuilding Center to salvage the framing lumber and other features of the house. Bryant said the "rowhouse"-style building would have garages in front, but tucked down under the front of the units. It is in a Transition zone, and will draw design influence from the nearby commercial as well as the adjacent residential buildings.

Two property owners sought RNA support for zone changes to take place as part of the Comprehensive Plan Update:

Reed Dow described the zone change for which he seeks RNA support. His property is at 2425 SE 35<sup>th</sup> 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 [redacted] moved, and [redacted] seconded, that the board support 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.

Pamela Birkel asked for support for a change of zoning on her property at 5134 SE Division, from R-1 to CS for the lot, at the corner of 52<sup>nd</sup> and Division. The change would allow more units to be built, and make the property more valuable. Many neighbors objected to the increased number of units that would be allowed, and parking it would bring (1 neighbor stated she had a petition with 20 names opposing the zone change) . Some board members noted that this was the right place to put such mixed-use buildings. Sean moved that the neighborhood support the change to CS. Doug seconded. The motion failed, 4-5. In favor were Sean, Cyd, Doug, Julie. Opposed were Bonnie, Jeff, Jonathan, Judah and Cliff. A second motion, by Heather, seconded by Judah, proposed the Board support instead a change from R-1 to CN-1. This passed 7-2, with Heather, Doug, Jonathan, Cyd, Bonnie, Judah and Julie in favor, and Sean and Cliff opposed.

Liz Mahon, PBOT: Gave update on Division Streetscape construction

Matthew Machado of PBOT, described PBOT's studies of two streets:  
SE 32<sup>nd</sup> Ave between Division and Clinton. No traffic control change called for at this time  
SE 34<sup>th</sup> Ave. between Division and Clinton. Did not support the proposed one-way with contra-flow bike lane at this time. PBOT would restudy after completion of Division Streetscape. Mark Zahner and Jeff Cropp spoke of the safety issues for bicyclists with the current configuration.

Heather passed out paper write-in ballots to vote on RNA representatives to Design on Division project. Elected from RNA Board: Heather Flint-Chatto, Sean Barnett, Cyd Manro. The three received 10, 7 and 7 votes respectively. Judah received 4. This meant the stated plan to select 2 representatives and an alternate did not work. In post-meeting discussion, Heather suggested Sean and Cyd both attend, with one vote between them. Elected for Richmond neighborhood at-large representative: Debbie Hochhalter (not in attendance, but had sent in a statement of interest and resume). She received 7 votes, with Justin Belk 2, and Linda Ralley 1 vote.

Meeting adjourned at 9:30 PM

**From:** Cole, John Andrew [<mailto:John.Cole@portlandoregon.gov>]  
**Sent:** Monday, January 27, 2014 3:45 PM  
**To:** Reed  
**Subject:** RE: 3525 Se Division parking lot

No additional paperwork is necessary. It would be helpful for you if the neighborhood association was willing to send me a note that they support the request.

City staff will be reviewing all zone change requests over the coming Spring

John

---

**From:** Reed [<mailto:reed@reeddow.com>]  
**Sent:** Monday, January 27, 2014 3:39 PM  
**To:** Cole, John Andrew  
**Subject:** 3525 Se Division parking lot

Hi Mr. Cole,

Peter and I are scheduled to talk to the SE neighborhood group on February 10<sup>th</sup>. They have been very supportive of the zoning change in informal talks.

We will have them update you on the results of the meeting.

Are there any other steps or paper work, I should be doing with the City at this time?

Sincerely,

Reed Dow

[360-356-6257](tel:360-356-6257)

From: Planning and Sustainability Commission  
Sent: Monday, August 18, 2014 2:17 PM  
To: Kovacs, Madeline  
Subject: FW: Comp Plan small site R-1 to MU

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](http://www.portlandoregon.gov/bps)

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From: Doug X [mailto:dougurb@gmail.com]  
Sent: Thursday, August 14, 2014 9:44 PM  
To: Planning and Sustainability Commission  
Cc: Stockton, Marty  
Subject: Comp Plan small site R-1 to MU

Doug Klotz  
1908 SE 35th Place  
Portland, OR 97214  
8-14-14

Planning and Sustainability Commission  
1900 SW 4th Ave.

