

From: [Brian Dapp](#)
To: [BPS Comprehensive Plan Testimony](#)
Cc: [Commissioner Fritz](#); [Adamsick, Claire](#); [Hales, Mayor](#); [Commissioner Novick](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Wright, Sara](#); [Manning, Barry](#); [Cunningham, Bill](#); [Frederiksen, Joan](#); [BPS - Mixed Use Zones](#); [Brian Lessler](#); [Chris Koback](#); [Harrison, Michael](#)
Subject: Marquam Hill zoning changes 2035 Comp Plan additional testimony
Date: Monday, October 17, 2016 8:03:32 AM

To the Honorable Mayor Charles Hales and Members of the Portland City Council:

I am writing to kindly request that you include the information below in the public or legal record concerning the proposed 2035 Comp Plan Amendment.

The Bureau of Planning and Sustainability has recommended a new zoning designation of CM1 to the following properties I own and manage as rentals on the Marquam Hill: 3321-25 SW US Veterans Hospital Road, 3333-7 SW US Veterans Hospital Road, 3411 SW US Veterans Hospital Road, 930 SW Whitaker, 3332-6 SW 10th Ave, 3324-28 SW 10th Ave, 3333 SW 10th Ave.

I believe that CM1 was an inappropriate choice which may have been made, wholly or partially, in an effort to appease a of a small group of Neighbors who are opposed to more traffic in the area.

The Neighbors favor CM1 because it is nearly the only designation which prohibits the development of commercial parking business.

While the City may rightly desire to address the concerns of the Neighbors, adoption of an inappropriate zoning designation is unsound planning and is absolutely the wrong platform for doing so.

I believe that the City is obligated to adopt a new zoning designation which furthers the City's major goals, and to address the concerns of the Neighbors by other means.

I have not have plans to develop commercial parking business in this area, nor do I know of any property owners in the area who have such plans. I strongly favor development of more residential use, especially affordable housing, with some development of commercial services and amenities to benefit the residents of Marquam Hill, employees who work nearby, as well as visitors to the area.

While the Neighbors consistently and often refer to the traffic and parking mitigation requirements of the 2003 Marquam Hill Plan, the CM zone discussed here is NOT part of the Marquam Hill Plan District; in 2002 the Homestead Neighborhood Association insisted that this this CM zone NOT be included in the District and this fact is documented.

Moreover, in light of the fact that historically and currently my 35-40 renters who live on Marquam Hill are almost all OHSU community members who WALK to work, class, and treatment, there is no reason to believe that more residential development

in this area will interfere with the the objectives of the Marquam Hill Plan.

In fact, implementing more residential development in this area will logically lead to a DECREASE in single vehicle trips through the Neighborhood on 'cut through' streets below the OHSU campus. A reduction in traffic on these streets is a laudable goal of the City and is of paramount concern to the Neighbors, so allowing more development potential, not restricting it, will help the City and the Neighborhood Association achieve important goals.

The City of Portland faces an unprecedented housing shortage and an acute lack of affordable housing. Moreover, the City has wisely made it a top priority to encourage housing located within walking distance to jobs.

Homestead Neighborhood has over 2,000 inhabitants and over 12,000 employees whose very real interests have been ignored.

The proposed zoning designation made to satisfy the Neighbors is not a legitimate use of the amendment process.

The proposed zoning designation represents a severe and unjustified downzoning due to A) a proposed lower maximum height, and B) the proposed inclusion of residential use in maximum FAR of 1.5:1 (or 2.5:1 with bonus), a change from the current status quo which does not include residential use in FAR at all.

First, the new proposed height is 35' or 10' less than the current 45.'

Concerning maximum building height, BPS planning materials mention the importance of a 'step down effect' to improve the visual impact of development and to better manage 'the bulk of development.'

The CM zone in which my property is located is surrounded on the uphill sides with MULTI-DWELLING residential property zoned R1 which has a maximum height of 45' and on other sides by OHSU's institutional campus zoned EX.

Maximum allowable building heights on the West side of OHSU adjacent to the CM zone where my property is located are 665', 655', 690' and 610' above sea level; my properties on SW US Veterans Hospital Road have a base height of 539' above sea level, or 71 feet lower than the lowest of the max building heights listed above.

The proposed maximum height of 35' for the commercial zone in which my property is located does not make sense and is not appropriate. To achieve a step down effect, a maximum building height between 45' and 71' would be logical.

Secondly, concerning the proposed loss of density (as controlled by max height limit and FAR rules) and much needed development potential, I would like to highlight important figures which somehow seem to been ignored or overlooked by the City.

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.

While a professional economist or demographer might develop a more refined comparison, it is an undeniable fact that Marquam Hill has an extremely high concentration of jobs, not to mention educational and treatment opportunities to which citizens need better access through the development of more housing nearby.

Materials published by BPS attempt to define the differences between new commercial zoning designations. However, these descriptions available to the public are very general and vague. Nevertheless, an objective interpretation of these materials suggests that given the specific characteristics of the land in question and those of the surrounding area, the proposed choice is CM1 is clearly LESS appropriate than the City's other new zoning designations.

2035 Comp Plan Guide and other materials published by the City list goals, objectives and policies which are too many to mention here, but importantly, the choice is CM1 seems to completely ignore the very goals and objectives which have supposedly prompted the proposed zoning change.

For example, over the next 20 years, Portland expects 260,000 new residents.

Where are they going to live? And don't we want to provide them with the opportunity to WALK to work?

Last week I spoke with many of my current and even some past Marquam Hill renters about their concerns and wishes which are the following:

- increase supply of housing on the Hill
- increase supply of affordable housing on the Hill
- include off street parking spaces with housing units
- increase commercial services and amenities on the Hill (especially child care and a small grocery store)

Every week I receive unsolicited inquiries for housing on the Hill from OHSU staff, students, and patients (who are coming for slightly longer term treatment, or from the

families of patients receiving longer term treatment) and unfortunately I have to turn almost all of these deserving people away because I do not have and Marquam Hill does not have enough housing supply.

The decision to down-zone this area is extremely ill-conceived and will not adequately serve the citizens of this Neighborhood and citizens of the City.

I believe that the City of Portland is legally obligated to remedy this situation by adopting a more appropriate zoning designation, or face judicial or other review by Land Use Board of Appeals, for example.

Sincerely,

Brian Dapp

From: [N.F.](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Monday, October 17, 2016 8:02:47 AM

Hello,

I'm writing to ask council to **trade minimum parking requirements for more affordable housing by eliminating minimum parking requirements in Mixed-Use Zones.**

I live in the suburbs of Washington County, and I would much rather see and know that people are safely housed when I visit the city.

I am not worried about parking a car, because I can take the bus or MAX into town. Using public transit is much more enjoyable than the responsibility of driving down a freeway to see a game or have lunch in the city. With people housed—not cars—I feel that a wider good has been done.

Thanks,

N Fast

From: [Thomas Karwaki](#)
To: [BPS Comprehensive Plan Testimony](#)
Cc: [Hales, Mayor](#); [Commissioner Fritz](#); [Commissioner Fish](#); [Commissioner Saltzman](#); [Commissioner Novick](#)
Subject: Comprehensive Plan Implementation
Date: Monday, October 17, 2016 8:01:45 AM

Commissioners:

The Board and Land Use & Transportation Committee of the University Park Neighborhood Association requests that you consider the following comments and concerns dealing with the Zoning and Open Space Maps, Mixed Use, and Institutional Campus implementation items before you.

