From:	Bill Ballenberg
To:	BPS Comprehensive Plan Testimony
Subject:	Amended testimony request SE 38th Ave
Date:	Thursday, November 10, 2016 3:03:54 PM

Dear Members of the Portland City Council,

Note added Nov 10, 2016:

Please note re proposal below, it's my understanding that these ideas are solidly supported by BPS staff While amendments to the Comp Plan zoning were made after the public hearings, I believe that only amendments to *increase* density were accepted, rather than pnes to to make a gentler transition from less to greater density It was my belief that council would also be considering when appropriate , making zoning changes to the map that were not only helpful to future residents, but would protect the interests of current residents as well, ie the people of Portland. I am asking you to give this proposal another look, and in that spirit am suggesting a more dense version of my original proposal on 38th. Therefore of 2.5 zoning can not be made possible, then zoning the three lots 1524, 1534, and 1604 SE 38th plus 3829 SE Market to CM1 would be a gentler and more reasonable transition than CM2, which is oversized for the scale of the street(s) . 38th Avenue , unlike Hawthorne Blvd and Cesar Chavez, which were both mentioned as comparable by a citizen with opposing viewpoints (who is notably not a resident of this block, or even street) , is clearly a non-major thoroughfare, and is only 30 feet wide, with parking allowed on both sides of the street. CM2 would be out of scale. I respectfully request a zoning of CM1 as well as a continued request for CM1 or R1 for the lots on the west side of Cesar Chavez behind the homes on 38th between Hawthorne and Market, as well as for 3829 Market , currently rezoned CM2, to be zoned CM1 or R 2.5, again a more gentle transition in zoning than the abrupt change from residential to commercial.

I feel again it is important to note that nowhere else in the city received this type of steep zoning upward. Other locations where CM2 was introduced were for the most part, previously Storefront Commercial. In the rare instance where an R5 lot was zoned CM2, it was on a major roadway, never a side street.

Thank you for taking a second look at this important proposal

Original letter below contains many important points. Kindly note them when making your decision for an amendment

Thank you for allowing me to comment on the proposed changes to zoning in the Comprehensive Plan.

While my wife Sally and I are homeowners at 1614 SE 38th Avenue, we currently live out of state. But we are not real estate investors. Instead, we're a senior couple with the plan of retiring to Portland in just a few years, to make our home in a creative, environmentally forward-thinking, and culturally minded city in the beautiful Pacific Northwest. Until we can be in our home, we've had excellent renters there who have been a good fit with the neighborhood and have loved living there.

And neighborhood is the key.

We selected this home because of its wonderful location. As we age, we feel it wise to spend our years in a place where we will be able to walk to nearby businesses and services, as well as have bus access around the city, particularly if driving becomes less feasible as it does for many older people.

We love the small neighborhood feel we have in the Hawthorne area, while also having the benefit of being close to major thoroughfares. It's like a small town in a mid-size city--vibrant, yet peaceful. That's the sensibility that drew us in and led us to invest in the neighborhood.

Understanding that Portland needs to increase housing density, we were not alarmed at the Plan's zoning change of our property from R 5 to R 2.5. If new owners were to build homes to that designation, the neighborhood would be changed, but would still be a great Portland neighborhood.

Only when I looked more closely at the Map App was I aware that the notice we received of the 2.5 designation did not tell the whole story. While our home and neighboring 1626 SE 38th are to be designated R 2.5 in the new plan, the three houses directly to my north, 1604, 1534 and 1524, all show a designation of CM 2. This represents a very large jump and what I feel is an unnecessary change in zoning-- potentially very large buildings directly abutting and dwarfing older homes on a long-standing residential block.

To our east, directly behind our homes, almost in our backyards, the new designations are also CM 2, and the concern there is the same. Multistory buildings towering over residential properties would block the light and dramatically change the nature of the neighborhood. By contrast, in the next block south and beyond, the designations on Cesar Chavez are R 1, which seems a more reasonable step that still advances the city's need to increase density.

If I understand the map correctly, there is *no other area in the city* where these type of extreme zone changes to neighborhood home properties have been suggested or planned. And perhaps most significantly, with the understanding from BPS that the Chavez / Hawthorne intersection is a prominent

one for transportation, it's clear from the map app that the corresponding block on 40th Avenue was not similarly zoned with any CM 2 or even CM 1 addresses. All of the properties are to be zoned R 2.5. Further, in the zoning directly behind these properties, with the exception of one lot 16--1604 Cesar Chavez, is CM1, not CM 2, as the current plan shows for the properties behind our homes on 38th.

While 38th is *near* major streets, it is clearly a side street and is not a logical candidate for a commercially zoned building. Even the narrowness of the street, made narrower by street parking on both sides, would seem to preclude this type of development. And while Cesar Chavez and Hawthorne is a major intersection, well-served by transportation, there are multiple bus lines running at other intersections throughout the city, including the east-west streets up and down 39th, 52nd, 82nd ... Division, Powell, Holgate, Steele, Woodstock ... The zoning suggested for 38th is nowhere to be found in these vicinities or others throughout Portland. In searching the map app for areas where the CM2 designation was a new change, the vast majority of the previous designations were Storefront Commercial, not R5.

To maintain the vibrant, resident-friendly nature of the Hawthorne area, I respectfully propose that the council adjust the zoning of all the houses on our block, 38th from Hawthorne to Market, to the new designation of R 2.5. This would increase the potential density by 100% from its R 5 designation, yet would keep the block residential for current and future residents. I further propose adjusting to CM 1 the zoning on the section of Cesar Chavez that runs directly along the homes on the east side of 38th. This would be consistent with the zoning for the east side of Cesar Chavez and would be far less burdensome and disruptive for the neighborhood than the proposed CM 2.

Thank you for your consideration.

Sincerely,

Bill Ballenberg

1614 SE 38th

ballenberg@gmail.com

Bill Ballenberg

ballenberg@gmail.com

732 843 3545

Cell 212 989 8089

From:	Ric Seaberg
To:	BPS Comprehensive Plan Testimony; Marie Deatherage
Cc:	Ric Seaberg
Subject:	Zoning Map Testimony
Date:	Thursday, November 10, 2016 11:03:56 AM

Re: 4727 NE Fremont, State ID# 1N2E19CD 3200

To Whom It May Concern:

As the owner of the property above, I would like to say that I fully approve of a zoning change from the recommended CM1 classification to the CM2 classification. My property, and many of the properties east of my building along Fremont are bordered by Rose City Cemetary, and I believe a better classification would be CM2 which could potentially allow for more building height and therefore more square footage for a possible new building on that property in the future, with no negative impact to the neighborhood. Actually it would likely be a much better classification for the neighborhood as a whole, possibly allowing for more residential space in the core business area.

