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VIA HAND DELIVERY

November 17, 2016

Honorable Mayor Charlie Hales
Commissioner Amanda Fritz
Commissioner Steve Novick
Commissioner Nick Fish
Commissioner Dan Saltzman
Jamie Dunphy, Policy Advisor
Claire Adamsick, Senior Policy Advisor
Zach Klonoski, Policy Advisor,
Katie Shriver, Policy Director
Matt Grumm, Senior Policy Manager

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katie.shriver@portlandoregon.gov
matt.grumm@portlandoregon.gov

Re: **Comprehensive Plan Implementation Item 22**
Lower Sylvan Rezoning Request; 1512 and 1434 SW 58th Ave

Dear Portland City Council:

This letter supplements my letters of October 4, 2016 and October 13, 2016, and the testimony presented on October 6, 2016 by Michael Foster and Joseph Schaefer regarding these two abutting properties which total one acre on SW 58th Ave in Lower Sylvan, near the commercial node along Skyline Blvd. We seek a middle housing rezone from R20 to R2 to match the R2 comprehensive plan designation and the R2 zoning of our adjacent neighbors to the south who have townhouses in various stages of development.

The staff recommendation achieves nothing but delay in constructing a needed sidewalk.

Approval of Item 22 will implement a comprehensive plan designation that has been in place for over 25 years to enable development which will fill in a missing sidewalk linkage on SW 58th. Delay in implementation will only postpone completion of the sidewalk network the community wants and needs. While staff presents its position as a smart move to obtain leverage to obtain street improvements, its true effect is to stymie and delay a street frontage improvement that no one objects to.

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Staff's theory that requiring a quasi-judicial zone change is essential to obtaining street improvements is wrong.

This claim ignores what we all know: the principal way we construct street improvements in Portland is by conditioning development approvals that do not include zone changes. The sidewalk and street improvements that we see around us every day vividly contradict the baseless claim that street upgrades cannot be obtained unless connected to a zone change application. When conditioned to provide street improvements, new building projects consistently provide the needed upgrades as a routine part of complying with conditions. No zone change is required.

With respect to SW 58th, the staff recommendation omits two crucial facts. First, the existing sidewalk gaps are being filled in by two new projects. Immediately south of the subject property, at 1530 SW 58th, which is already zoned R2, new townhouses are going in, along with a full half street improvement including a wide sidewalk. And down at the corner of SW 58th and SW Montgomery (1742 SW 58th), another approved project will close the other sidewalk gap.

Second, the City has conditioned both of these quasi-judicial applications to construct the missing sidewalks and neither application included a zone change. Despite staff's apparent lack of comfort, the fact is that the City routinely conditions quasi-judicial applications to install sidewalks on our street. The City is simultaneously approving dozens of other upzones in this comprehensive plan update without hesitation on this issue, and we ask the council to consider why staff proposes to treat this neighborhood differently from others around the city.

The code authority to require the sidewalks in a quasi-judicial application is in Title 17.88.020.A (for a building permit without a land division), and Titles 17.82.070 and 33.641 (for a land division). Obtaining street improvements for SW 58th Ave has clearly not been a problem with any of the other redeveloping properties on the street, as shown in the attached photo of the Sylvan Crest Townhomes' frontage, and in city documents for the pending projects at 1530 SW 58th Ave, immediately south of our properties, and at 1742 SW 58th Ave, at the northeast corner of SW 58th Ave and SW Montgomery.

The claim that the site lacks "good transit access or walkable access to a wide range of commercial services" is unsupportable.

The site is a four minute walk to a transit stop with frequent service to both downtown and Washington County. It is a four and one half minute drive to drop a rider off to the Zoo Max stop. It is also a four minute walk to the Skyline/Montgomery intersection which is serviced by stores, restaurants, coffee shops, cleaners, a fire station, gas station and a range of neighborhood support services. This location in lower Sylvan is supported by long range planning that has led to private investment in convenient neighborhood services and public investments in excellent transit service. Failing to match the zoning with the plan designation is a waste of the substantial investment that the City, region and private sector have made to transform lower Sylvan into a suitable place for adding middle housing.

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Conclusion

Mr. Foster and I support the sidewalk, and will gladly volunteer it in an application, or include it in a development agreement, or accept it as a condition of this zone change. We will utilize whichever method is preferred by City staff.

Approving the zone change now will create new housing a year sooner, and reduce the cost of each unit by approximately \$2,000, half of which is the city application fee for the quasi-judicial zone change. We urge you to bring these missing middle housing units to the city quickly and efficiently, without needless delay and expense.

Thank you for your assistance.