Commissioners:

Here's another small corner mixed use building that should be under consideration for change from R-1 to a Mixed Use zone.

This building at 2005 SE 50th Ave (at Harrison) was built in 1914 as mixed use, along the Hawthorne-Foster streetcar line. It has apartments (or offices?) above, and a store below ("Historic Tattoo", in this historic building). This is a candidate for a Comp Plan and zone change to rectify the non-conforming situation that has existed here for years.

In addition, this is one of a string of small commercial sites along SE 50th between Hawthorne and Powell. This was the route of the Hawthorne/Powell streetcar for years, and is consequently now the route of the heavily used No. 14 bus.

I would argue that these properties, in commercial use, should be zoned Mixed Use- Urban Center, as this is the eastern edge of the Belmont/Hawthorne/Division Town Center. At any rate,

this site should be changed from R-1 to an MU zone.

Thank you.

Doug Klotz

From: Planning and Sustainability Commission  
Sent: Monday, August 18, 2014 2:25 PM  
To: Kovacs, Madeline  
Subject: FW: Comp Plan - PBOT Street Design

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](http://www.portlandoregon.gov/bps)

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From: Terry Parker [mailto:[parkert2012@gmail.com](mailto:parkert2012@gmail.com)]  
Sent: Thursday, August 14, 2014 3:11 PM  
To: Planning and Sustainability Commission  
Subject: Re: Comp Plan - PBOT Street Design

PO Box 13503  
Portland, OR 97213

On Thu, Aug 14, 2014 at 1:54 PM, Planning and Sustainability Commission  
<[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)> wrote:

Hello,  
Thank you for your comments to the Planning and Sustainability Commission. In order for this to be considered official testimony to the Commission, your mailing address must be included. Please respond to this email with you mailing address and we'll be sure to forward your testimony to the Commission.

Thank you,  
Sandra Wood  
Staff to the Planning and Sustainability Commission

From: Terry Parker [mailto:[parkert2012@gmail.com](mailto:parkert2012@gmail.com)]  
Sent: Tuesday, August 12, 2014 2:40 PM  
To: Planning and Sustainability Commission  
Subject: Comp Plan - PBOT Street Design

When PBOT redesigns streets that more than likely create additional congestion - be it road diets that remove motor vehicle travel lanes and increase travel times thereby increasing fuel consumption and emissions, adding curb extensions that eliminate right

turn lanes or at bus stops causing buses to obstruct other traffic when boarding passengers thereby increasing idle times, fuel consumption and emissions for other vehicles, or the addition speed bumps to streets with the concept of slowing down traffic but in reality trigger drivers to slow down then speed up again increasing fuel consumption and adding to emissions rather than maintaining the efficiency of a constant speed - clearly demonstrate that any city hall oratory about climate change is basically rhetorical propaganda.

Respectfully,

Terry Parker  
Northeast Portland

From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Thursday, August 14, 2014 1:52 PM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony

From: Elizabeth Super [mailto:supere@ohsu.edu]  
Sent: Tuesday, August 12, 2014 2:57 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

Please help save our neighborhood from demolition and lot splitting.  
Please consider RE-ZONING to avoid demolishing a historic and beautiful neighborhood. Developers do not understand the environmental impact of home demolition in Eastmoreland. Stop the demolition of Eastmoreland.

Thank you for your consideration.  
Elizabeth Super  
7100 SE Reed College Place  
Portland OR 97202



From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Thursday, August 14, 2014 2:02 PM  
To: Kovacs, Madeline  
Subject: FW: Comp Plan Edit

From: Garlynn Woodsong [mailto:garlynn@gmail.com]  
Sent: Tuesday, August 12, 2014 4:05 PM  
To: Planning and Sustainability Commission  
Cc: Stark, Nan  
Subject: Comp Plan Edit

Dear PDX Planning & Sustainability Commission,

I originally submitted this comment via the Map App, but as it only allows for currently-proposed changes to be commented on, and no longer allows for new changes to be proposed, I'm writing via email to draw your attention to a change that needs to be made (per staff guidance at BPS).