Thank you for your consideration,
Richard Seaberg, owner

From:	Angel York
To:	BPS Comprehensive Plan Testimony
Subject:	Comprehensive Plan Implementation
Date:	Thursday, November 10, 2016 9:17:58 AM

Hi,

Please **pass** amendment 34 to the comp plan to eliminate minimum parking requirements in mixed use zones as recommended by the Planning and Sustainability Commission.

The urban growth boundary isn't getting any bigger and I'd rather see our city alive with people. In a people-first city, we prioritize people. We choose affordable housing over affordable parking.

Thank you,
Angel York
7707 N Fiske
Portland, OR 97203

From:	Council Clerk – Testimony
To:	BPS Comprehensive Plan Testimony
Subject:	FW: Comments and potential solutions for the Buck-Prager and Alphabet District
Date:	Thursday, November 10, 2016 11:52:04 AM
Attachments:	Ideas for 18th and hoyt.docx

From: Washington, Mustafa
Sent: Wednesday, November 09, 2016 12:31 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: FW: Comments and potential solutions for the Buck-Prager and Alphabet District

From: Stephen McMurtrey [mailto:mcmurtrey@NWHousing.org]
Sent: Friday, October 21, 2016 3:16 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Elmore-Trummer, Camille <Camille.Trummer@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Callahan, Shannon <Shannon.Callahan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Dunphy, Jamie <Jamie.Dunphy@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Nieves, Cristina <Cristina.Nieves@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Valderrama, Andrea <Andrea.Valderrama@portlandoregon.gov>
Cc: Martha McLennan <mclennan@nwhousing.org>; Rick Michaelson <rick@icppdx.com>; Karen L Karlsson (karen@klk-consulting.com) <karen@klk-consulting.com>
Subject: Comments and potential solutions for the Buck-Prager and Alphabet District

Mayor Hales, Members of the Council, BPS staff–

Over the last several days, NHA and our architects, Carleton Hart Architecture (CHA) have met with members of the NWDA to explore possible solutions to the Buck-Prager site which NHA has site control of and is located at 1727 N.W. Hoyt St, in Portland's Alphabet District. Below and attached are combined suggestions for how we may potentially move forward with development of this site at a density consistent with NHA's desires to maximize units, preserve the historic structure, and meet the compatibility concerns the NWDA may have. Please note that this entire process has been extremely fast and though Rick Michaelson and Karen Karlsson (both of the NWDA) have been willing and able to attend a meeting with NHA and CHA, we as a team have not been able to meet with the entirety of the NWDA nor had proper time to meet with members of the larger neighborhood. Though I believe we have had a very productive first meeting and some excellent email exchanges, the request that council receive comments from both parties by today has left both sides feeling as if there is still additional work that must be done.

As I'm sure you will notice from our suggestions, both sides aren't entirely sure how mechanisms can be implemented that allow for additional time to flush out the very important details to move forward. What I hope you'll recognize is that both sides have come together to collaborate and try

and create solutions for how to bring much needed affordable housing to the Buck-Prager site while preserving a contributing historical resource for the community and becoming a welcome addition to the neighborhood and its residents.

Rick Michaelson's suggestions for Buck-Prager building (below and attached):

1. Allow an application for a building that would exceed the future 2:1 FAR on the site;
2. Allow adequate time for neighborhood involvement;
3. Allow time to have a DAR meeting with Landmarks and sufficient time after that to revise the plans and submit a formal design review application before the comp plan goes into effect;
4. Ensure that the building does not become non-conforming in a way that would prevent reconstruction of the building and which will avoid any problems for your financing.

NHA and CHA suggestions (geared towards Buck-Prager site and district)

1. NW District RH Overlay changes from 4:1 to 3:1;
2. Add NW District Affordable Housing bonus of 1:1 FAR;
3. Give authority for the Historic Resource Review to increase FAR to 4:1 if the design is compatible with the Historic District (the opposite action of what is currently done)

In fairness to the NWDA, I want to make it clear that they are not in agreement with NHA and CHA's suggestions above and have been right to bring up that the current timing of the council request doesn't lend itself to the larger district-wide discussion. That being said, I would like for council to at least entertain the possibility of an affordable housing bonus that would extend into the Alphabet district that could allow for more density in a 2:1 zone. One of the approaches suggested by the neighborhood is to try and get this project vested prior to a code change occurring. We have concerns with this approach as some protection would be necessary in the event of a catastrophic loss that would under current code leave us as a nonconforming use. Rick has also noted this issue in bullet 4 above.

I want to thank the council for the suggestion for both the NWDA and the NHA team to work collaboratively at solutions to this site and for the council's willingness to listen to our concerns about the larger district. Please do not hesitate to contact me with any additional questions or comments.

Sincerely,

Stephen McMurtrey
Housing Development Director
503.654.1007 x 122

NORTHWEST HOUSING ALTERNATIVES
Creating opportunities through housing

2316 SE Willard Street Milwaukie OR 97222 | Office 503.654.1007 | Fax 503.654.1319 | www.nwhousing.org

18th and Hoyt
Potential Options to Allow Development
At a greater than 2:1 FAR for affordable housing

1. Apply for historic review before Comp Plan implementation date.
   Get assurances that non-conforming project will be replaceable at previously approved density and scale.

2. Extend implementation date for Comp Plan on this site so that application can be made later.

3. Ask Council to keep this one site amendment open for a decision in 6 months

4. Ask Council to freeze this decision until applicant undergoes a DAR at Landmarks. Code changes can be tailored to the Landmarks Commission recommended building scale.

5. Obtain additional FAR through transfers from Historic Landmarks. (up to 3:1 additional allowed)
   Note: Project would still need to obtain Landmarks Commission approval of the project

6. Use inclusionary housing bonus of .5:1 to get to 2.5:1, with the Landmarks Commission approval of project

7. Amend NW Plan to allow affordable housing bonus in historic district (see attached) to get from 2:1 to 3:1, with the Landmarks Commission approval of project

33.562.230 Bonus Options

E. Height and floor area ratio bonuses for affordable housing. In bonus areas A, B, and C shown on Map 562 -6, development that includes affordable housing may be up to 120 feet in height and receive an additional floor area ratio of 1 to 1 if the following requirements are met:

1. At least 50 percent of the gross building area must be in residential uses. Areas shared by residential and nonresidential uses are included in nonresidential floor area;

2. Residential portions of proposals using this bonus must include one of the following:

   a. At least 10 percent of units must be affordable to those earning no more than 30 percent of the area median family income;

   b. At least 20 percent of units must be affordable to those earning no more than 60 percent of the area median family income; or

   c. At least 40 percent of units must be affordable to those earning no more than 80 percent of the area median family income;

3. The applicant must submit with the development application a letter from the Portland Development Commission (PDC) certifying that the development will include affordable housing that meets the standards of one of the options of Paragraph E.2, above;

4. The property owner must execute a covenant with the City that complies with the requirements of Section 33.700.060. This covenant must ensure that:

   a. Rental units used for this bonus will remain affordable to households meeting the income restrictions of Paragraph E.2, above, for at least 60 years after an occupancy permit is issued; and

   b. Units for sale used for this bonus will be initially sold at a price that is affordable to households meeting the income restrictions of Paragraph E.2, abo

From: Jim & Amy Carpenter
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Implementation
Date: Tuesday, November 08, 2016 4:46:35 PM

Dear City Council members:

As you deliberate on November 17th about city planning amendments, please consider my family's support for Amendment 15, encouraging the addition of a Design Overlay for new buildings in the Sellwood-Moreland neighborhood. We are very concerned about the lack of comprehensive design guidelines currently being used with the many new apartment and mixed use buildings in our area. The size, lot positioning and architectural design of these many new projects overwhelms and severely alters the current character of the neighborhood, which we would very much like the city to help us preserve.