Sincerely,

JORDAN RAMIS PC



Timothy V. Ramis
Admitted in Oregon
tim.ramis@jordanramis.com
OR Direct Dial (503) 598-5573

Enclosures

SW 58th Ave
and, Oregon
Street View - May 2016





**Public Works
Alternative Review
Decision Form**



Review Number: 16 - 119685 - PW

Original Requirement: 14 - 252357 - SD

Date Reviewed: 2 / 17 / 2016

PUBLIC WORKS ALTERNATIVE REVIEW COMMITTEE DECISION

A decision has been made for this review and the submitted proposal will not receive further consideration as a Public Works Alternative Review. Please read this decision carefully and take any needed actions such as correcting a building permit plan set or contacting the affected reviewers assigned to an active land use review.

This decision can be appealed through the Public Works Appeals program. Please visit <http://www.portlandoregon.gov/transportation/PublicWorksAppeal> for more information on Public Works Appeals.

- Approved as Proposed
 Approved with Conditions
 Denied

The Public Works Alternative Review Committee has reviewed and considered the applicant's request to maintain existing conditions along SW Montgomery Street. The Committee supports maintaining the existing conditions along SW Montgomery Street provided that signs & poles can be relocated to provide minimum 48" wide clear pedestrian passage. The applicant will be required to reconstruct the ADA corner ramp and **complete the required frontage improvements along SW 58th Avenue.**

RECEIVED
FEB 26 2016
SLS
DOCUMENT SERVICES

[Handwritten Signature]

Signature, Public Works Alternative Review Committee Member

Date: 2 / 26 / 2016

14-252325/43/49/52/53-RS
14-252357 SD



November 13, 2014

Sylvan-Highlands Neighborhood Association,
And
Neighbors West/Northwest
2257 NW Raleigh St,
Portland, OR 97210

7014 2120 0000 5455 0517

U.S. Postal Service™ CERTIFIED MAIL® RECEIPT Domestic Mail Only	
For delivery information, visit our website at www.usps.com ®.	
OFFICIAL USE	
Postage	\$ 50.49
Certified Fee	\$3.30
Return Receipt Fee (Endorsement Required)	\$0.00
Restricted Delivery Fee (Endorsement Required)	\$0.00
Total Postage & Fees	\$ 53.79

0153
07
Postmark Here
NOV 17 2014
11/17/2014

Sent To	Sylvan - Highlands N.A.
Street & Apt. No., or PO Box No.	
City, State, ZIP+4	PDX

PS Form 3800, July 2014 See Reverse for Instructions

Hello Gretchen, & Dave:

Thank you for allowing me to share the details of our new project on the corner of SW 58th Ave and SW Montgomery St. at your meeting Tuesday night.

It seemed that our project was fairly well received, but it was apparent there were a couple major concerns. One was the significant increase in the traffic flow over the past several years on SW 58th and the congestion it causes around East Sylvan GS and Montgomery St.; coupled with the traffic, both vehicle and pedestrian, generated by East Sylvan Grade School. Making matters worse, the corner is somewhat of a blind intersection on the NE corner, due to the sharpness of the turn and the tall trees on the lot.

Another area of concern was street parking. 58th is a narrow street, leaving little room for cars to pass and when you add parked cars on the side of the road it is very narrow.

As I indicated in the meeting, part of our project includes a half street improvement along 58th street for the full length of our property and as part of that, we are dedicating an additional 8' to widen 58th street. It was also suggested that we talk with East Sylvan Grade School and see if we could work out a deal where if we improved the staff parking lot directly across the street from our project, we could use it during off school hours. We will pursue that as we get closer to start of construction.

With regard to the traffic problem several things were suggested, one was that we do not install any tall plantings along the NE corner of SW 58th and Montgomery and we have modified the landscape plan to reflect this. We are however required by the City to plant street trees along SW 58th Ave.

In addition we pointed out that our buildings will set approximately 20' back from SW 58 and 28' back from SW Montgomery.

It was also suggested that when we start construction we talk to East Sylvan GS regarding high traffic hour and try and coordinate large delivers and heavy equipment drop off around these times. We will discuss this with the East Sylvan prior to start of construction.

8555 SW Sagert St., Tualatin OR 97062-9115
Telephone 503-577-6970
Rick@caffallconstrucion.com

Another suggestion was that a blinking red light be installed at the intersection to slow traffic and perhaps traffic cameras at the Developers expense. As mentioned Sylvan Development's office is across the street from East Sylvan GS, and we see first hand the congestion. We too are concerned with the safety of the children and parents as they move to and from school as well as neighbors. We have noticed the many rolling stops at the intersection. We however do not understand the thinking that we should be burdened with the entire cost of the traffic light. We are not increasing a large burden to the traffic count with our project.