The two parcels at the NE corner of NE Holman St and NE 33rd Ave contain a non-conforming use, an aging auto-oriented small strip commercial center in a residential zone. While the neighborhood would love for this site to redevelop into a new mixed-use building, it cannot due to its current zoning. Please change it to the Mixed Use - Dispersed comp plan designation. I'm happy to help identify the boundaries of the site in question, but the use of aerial photos should allow BPS staff to do so easily on their own.

Let me know if you have any questions. Thanks for your attention to this matter.

thanks,  
~Garlynn

Garlynn G. Woodsong  
Land Use & Transportation Committee Chair  
Concordia Neighborhood Association  
5267 NE 29th Ave  
Portland, OR 97211  
garlynn@gmail.com  
503-936-9873

From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Thursday, August 14, 2014 2:03 PM  
To: Kovacs, Madeline  
Subject: FW: Two corner stores non-conforming in R-2.5

From: Doug X [mailto:dougurb@gmail.com]  
Sent: Tuesday, August 12, 2014 9:14 PM  
To: Planning and Sustainability Commission  
Cc: Stockton, Marty  
Subject: Fwd: Two corner stores non-conforming in R-2.5

To: Planning and Sustainability Commission  
Re: Two neighborhood sites where corner stores are nonconforming in residential zones.

Dear Commissioners:

I submit here two sites which have a history of commercial use, and are currently zoned R-2.5. I believe these should both be redesignated Mixed Use-neighborhood in the Comprehensive Plan Update, and zoned for the appropriate Mixed Use zone, when those are developed.

The first one is the corner store (with residential above?), at SE 34th and Clinton. The address is 3400 SE Clinton. It's zoned R 2.5 along with the surrounding blocks. The building is from 1914, and was probably always a store. Currently it's the "Clinton Market and Growler Fill Station". (Very good selection) This is on the old Clinton St. streetcar line.

The second one, is right down the street, at the corner of 41st and Clinton. This was the end of the Clinton Street streetcar line. With recent paving work on Clinton, you could see the tracks were still there, ending abruptly at 41st. The conductor reversed the trolley pole, and the car headed back to town. The building, at 4039 SE Clinton, is from 1933. I believe the streetcar was still running then. The site is zoned R2.5 like the surrounding lots. The current tenant, "Area 41", an antique and collectable store, has been there for several years.

Here the owner is repainting his sign.

I hope this is useful information to you.  
Sincerely

Doug Klotz  
1908 SE 35th Place  
Portland, OR 97214  
dougurb@gmail.com

From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Thursday, August 14, 2014 2:04 PM  
To: Kovacs, Madeline  
Subject: FW: Nonconforming commercial 39th and Franklin

From: Doug X [mailto:dougurb@gmail.com]  
Sent: Tuesday, August 12, 2014 9:21 PM  
To: Planning and Sustainability Commission  
Cc: Stockton, Marty  
Subject: Nonconforming commercial 39th and Franklin

To: Planning and Sustainability Commission  
Re: Nonconforming commercial needing redesignating

Dear Commissioners:

Here are two properties at the corner of SE Cesar Chavez and SE Franklin that should be looked at for a Comp Plan designation and zone change during the Comprehensive Plan update:

3848 SE Franklin, on the SW corner, was built in 1960. It's a sort of general office use, with three units facing Franklin. It's been general fully rented in my memory. It's zoned R-2.5 as is the house south of it. The rest of the stretch from there to Powell is R-1 and CG.

3235 SE Cesar Chavez, on the NW corner, built in 1913 (or later modified) as a store with residential over it, has had a spotty commercial use. Apparently it's residential above. There's a yoga studio occupying all of the ground floor now, I believe. Zoned R-5 with Comp Plan designation R 2.5.

Both of these properties form a small commercial node, with the notable amenity of a pedestrian crossing of Chavez at Franklin. They are close enough to Powell to serve as an extension of that commercial district. As such, I would think they could be at least Mixed Use - Neighborhood, if not Mixed Use - Urban Center, like the node at Chavez and Lincoln to the north or like Powell to the south. They're too close to Powell to really be Mixed Use-Dispersed.

It's worth noting that Powell and Chavez is likely going to be a station area on the Powell/Division High Capacity Transit corridor. Also worth noting that one of the rare signalized pedestrian crossings of Cesar Chavez is at Franklin, giving this corner more utility as a commercial site.