1) The University Park Neighborhood Association has been involved for over 4 years in the development of the Institutional Campus zoning document.

The UPNA OPPOSES the Institutional Campus approach as being unnecessary and feels it will create a barrier to institutional-neighborhood relationships. The UPNA feels that the current Conditional Use Master Plan approach is the best way to protect both the interests of the institution and the neighborhood. Thus the UPNA requests that the Institutional Campus zoning not be applied to the University of Portland. The Conditional Use approach allows for flexibility and continued dialogue between institutions and the community whereas the IC zoning will create conflict and unduly restrict economic development and job creation by institutions.

2) The UPNA strongly supports the change in zoning from Commercial to Residential for the five properties south of Willamette Blvd. This will improve pedestrian and vehicular safety as well as improve stormwater and slide conditions.

3) The UPNA strongly supports the changes in zoning along Oberlin and Macrum.

4) The UPNA OPPOSES the zoning map's continued use of R5 for the Water Bureau property along the Peninsula Trail and PROPOSES that a 50 foot Recreational/Trail OVERLAY between the Trail and residences be applied.

5) The UPNA supports the Mixed Use along Lombard Ave. In general the UPNA supports the Mixed Use plan.

6) The UPNA OPPOSES eliminating parking minimums for Mixed Use zones -- BUT does agree that the minimum parking requirement should be relaxed to less than 1 car per residential unit if the Mixed Use zone is near a corridor or center. Some ratio like 1 parking space per 2 units would increase housing affordability while preserving public streets for economic development or transportation purposes. If used with

7) The UPNA supports increasing the flexibility of using parking for multiple purposes (such as sharing between institutional, commercial and residential uses). The UPNA supports a robust parking permit program that encourages economic development, allows parking for disabled and seniors, and promotes active transportation AND residential parking.

8) The UPNA ENCOURAGES the BPS and City of Portland to facilitate Mixed Use development using Innovative & Alternative Financing mechanisms. In order to encourage true mixed use development in mixed use zones, the City through the PDC or the Housing Bureau should provide a limited subsidy of the construction or bridge loans interest rate (buy down interest rate) so that financing a mixed use development should not be penalized by the market place as opposed to all commercial/residential development loans (which generally carry a lower interest rate). Otherwise while the Zoning Map may say Mixed Use, what the market place will build will be just apartment or commercial buildings. Such has been the case along Interstate Avenue (Interstate Bowling Lanes).

Thomas Karwaki
Vice Chair, University Park Neighborhood Association
Land Use & Transportation Committee Chair
253.318.2075 cell

To: Portland City Council

From: Alice Blatt, 15231 NE Holladay, Portland OR, 97230 - Wilkes Community Group Board member

Re: tsp 50009 (East Portland TSP ID#) NE 148th (other Wilkes Community Group projects: NE 162, Halsey, Sandy Blvd. and Airport Way)

The Wilkes Community Group appreciates projects in our neighborhood recommended by the PSC in TSP Stage 2 (particularly the sidewalks).

We are seriously disappointed that our most significant safety issue (NE 148th) was minimally addressed. This was voted second of 25 projects in East Portland by all 13 Neighborhood Associations.

As a consequence, we are including revised testimony, previously submitted to the PSC.

For years the Wilkes Community Group has been concerned about lack of general safety and sidewalk and bike lane inadequacy along NE 148th, from Glisan to Marine Dr. – first, involving access to the highly popular Glendoveer Golf Course walking trail; second, access to Margaret Scott School in the southwest quadrant of the Sacramento and 148th intersection; and third, the whole safety issue under and north of the UP railroad overpass (at I-84), which is one of only three access streets for cars or bikes under I-84 (122nd, 148th, 162nd) from Halsey St. to Sandy Blvd..

Safety factors under and north of the railroad bridge on 148th include –

- 1) No traffic control signals between Halsey St. and Sandy Blvd. (a distance of 1.25+ miles) or crosswalks, regulated or otherwise (one flashing light warning of vehicle entrance from Rose Parkway on the eastside)
- 2) Northbound on 148th, downhill compression from four to two lanes under overpass, generally generating increased vehicular speed. The posted speed limit is seldom obeyed.
- 3) No paved sidewalk or bike lane on east side, from Sacramento under overpass to Klickitat; also Fremont to Sandy. Walkway under overpass is unlit, unpaved, and frequently muddy (see accompanying photo under overpass).
- 4) No paved sidewalk or bike lane on west side from Stanton Ct. to Sandy Blvd.
- 5) The visibility (line of sight) problem was brought to our attention with a recent development proposal at 3001 NE 148th (see accompanying photo, taken from driver's level at proposed development exit point, of the UP railroad overpass to the south). Additional developable property currently exists north of the Parkrose Chateau to Sandy Blvd., with its potential for much increased traffic.
- 6) The streets and group driveways north of I-84 connect with 148th mostly in an alternating pattern, making addition of a traffic control signal problematic:
 - a. From west:
 - Stanton Ct. (Argay Downs) = approx. 43 homes
 - Parkrose Chateau (Senior Care Retirement Home) – number of occupants unknown.
 - two driveways from Rivercrest Church
 - Nam-Quang Temple
 - 147th intersection
 - b. From east:

148th Pl. - approx. 46 homes from Graham St. – no exiting visibility of cars coming from the south

Rose Parkway (Jasper Hts.) 75 units and Siskiyou Ct. (Rivercliff Estates) 115 condominium units – approx. 300 cars

Klickitat

Fremont – approx. 140 homes

Is alteration of the street configuration (i.e. leveling) to improve the line-of-sight problem possible? Unfortunately, removing the line-of-sight problem may in fact encourage increased speeding on 148th. Residents of the condominiums have suggested a traffic circle, speed bumps, or a traffic control signal (alternating street pattern – a problem). A traffic engineer would certainly be of assistance.

Thank you for your consideration.

Line-of-sight from driver's level from 3001 NE 148th to UP overpass



Looking south on 148th at east side walkway under railroad and freeway overpasses.



From: [Jennafer Furniss](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: "Comprehensive Plan Implementation"
Date: Monday, October 17, 2016 7:58:19 AM
Attachments: [IMG_3381.mov](#)

I was so impressed with the thoughtful work the city planners put into the mixed use project. My only concern was that Sellwood Moreland was being left behind the other neighborhood centers unfairly. A vibrant neighborhood center for more than a century, yet neglected by the city by the protections put forth for other neighborhood centers and the communities that live there. I had no idea the setbacks and step downs would be removed, these are so important for making our cities livable. Please restore these so sunlight and pedestrian friendly design is restored.

Thank you,
Jennafer Furniss
2525 NE 13th Ave.
Portland, OR 97202

From: [Brainard Brauer](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Historical Zoning VS New Zoning and Ownerships
Date: Monday, October 17, 2016 7:58:15 AM

Dear Council,

How about allowing owners of over 1 year, 3 year, or some reasonable period to use there zoning and restrictions as defined at time of purchase to develop their property as expected. If they wish to use the new zoning with new restrictions that this will also be an alternative and if done correctly an insentive. The use under the old zoning/restrictions may require a review but at no charge and should allow catastrophic reconstruction within also reasonable and less costly review to allow financing certainty. If the property is sold then the new zoning and restrictions become in place with perhaps some allowance for inside family with some language about LLC, etc. holdings with mixed ownership. At the end of the day, this is fair and keeps the piece in our fine city.