As an alternative we would suggest that if the concern is as wide spread as indicated among the neighbors that the neighborhood association raise the money to install it. Sylvan Investments will certainly contribute to the effort both monetarily as well as add any influence we can to the cause. If we can assist with the coordination of the construction of the light we would also be willing to do that.

One final concern we heard at the meeting was that the holly hedge along the North property line of our property be retained as a buffer. We will provide a buffer, if the City allows the hedge to remain we will trim it up and leave it.

Thanks,
Sylvan Investment Inc

by: Rick Caffall

**RESPONSE TO THE BUREAU OF DEVELOPMENT SERVICES
LAND USE REVIEW REQUEST**

**Portland Transportation
Development Review
Bureau of Transportation Engineering & Development**

LU: 15-221513-000-00-LU

Date: September 29, 2016

To: Shawn Burgett, Bureau of Development Services, B299/R5000

From: Fabio de Freitas, B106/800, (503) 823-4227

Applicant: Mark Dane
MARK DANE PLANNING
12725 SW GLENHAVEN ST
PORTLAND OR 97225

Location: 1530 SW 58th Avenue

TYPE OF REQUEST: Type 3 procedure LDS - Land Division Review (Subdivision)

DESCRIPTION OF PROJECT

7 lot land division

RESPONSE

Portland Transportation/Development Review (PBOT) has reviewed the application for its potential impacts regarding the public right-of-way, traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services.

A. Approval Criteria

The following discussion includes the transportation related approval criteria in Title 33 for this land use review:

1. Transportation Impacts (33.641.020)

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

Street capacity and level-of-service

Findings: Per Portland Policy Document TRN-10.27 - Traffic Capacity Analysis for Land Use Review Cases: For traffic impact studies required in the course of land use review or development, the following standards apply:

1. For signalized intersections, adequate level of service is LOS D, based on a weighted average of vehicle delay for the intersection.
2. For stop-controlled intersections, adequate level of service is LOS E, based on individual vehicle movement.

The industry standard is to measure street capacity and level-of-service (LOS) only at intersections during the critical time period, such as AM or PM peak hour. Although capacity is a part of the LOS, the City of Portland's performance standards are defined only by LOS, which is defined by average vehicle delay. The City does not have performance standards for any of the other evaluation factors.

Using the evaluation factors listed in this code section, the applicant should provide a narrative and all necessary plans and documentation to demonstrate that the transportation system is capable of safely supporting the proposed development in addition to the existing uses in the area. The applicant included a professionally prepared Traffic Impact Study (TIS) to adequately address the above referenced approval criterion. The following discussion is based on PBOT's assessment of the submitted TIS and transportation impacts for this proposal.

The proposed land division will create 7 lots from the current lot in order to accommodate a combination of attached and detached homes. Referring to the ITE Trip Generation Manual, 9th Edition, the proposed development on the site will generate 5 vehicle trips during the morning peak hour and 7 vehicle trips during the evening peak hour. The new residences are projected to generate a total of 66 trips in total each weekday.

The applicant's traffic consultant obtained actual traffic counts and conducted observations during a different day at the following several nearby intersections during the traditional morning and evening peak hours to obtain data/traffic volumes in order to determine existing levels of service and to project the capacity of the intersections in relation to the proposed development. Additionally, to assess the impacts of the proposed development with regard to the existing Portland Public School District/Odyssey Program located at the intersection of SW 58th Ave/SW Montgomery, additional traffic counts were obtained for this intersection during the morning peak hour on a recent school-day. These traffic counts were hand-collected, and occurred in tandem with additional observations of school-related traffic.

<u>Intersection</u>	<u>Existing LOS AM Peak/PM Peak</u>	<u>Projected LOS AM Peak/PM Peak</u>
SW Skyline/SW Montgomery (signalized)	B/B	B/B
SW 58 th Ave/SW Montgomery (stop controlled)	B/-- *	B/--*

*There is no PM Peak Hour LOS assessment for this intersection as the hours of the Odyssey Program do not coincide with the traditional PM Peak Hour.

As demonstrated above, all study intersections are currently operating well within City operational standards, and will continue to do so following the addition of the project trips from the proposed development. As found by the applicant's traffic consultant, site generated vehicle trips will have negligible impacts to the capacity of nearby intersections. This evaluation factor is satisfied.

The following should be considered as additional information only – PBOT compliments the applicant and his traffic consultant for providing this assessment of school-related traffic as background information from concerns that were raised several years ago in relation to another nearby land division proposal.

As of September 2016, Portland Public Schools' Odyssey Program, a focus option for PPS students in grades K-8 has occupied the school building at the SW 58th Ave/SW Montgomery intersection. The most recent previous use of the building was to house sixth-grade classes from nearby West Sylvan Middle School.