Conversely, we do not support Amendment 34 which would remove minimum off-street parking requirements for some new developments. Please help protect our already over-crowded narrow streets and the safety of pedestrians and cyclists by insisting new building provisions include some minimum off-street parking, rather than force hundreds of additional cars onto our avenues. As we have seen with many new apartment buildings, expectations that residents will solely rely on mass transit and cycling for transportation is not realistic. Most new residents will bring at least one car per apartment and simply take up surrounding streets as their new parking lots. We have a situation like this one block from our house and existing residents suddenly find themselves unable to park near their homes.

Sellwood-Moreland is undergoing extensive changes with a swift increase in construction. Please encourage policies that require thoughtful development, keeping in mind the thousands of existing neighborhood residents who would like to see the vitality and character of our area preserved.

Thank you,

Amy Carpenter
5845 SE 22nd Ave
Portland, OR 97202

Requested
Zoning Map amendment for 3844 NE 82nd Ave

Recommended by:

Related testimony (for or against): Property owner (see attached)

Neighborhood: Madison South

Amendment: from R1(h) to CE

Comprehensive Plan Designation: Mixed Use Civic Corridor

Staff recommendation:

Owner's testimony: This property (3844 NE 82nd Ave) is half an acre and it adjoins a parcel which is L-shaped touching two sides of our property. Together these two properties would make almost a perfect square. The L-shaped property is being rezoned in the Comprehensive Plan to CE. It seems logical that our property should also be rezoned to CE so that the two properties could complement each other.

Please note: 1. The airport is seven minutes drive away.
2. 82nd Ave is served well by Tri-Met.

Owners: Charles and Mary Mizelle
3844 NE 82nd Ave
Portland, OR 97220
Tel 503 232-6378
Email: ksetrajnadasa108@gmail.com

From: Michael Harrison
To: BPS Comprehensive Plan Testimony
Subject: MTP Segment #82
Date: Tuesday, November 08, 2016 1:21:24 PM

Although they haven't written a letter yet, SW Trails did vote to accept moving the MPT alignment to Sam Jackson Park Road and Campus Drive. This is the same position that was taken by the Homestead Neighborhood Association. Given this position has received no opposition from the community, and is supported by the affected property owner (OHSU), I hope the City Council can support it.

Thank you for your time on this issue – I realize there are a great many items to consider related to the Comprehensive Plan. Please don't hesitate to reach out to me with any questions.

Michael
Michael Harrison
Government & Neighborhood Relations
Oregon Health and Science University
(503) 494-8681 desk
(503) 381-8539 cell

PORTLANDERS for PARKING REFORM

November 7, 2016

Re: Comprehensive Plan Early Implementation: Minimum Parking Requirements in Mixed-Use Zones: Amendment 34

Dear Mr. Mayor and Portland City Commissioners,

Portlanders for Parking Reform encourages the council to approve Amendment 34 to the Comprehensive Plan Early Implementation package.

We ask Council members to support Amendment 34 which allows new mixed-use developments near frequent service transit to be built without off-street parking. The Obama administration recently released a Housing Development Toolkit which supports this recommendation.

According to the report, "[parking] requirements have a disproportionate impact on housing for low-income households because these families tend to own fewer vehicles but are nonetheless burdened by the extra cost of parking's inclusion in the development. The significant cost of developing parking – from $5,000 per surface parking spot to $60,000 underground – is incorporated at the start of the project, which can impede the viability and affordability of the construction."

Portland's current requirements not only make housing more expensive, but also harder to find. Hundreds of homes may not have been built since 2013 as parking thresholds distort the cost/benefit calculations for new apartment buildings. Our current parking requirements will undercut the effectiveness of incentives for affordable housing and any eventual inclusionary zoning rules. The recommended draft of the Mixed-Use Zones Project points out that "modeling revealed that additional required parking may limit utilization of the affordable housing bonus due to the high cost of providing structured or underground parking." Exempting affordable units from these requirements is good, but a more effective action is to remove the requirements altogether.

Our request is supported by the Comprehensive Plan Goals and Policies which highlight the connection between parking policy and transportation/environmental goals:

> *Policy 9.58 Off-street parking. Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand. Strive to provide adequate but not excessive off-street parking where needed, consistent with the preceding practices.*

PORTLANDERS for PARKING REFORM

As most Portlanders can testify, off-street parking minimums also fail in their attempted goal of making curbside parking convenient. We can require developers to build garages, but we can't require people to park in them. The only way to make curbside parking more convenient in a busy neighborhood is to charge more for it. If the city prices its permits and meters properly, developers will be forced to provide adequate but not excessive off-street parking in new buildings without the city having to guess what that level is.

Trade parking requirements for more affordable housing in Portland. Eliminate minimum parking requirements in mixed use zones.

Sincerely,

Tony Jordan
President - Portlanders for Parking Reform
4540 SE Yamhill St.
Portland, OR 97215
twjordan@gmail.com
971.207.1348

From:	Washington, Mustafa
To:	BPS Comprehensive Plan Testimony
Cc:	Elmore-Trummer, Camille; Foxworth, Indonesia
Subject:	FW: Allow More Tree Preservation & Planting: Comments on Residential Infill Project Proposal
Date:	Wednesday, November 09, 2016 11:08:12 AM

-----Original Message-----
From: Jim Labbe [mailto:jlabbe@urbanfauna.org]
Sent: Monday, November 07, 2016 4:18 PM
To: Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>
Cc: Tracy, Morgan <Morgan.Tracy@portlandoregon.gov>; Beckman, Stephanie <Stephanie.Beckman@portlandoregon.gov>; Planning and Sustainability Commission <psc@portlandoregon.gov>
Subject: Allow More Tree Preservation & Planting: Comments on Residential Infill Project Proposal

Dear Mayor Hales and City Council,

I am submitting the following comments in advance of Wednesdays hearing on the Residential Infill Project (RIP) proposal. Generally I support the staff report and the testimony of Portland for Everyone with respect to this package. It will make single family zones more inclusive and affordable while creating incentives to preserve existing homes and reducing house and dwelling sizes without increasing pressure on tree removal. This is smart policy that integrates the interests and desires of the majority of Portlanders. The RIP proposals has something for almost everyone.