These ideas which are fair and in the spirit of what voters and legislature passed numerous times as evident with measure 37 and 49 but also other laws applicable to compensation and notices. It sets a legacy to this land use implementation and removes significant resistance much of what I suspect has not yet been voiced. The notice is recent and the time for the small folks to understand and provide input let alone testimony time which has been so restricted/condensed. The alternative is to do an outreach by all available methods including by phone and in person to every single effected property and delay significantly any implementation. A daunting task.

Lastly, the topic of new zoning that adds value to property and/or changes the character for the neighborhood significantly either in redevelopment size or undetermined traffic impact. Some of these examples should be set for further review and time for expanded input in any situation.

It is the long term property owners that in many case have worked hard to improve our fine city and neighborhoods. Much of this hard work makes it almost impossible to be part of this process let alone understand the impact. In cases where there hard work results in lowering property value by these zoning changes, this is simply lacking in basic fairness. In other cases, the expected historical zoning and use may be the lower value but it is also the basis under which these owners expected to be able to use their property. There will always be an appearance of favoring some large developers and hopefully only an appearance. Being fair to the long term owners who have made this city is a key to balance perception.

These ideas may have precedence or seems at first glance like adding a layer of complexity. To the extent this sets new precedence, this is also fair while it keeps the peace and becomes quite an accomplishment.

Sincerely,

Brainard Brauer
Long Term Small Property Owner
3205 SE 13th Ave and 3111 SE 13th Ave
Portland, OR 97202

(503) 238-1414

From: [Jennafer Furniss](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: "Comprehensive Plan Implementation"
Date: Monday, October 17, 2016 7:48:42 AM

October 13, 2016

Portland City Council
1221 SW 4th Ave, Room 130
Portland, OR 97204

Attn: Comprehensive Plan Implementation

Portland City Council members:

Testimony for Mixed Use Project
Submitted by
Jennafer Furniss
2525 NE 13th Ave
Portland, OR 97202

Sellwood was founded in 1883 with SE 13th at its center. SE Milwaukie has served Portland since the 1840s when settlers made their homes after their long journey on the Oregon Trail. These two streets make up the town center which has been cherished as a pedestrian centered community for over a hundred years. It is a distinct walkable community and in the future should continue to be a distinct walkable community as our city grows. It deserves a design overlay. This is a unique and historic center of town, not one that investors with no stake in the community should be blot with cookie cutter development unsuited to the neighborhood without acknowledging the architectural and communal living history of Sellwood Moreland. Other neighborhoods such as St. Johns, Kenton, Mississippi have a design overlay and SE 13th and Se Milwaukie have earned the same respect. In fact, it is about equality. This neighborhood center should not be treated differently then the other neighborhood centers.

As a whole I support the division design initiative in their efforts to make this a great city. I second their well thought out, compassionate and logical conclusions about the mixed use project.

1. Support for including Design Overlays on Civic Corridors

Major civic corridors like Powell and others need this design overlay too if they are to become the "Great Streets" they are intended.

2. Support for Stepbacks and Stepdowns above the Third Floor

It is of great concern that the Planning Commission has recommended removal of the stepdown/stepback requirement at the street for smaller zones (CM1 & CM2). We're going taller so we need the stepbacks and stepdowns (especially on narrow streets) to help make better transitions and better compatibility in existing neighborhoods. Hawthorne Boulevard Business Association (HBBA) has recommended these stepbacks above the third floor as has the Division Design Committee. HBBA has stated in past testimony that "it would be disruptive to the ambiance, mass and scale of the District to create a designation that allows more 4 story buildings without a stepback above the 3rd floor." This is an important livability and compatibility issue needed to help new development fit better. It also impacts solar access and shade impacts which can impact daylighting, heating and associated utility costs for the first floor of commercial buildings on the N. Side of narrow E-W streets. Please restore these stepdown requirements to help neighborhood better accept increased density with fewer impacts.

3. Support for Design Guidelines for Compatibility and Design Commissions per Quadrant.

We absolutely need to increase our housing capacity. However, as recent evidence has

demonstrated, quantity does not always equal quality. It takes thoughtful design that is sensitive to context, neighborhood character and patterns of design that make Portland so special and desirable. To do this effectively we need better area-specific design guidelines, standards and area specific design review boards

4. Support for HBBA Testimony on Recommendations for Building Size and FAR - "...continue a 45' height limit combined with a new 2.5 Floor Area Ratio (FAR) to address concerns about boxy, massive infill on corridors. While we would be more comfortable with the former C2 limit of three stories or a 45' limit, the introduction of the 2.5 FAR restores balance to the this zoning equation."

5. Support for Adding Impact Assessments of New Development (DDI Ten 10 Policy Recs #10) Solar, privacy, noise, loss of historic resources, traffic, air quality are often significant yet we are lacking the tools we need to properly evaluate and measure the impacts of new development. We need assessments both +/- if we are going to grow denser and maintain livability. This should be a part of permit review but should also be included as a goal in the Comp Plan and standards for higher density buildings. We can't manage effectively what we don't measure.

6. Support for Incentives & Bonuses for Innovation & Resiliency - (These should be integrated in both the Mixed Use & Other Comp Plan Programmatic Approaches)

a) Incentives for Reuse/Preservation of Existing Buildings are Needed (ideally tied in with projects that undergo seismic upgrades supported by SDC fee waivers, etc.) This would support resiliency in our existing building stock, incentives upgrades for small business owners, and support preservation of important community character and identity.

b) Incentives or bonuses for Energy efficiency & Building Innovation such as zero energy buildings (i.e. buildings that generate their own energy) - Buildings account for more than 40% of our national energy. Therefore, it is absolutely critical and can have a direct impact on affordability by significantly reducing monthly heating and lighting bills for low income occupants, as well as help meet our long term climate goals. California has committed to a zero energy building goal for all new residential becoming zero energy by 2020 and all new commercial by 2030. We should be at least as visionary here in Portland if we want to retain our title of a bastion of sustainability. Staff should come back with a recommendation for this to be included in the Mixed Use Zoning Bonuses or a proposal for a short term market incentive (e.g. first 20 zero energy buildings get fee reductions perhaps).

c) Incentives for development in underserved areas (e.g. 82nd, Powell, etc.) that could benefit from increased services new development would bring both through diverse businesses, increased walkability and density for greater transit (via SDC's and other fee waivers or reductions, or other bonuses)

Please support these important issues that impact both our short term and long term community goals for a more livable, resilient and sustainable Portland. Many thanks for the commitment and work you do for our City.