The morning peak period was determined to be the critical period for analysis of school traffic and its impacts on the adjacent roadways. The 2015 traffic counts at the nearby SW Skyline/SW Montgomery St intersection showed that the intersection of SW 58th Ave/SW Montgomery St experiences slightly higher volumes during the AM peak period than during the evening. Further, the AM peak periods of the proposed development and the existing school are concurrent, while the school's later-day peak period occurs between 2:00-4:00 PM and the expected peak for the residential development occurs between 4:00-6:00 PM. Observations were therefore conducted during the morning peak period, between 7:00-9:00 AM.

Drop-off activities occurred almost exclusively between 7:40-8:05 AM. Most vehicles arriving to drop-off a student approached from the east, turning left onto southbound 58th Ave at the intersection of SW 58th SW Montgomery. Along the west side of SW 58th Ave just south of this intersection, there is an approximately 90-ft section of frontage adjacent to the school that has the capacity to accommodate 5 stopped vehicles. Though signed as 2-hour parking, this area was observed to be used only for short-term drop-offs during the AM peak hour. Vehicles arriving for drop-off activities would typically utilize a parking space along this stretch if one was free. Vehicles were then observed to continue south, turning into the school driveway and looping around the school before exiting eastbound along the school driveway approach to the SW 58th/SW Montgomery intersection. If space along the SW 58th Ave frontage was unavailable when a particular vehicle arrived, the vehicle would then loop around the school as described above, dropping off the student prior to re-entering the intersection from the school driveway. Queues resulting from drop-offs occurring along SW 58th Ave were thus not observed to have a significant impact on the operation of this intersection, extending into the intersection for a total of only about 20 seconds of the peak hour. It is noted that no school buses arrived at or departed from the site during the observation period.

Based upon this analysis, it is not expected that the proposed new homes will have a significant impact on school traffic, nor will the new Odyssey Program significantly impact traffic generated by the project. The impacts from the school are concentrated along the southern leg of the SW 58th/SW Montgomery intersection; the proposed project is not anticipated to add any new trips to this leg of the intersection. Further, the expected peaks and travel patterns of the two properties do not significantly overlap. The study intersections and nearby roadways can safely accommodate both the proposed new use in addition to all existing uses.

Vehicle access and loading

Findings: Access to the proposed subdivision will be via a private street (shared court) with one curb cut along the site's SW 58th Ave frontage. Loading is expected to take place using the shared court and the approx 68-ft of remaining curb length along the property frontage (subtracting the curb-cut length). Loading activities associated with residential land uses are typically light and infrequent, and there is ample space for these activities to occur on-site on the proposed driveways. The subject site provides adequate access for motor vehicles as well as other modes. Vehicle access and loading space at this location are sufficient to accommodate the existing uses as well as the proposed project. This evaluation factor is satisfied.

On-street parking impacts

Findings: The parking demand that will be generated as a result of the proposed project was estimated using rates from *Parking Generation*. The data utilized to determine the parking demand for the proposed new office use were for land use #210, *Single-family Detached Housing*. Based upon these data, the mean peak parking demand for the proposed new office space is 15 parking spaces.

The applicant's traffic consultant conducted on-street parking observations during the analysis period recognized as the expected peak period for residential parking. There are approximately 31 on-street parking spaces within the parking survey area (SW 58th Ave between SW Montgomery and SW Clay). During the observation period, the applicant's traffic consultant counted 13 vehicles parked within the surveyed area. With the proposed development, 8 on-site parking spaces will be included.

Even if all of the expected demand (15 spaces) was to occupy the on-street parking supply in the area, there would be sufficient to accommodate the entire project's demand. Based on observations conducted, the area will be able to accommodate the existing and new parking needs. This evaluation factor is satisfied.

Availability of transit service and facilities and connections to transit

Findings: Available transit service in the area exists via Tri-Met bus route #58 (Canyon Rd). The nearest stops to the subject site are at the Sunset Hwy ramp at the SW Skyline interchange. The site is well served by transit, and comfortable and safe walking routes between the site and all stops are available. This evaluation factor is satisfied.

Impacts on the immediate/adjacent neighborhoods

Findings: As analyzed above, the impact of the proposed project's generated vehicle trips on area intersections and streets will be negligible and the operations of the transportation system will continue to be acceptable. Currently, there is sufficient on-street parking to serve the demand of the existing uses in the area. As demonstrated above, adequate on-street parking opportunities will remain after the construction of the proposed subdivision. From a transportation perspective, these noted areas (transportation system and parking impacts) are impacts that can adversely affect neighborhoods. These issues are not expected to negatively impact the immediate or adjacent neighborhoods. This evaluation factor is satisfied.