That said, the proposal does very little for our urban trees and forest canopy. It misses an important opportunity to implement key recommendations from the 2015 Title 11 Oversight Advisory Committee (OAC) and the Urban Forestry Commission you received earlier this year. These recommendations are entirely relevant to concerns that Portlanders widely share regarding the impact residential infill can have on trees and urban forest canopy.

The Title 11 OAC report (February 2016) that staff and committee members presented to you earlier this year specifically called for additional regulatory flexibility in the RIP to allow more tree preservation. Page 8 reads:

"Explore options to add flexibility in the zoning code to make it easier to preserve trees.

The Citywide Tree Project included several “flexible development standards” that are available to projects that preserve trees. The Committee is supportive of providing additional flexibility, particularly for preservation of trees over a certain threshold (20 inches was suggested). Support was expressed for reduced setbacks, waiving parking requirements in single-dwelling zones, and allowing parking and required outdoor area in the front setback. It was recommended that this issue be considered as part of the Bureau of Planning and Sustainability’s Residential Infill Project that is currently underway."

See https://www.portlandoregon.gov/trees/article/564719)

I urge the City Council to incorporate these recommendations into the RIP proposal by making the following changes:

1. Allow automatic flexibility in front and rear lot line setbacks to the extent they would allow more tree preservation (healthy, non-nusiance trees) on site in accordance with Title 11 tree protection requirements. The RIP proposal calls for flexibilty in front setbacks

to match neighboring homes. Why not to help preserve more trees? Portland's value tree preservation at least as much or more than street level allignment of homes.

2. Allow automatic flexibility in front lot line setbacks for the required parking space in single family residential zones to the extent this would allow more tree preservation (healthy and non-nusiance trees) on site in accordance with Title 11 tree protection requirements. Also allow required parking areas to be allowed within side street setbacks to the extent this would preserve more trees on site. Chapter 33.266.120 C requires parking to be set back from the front lot line requiring more parking space and possibly tree removal and hardscape because the driveway extends through the setback. This flexibility should be allowed even if it provides a space for a planted tree or just more pervious surface. Portlanders value tree preservation more than parking.

3. Allow complete waiver of parking requirments in circumstances where it would allow preservation a larger, healthy, non-nusiance trees >20" dbh in accordance with Title 11's protection requirements. The waiver should also be granted if curb cuts and driveways would require removing large healthy street trees.

More broadly, I think it is time for the City Council consider waiving ALL off-street parking requirements in single family zones. Doing so will reduce imprevious surfaces and allow more space to grow large healthy trees. On-street parking is more than adequate already in most single-family zones and driveways frequently take up space for existing or future trees on both private property and in the public right-of-way.

4. Add a unit bonus for the preservation of large healthy non-nuisancetrees (> 36” dbh) in accordance with Title 11's tree protection standards. It makes sense to include preservation of large trees in the list of possible qualifiers for a density bonus..

Thank you for considering these comments and proposed changes to the RIP proposal.

Sincerely,

JIm Labbe

--

Jim Labbe
6025B N. Vancouver
Portland, OR 97217

From: Gail Hoffnagle
To: BPS Comprehensive Plan Testimony
Subject: Minimum parking limits removed from high transit areas
Date: Monday, November 07, 2016 7:38:17 AM

Parking in Portland is a nightmare already. Removing parking limits from high transit areas will negatively impact Portland and our livability in the following ways:

1. Businesses that are along high transit areas will suffer because people will avoid going to businesses where it is hard to park..

2. If people need to park within high transit areas in order to use mass transit, then the service is not convenient or effective for those neighborhoods and service should be extended farther out into neighborhoods where people can conveniently use transit without being forced into Portland and clogging our inner city streets. Don't punish inner city neighborhoods for TriMet's failure to provide adequate coverage in many areas of Portland.

Respectfully submitted,
Gail Hoffnagle
Sellwood Moreland resident

From:	Elmore-Trummer, Camille
To:	BPS Comprehensive Plan Testimony
Subject:	FW: Apartment Development - Parking Requirements
Date:	Tuesday, November 08, 2016 10:42:09 AM

---------- Forwarded message ----------
From: **Roz Roseman** <rozroseman@gmail.com>
Date: Sat, Nov 5, 2016 at 5:24 PM
Subject: Apartment Development - Parking Requirements
To: "Amanda Fritz, Councilwoman" <amanda@portlandoregon.gov>, Commissioner Fish <Nick@portlandoregon.gov>, Steve Novick <novick@portlandoregon.gov>, dan@portlandoregon.gov

SUBJECT: Parking requirements in multi-family developments
Policy: Please keep minimum parking requirements for new multi-family units.
(OR increase the already inadequate #. But no further reduction in parking! Reducing ratio further will harm our neighborhoods!)

Please - Recognize that cars remain with us and need to be accommodated.
Please - Know that many bus users & walkers still keep cars.
Please - Do not give in to developers' effort to eliminate this cost.
Instead - Regulate #, maybe require somewhat more than current rule.

And most of all - Please!!! Do not let extremist views eradicate the middle view that multi-family units need some minimum # of parking spaces - not the old 1 car/1 unit, but some parking spaces. More that we require now would be better.

Charlie Hales, major hypocrite and poor default choice for mayor, given the problems of the choices at the time, is someone we have been stuck with. To get re-elected, he was happy to hypocritically go along with a parking minimum for apartment buildings that he never liked. Note, it was never enough, but it was something to ameliorate the burden on the southeast neighborhoods of all the new dense development. Now, on his way out, while he lives happily in a neighborhood without parking issues YET, he wants to foist more parking hell on all the rest of us in southeast. (It would be interesting to know how much Mr. Hales uses buses and walking himself, but it is not really relevant.)

Like a lot of other Portlanders, YES, I do use buses a lot. YES, I do walk a lot. And yes, I do also use my car and need to park it. Recall the 2012 study of apartment dwellers that revealed a huge percentage of those who DO bike or use public transit to work keep cars for nights and weekends.

Now, I sincerely ask you: give Charlie Hales' proposal to eliminate the current requirement for some parking in new multi-family developments the BOOT! Do not accept any policy that reduces the already ridiculously low ratio of parking requirements in new buildings.

One can only hope a hypocrite like him does not run for office again. One can also hope our commissioners consider welfare of all the citizens - not just increasing profits for developers.

Thank you for considering my views.

Roz Roseman
2808 SE Clay Street
Portland OR 97214-4941

From:	Angel York
To:	BPS Comprehensive Plan Testimony
Cc:	Hales, Mayor; Commissioner Novick; Commissioner Saltzman; Commissioner Fritz; Commissioner Fish
Subject:	Comprehensive Plan Implementation Amendment 34
Date:	Friday, November 04, 2016 7:02:39 PM

Please eliminate minimum parking requirements in Mixed-Use Zones by supporting Amendment 34.