Thank you,

Jennafer Furniss
2525 NE 13th Ave
Portland, OR 97212

From: [James Peterson](#)
To: [BPS Comprehensive Plan Testimony](#)
Cc: [Hales, Charlie](#); [Ocken, Julie](#); mnachair@gmail.com; anne.debbaut@state.or.us; jim.rue@state.or.us; jredden@portlandtribune.com; [McCullough, Robert](#); eben@fodorandassociates.com; jannett.wilson@gmail.com; [Anderson, Susan](#); [Zehnder, Joe](#); [Elmore-Trummer, Camille](#); [Commissioner Fritz](#); [Commissioner Fish](#); [Commissioner Novick](#); [Commissioner Saltzman](#); [Engstrom, Eric](#)
Subject: Re: Comprehensive Plan Implementation (Inadequate Time)
Date: Monday, October 17, 2016 7:47:05 AM

Council Clerk , cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

The release of the material for the Implementation of the Comprehensive Plan gave inadequate time for the citizens, neighborhood associations and coalitions time to review all the material and give a respond at the two city council hearings October 6 and 13. The material should have been released at leased 60 days before the hearings to give neighborhood associations and district coalitions time to review the material and give a formal response. These groups are sanctioned by the city and normally meet once a month with bylaws they must follow to take formal positions. The 2035 Comprehensive Plan is a 20 year plan and there is no need at this time to put the implementation on a fast track inconsistent with the adopted policies the comprehensive plan and Goal 1. More hearings need to scheduled before this moves forward or their will be an objection filled for new hearings with DLCD when Task 5 is sent in for review. The email below shows it has taken BPS staff over 4 months to review and organize 20,000 pages of the record for Task 4 and to my knowledge is still not done. Please note I requested that this material be put in a searchable data base and the mayor stated the staff had been instructed to do so. When will the data base be made public? The TSP was released with the PSC recommended changes following the original text. A new version of the TSP needs to be released with the PSC changes so that it is clear what the public is commenting on.

Please add these to the record.
Thank you,

James F Peterson
Multnomah
Land Use Chair
2502 SW Multnomah Blvd
Portland, OR 97219

DLCD
Director Jim Rue, jim.rue@state.or.us

Portland City Council
Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov

Sent from [Outlook](#)

From: Engstrom, Eric <Eric.Engstrom@portlandoregon.gov>
Sent: Wednesday, September 28, 2016 9:51 PM
To: MNALandUse@swni.org
Cc: Hales, Charlie; Ocken, Julie; mnachair@gmail.com; anne.debbaut@state.or.us; jim.rue@state.or.us; jredden@portlandtribune.com; McCullough, Robert; eben@fodorandassociates.com; jannett.wilson@gmail.com; Anderson, Susan; Zehnder, Joe; Elmore-Trummer, Camille
Subject: Fw: Mailing of Comp Plan Task 4 Notice

Mr. Peterson,

I can respond on behalf of Director Anderson.

We are preparing the notice of adoption for the June 15th Comprehensive Plan adoption, and the associated supporting documents. As you may know, DLCD requires that the records of the decision be organized in a specific way, in reverse chronological order, with a table of contents. The record in this case includes over 20,000 pages, with thousands of individual documents. The process of fully organizing and indexing the record has taken longer than we anticipated. I expect the notice will be mailed in October. I don't yet have a specific date. I can verify that your name is on the list of participants, so you will be receiving this notice when it goes out.

The adopted ordinances are posted online in the City's eFiles archive system, at the links below:

<http://efiles.portlandoregon.gov/Record/9497138/>

and

<http://efiles.portlandoregon.gov/Record/9497140/>

- Eric Engstrom, Principal Planner
Bureau of Planning and Sustainability

Begin forwarded message:

From: James Peterson <MNALandUse@swni.org>
Date: September 28, 2016 at 12:25:24 PM PDT
To: Hales Charlie <Charlie.Hales@portlandoregon.gov>, "Julie.Ocken@portlandoregon.gov" <Julie.Ocken@portlandoregon.gov>
Cc: "mnachair@gmail.com" <mnachair@gmail.com>, "anne.debbaut@state.or.us" <anne.debbaut@state.or.us>, "jim.rue@state.or.us" <jim.rue@state.or.us>, "Jim Redden"

<jredden@portlandtribune.com>, "robert@mresearch.com" <robert@mresearch.com>, Eben Fodor <eben@fodorandassociates.com>, Jan Wilson <jannett.wilson@gmail.com>

Subject: Fw: Mailing of Comp Plan Task 4 Notice

I see Ms Anderson is out of the office until after the City Council Hearings on the Comp Plan. Please forward the requested information.

Thank you
James Peterson
Multnomah
Land Use Chair

Sent from [Outlook](#)

From: James Peterson on behalf of James Peterson <MNALandUse@swni.org>

Sent: Wednesday, September 28, 2016 7:09 PM

To: Anderson Susan

Cc: mnachair@gmail.com; anne.debbaut@state.or.us; jim.rue@state.or.us; Jim Redden; robert@mresearch.com; Eben Fodor; Jan Wilson

Subject: Mailing of Comp Plan Task 4 Notice

What is the updated projected date of the mailing of the notice of the June 15 adoption of the Comprehensive Plan Task 4 and other parts? Please forward the link to complete ordinance and supporting documents. Note: I have been informed by the state that the amount of Task 5 that may have do be redone will not be a factor in the review of Task 4.

Thank you
James Peterson
Multnomah
Land Use Chair

Sent from [Outlook](#)

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

c/o Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov

Re: Planning for Multnomah Village

Multnomah Village is an area of Portland with major historical design significant that needs to be protected. The current scale of this business district is appropriate for its narrow main street, making it an inviting place for people to shop and eat out in unique locally-owned businesses.

With the exception of one 3-story building, the Village consists of one-story and two-story buildings, many of which are the original buildings from the earliest days. The Village is covered by a Design District Overlay under the current Comprehensive Plan and this D Overlay states that new development must be consistent with the scale and character of the existing businesses, but the current zoning code does not provide this protection.

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan proposes to change Commercial Storefront properties in Multnomah Village to either Commercial Mixed Zones 1 (CM1) or 2 (CM2). The CM2 designation would allow out-of-scale buildings of up to 4-stories to be built in this historic area.

I am requesting that the City Council change the designation of all properties in the business district of Multnomah Village that are covered by the current D overlay to CM1. The new CM1 designation is a better fit for the historic Village because it will limit building heights in this area to 35 feet, the approximate height of three-story buildings.

I am also requesting that building heights for lots that are bounded by two streets be measured from the lower street. This will prevent the construction of additional stories that could result if heights are measured from the higher street on these steep lots.

Lastly, I am requesting that a Plan District be implemented as part of the Comprehensive Plan for the Multnomah Village Business District to further protect the scale and character of this special place that has major design significance in the City of Portland.

Please add this to the record.

Thank you,

(Your Name) *David McCarthy*

(Your Address) *4311 SW Freeman St. Portland, OR 97219*

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

From: [Aaron Clemons](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Monday, October 17, 2016 2:08:00 AM

To the Portland City Council,

I am writing in regards to Homestead Neighborhood and Portland's 2035 Comprehensive Plan. I would like to urge that the new Comprehensive Plan does not increase zoning density in the Neighborhood beyond which the neighborhood has already adopted west of the proposed CM1 zone.

Homestead elected to increase the residential density and commercially zoned areas west of OHSU, which permitted more housing close to OHSU (as well as commercial use) while at the same time gradually stepping back the density allowing for the single family residential character to remain (currently there is a transition from CM-R1-R2-R5). The opportunities for additional units still remain today. In fact I believe that the increased zoning density already went too far. Currently this can be seen in that there are vacant lots within the CM zone while further away from campus two nice houses (~650K each) are scheduled to be demolished to make way for apartments. Some property owners have been interested in increasing the zoning to their properties for their advantage but this would not be beneficial to the neighborhood.