Safety for all modes

Findings: Crash records were examined by the applicant's traffic consultant for the most recent reporting time frame available (2010-2014) for the study intersections. Crash rates and patterns were below a level indicative of potential safety concerns, and there were no apparent safety deficiencies noted during site visits. Crash rates greater than 1.0 CMEV (crashes per million entering vehicles) are generally indicative of a need for further investigation and possible mitigation. Based on the detailed crash data and the calculated crash rates, there are no apparent existing safety deficiencies at the study intersections. Accordingly, the vicinity of the site is safe for motor vehicles.

Regarding active modes, the streets in the vicinity of the site are low-speed, low-volume residential roads that can safely be shared between bicycles and motor vehicles. With regard to bicyclists, there are identified bike facilities (Portland Bike/Walk Map) in the area, including a shared roadway (SW Skyline) and a Multi-use path/paved facility and Bile lane (SW Canyon Ct).

Sidewalks are not regularly available throughout the immediate area other than along the multi-dwelling residential development abutting the subject site to the south and then further south at the intersection of SW 58th Ave/SW Montgomery. As a condition of approval of the proposed subdivision, the applicant will be required to construct a new sidewalk along the site's frontage, thereby furthering the pedestrian system in the area.

The vicinity of the proposed residential land division currently has no safety concerns for any mode of transportation, and will not be adversely affected by the proposed land division. This evaluation factor is satisfied.

In summary, as analyzed above and as evidenced in the submitted TIS, with acceptable analyses, methodologies and conclusions, all of which PBOT staff supports, the applicant has clearly demonstrated that "the transportation system is capable of safely supporting the proposed development in addition to the existing uses in the area".

2. Connectivity and Locations of Rights (33.654.110)

This section requires street and pedestrian connections where appropriate and practical, taking a number of factors into consideration. The following discussion is based on PBOT's assessment of the connectivity potential in the area. The City's spacing requirements for public through streets and public pedestrian connections is a maximum of 530-ft and 330-ft, respectively.

Findings: No street connections have been identified in the vicinity of this property in the Portland Master Street Plan document. The subject block, does not satisfy the above referenced spacing goals, similar to many other areas of this quadrant of the city. Given topographic, geographic and environmental overlay constraints, oddly configured partitions and subdivisions and existing development, furthering the City's connectivity goals in this area is challenging. Additionally, providing either a full width public street r.o.w. or pedestrian connection through the subject site would significantly reduce the development potential of the site. PBOT has no concerns regarding this approval criterion.

3. Design of Rights-of-Way (33.654.120)

This section requires approval by PBOT for the elements within the right-of-way.

Findings: Frontage improvements will be required along the site's frontage (see below).

4. Additional Approval Criteria for Partial Rights-of-Way or Extensions (33.654.130.B-D)

This section requires approval by the PBOT for the extension of existing public streets and pedestrian connections, provision of future extensions and/or of partial rights-of-way and improvements.

Findings: There are no partial rights-of-way nor are there any configurations that allow for future extensions of streets or pedestrians connections in the area. This approval criterion is not applicable.

B. Code/Title 17 Requirements

Street Classification

At this location, the City's Transportation System Plan classifies SW 58th Ave as a Local Service street for all modes.

At this location, according to City GIS, SW 58th Ave is improved with approx 20-24 ft of paving with no curb or sidewalk within a 40-ft wide r.o.w.

For Local Service classified streets abutting R2-zoned sites, the City's public r.o.w. standards document requires a 62-ft r.o.w. width to accommodate a 32-ft roadway width (which would allow parking along both sides) & two 15-ft wide sidewalk corridors (0.5-ft curb, 8-ft stormwater management facility, 6-ft sidewalk & 0.5-ft frontage zone).

There is insufficient r.o.w. along the street to accommodate the above referenced street section, accordingly, property dedication will be required. It appears that there will be a property dedication requirement of approx 11-ft (this has been identified in relation to City GIS, which is not supported by a survey and assuming a standard 8-ft wide stormwater management facility). The precise amount of dedication can only be determined via a survey and once the applicant's civil engineer has proposed an appropriately sized and designed stormwater management facility. The amount of dedication *may therefore vary*. *Property dedication will occur as part of the Final Plat phase of this land use process.*

In relation to the dedication requirement, regardless of what that ultimately might be, the new curb shall be located 16-ft from the centerline of the r.o.w. This curb placement should be in alignment with the curb (sidewalk corridor) that was constructed in relation to the project immediately to the south of the subject site.