Hope this is useful.

Doug Klotz  
1908 SE 35th Place  
Portland, OR 97214  
dougurb@gmail.com

From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Monday, August 11, 2014 11:13 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony

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

From: Ron Cascisa [mailto:Roncascisa@comcast.net]  
Sent: Friday, August 08, 2014 9:46 AM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

To whom this may concern,

As a lifelong resident of Portland and a 30+ year resident of the Eastmoreland neighborhood I strongly urge the city to rezone this beautiful portion of Portland to a R7 designation. It is the beauty and serenity of neighborhoods like this that give Portland it's reputation as one of the most beautiful cities in the country! Commercial developers, in many cases, are destroying this beauty and livability by prioritizing their profit motives at the cost of classic, historic, family friendly neighborhoods. Stand up to over-development (like Tom McCall courageously did) in areas where it's not needed/welcomed and put it in other areas of the city where it is strongly needed! I like many of my friends, are to the point of giving up on the way this city is changing and are seriously considering taking our families outside of the city and county boundaries because of the all too rapid changes the city is ramming down our throats! Keep Portland livable!

Sincerely,  
Ron and Patty Cascisa  
7314 SE 30th Ave

From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Monday, August 11, 2014 11:12 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony

From: Jasmine [mailto:jasminum.flora@gmail.com]  
Sent: Thursday, August 07, 2014 3:23 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

Save all of West Hayden Island - not just some of it! The Comprehensive Plan should focus on reducing brownfields and making Portland a clean and healthy place to live. It is not appropriate to use this important planning process to reduce the amount of greenspace in our growing city.

I kayaked to West Hayden Island this morning from Kelley Point Park and it is wonderful asset to our city.

Thank you!  
Jasmine Zimmer-Stucky  
5918 NE 13th Ave 97211

From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Monday, August 11, 2014 11:12 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony

From: psydneyh [mailto:psydneyh1@msn.com]  
Sent: Thursday, August 07, 2014 3:51 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

Sirs: I am horrified to learn that you have put West Hayden Island up for grabs for development (without mitigation) AGAIN when we have just had a public process that determined that development is not wanted on this important natural area and that emphasis on cleaning up brownfields is the way to go. I don't understand why we have to keep going over the same ground. We want port facilities to be regional, not inter-city competitive. This very valuable, irreplaceable natural resource must be retained. Very truly yours,

P.Sydney Herbert  
5125 SW Dosch Rd  
Portland,OR 97239

From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Monday, August 11, 2014 11:12 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony

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

From: Katherine Mace [mailto:mace.katherine@gmail.com]  
Sent: Thursday, August 07, 2014 9:14 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

Katherine Mace  
1501 N. Hayden Island Drive #103-e  
Portland, Or 97217

Please disregard my last email as I failed to include my name and address. Please read this instead regarding the development of West Hayden Island by the Port of Portland.

I live on Hayden island and have given you my perspective on development of West Hayden Island at least twice. I do not have the time now to go into a time consuming restatement of all the many faceted reasons why the west part of the island should not be developed into permanent facilities by the Port of Portland as it would affect the lives of residents of the island. All you need to do is read the environmental impact studies on this topic to be informed on those issues. I will just make one comment and it should be enough: study climate projections and how the island will be affected by higher water levels in the Columbia within a decade or so. The snow now falling on the Cascade range during the winter months will mostly be rain which will immediately rush down the streams and rivers to the Pacific. The area where the Port wants to build their new facility will probably be under water every winter. In fact, the future of the island as a place where humans can live and do business may be short-lived. In the summer, with no snow pack to slowly supply the Columbia with steady water flow at current levels, depths will recede...will big ships even be able to navigate up this far?? Don't you think it is time to stop the 20th Century mode of thinking about "progress" and switch gears toward anticipating what the reality of climate change is going to bring to this region and what areas can withstand development? I say, let the public and wildlife enjoy this unique open space as nature allows - now and in the future. Throwing tax-payer dollars into this project is shortsighted, and a waste. Please get your thinking caps on and do the smart, and right thing.