Angel York
7707 N Fiske
Portland, OR 97203

From:	Allen F
To:	Commissioner Novick; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman; Hales, Mayor; BPS Comprehensive Plan Testimony
Cc:	Matt Otis; Richmond NA Board; Stockton, Marty; Leistner, Paul; Leah Fisher
Subject:	Re: [RNA-board] Re: Comprehensive Plan Update - Mixed-Use Zones Project - Richmond Neighborhood Association
Date:	Friday, November 04, 2016 4:56:39 PM
Attachments:	10-16 agenda.pdf Land Use MU powerpt presentation 10-10-16 p12 - noting vote.pdf 2nd ltr re error RNA land use ltr mixed use zones.pdf

Mayor Hales and Commissioners:

Unfortunately, I have to inform you that an error still exists in the letter dated October 17, 2016 from the Richmond Neighborhood Association ("RNA") Land Use and Transportation Committee Chair, concerning the RNA's testimony on Mixed Use Zones ("MUZ") Recommendations. The RNA never discussed, moved, or voted to minimize or eliminate the use of CE zoning "in areas bordering Richmond." I am pointing out this repeated error so the record is clear on the position and recommendation voted in by the RNA on the MUZ project at its October 10, 2016 meeting.

I am a Board Member on the RNA; however, I am *not* writing this letter as a representative of, or spokesperson for, the RNA. I am submitting this letter only in my individual capacity, as someone who was present at the October 10, 2016 meeting where the RNA voted on its MUZ testimony, and as the person who was assigned to be the official Minutes Taker for the meeting, so I took careful notes at the meeting.

After an excellent presentation by Land Use Chair Matt Otis and much careful discussion, the RNA Board voted in its recommendations for its testimony on MUZ by adopting the following language in Matt's PowerPoint presentation:

- **"minimize or eliminate the use of CE zoning in Richmond"**
- **"RNA prefers more pedestrian-oriented zones CM2 or CM3"**
- **"CM3 preferred on Powell"**
- **"with assessment of impacts – such as solar shading – for adjacent residential properties"**

See attached PowerPoint slide with notes of "Language Passed" at bottom.

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- "eliminate the use of CE zoning in Richmond and areas bordering Richmond"
- "we would be amenable to CM3 zoning at major nodes within the neighborhood"

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address properties within their boundaries. (Sunnyside Neighborhood Association has not opposed the proposed designation of Fred Meyer as CE). As I stated in my first letter, the caption of the paragraph *does* correctly state the vote of the RNA.

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Lastly, the RNA's MUZ vote was not unanimous. The minority position on this vote was not presented in the RNA's letter. I generally opposed the MUZ motion for the reason that the community and affected neighbors needed better notice that the RNA was going to address the zone changes it recommended, particularly people living near Powell Blvd. Further, there is already minimal CE properties proposed for Richmond. As employment centers, CE properties would allow a larger number of Richmond residents to work in the neighborhood than CM property, thereby reducing commute times for Richmond residents.

Land use matters, particularly zoning issues, require exactitude. If the RNA votes to recommend a change to the city's proposed zoning map and adopts specific language as testimony, then it needs to present that specific language to Council.

Sincerely,
Allen Field

cc: RNA Board
Marty Stockton, BPS SE District Liaison
SE Uplift
Paul Leistner, ONI

From: Matt Otis <matt.otis@gmail.com>
To: cputestimony@portlandoregon.gov
Cc: mayorhales@portlandoregon.gov; dan@portlandoregon.gov; amanda@portlandoregon.gov; Nick Fish <nick@portlandoregon.gov>; Steve Novick <novick@portlandoregon.gov>; Richmond NA Board <rna-board@googlegroups.com>
Sent: Monday, October 17, 2016 2:48 PM
Subject: [RNA-board] Re: Comprehensive Plan Update - Mixed-Use Zones Project - Richmond Neighborhood Association

Please replace Richmond Neighborhood Association's testimony in the record with this revised version.
Thank you,
Matt Otis Richmond Neighborhood Association
Land Use and Transportation Committee Chair

Richmond Neighborhood Association

RNAlogo.jpg

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

(503) 232-0010

http://richmondpdx.org

October 17, 2016

To: Comprehensive Plan Update cputestimony@portlandoregon.gov
Mayor Charlie Hales mayorhales@portlandoregon.gov
Commissioner Dan Saltzman dan@portlandoregon.gov
Commissioner Amanda Fritz amanda@portlandoregon.gov
Commissioner Nick Fish nick@portlandoregon.gov
Commissioner Steve Novick novick@portlandoregon.gov

RE: Comprehensive Plan Implementation
Dear Mayor Charlie Hales and City Commissioners,

I am writing on behalf of the Richmond Neighborhood Association (RNA) in support of the draft proposals for the Mixed-Use Zones (MUZ) Project.

While the RNA agrees with most of the draft recommendations, we would like to see a few adjustments to the plan. We believe these changes can help our neighborhood grow in a positive direction over the next 20 years.

Minimize or eliminate CE zoning in Richmond
Richmond is in the heart of the city and the RNA sees our growth creating a greater need toward people-oriented zones of business, housing, and commerce. CE designations do little to improve the livability and walkability of the neighborhoods surrounding them. Therefore, we ask that you minimize or eliminate the use of CE zoning in Richmond and areas bordering Richmond.

RNA prefers more pedestrian-oriented zones CM2 or CM3
Creating a vibrant, livable, and walkable community is one of our chief goals. CM2 and CM3 zones allow for such a community to grow and flourish. The MUZ project does a great job of designating CM2 zoning along Hawthorne and Division, which we approve of.

Upzone Powell to CM3
Powell is situated to become one of the prime corridors in Portland. As a major transit corridor, Powell could accommodate a large residential population. The areas surrounding Powell are historically underdeveloped, we see this as a great opportunity to provide much needed housing and jobs in inner Southeast Portland. Given the wide right-of-way, the potential for transit, the underdeveloped nature of Powell, and its proximity to the city core; we recommend upzoning the corridor along Powell to CM3.

With assessment of impacts—such as solar shading—for adjacent residential properties
One area we would like to see addressed in the MUZ Project is more assessments of local impacts for larger structures. In particular we would like to see analysis for solar shading and its impact to nearby residential properties. This is a concern for full-height CM2 properties and particularly for CM3 areas. Expecting full sun during the winter solstice for a region so far north would be overreaching. We request those with greater expertise choose an appropriate definition for solar impact limits. The definition should

aim to balance resident's solar concerns with the need for height in CM2 and CM3 properties to create abundant housing in Richmond.

Thank you for all your hard work on the MUZ Project.
And thank you for considering our requests.