The r.o.w. improvements will need to be designed by an Oregon licensed civil engineer and constructed under a Public Works Permit, which is separate from the Building Permit that will be necessary for construction of the proposed project. Conceptual PW Design must be submitted to Public Works Permitting in order to verify the type of PW Permit that is required and to determine the required performance guarantee amount. PW Design Review will determine specific design elements including stormwater management, bus stop, curb-cuts, landscaping, location of signage, location of utility poles and street lights, as well as other design requirements. As of the writing of this response, the applicant has already received Concept Plan (30%) approval via 16-115387 WT/TH0321 and 16-119135 WE/EP226.

Plans, fees, a contract (called the application for permit) and a performance guarantee for the estimated value of the improvement must be submitted prior to (Final Plat approval). The performance guarantee may be in the form of a surety bond, irrevocable letter of credit, set-aside account, or cash deposit. Applicant should contact Public Works at (503) 823-1987 for appropriate forms and additional information.

RECOMMENDATION

PBOT has no objections to the proposed land division subdivision, subject to the following conditions:

1. Right-of-way improvements to the satisfaction of the City Engineer and consistent with current City standards will be required along the site's SW 58th Ave frontage.
2. Prior to Final Plat approval, Public Works financial guarantees for the r.o.w. improvements required along the site frontage shall be provided.
3. Prior to Final Plat approval, property dedication necessary to provide City standard r.o.w. improvements shall be completed. Public Works submitted plans for 16-115387 WT/TH0321 and 16-119135 WE/EP226 show all necessary property dedications.

Testimony in support of the RH FAR change to 2:1 in the Alphabet Historic District – November 17, 2016

I am here today to urge you to **select Option A with respect to Item 25** in the 2035 Comprehensive Plan Early Implementation Council Amendments. Please note the following:

- The Alphabet Historic District is comprised of a small section of the overall NW District and preserves a slice of Portland's early history and cultural heritage -- as a historic district is meant to do. The FAR of 2:1 is consistent with the historic designation and scale of surrounding historic structures.
- I fully support an affordable housing project at a site along NW 18th (proposed in Option C to retain 4:1 FAR), however, that project should meet zoning requirements and be compatible with the neighborhood context. Zoning compliance and neighborhood compatibility are key to successful affordable housing projects.
- Regardless of the FAR assigned to the site along NW 18th, this property continues to be subject to the Historic Resource Protection overlay zoning and the NW Plan District criteria. The overlay zoning supersedes base zoning. When the site in question was thoroughly analyzed under a Type IV demolition request application, the City found that the previously proposed six-story 82-unit building "is wholly incompatible with the existing urban fabric in scale, proportion, and architectural and site design" and "is not integrated with the existing urban fabric as it is not set back from the street, it does not feature intricate architectural detailing, and most significantly, it is much taller and more massive than the modest Landmark residential structures in the immediate vicinity." The City finding described the need for development to offer deference to neighboring Landmarks, particularly when compared to the scale and size of the existing building. These same criteria apply to any other proposed development at the site regardless of base zone FAR. The 2:1 FAR represents 'truth in zoning' and is consistent with what can reasonably be expected to be approvable.
- I have worked in the affordable housing field for over 30 years and do not believe an out of scale project in a historic district is acceptable; in fact, some of the much needed funding resources will be jeopardized in that route is pursued. However, a 45-unit senior project, consistent with the two most recently developed by Northwest Housing Alternative, could easily be designed to fit on the site and would increase the existing residential density on that particular half block over 700% (from 6 to 45 units).
- There are many examples of projects in our community and all across the country where affordable housing and historic preservation work together to benefit the public interests. Attached are links to specific examples.

Please adopt 2:1 FAR in the RH-zoned portion of the Alphabet District consistent with Option A. This will bring consistency to zoning requirements and enable development plans to proceed without ongoing and unnecessary contentiousness.

Thank you,

Vicki Skryha
1728 NW Hoyt Street

Examples of successful efforts to combine affordable housing with historic preservation:

Woodbury, New Jersey: G.G. Green Senior Residences Revitalize Historic Building

https://www.huduser.gov/portal/casestudies/study_02192015_1.html

Cleveland, Ohio: Preservation Anchors Sustainable Community Development

https://www.huduser.gov/portal/casestudies/study_06132013_1.html

Historic Police Station Converted to LGBTQ-Friendly Senior Housing in Chicago

https://www.huduser.gov/portal/pdredge/pdr_edge_inpractice_102615.html

Historic Fire House in Duluth Renovated through Local Collaboration

https://www.huduser.gov/portal/pdredge/pdr_edge_inpractice_041913.html

San Francisco, California: Transforming an Historic YMCA into Supportive Housing and a Health Clinic for the Homeless