I would also like to encourage that the plan does not include any additional zoning that would allow commercial parking on Marquam Hill. There is already more traffic than can be accommodated by the existing infrastructure and additional traffic will exacerbate existing traffic jams, decrease neighborhood livability and decrease safety. OHSU has a parking cap and zoning allowing commercial parking would disregard the spirit of this agreement.

Street parking in the Homestead Neighborhood is particularly hard to come by and there have been many abuses of the parking permit system aggravating both on street parking for residents and traffic coming to and from the hill. Although the neighborhood is close to the bus line and the tram, it is not conveniently located to supermarkets and other amenities so most folks have a vehicle(s). Additional units that will be built on the hill should always include off street parking. In addition, new housing will put a strain on the traffic system enough without nonresidents parking in a commercial parking structure.

Thank you,
Aaron Clemons
Portland, Oregon 97239

From: [Ellen Pillow](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation, Marquam Hill
Date: Sunday, October 16, 2016 11:26:31 PM

I don't believe it would benefit the Marquam Hill area of Homestead neighborhood to upzone in a way that would allow commercial parking to increase. We have terrible problems leaving the hill now, and I do not want to see changes that will make it worse. Doing so would be bad for both the residents and OHSU.

thank you,
ellen pillow
3435 SW 12th Ave
Portland, Or 97239

From: [Betsy](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Please eliminate minimum requirements for off-street parking and enact other parking reforms
Date: Sunday, October 16, 2016 11:13:44 PM

Dear City Council,

Please help reduce the number of off-street parking spaces so that land can be used for more important things like housing and parks.

In the Division/Clinton neighborhood where we live we have had an increase in both residential and commercial development resulting in more people circling the block looking for parking. Please put in parking meters on Division St. where so many restaurants, retail businesses, salons, and studios are located. Set up the meter system based on demand pricing of parking so that those who do drive will always find a spot available at the curb near their destination and they won't have to keep circling our neighborhood streets.

Please consider implementing a low-priced residential permit program so that those who live here can find parking on their block. Please treat renters the same as homeowners in the pricing and availability of these permits.

Please continue to develop our transportation system and urban planning in a way that encourages people to drive less and instead walk, bicycle, take transit, carpool, carshare, rideshare, etc. I believe we will all be healthier and happier for it.

Thank you for taking my testimony.

Betsy Reese
SE Brooklyn St.
Portland Oregon

From: tinaconnolly@gmail.com on behalf of [Christine Connolly](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Sunday, October 16, 2016 10:57:17 PM

Hi -

I wish to write in support of trading minimum parking requirements for more affordable housing by eliminating minimum parking requirements in Mixed-Use Zones.

Thanks,
Christine

From: [Cathryn Heron](#)
To: [BPS Comprehensive Plan Testimony](#)
Cc: [Cathryn Heron](#)
Subject: Comprehensive Plan Implementation
Date: Sunday, October 16, 2016 10:18:16 PM

I am writing to object to the proposed zoning changes from a R5 designation to a R2.5 at my property address at 4315 SE Morrison.
Portland, Or 97215

I am a native to Oregon and a resident at my address for over 20 years. I am disappointed in the ongoing demolition of small starter and historic homes and "infill" we are experiencing in the last 3 years in the inner core neighborhoods of Portland. I believe that the citizens of Portland have lost out to the interests of developers who promote the false idea that infill and "missing middle " housing creates affordability. The recent tear down and replacement of small affordable homes for "Infill" homes I have seen go up within a mile of my house have been sold for \$800,000 in the case of one new single family home and over \$ 1,000,000 for a duplex. In both cases they replaced small affordable starter bungalows. Clearly the only beneficiaries of these projects are the developers. These projects both cost significantly more than the existing homes around them and were out of scale and character. I value the character and the quality of our R5 neighborhoods, that possess trees that the city encouraged homeowners to plant, safe places for families to walk and create community. Belmont at 43th has become unsafe due to traffic increases and the current developments of two large infill apartments on both sides of Belmont between 42nd and 45th. Four homes around 100 years old were torn down for one of these projects. This neighborhood is already congested. Some streets like 44th N of Belmont (the E end of my block) are extremely narrow and cannot safely accommodate more traffic or use, to bypass Belmont or Stark which happens as a direct result of increasing the housing density, traffic and number of cars on Belmont. It is currently so bad I can no longer safely enter Belmont at 43rd in the morning due to the cars parked right up to the corners blocking all visibility for cars bikes or pedestrians. Adding duplexes, triplexes etc to my little street and those nearby will do NOTHING to make housing affordable and everything to destroy the neighborhood within which I hoped to retire. I feel that those of us who built these neighborhoods, have worked and paid taxes for decades need to have a voice and not be over ridden by developer interests. I live in a 107 year old 1000 square foot home that I have lovingly restored. I know any developer who purchased it would tear it down, wasting all the resources invested in its restoration, cutting down the 11 trees I have planted and filling up the entire lot with a big box of some sort with no yard, no green, no sustainability, no gardens that provide habitat for birds, bees and wildlife. Any family who wanted to buy it would likely be outbid by the developers who stand to make big profits. This is not the Portland I invested my taxes and time in. Stop the madness and retain the character and liveability and historic quality of these old Portland neighborhoods. When I was younger I moved to a funky neighborhood and worked to make my rental a nice place and ultimately the neighborhood became a "cool" place to be. I don't think that we should destroy our neighborhoods so newcomers to Portland can live in the "most desirable" neighborhoods. They can move to some of the "funky" neighborhoods and help build community there and the neighborhood will become one that has the amenities and qualities that my neighborhood has. I resent the suggestion that those of us who want to preserve our neighborhoods are somehow selfish for challenging the demolitions and distorted claims of creating affordability. Keep the R 5 zoning in my neighborhood!!!!!!!!!!!!!!!!!!!!Thank you
Cathryn Heron

Sent from my iPhone

From: [Jeffrey Yasskin](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Sunday, October 16, 2016 9:51:35 PM

Dear City Council,

I'm writing in regard to <http://pdxshoupistas.com/opposition-to-parking-reform-surfaces-and-unwittingly-supports-arguments-for-reforms/>, to request that you eliminate minimum parking requirements in Mixed-Use Zones, so that we can house more people instead of cars.

Any shortage of parking is due in large part to the fact that we barely charge for it. We should meter all parking spaces that are in high demand, and institute neighborhood parking permits with prices high enough that they actually guarantee a space rather than just the ability to look for a space.

Ideally, half or more of parking revenue should go back to the neighborhoods it came from, in order to get the neighbors to support the programs. Seattle's Parking Benefit Districts would be a good place to start looking for examples.

Thanks for reading,
Jeffrey Yasskin

From: [Patrick Burke](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Sunday, October 16, 2016 8:39:49 PM

Remove Parking Minimums in the Inner Pattern Area

I am an active board member in Brentwood-Darlington (B-D), and have been for approximately three years now. I am also a bike commuter to downtown. I choose to live in Brentwood-Darlington because I felt that it is particularly bike-friendly neighborhood -- in fact, it may be the last affordable bike-friendly neighborhood in Portland. I consider B-D to be bike friendly for a host of reasons, including: a lack of large 4 lane roads to cross; the interconnected grid pattern among local streets; a reasonably short, safe, and downhill bikeride into downtown and to Orange MAX; the completely flat and short bikeride to the Woodstock and Foster commercial areas; and a suitable mix of buses and amenities like Car2go to compliment my bike commuting activities.