Sincerely,

Matt Otis - Land Use and Transportation Committee Chair - Richmond Neighborhood Association

On Thu, Oct 13, 2016 at 3:41 PM, Matt Otis <matt.otis@gmail.com> wrote:

Richmond Neighborhood Association

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

(503) 232-0010

http://richmondpdx.org

October 13, 2016

To: Comprehensive Plan Update cputestimony@portlandoregon. gov
Mayor Charlie Hales mayorhales@portlandoregon.gov
Commissioner Dan Saltzman dan@portlandoregon.gov
Commissioner Amanda Fritz amanda@portlandoregon.gov
Commissioner Nick Fish nick@portlandoregon.gov
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And thank you for considering our requests.

Sincerely,
Matt Otis - Land Use and Transportation Committee Chair - Richmond Neighborhood Association

Allen Field
3290 SE Grant
Portland, Oregon 97214

November 4, 2016

Comprehensive Plan Update cputestimony@portlandoregon.gov
Mayor Charlie Hales mayorhales@portlandoregon.gov
Commissioner Dan Saltzman dan@portlandoregon.gov
Commissioner Amanda Fritz amanda@portlandoregon.gov
Commissioner Nick Fish nick@portlandoregon.gov
Commissioner Steve Novick novick@portlandoregon.gov
Portland City Council
1221 SW 4th Ave, Room 130
Portland, OR 97204

Re: Error Remains in Corrected Letter from Richmond Neighborhood Association on Mixed Use Zones Recommendations

Mayor Hales and Commissioners:

Unfortunately, I have to inform you that an error still exists in the letter dated October 17, 2016 from the Richmond Neighborhood Association ("RNA") Land Use and Transportation Committee Chair, concerning the RNA's testimony on Mixed Use Zones ("MUZ") Recommendations. The RNA never discussed, moved, or voted to minimize or eliminate the use of CE zoning "in areas bordering Richmond." I am pointing out this repeated error so the record is clear on the position and recommendation voted in by the RNA on the MUZ project at its October 10, 2016 meeting.

I am a Board Member on the RNA; however, I am *not* writing this letter as a representative of, or spokesperson for, the RNA. I am submitting this letter only in my individual capacity, as someone who was present at the October 10, 2016 meeting where the RNA voted on its MUZ testimony, and as the person who was assigned to be the official Minutes Taker for the meeting, so I took careful notes at the meeting.

After an excellent presentation by Land Use Chair Matt Otis and much careful discussion, the RNA Board voted in its recommendations for its testimony on MUZ by adopting the following language in Matt's PowerPoint presentation:

- **"minimize or eliminate the use of CE zoning in Richmond"**
- **"RNA prefers more pedestrian-oriented zones CM2 or CM3"**
- **"CM3 preferred on Powell"**
- **"with assessment of impacts – such as solar shading – for adjacent residential properties"**

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Sincerely,

Allen Field

cc: RNA Board
Marty Stockton, BPS SE District Liaison
SE Uplift
Paul Leistner, ONI

Richmond Neighborhood Association Meeting Agenda

Monday, October 10, 2016, 7-9 pm

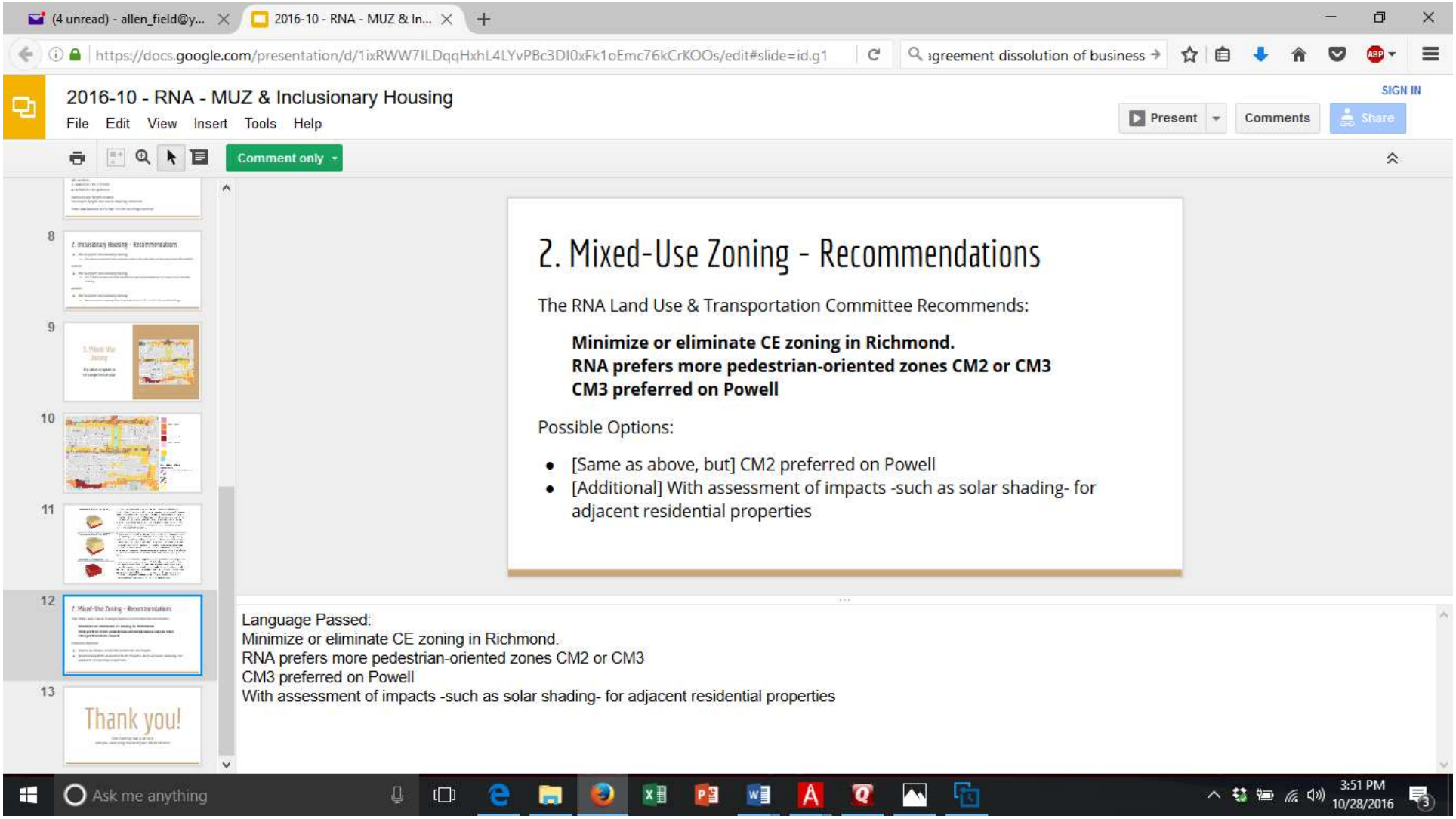
Minutes Taker: Jan Carlisle (Backup: Allen Field)	Time	Who
Getting Started **(7:00 - 7:17)**		
❑ Introductions	05	Everyone
❑ Agenda Consent	02	Everyone
❑ Adoption of minutes	03	Board
❑ Announcements	02	Anyone
❑ Crime/Safety Report	05	Officer
Committee Reports **(7:17 - 8:02)**		
❑ RNA/SEUL Land Use Committee	20	Matt Otis
o Mixed Use Zones - RNA stance?		
o Inclusionary Housing - RNA stance?		
o #4 BRT line - RNA stance?		
o Formation of Joint Neighborhood Association Safer Hawthorne Committee		
❑ SE Uplift Coalition Representative	08	Denise Hare
❑ SEUL Report	05	Paul Listner
❑ Donation request for PP&R	02	Allen Field
❑ Present proposal for a new committee		
o Present proposal	05	Callie Jones
o Board decision	05	RNA board
Agenda Items **(8:02 - 8:55)**		
❑ Chance to discuss issues with House District 42 Rep Rob Nosse		
o Present	05	Rob Nosse
o Questions from board / RNA members	10	RNA members
❑ Proposed RNA Goal		
Carbon footprint for Richmond Presentation	10	Erik Mathews
o Questions and concerns	05	RNA members
o Board decision	05	RNA Board
❑ Consider DDI statement		
o Present statement	03	Heather Flint Chatto
o Feedback, concerns, proposed edits	10	RNA members
o Board decision	05	RNA board
Meeting feedback **(8:55 - 9:00)**		
o One-way share of your meeting experience	05	Everyone