https://www.huduser.gov/portal/casestudies/study_04062015_1.html

St. Louis, Missouri: Crown Square Historic Rehabilitation in Old North St. Louis

https://www.huduser.gov/portal/casestudies/study_01112012_1.html

3010 Apartments - St. Louis, Missouri

<https://www.huduser.gov/portal/about/ExcellenceHistPres-2015-1.html>

Providing Affordable Housing and Cultural Assets in Harlem

https://www.huduser.gov/portal/pdredge/pdr_edge_inpractice_060115.html

Affordable Housing Revives Historic Neighborhood

http://archives.huduser.gov/periodicals/ResearchWorks/julaug_09/RW_vol6num7t3.html

Robert R. Taylor Homes/NorthSide Revitalization - Wilmington, North Carolina

https://www.huduser.gov/portal/about/OppEmpowerAward_2012_1.html

Pacific Hotel – Seattle WA

www.historycolorado.org/sites/default/files/files/OAHP/.../1600.pdf

Maydestone Apartment – Sacramento CA

<http://maydestone.com/about.html>

Washington DC projects – pairing historic tax credits with low income housing tax credits

<http://planning.dc.gov/release/historic-tax-credits-create-new-opportunities-affordable-housing-dc-5>

We, The Undersigned
Petition to oppose the
amended City of Portland
"Transportation System Plan Stage 2"
for Hayden Island -

Residents of Manufactured
Home Park oppose ANY
Bike Path Plans and/or
removal of Homes. Our residents
were unaware of the added
amendments due to the failed
CRC Project/light rail system
and veto any new proposals
to affect our community

City of Portland
current meeting
11/17/2014 for
Stage 2 of
Transportation Plan
Hayden Island-

Residents unable to attend
due to unknown or late to
be informed and are in
objection or deny agreeing
to the bike path proposal
True ~~all~~ actual residents
owners in HIMHC. ~~others included~~
amended +

City of PORTLAND - "Stage 2"
Transportation Plan for
Hayden Island - Resident
Petition to OBJECT or DENY
DATED 11/14/2014 BIKE
PATH

Print / Signature
1. KANDY PRICE / *Kandy Price*
2310 N. Broughton DR.
971-302-9272 or idrequiredk@yahoo.com

2. Mary Manchestry /
2335 N. Broughton Ct
503-286-7345
71 yrs old

3. Marilyn Cernik /
2315 W. Broughton Dr.
206-501-8967

4. Lisa Healy /
2630 N. Hayden Island Dr #37
360 609-4591

5. Tena Wamsley /
2255 N Broughton Dr Portland OR
503 442 9697
Tenawams@aol.com

PETITION TO OBJECT TO City Proposal
STAGE 2 Transportation Plans for BIKE
PATH - HAYDEN ISLAND page 2

print

sign

Carla L Manss / Carla L Manss
2300 N. Broughton Dr. Port Ore 97217
503-289-8528

~~Rodger Manss / Rodger Manss~~

2300 N Broughton DR. PORT OR 97217
503-289-8528
Rodger Manss / Rodger Manss

DAVID CUELLAR
2285 N BROUGHTON DR
dsc1223@yahoo.com
D Cueellar

PAULA SHERWOOD
2285 N. Broughton Dr.
paula.sherwood@yahoo.com
P Sherwood

Long Nguyen
12835 N. Image Canoe Ave
PORTLAND OR 97217
Long Nguyen / nguyelon@gmail.com

Kim Reynolds
1503 N Hayden Island Dr #1103
Portland, OR
97217

Claudia Tetzze
2386 N menzies Ct 971-207-1481
PDX OR 97217

PETITION TO OBJECT TO City of
Portland Stage 2 Transportation
Plan for BIKE PATH - Hayden Island Pg 3

13
name
address
contact phone or email
Cynthia Bell
12411 N. Westshore Dr
imagebird@comcast.net

14
name
address
contact phone or email
Debra Westlund Bledsoe
1503 N Hayden Island Dr. #130
503 508 9045

15
name
address
contact phone or email
Judy George
3039 NE 15th Portland, OR 97212
503 351 0941

16
name
address
email
phone
Mardi Lee
2630 N. Hayden Is. Slip 40 97217
Mardilee1969@gmail.com

17
name
address
email
phone
Martha Miller
1503 N. Hayden Is Dr. #129 Portland OR 97217
martha@marthapoundmiller.com

18
name
address
email
phone
Grey Hartnell 32 years
12850 N IMAGE CANOE AVE
503/995-7520