From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Monday, August 11, 2014 11:12 AM  
To: Kovacs, Madeline  
Subject: FW: support R-7 zoning change for Eastmoreland

From: Walt Mintkeski [mailto:mintkeski@juno.com]  
Sent: Wednesday, August 06, 2014 9:30 AM  
To: Planning and Sustainability Commission  
Subject: support R-7 zoning change for Eastmoreland

As a resident of Eastmoreland, I support the R-7 zoning change for this neighborhood and urge that it be extended to to the eastern boundary at SE Cesar Chavez Avenue.

The zoning code has been changing over the years so that the existing R-5 designation no longer fits with the design, characteristics and original plan of the neighborhood. I feel that Eastmoreland lots should be a minimum of 5,000 sq ft. I understand that R-7 lots can still be subdivided down to 4,200 sq. ft. The R-7 zoning designation will prevent lots from being subdivided down to 3,000 sq. ft., which the R-5 designation currently allows and which is creating an incentive for developers to tear down perfectly livable homes to build two over-sized houses on the same lot. This is not environmentally friendly nor sustainable in terms of building material use.

This R-7 zoning helps preserve the existing character of the Eastmoreland neighborhood and should be extended to the eastern boarder of the neighborhood which is SE Cesar Chavez Avenue.

Thank you,

Walt Mintkeski  
6815 SE 31st Ave  
Portland Oregon



From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Monday, August 11, 2014 11:12 AM  
To: Kovacs, Madeline  
Subject: FW: The demand for Eastmoreland properties

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

From: Steve Baker [mailto:scbaker67@comcast.net]  
Sent: Wednesday, August 06, 2014 8:48 AM  
To: Planning and Sustainability Commission  
Cc: McCullough, Robert  
Subject: The demand for Eastmoreland properties

Eastmoreland homes command some of the highest prices in the city even though property taxes are higher than other nearby areas of wealth such as Lake Oswego. That's because Eastmoreland residents must take care of the low income and less fortunate people that Lake Oswego residents can ignore.

Don't destroy this neighborhood and tax base with poorly designed zoning laws. Grow the pie bigger for everyone, rather than slicing the existing pie thinner.

Steve Baker  
7304 SE Reed College Pl  
Portland, OR 97202  
503 254-9230

From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Monday, August 11, 2014 11:12 AM  
To: Kovacs, Madeline  
Subject: FW: Zoning proposals

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

From: Judith Wyss [mailto:stmarcot@aol.com]  
Sent: Wednesday, August 06, 2014 9:26 AM  
To: Planning and Sustainability Commission  
Subject: Zoning proposals

Please keep zoning that will allow the neighborhood of Eastmoreland as it is. Already, developers have found loopholes that allow them to split lots which detract from the desirability of living here. And it is important to save the 100 year-old trees, and our citizens realize that so at their own expense, they are battling Dutch Elm Disease and maintaining the trees.

Save with zoning this jewel for Portland - let's keep it weird, by all means, but let's keep it beautiful, too.

Judith Wyss  
3028 SE Crystal Springs Blvd.  
Portland, Oregon 97202  
stmarcot@aol.com

From: Planning and Sustainability Commission  
Sent: Monday, August 18, 2014 2:24 PM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Policy 9.6

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](http://www.portlandoregon.gov/bps)

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From: Terry Parker [mailto:[parkert2012@gmail.com](mailto:parkert2012@gmail.com)]  
Sent: Wednesday, August 06, 2014 4:13 PM  
To: Planning and Sustainability Commission  
Cc: Hales, Mayor; [steve.novick@portlandoregon.gov](mailto:steve.novick@portlandoregon.gov)  
Subject: Comprehensive Plan Policy 9.6

To the Portland Planning and Sustainability Commission,

Comprehensive Plan policy 9.6 "Transportation hierarchy for movement of people" appears to be a carryover from the Adams administration and is in actuality a form of discrimination. It is no different than if there was a hierarchy for fire service protection depending on the type, heating system or energy efficiency of a structure; or who can use a park based on a hierarchy list of legal activities allowed in the park; or even who can testify at a public hearing that has hierarchy of income levels and/or type or status of employment. Continually pumping tax dollars into downtown Portland while there is a deficiency in delivery of services in East Portland is yet another example of hierarchy discrimination.