Important Dates

- ❑ **Date of Next RNA Meeting: Monday, November 14th, 2016 7:00 – 9:00 PM**
- ❑ Richmond Newsletter Deadlines: Mar. 16, June 16, Sept. 16, Dec. 16

Police/Crime Prevention Contact information:

Central Precinct (west of 39th):
NRT Officer: Nate Voeller 503-823-0257: nate.voeller@portlandoregon.gov
ONI Crime Prevention: Teri Poppino 503-823-0540 teri.poppino@portlandoregon.gov
East Precinct (east of 39th):
NRT Officers: Ryan Mele 503-823-9704 Ryan.Mele@portlandoregon.gov
Andrew Hearst 503-823-9704 Andrew.Hearst@portlandoregon.gov
ONI Crime Prevention: Marianna Lomanto: 503-823-3432 marianna.lomanto@portlandoregon.gov


(4 unread) - allen_field@y...
2016-10 - RNA - MUZ & In...
https://docs.google.com/presentation/d/1ixRWW7ILDqqHxhL4LYvPBc3DI0xFk1oEmc76kCrKOOs/edit#slide=id.g1
agreement dissolution of business
2016-10 - RNA - MUZ & Inclusionary Housing
File Edit View Insert Tools Help
SIGN IN
Present
Comments
Share
Comment only
2. Mixed-Use Zoning - Recommendations
The RNA Land Use & Transportation Committee Recommends:
Minimize or eliminate CE zoning in Richmond.
RNA prefers more pedestrian-oriented zones CM2 or CM3
CM3 preferred on Powell
Possible Options:
[Same as above, but] CM2 preferred on Powell
[Additional] With assessment of impacts -such as solar shading- for adjacent residential properties
Language Passed:
Minimize or eliminate CE zoning in Richmond.
RNA prefers more pedestrian-oriented zones CM2 or CM3
CM3 preferred on Powell
With assessment of impacts -such as solar shading- for adjacent residential properties
Thank you!
Ask me anything
3:51 PM
10/28/2016

November 2, 2016

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

Subject: Request for Removal of Buffer Overlay for the following parcels (by Property ID): R117932, R117933, R117934, R117917, R117918, R117919, R117920, R117921, R114772, R114771, R114770, R114769, R162560, R162559

Dear City Council Members:

TriMet appreciates the efforts the City has put into updating the Portland Comprehensive Plan to plan for future growth in a way that supports employment growth for the future, including more efficient use of industrial land. With these goals in mind, TriMet respectfully requests the City Council consider removal of the Buffer (b) overlay on remnant properties on the west side of SE 17th Avenue between SE Mall Street and SE Rhone Street leftover from the Portland-Milwaukie Light Rail Project.

Previously, TriMet requested the subject parcels be rezoned to mixed-use to allow for more traditional transit-oriented development including multi-family housing and office. While TriMet continues to believe that mixed-use comprehensive plan and zoning designations are most appropriate for the west side of SE 17th Avenue, the City has insisted that the parcels retain employment zoning to support job growth. TriMet believes these parcels will not support notable job growth without the requested removal of the (b) overlay, as detailed below.

The properties in question have been significantly reduced in lot depth and area due to street widening for the new Orange Line. As a result, employment potential on the sites is hampered with continued application of the (b) overlay zone, which requires a 10 to 20-foot setback adjacent to residential uses. The increased setback requirement takes up a significant portion of these remnant sites, which have only 40 to 70 feet of lot depth remaining. Large-scale industrial uses on the site are not possible even with the removal of the buffer overlay, meaning that potential employment-generating uses will be small-scale and less likely to cause offense to adjacent residential uses. In addition, any new employment or industrial land use on these parcels must comply with Chapter 33.262 Off-Site Impacts, which will ensure compatibility with adjacent residential uses in terms of noise, vibration, glare, and odors.

As the regional transit agency, TriMet has a shared vested interest with the City in seeing employment-rich transit-oriented development occur on these remnant sites and believes the requested removal of the (b) overlay will assist in that outcome. As part of property disposition, TriMet will either dispose of property with a development covenant ensuring compatible, transit-oriented uses, or may work with private developers in pursuit of a development agreement in which we review proposals on a case-by-case basis. Either way, the typical low-intensity industrial development with freight truck access and significant exterior storage or activities will be prevented. In addition, City codes ensure compatible uses by regulating off-site impacts, further protecting the adjacent residential uses. Removal of the (b) overlay will remove an unnecessary obstacle to near-term redevelopment.

For the reasons described above, TriMet believes removal of the (b) overlay will better accomplish the City's and TriMet's shared goals for more efficient use of industrial land and transit-oriented development. Please consider the (b) overlay removal from the subject parcels at the November 17th public hearing in advance of a December decision on the City's early implementation package. Thank you for consideration of this request.