It is as an active community member and bike commuter that I would like to give my perspective on the need for minimum parking requirements in mixed-use areas. And, it is my opinion that the city should eliminate minimum parking in mixed-use zones in the 'Inner Pattern Area' as it is defined in the Comp Plan.

Here is the supporting evidence for my position:

Point 1)

Recently, the BDNA was presented with the designs of a new apartment building at the corner of Cooper and 52nd Ave. This building, as originally presented to the board, included 30 apartments, no commercial areas, and no parking spaces. The lack of parking caused no major controversy. The board approved of the building and agreed to provide a letter of support without the parking and without requesting parking. The board did, however, have one major concern: where are the storefront commercial spaces? The result was that, while the board did provide its support without issues, some members of the board (not me, btw) continued to 'politely badger' the architect to convince the property owner to add two small storefronts. Ultimately, this effort was a success, and, if you look up the building permit for this property, you will see that the owner has modified their plans to include 2 commercial spaces and 27 apartments -- still no parking.

Point 2)

Immediate Frequent Transit access is not the best metric for deciding where parking should be

required in the Inner Pattern Area. This can be evidenced by looking at two examples of dispersed mixed-use, CM1 commercial areas: the area at "SE Clinton and SE 26th" and the area at "SE Gladstone and SE 28th". These areas are NOT located along a frequent transit line (using either Trimet's 15 min definition or Portland's 20 min definition). These areas also both consist of mixed-use buildings that, almost exclusively, provide no parking for commercial uses or residents. The result, however, is not conflict; instead, it is perfection. Areas such as these two small zones are the envy of every neighborhood in the city that does have similar areas of its own. Nevertheless, despite their desirability as is, the newly proposed zoning rules will impose new minimums on these two areas, and other dispersed areas, that were previously exempt simply because a frequent bus does not pass in front of their doorsteps. Meanwhile, parking will still not be required in the denser areas like Division which have created substantial conflict. This is not only a regression in standards, but it is a regression that fails to meet its objective!

The more reasonable solution would be to find ways to increase parking in denser areas while leaving parking-exempt, dispersed zones like these, which already co-exist peacefully with their neighbors, untouched. However, because adding minimums to dense areas near frequent transit would be economically unjust and out-of-line with the vision of the Inner area, the only sensible solution left is to abolish minimum parking in the Inner Pattern area for all commercial use and all residential use below 30 units, while finding more creative ways to encourage adding spaces in denser areas (perhaps via bonuses or shared parking).

Point 3)

The city of Portland recently did a study "*The Industrial Middle of Portland's Changing Income Distribution*". In this study, a map labeled "*Where Columbia Corridor workers live*" was included that highlighted the sharp divide between where industrial workers live and where downtown workers live. This map (*available at: <https://www.portlandoregon.gov/bps/article/501671>*) clearly showed that industrial workers, who work in non-centralized employment areas not well-served by Trimet, live in the Outer Pattern zone in East Portland and do not work in Downtown Portland in high concentrations.

Brentwood-Darlington, though transitional in this regards, was clearly in the downtown worker zone as it had a very low density level of workers who work in the Columbia Corridor. This shows that the current pattern areas, as defined in the Comp Plan, are correct and appropriately designed to meet the needs of residents in those areas and the future trends these areas are experiencing. It also indicates that, when downtown connectivity is critical for residents, the salient concern is not providing additional parking; instead, the overriding concern is keeping people from driving to prevent them from clogging up our small, mostly 2-lane neighborhood corridors and, as a result, causing our buses to become mired in traffic. In the downtown-commuter oriented, Inner Pattern areas, this concern must be held as more important than whether or not cars are parked in front of people's houses.

In other words, in Inner Pattern area, the questions of concern should not be "if we don't provide parking, where will they park? In front of my house?" Instead, they should be "if we do provide parking, will they drive? And, if they do, will it be on the same small street as my bus?"

The desire to live in an affordable area that is not designed and devoted exclusively to the automobile is exactly why people who cannot afford other close-in areas are moving to B-D. If you have doubts, please show up to our newly created 'Transportation and Land Use Issues' neighborhood meeting held on the third Tuesday of every month -- at the last meeting in September all of the attendees were bike commuters.

Furthermore, I should add that nothing I am advocating for is, in any way, revolutionary. The soon to be replaced CN1, CS, and CM zones are all exempt in the current zoning code. However, in what appears to be a backward progression, the new comp plan only leaves the CX zone exempt and none of the new CM zones. This represents a massive increase in parking restrictions. This increase might make sense in the Eastern and Western Pattern areas, but it makes absolutely no sense in the Inner Pattern area. On the other hand, the net impact of what I am advocating for will have a negligible net increase in exempt parking areas above the previous zoning code after frequent transit is considered. In fact, since it still allows minimums to exist in the Western and Eastern areas, it will likely result in a massive net increase in parking restrictions in Portland overall.

Patrick Burke

7006 SE 52nd Ave

Brentwood-Darlington

From: [Rick Johnson](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comp Plan Implementation, Parking minimums
Date: Sunday, October 16, 2016 6:50:49 PM

Dear Plan Team,

I am testifying about the minimum parking requirements for commercial buildings outside the central city. I believe that we need a greater number of parking spaces for all buildings. The idea that everyone who will occupy residential buildings is going to use either public transportation or ride a bike is ludicrous.

For those of us who live along streets adjacent to the corridors in single family housing we become overwhelmed with overflow parking from the apartment buildings along the mixed use corridors. PBOT's own study showed that 60 percent of apartment dwellers owned cars. By allowing this overflow parking to happen it results in families leaving the neighborhoods because most families with kids use a car during some part of the day. With no young families neighborhoods soon turn into autonomous transient populations with little community. Your policies are perpetuating a slow evisceration of community oriented neighborhoods.

The argument that parking spaces make apartments unaffordable is a spurious one. I toured a new building within a block of my house Saturday. Five hundred square foot studios and single apartments were 1400-1600 dollars without parking hardly affordable housing. The building was built for around 7 million with 42 units and is just becoming occupied. It is already on the market probably with a 20 percent markup so around 8.5 million. The developer has no connection at all with Portland and is just profiting from the boom. The difference for the developer was he made a greater profit by not supplying more parking but the final building cost after sale will be the same to the buyer. The answer to affordable housing is the use of inclusionary zoning not less parking.

I agree that the world needs to get carbon pollution under control. However I also believe that we need a transition period to accomplish this. Thinking that it is going to happen overnight is wrongheaded.

Finally I already have friends who have closed their offices in the CEID because clients spent 45 minutes looking for parking. Unfortunately these clients were vintners from the Willamette Valley so had no option but to drive.

If you continue down this path of no parking you need to at a minimum adopt the proposed permit parking program that gives R zoned properties first access to a limited number of permits.

Thank you for your consideration,

Rick Johnson
1414 SE Oak Street
Portland, OR 97214
rickjohnson77@comcast.net

From: [Donna Meyer](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Sunday, October 16, 2016 6:06:02 PM

Portland City Council
1221 SW 4th Ave, Room 130
Portland, OR 97204

Attn: Comprehensive Plan Implementation

Portland City Council members:

I am writing to submit testimony on the Comprehensive Plan Update and the proposed Mixed Use Zoning. I would like to advocate the Council consider the following recommendations for increased density with fewer impacts and greater neighborhood compatibility:

1. Support for including Design Overlays on Civic Corridors

Major civic corridors like Powell and others need this design overlay too if they are to become the "Great Streets" they are intended.