Hierarchies are part of an obsolete monarch system of government whereby the surfs were excessively taxed to pay for the lifestyles of royalty. There is no royalty status as it applies to transport mode. Hierarchies which can also be described as modern world social engineering have no place in a democratic society. If they legitimately did, groups at the top of the hierarchy would be taxed at higher rates for the privilege as opposed to those groups at the bottom. Nonetheless, language in the Oregon Constitution forbids special privileges and immunities. Policy 9.6 is all about conveying special privileges to specific modes of travel that historically have received immunity from financial self-sustainability - paying even less of their own way than the lowest mode group on the hierarchy list from which user paid tax dollars are also siphoned off to subsidize those mode groups near the top. The special privileges and immunities clause in the Oregon

Constitution appears to disallow such hierarchies.

Since policy 9.6 "Transportation hierarchy for movement of people" is about exclusive privilege and therefore discriminatory, it needs to be completely removed from the comprehensive plan.

Respectively,

Terry Parker  
Northeast Portland  
PO Box 13503  
Portland, OR 97213-0503

To: City of Portland  
Bureau of Planning and Sustainability  
Members of the Planning and Sustainability Commission

From: Portland Redevelopment  
Vladimir Ozeruga  
P.O. Box 11778  
Portland, OR 97211  
503-969-8395

Request for land use changes

Dear Members of the Planning and Sustainability Commission,

Please, add in your plan, which proposes land use changes to create a healthier, safer, and more connected city; By placing an additional block on MLK between NE Bryant and NE Morgan in your Comprehensive Plan Update. This block of mixed use designation still remains a residential zone. I believe the west half of the block should be changed to allow mixed use residential and commercial employment uses. The majority of the block is enveloped by large businesses which were established before the Zone R-1 was created. My property is in the middle of the block. Also, it is surrounded by commercial businesses. My intention is to develop this land. However, the existing zone puts me in jeopardy because it only allows housing. Please change the zone and it will be useful addition to your Portland Comprehensive Plan Update.

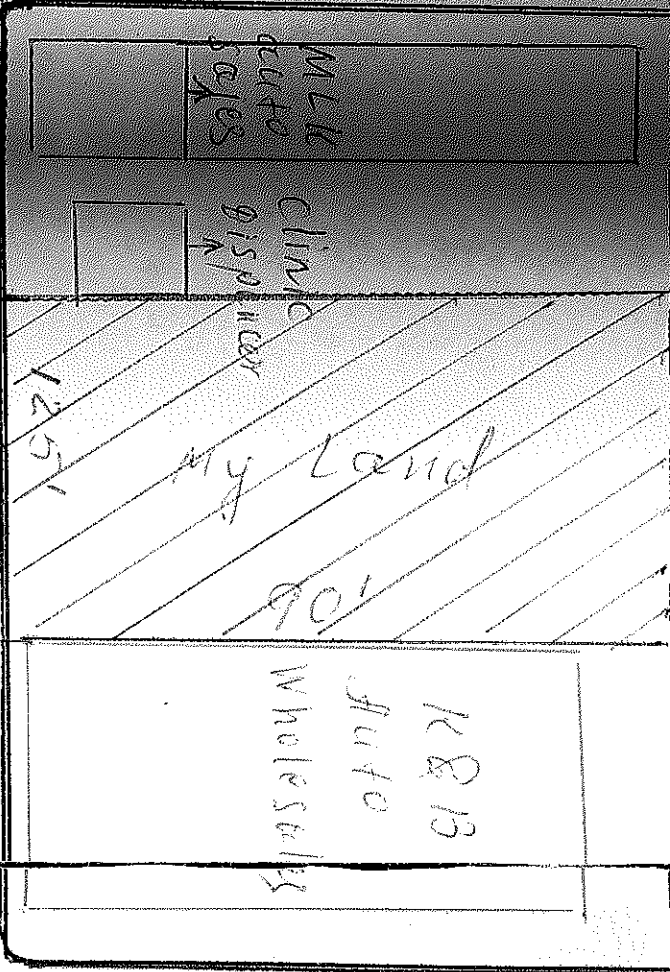
-A rough draft of the plan is attached below-