Sincerely,

David Unsworth, Director of Project Development and Permitting
TriMet

Cc: Susan Anderson, Director, Bureau of Planning and Sustainability
Chair Schultz and Members of the Planning and Sustainability Commission
Lance Erz, TriMet Director of Real Property

Email Addresses of recipients:

cputestimony@portlandoregon.gov

Susan.Anderson@portlandoregon.gov

psc@portlandoregon.gov

From:	Moore-Love, Karla
To:	BPS Comprehensive Plan Testimony
Subject:	FW: Marquam Hill zoning designation directive
Date:	Thursday, November 10, 2016 12:14:29 PM

From: Washington, Mustafa
Sent: Wednesday, November 09, 2016 11:49 AM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: FW: Marquam Hill zoning designation directive

From: Brian Dapp [mailto:brian_dapp@yahoo.com]
Sent: Wednesday, November 02, 2016 3:35 PM
To: Hales, Mayor
Subject: Marquam Hill zoning designation directive

Dear Mayor Hales,

It has come to my attention that at this late date City Council members may be considering a directive to BPS staff concerning a new or alternate zoning designation for the commercial area on Marquam Hill near OHSU.

In addition to previously providing both oral and written testimony about this issue, I and many renters and other property owners from this area would now like to present you and your staff with a specific recommendation which we feel would adequately address the situation.

While a CM2 designation would be an improvement over the currently proposed CM1, the truth of the matter is that CM2 would still represent a serious and ill-conceived down-zoning, and is probably not be the most appropriate choice for this unique and important area.

We favor a directive to BPS staff to use any means necessary to assign this area a CM3 zoning designation, along with a restriction on commercial parking business achieved by overlay or other planning tool, in order to accommodate the legitimate Neighborhood Association concern about increased commuter traffic which we share.

While CM3 might at first glance seem a big leap, we strongly believe that the City's major planning goals and the facts about this specific area overwhelmingly support this choice.

I'm not sure that the decision makers involved with this question fully understand just how much demand there is in the area next to OHSU on Marquam Hill for more housing, more affordable housing, and more basic commercial amenities such as

child care and places to buy food and to eat, to name just a few obvious examples.

My co-workers and I manage a number of rental properties across the street from OHSU and every single week we have to turn away good people who desperately want to live within walking distance to where they study, work, or undergo treatment.

Portland expects 260,000 additional residents in the next 20 years. Where are they going to live? And don't we want to provide them with the opportunity to WALK to work?

I would like to remind you that OHSU is a regional research and teaching hospital which employs 12,000 people on the Marquam Hill campus alone. This number does not include employees of the VA Hospital and Shriners Hospital, nor does it include the many students and and patients who study and undergo treatment on the Hill every day.

Rather than rely on more anecdotal evidence such as that above concerning the large number of inquiries for housing which we have to politely and gently refuse, let's look at a few more relevant facts.

According to the Bureau of Planning and Sustainability's publication Central City 2035 Volume 1 Goals and Policies Proposed Draft June 20, 2016, the Central City area covers 'slightly less than 5 square miles' or slightly less than 3200 acres and accounts for 130,000 jobs.

By comparison, OHSU's Marquam Hill campus is 116 acres and employs 12,000 people. If we look more carefully:

-- Central City has 130,000 jobs in slightly less than 3200 acres, or close to 40.625 jobs per acre.

-- OHSU's Marquam Hill campus has 12,000 employees in 116 acres, or 103.448 employees per acre.

It appears to me that OHSU's Marquam Hill campus is a MORE DENSE EMPLOYMENT CONCENTRATION than the CENTRAL CITY AREA.

Our Homestead Neighborhood Association has rightly been historically concerned on reducing the number of single vehicle trips by OHSU commuters cutting through neighborhood streets. We support this, naturally.

Currently we have about 35 renters in our Marquam Hill properties, almost all of whom are OHSU community members who all WALK (and take the aerial tram) to class, work, and treatment.

So it undeniably follows that if we increase the housing supply next to OHSU, giving more people the chance to live within walking distance to work (or class or treatment), the number of single vehicle trips through the neighborhood will undoubtedly go

down.

Finally, I would like to say a few words about the only other possible reasonable objection to be made about a CM3 designation, that concerning what planning materials refer to as 'managing the bulk or scale of new development' compared to the existing multi-dwelling zone adjacent to this commercial zone under consideration.

Again, the facts support a choice of CM3 because the adjacent R2 zone has a maximum height of 45 feet, so the 65 feet maximum of CM3 will provide the step down effect between the higher institutional buildings on the OHSU campus and the multi-dwelling zone on the other side.

If any persons concerned with this matter believe that they know of or possess facts which refute the information above, we look forward to hearing about this as soon as possible.

Once again, we are very grateful to you and your staff for your interest in this matter, and for your consideration of the information contained herein. Please feel free to contact me at any time should the need arise.

Many thanks,

Brian Dapp
503 278 2205

From: BPS - Mixed Use Zones
To: Funck, Anna
Subject: FW: Development potential of Marquam Hill at OHSU
Date: Thursday, November 17, 2016 10:42:57 AM

Barry Manning, AICP | Senior Planner
Portland Bureau of Planning and Sustainability
1900 SW 4th Avenue #7100, Portland, OR 97201
503.823.7965 (p) | 503.823.7800 (f)
barry.manning@portlandoregon.gov

From: Shanti Ersson [mailto:erssons@ohsu.edu]
Sent: Wednesday, November 02, 2016 5:32 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>; BPS - Mixed Use Zones <MixedUseZones@portlandoregon.gov>
Subject: Development potential of Marquam Hill at OHSU

To Whom It May Concern:

I am a social worker at Oregon Health & Science University (OHSU) and Doernbecher Children's Hospital. Because OHSU is ***one*** of only two Level I Trauma Centers in the entire state of Oregon, many of the families that I work with come to our hospital from outside the Portland Metro Area.

I work primarily with pediatric patients so much of my job includes helping the parents of these children with housing and other community resources like transportation and food, when they are displaced from their homes due to a child or family member that comes to our hospital for acute care.

It is a huge financial burden on families when their infant, child, or other family member suddenly needs to redirect their medical care to OHSU. Often times these families are coming in the middle of the night with just the clothes on their back and with no resources to help them transition to a potentially long term stay in the Portland area.

In addition, many of our families and patients are on Oregon Health Plan (OHP) Medicaid and often times come from low socio-economic status, which makes their need for ***accessible*** and affordable long term housing and other resources that much more critical.

Limiting the future zoning potential of Marquam Hill adjacent to OHSU would significantly

and directly impact the patients and the families that we work with. Loss of development potential would mean less ability to create affordable housing, community and commercial amenities and services such as childcare, places to eat and places to buy food. These are basic amenities that are currently not accessible to many of our patients and their families. Furthermore, allowing these kinds of developmental projects on Marquam Hill would significantly decrease the amount of automobile (in the form of cars, cabs, Ubers, buses and shuttles) that are constantly transporting patients and families down the hill to places where they can access these amenities and services.

In the mission to best serve not only our patients and their families, but the thousands of employees that also work on this campus, I ask you to please consider the information in this email. Please contact me with any questions.

Thank you for your time and consideration in this important and urgent matter.

Sincerely,

Shanti Ersson, CSWA
Medical Social Worker