2. Support for Stepbacks and Stepdowns above the Third Floor

It is of great concern that the Planning Commission has recommended removal of the stepdown/stepback requirement at the street for smaller zones (CM1 & CM2). We're going taller so we need the stepbacks and stepdowns (especially on narrow streets) to help make better transitions and better compatibility in existing neighborhoods. Hawthorne Boulevard Business Association (HBBA) has recommended these stepbacks above the third floor as has the Division Design Committee. HBBA has stated in past testimony that "it would be disruptive to the ambiance, mass and scale of the District to create a designation that allows more 4 story buildings without a stepback above the 3rd floor." This is an important livability and compatibility issue needed to help new development fit better. It also impacts solar access and shade impacts which can impact daylighting, heating and associated utility costs for the first floor of commercial buildings on the N. Side of narrow E-W streets. Please restore these stepdown requirements to help neighborhood better accept increased density with fewer impacts.

3. Support for Design Guidelines for Compatibility and Design Commissions per Quadrant.

We absolutely need to increase our housing capacity. However, as recent evidence has demonstrated, quantity does not always equal quality. It takes thoughtful design that is sensitive to context, neighborhood character and patterns of design that make Portland so special and desirable. To do this effectively we need better area-specific design guidelines, standards and area specific design review boards

4. Support for HBBA Testimony on Recommendations for Building Size and FAR - "...continue a 45' height limit combined with a new 2.5 Floor Area Ratio (FAR) to address concerns about boxy, massive infill on corridors. While we would be more

comfortable with the former C2 limit of three stories or a 45' limit, the introduction of the 2.5 FAR restores balance to the this zoning equation."

5. Support for Adding Impact Assessments of New Development(DDI Ten 10 Policy Recs #10)

Solar, privacy, noise, loss of historic resources, traffic, air quality are often significant yet we are lacking the tools we need to properly evaluate and measure the impacts of new development. We need assessments both +/- if we are going to grow denser and maintain livability. This should be a part of permit review but should also be included as a goal in the Comp Plan and standards for higher density buildings. We can't manage effectively what we don't measure.

6. Support for Incentives & Bonuses for Innovation & Resiliency - (These should be integrated in both the Mixed Use & Other Comp Plan Programmatic Approaches)

a) Incentives for Reuse/Preservation of Existing Buildings are Needed (ideally tied in with projects that undergo seismic upgrades supported by SDC fee waivers, etc.) This would support resiliency in our existing building stock, incentives upgrades for small business owners, and support preservation of important community character and identity.

b) Incentives or bonuses for Energy efficiency & Building Innovation such as zero energy buildings (i.e. buildings that generate their own energy) - Buildings account for more than 40% of our national energy. Therefore, it is absolutely critical and can have a direct impact on affordability by significantly reducing monthly heating and lighting bills for low income occupants, as well as help meet our long term climate goals. California has committed to a zero energy building goal for all new residential becoming zero energy by 2020 and all new commercial by 2030. We should be at least as visionary here in Portland if we want to retain our title of a bastion of sustainability. Staff should come back with a recommendation for this to be included in the Mixed Use Zoning Bonuses or a proposal for a short term market incentive (e.g. first 20 zero energy buildings get fee reductions perhaps).

c) Incentives for development in underserved areas (e.g. 82nd, Powell, etc.) that could benefit from increased services new development would bring both through diverse businesses, increased walkability and density for greater transit (via SDC's and other fee waivers or reductions, or other bonuses)

Please support these important issues that impact both our short term and long term community goals for a more livable, resilient and sustainable Portland. Many thanks for the commitment and work you do for our City.

Thank you,

Donna R. Meyer
4545 SE Brooklyn St
Portland, OR 97206

From: [Christine Yun](#)
To: [BPS Comprehensive Plan Testimony](#)
Cc: [Hales, Mayor](#); [Commissioner Fritz](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Novick](#); lindsays@pdx.edu
Subject: Comprehensive Plan Implementation, Mixed Use Zones
Date: Sunday, October 16, 2016 4:23:24 PM

I would like to see the parking minimums required for new apartment buildings remain as proposed in the Comprehensive Plan.

Thank you,

Christine Yun
1915 SE Alder St.
Portland OR 97214

From: [Doug K](#)
To: [BPS Comprehensive Plan Testimony](#); [Hales, Charlie](#); [Commissioner Saltzman](#); [Commissioner Fritz](#); [Novick, Steve](#); [Commissioner Fish](#)
Subject: Comprehensive Plan Implementation
Date: Sunday, October 16, 2016 3:06:52 PM

Support of Richmond Neighborhood Positions on Comprehensive Plan

Mayor Hales and Commissioners:

I am a former Richmond Neighborhood Association Board Member, and a Richmond resident. I am writing to support the legitimacy of the RNA testimony submitted to you on Oct. 13, 2016. I believe the positions described in the letter reflect the discussion at the RNA Oct. 10 meeting. One board member, Mr. Fields, has written to dispute this, citing the powerpoint slide used in the discussion. The verbal discussion, though, went beyond that slide, and is accurately reflected in the letter.

The Board, in my recollection, did indeed vote to support the four points that Matt Otis includes in the RNA letter:

Minimize or eliminate CE zoning in Richmond

RNA prefers more pedestrian-oriented zones CM2 or CM3

Upzone Powell to CM3

With assessment of impacts-such as solar shading- for adjacent residential properties

The explanatory language is also consistent with my memory of the discussion at the RNA Board meeting. As explanations, I would not expect them to be a word-for-word transcription of the discussion in the room. Mr. Otis, as Land Use Chair, was authorized by the Board Chair, Cyd Manro, to write and send the letter, which he did.

I also agree with the positions expressed in the letter, which the Board supported by a large majority.

Thank you.

Doug Klotz

From: inning2@comcast.net
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Sunday, October 16, 2016 11:45:05 AM

Zoning changes that allow for commercial parking in the Marquam Hill area should **not** be made. We already struggle with so many parking issues on the hill. It is extremely difficult to maintain a healthy balance and with the Residential Infill project under consideration, commercial parking in that area will certainly increase the already extremely difficult parking issues and increase traffic through neighborhood streets.

The Homestead area has had it's share of challenges with OHSU parking issues, the proposed Marquam Hill Connector, Residential Infill proposal and now the early implementation of the Comprehensive Plan.

I am opposed to the zoning change that will allow commercial parking in the Marquam Hill area.

Jackie Phillips
Homestead Resident
4205 SW View Point Terrace

From: [Terry Dublinski-Milton](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Parking minimums
Date: Sunday, October 16, 2016 10:50:24 AM

To whom it may concern at the city of Portland,

We would like to go on record in supporting the LIFTING OF ALL parking minimums, citywide.

We are in a housing crises where we lost more Portland citizens last year to houselessness than to gun and traffic violence combined. The city should not force developers to building parking in new buildings, of any size, while there are any people living in the streets. The publically subsidized, free to the user in most of the city, on street parking is plenty. The free market can take care of the rest without city policy forcing parking space construction; all because a few well off home owners are worried that they may have to clean our their garage or park down the block.

This policy, of lifting all parking minimums, is in line with president Obama's report on affordable housing, we should listen to him.