Thank You,  
Vladimir Ozeruga  
8/6/14



c: Nan Stark

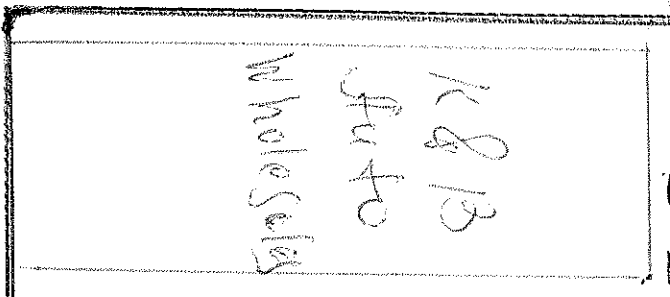
NE Morgan



Proposed Block



NE Bryant



NE  
M  
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K  
M  
L  
K

From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Monday, August 11, 2014 11:11 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony

From: Rick [mailto:shcandcfc@aol.com]  
Sent: Monday, August 04, 2014 3:50 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

Dear Board members

A major component to the livability of NW Portland is the limitation of the building heights. Many European cities (e.g. Paris) have this same "feel" for the same reason. In the 10 years that I have been in the Pearl, the height restrictions have been gradually shoved to the side, with the consequence that we are going to lose the wonderful "neighborhood-ness" that makes NW Portland so attractive (to homeowners, renters, and, yes, developers.)

I ask you please; re-instate and enforce the building height limitations that were in effect 10 years ago in NW Portland.

Thank you

Charles Caskey  
420 NW 11th Ave

From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Monday, August 11, 2014 11:11 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony  
Attachments: Portland\_Comp\_Plan.pdf

From: Jim Wygant [mailto:jrwygant@gmail.com]  
Sent: Monday, August 04, 2014 3:04 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

I have prepared my testimony in the attached PDF file. If you have any questions you can reach me at 503-771-9703. Thank you.

James Wygant  
7505 SE Reed College Pl.  
Portland OR 97202

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[www.jimwygant.com](http://www.jimwygant.com) for info about Jim's books and his polygraph work

Jim's books are available from Amazon, Barnes & Noble, and other book sellers.  
Visit [www.jimwygant.com](http://www.jimwygant.com) for book titles, samples, and links to book sellers.  
All titles are also available in Kindle ebook format from Amazon



From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Monday, August 11, 2014 11:11 AM  
To: Kovacs, Madeline  
Subject: FW: Comp Plan Testimony

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

From: Martha Dibblee [mailto:dibblee@hevanet.com]  
Sent: Monday, July 28, 2014 1:22 PM  
To: Planning and Sustainability Commission  
Subject: Comp Plan Testimony

Subject: Toll roads, transponders, & fair share

I've been a staunch supporter of toll roads for years. Transponders affixed to car windshields are read at strategic toll stations & charged to the license-holder.

As a resident of PORTLAND I object to all outsiders — Beaverton, Lake Oswego, Vancouver WA, Gresham, Troutdale, Estacada etc — using Portland streets & bridges — infrastructure in general — without paying for them. I purposely live inner city for convenience. Why should others not provide their fair share in the cost of our infrastructure? This includes bicycle commuters. Attaching a license number to a bicycle allows for those entering City portals to be charged as well. Not sure I'd go to the trouble of assessing foot traffic from outside Portland but clearly see the opportunity for someone to establish a bike valet (like OHSU does) just outside Portland portals to allow public transport & foot traffic. Lots of creative ideas might emerge given this mandate.