19
name
address
email
phone
Marsha Alexander 214-802-4955
2321 N. Mengler Drive

PETITION TO OBJECT to city of Portland
Stage 2 Transportation Plan ~~Plan~~ for
BIKE PATH - Hayden ISLAND pg. 4

name **10** print sign
address WALI THELANDER Wali Thelander
phone 445 N. Hayden Bay Dr. Portland 97217
email wali.thelander@gmail.com (503-333-2103)

name **11**
address PAMELA FERGUSON
phone 2270 NORTH BROUGHTON
email pamfergusendpx.com Pam Ferguson

name **12**
address MARY LEVINER
phone 12462 N. WESTSHORE DR. Mary Leviner
email MARY.LEVINER@GMAIL.COM

name **13**
address ANN W. BENNETT
phone 12900 N. MASS CANOE AVE
email REDHEAVEN@YAHOO.COM Ann W. Bennett

name **14**
address JANET HALE Janet Hale
phone 12411 N Westshore
email Portland OR
97217

name **15**
address Jene Feenkel
phone 12411 N Westshore
email 503-847-6521
Portland OR 97217

name
address
email
or phone

- 26 Janet Roxburgh 1503 N Hayden Is. Drive Janet Roxburgh
Portland, OR 97217
- 27 Latisa Gray 1503 N. Hayden Is. Dr. #31 Latisa Gray
Portland, OR 97217
- 28 Michelle Olney 1503 N. Hayden Is. Dr. #248 Michelle Olney
Portland, Or. 97217
- 29 RAY GADDIS 2231 N. MENZIES DR RAY GADDIS
PORTLAND, OR 97217
- 30 Henry J Vanacore 12695 N Scouler Portland OR 97217
- 31 Laurie Short " same " "

Ends OBJECTION or page 5
 Deny to amend Bike
 Path - Hayden Island Residents

18 years ago, my grandma died the small amount she left me I bought an old run down mobile home in jensen beach. I was a single mom with 2 small girls ^{struggling} go forward to present I have a place I call home ^{it's not home} upgraded to making it memorable ^{to my 2 girls now grown} more valuable to my neighbors I also am caregiver & have a personal housekeeping business I do for multiple & many residents in Hatter Island, I've become a valuable resident in my community & successfully raised my two educated, law abiding, tax paying daughters in this city. myself & neighbors love our homes and for many its all we have. Im not going to throw #'s ~~at you~~ ^{at you} & homelessness statistics and facts at you, your aware and will be told by others at this meeting but am going to speak "from our generation" those whom were raised, to respect our elders, to have heart & show

compassion to the older residents
and grandmas of Hayden Island,
also the low income such as myself
whom all live in affordable housing
now ~ I have multiple signatures
to give you, from the unknown
amendment to the unable to attend
whom are not in favor and object to
any bike path plans purposed.
With the concern of displacement and/or
the most residents not affording
a move were just asking to respect
that now & in the future we don't
need redevelopments & bike paths.
We're just a tiny little island &
many low income residents with
out a need for this.

older
retired

The City of Portland is so
huge and so many many others
would embrace the ideas ^{of bike paths} you
could use these funds for ^{affordable} ^{private} ^{property}

For us, myself & signed I speak for
we object & say no thank you

Kandy Price
Kandy Price
11/11/14

Jill Warren
607 NW 18th Ave.
1815 NW Hoyt Ave.
Portland, OR 97209

October 17, 2016

Mayor Charlie Hales
Portland City Council
1221 SW Fourth Ave.
Portland, OR 97204

Dear Mayor Hales and Council Members, RE: Comprehensive Plan Zoning
Amendments Request re: Alphabet
Historic District

As the owner of 2 historic properties at NW 18th and NW Hoyt in the alphabet district across the street from the Ballow & Wright building I support changing the FAR from 4:1 to 2:1, Option A. I oppose the FAR 4:1 zoning because new construction is appearing in our neighborhood that is out of character and has no architectural integrity. The municipal pipes can't handle the stormwater volume as it is, creating flooding challenges to property owners (which is not covered by insurance).

Tim Ramis and Mark O'Donnell successfully petitioned to have the value of the B&W property decreased from \$3 million to \$145,000, claiming the restrictions make their property less valuable and they are unable to sell. They are partnering with the non-profit Northwest Housing Alternatives to provide 160 units for elderly seniors on a lease agreement while demonizing neighbors claiming we are prejudiced against senior housing, which is not the case.

What would prevent them from terminating the lease agreement with NHA and bump up to market-rate housing? A theory is that seniors don't drive, but if they change the status of tenants, parking will be a nightmare.

We all knew what our buildings were when we bought them and we are all responsible for caretaking the uniqueness of the neighborhood.

Thank you for your careful consideration of a 2:1 FAR.

Respectfully submitted,