Martha Dibblee  
dibblee@hevanet.com  
7201 SE 34th Ave  
Portland OR 97202  
m 503 484 4831  
t 503 775 3843

From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Monday, August 11, 2014 11:11 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony

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

From: Carole Averill [mailto:cdaverill@gmail.com]  
Sent: Monday, July 28, 2014 12:24 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

We support R7 from Steele to Raymond with an extension to Schiller

Donald and Carole Averill.  
5205 SE 37th Ave  
Portland Or 97202

Sent from my iPade

From: Wood, Sandra on behalf of Planning and Sustainability Commission  
Sent: Monday, August 11, 2014 11:11 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony

From: Stockton, Marty  
Sent: Monday, July 28, 2014 11:52 AM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

Marty Stockton | Southeast District Liaison  
Portland Bureau of Planning and Sustainability  
1900 SW 4th Avenue | Suite 7100 | Portland, OR 97201  
p: 503.823.2041  
f: 503.823.5884  
e: [marty.stockton@portlandoregon.gov](mailto:marty.stockton@portlandoregon.gov)  
w: [www.portlandoregon.gov/bps](http://www.portlandoregon.gov/bps)

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From: BPS Mailbox  
Sent: Monday, July 28, 2014 11:12 AM  
To: Stockton, Marty  
Subject: FW: Portland Plan for the Reed neighborhood

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

From: Mary Anne McComb [<mailto:mamccomb@gmail.com>]  
Sent: Sunday, July 27, 2014 8:14 PM  
To: BPS Mailbox  
Subject: Portland Plan for the Reed neighborhood

Comprehensive Zoning Plan for Reedwood:

For some years we have supported the Reed Neighborhood Association to protect this inner city mid-century modern neighborhood (north and south of Raymond Avenue). Our home was built in 1962 and we want the R-7 designation to be permanent with no R-5 modification.

We have watched expensive single story homes be torn down to put up towering giants - 2 and 3 on the same lot. We have seen neighbors lose the privacy of their

back yards, access to the sun, and, we are sure, devaluation of their property in the shadow the of new giants.

We are concerned every time a house goes up for sale. Our large perennial (blueberry, etc) and annual vegetable garden would no longer be possible. We know neighbors who now live in such shadow.

We are concerned about living in a green city, where homes are restored, not demolished; where yards do not become so small no generous tree canopy is possible; where green drainage footage is increased, not paved over; where the character of the Reedwood neighborhood becomes a hodgepodge of housing heights. We do not have the money or backing East Moreland and SW Portland have to be able to buy out the offending developer

We do not only live in Portland. We live in a neighborhood, a community, and we feel besieged by developers. Does how we feel carry any weight in you actions?

Sincerely,  
Mary Anne & John McComb  
5106 SE 34th Avenue (for over 30 years)  
Portland 97202

July 5<sup>th</sup>. 2014

Portland Planning Commission .  
1900 SW 4th Avenue  
Suite 7100  
Portland OR 97201

To Whom It May Concern:

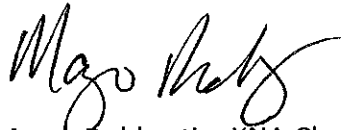
This letter comes to you on behalf the Board of the King Neighborhood Association. We are writing to express our support of Mr. Wally Tesfa's request to rezone his property at 4069 NE MLK, from high density back to commercial.

We understand that the building on that property is not only a historical 1920 commercial building, but is also serviceable and ready to be occupied by tenants. Mr. Tesfa tells us that the current zoning restricts use of the property and is a financial burden on the current owner and future owners of the property. The current zoning virtually requires him to destroy this historic 1920 commercial building and replace it with new construction.

We realize that developers of residential construction have great interest in building quickly and profitably in our neighborhood, and we are alarmed at how often small businesses and local ownership are eradicated by new construction on the MLK corridor that runs through our neighborhood. Furthermore, commercial zoning at this property is more in line with the zoning of nearby properties, which are currently zoned for light industrial and employment.

The King Neighborhood Association supports Mr. Tesfa's application to rezone 4069 NE MLK to "commercial." We welcome your comments and thoughts on the matter. You may contact our Chair, Margo Dobbertin, at [margo.dobbertin@kingneighborhood.org](mailto:margo.dobbertin@kingneighborhood.org).

Thank you for your time and consideration.



Margo Dobbertin, KNA Chair

Irek Wielgosz, Co-Chair  
Jeff Scott, Treasurer  
Leigh Rappaport, Representative-at-Large  
Andrew Neerman, Representative-at-Large  
Diego Gioseffi, Representative-at-Large  
Eilleen Kennedy, Representative-at-Large  
Nick LaRue, Representative-at-Large

NECN 4015 NE TH Ave  
Portland, OR 97211  
info@kingneighborhood.org