Thank you you accepting our testimony,

Terry D-M (Dublinski-Milton) and Krystofer Dublinski-Milton
6111 East Burnside, Portland 97215
503 867 7723

From: [Kaya Blauvelt](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Sunday, October 16, 2016 10:33:59 AM

A close parking space is a luxury. Affordable housing is a necessity.

Please trade minimum parking requirements for more affordable housing by eliminating minimum parking requirements in Mixed-Use Zones.

Thanks,
Kaya Blauvelt
SE Portland

From: [Chris Rall](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Eliminating Minimum Parking Requirements
Date: Sunday, October 16, 2016 12:54:13 AM

Dear Portland City Council,

I am writing to urge you to eliminate off-street parking requirements where possible in the Comprehensive Plan Update.

As a father, I want to make sure that my 3 kids inherit a livable, affordable city with lots of options to get around, as opposed to a city whose leaders clung to the discredited suburban model of trying in vain to supply free and plentiful parking everywhere at the expense of all other goals.

Off-street parking requirements:

- increase the cost of new housing
- incentivize car ownership, thus increasing traffic
- are ineffective in managing on-street parking availability

Our kids and grand-kids deserve better. We can manage on-street parking with right-priced permits and meters where parking availability is an issue. We can include mitigations for the impact on low-income families. Let's move beyond discredited obsolete practices and take a best-practices approach that will make our city more livable and affordable.

I stand with Portlanders for Parking Reform, and urge you to trade minimum parking requirements for more affordable housing by **eliminating minimum parking requirements in Mixed-Use Zones**.

- The White House's Housing Development Toolkit identifies parking requirements as a barrier to housing affordability
- Minimum parking requirements are ineffective at solving transportation problems
- Arbitrary parking requirements suppress housing supply and raise costs
- Exempting affordable housing from parking requirements is not enough

Sincerely,

Chris Rall
2332 SE 54th Ave.
Portland, OR, 97215
971-230-4745

October 16, 2016

Portland City Council
1221 SW 4th Ave, Room 130
Portland, OR 97204

RE: Mixed Use Zons

Portland City Council members:

I am writing to submit testimony on the Comprehensive Plan implementation and the proposed Mixed Use Zoning. I have followed the development of the Mixed Use Zones proposal closely and appreciate the effort that has gone into it. However, I would raise the following concern:

Planning for Civic Corridors

More careful planning is needed for our Civic Corridors if the long term vision for their form and function is to be realized. Whether it be via a Plan District, design overlay or some other method, a closer look at these key corridors is needed. Many of these key arteries in our city's transportation network change character and play varied roles as they wend their way through our landscape. In some places they link to key mass transit lines and hold great potential to do more than move motor vehicles. Yet adding additional residential and commercial density, tree canopy and other amenities that make these streets livable requires careful planning. The west end of Powell Boulevard in my neighborhood is a classic example of an area that has great potential and many challenges.

Thank you.
Linda Nettekoven
2018 SE Ladd Ave
Portland, OR 97214

From: [Brian Posewitz](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation - Mixed Use Zones (CM1 v. CM2 in Sellwood; height bonuses; mandatory minimum parking)
Date: Saturday, October 15, 2016 10:32:55 PM

Greetings,

Please consider my following comments regarding the above:

1. As a Sellwood resident, I support the change from CM1 to CM2 in core areas around SE 13th and Tacoma, and around SE Milwaukie and Bybee. Sellwood should grow and urbanize with the rest of the metro area, and few structures within those areas are valuable enough to merit a zoning designation designed to preserve existing buildings.
2. I support the full recommendation for additional height allowances in cases of higher first floor ceilings, which make for nicer buildings.
3. I oppose the mandatory minimum parking requirements. Those unreasonably favor existing building owners over new building owners. Let the market figure out who needs the parking enough to pay for it. Minimum parking requirements also add to building costs and therefore artificially increase rents.

Thank you for considering my comments.

Regards,

Brian Posewitz
8508 SE 11th Ave.
Portland, OR 97202
503-432-8249
brianposewitz@comcast.net

From: [Joe Rowe](#)
To: [BPS Comprehensive Plan Testimony](#)
Cc: [Alan Kessler](#); [Zane Ingersoll](#)
Subject: Comprehensive Plan Implementation
Date: Saturday, October 15, 2016 9:43:56 AM

I support more housing and less parking. There should be no mandatory minimum parking spots for any construction project. I would also like the city to list in an Excel file all projects receiving City money related to roads, transportation and Transit. That should happen every year. Any project over \$500.

Joe Rowe Portland Oregon 97217 North Portland

From: [Scott Eaton](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Sunday, October 16, 2016 6:35:40 PM
Attachments: [CP_MUZ_Testimony.pdf](#)
[ATT00001.htm](#)
[Updated CP-MUZ Testimony .pdf](#)
[ATT00002.htm](#)
[CairnPacific-TsoumasProperty.pdf](#)
[ATT00003.htm](#)

Dear Council,

Please find attached, a copy of my written testimony already submitted dated October 12, 2016 along with an updated letter as well as a letter regarding the Tsoumas property at 2123 NW 30th, 3030 NW Nicolai and 3032 NW Roosevelt, a property that came up during the oral testimony October 13, 2016.

Best regards,

Scott A. Eaton
Principal

CAIRN PACIFIC LLC

1015 NW 11th Avenue | Suite 242 | Portland | Oregon 97209
Main | 503.345.6733 Direct | 503.278.5967 Mobile | 503.867.1421



Scott Eaton
Cairn Pacific
Portland, Oregon

October 14, 2016

Dear Scott,

This letter is to confirm the following facts regarding the Tsoumas property in NW Portland at NW Roosevelt and 30th.

- For the record the property is 22,216 sf and covers the following addresses: 2123 NW 30th, 3030 NW Nicolai, and 3032 NW Roosevelt.
- I have represented Mr. Stan Tsoumas, the sole owner of the subject properties, as his real estate broker in the sale-in-progress to Cairn Pacific. . The sale went into escrow as of October 12, 2016
- It is Stan's desire to sell the subject property to Cairn Pacific and transfer the sale proceeds via a 1031 Tax Deferred trade into a Net Leased investment property occupied by a National or Regional Credit Tenant.
- Mr. Stan Tsoumas is the father of James Tsoumas who is not an owner or partner in the property specified above.
- James Tsoumas does not have a lease for the property; he uses it free of charge with his father's verbal approval.
- To the best of my knowledge James Tsoumas does not pay rent or expenses (property taxes and building insurance)for the property but likely does repairs.

Please let me know if there is any additional background information needed.

Sincerely,

George Lampus
Broker / Partner / direct line: 503-222-2248



October 14, 2016

Portland City Council
City of Portland Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 1700
Portland, OR 97201

RE: City of Portland Mixed Use Zoning Project
2135 NW 29th Ave.

Dear Council:

We own 56,250 square feet of property located at 2135 NW 29th Avenue (Tax IDs: R307719, R30720 & R307722) and we control via purchase and sale contracts an additional 46,304 square feet of adjacent property located along both sides of NW Roosevelt Street (Tax IDs: R307721, R307724, R307726, R307729, R307730, R307739, R307740).

None of these properties are in the Guilds Lake Industrial Sanctuary.

This area has been underutilized for over 40 years. It is directly adjacent to an established west hills residential neighborhood. We have worked with the NWDA to come up with a zone change that allows this area to be developed in a manner that serves the neighborhood and they have provided letters of support during this process.

We support the Council's recent decision to amend the Comprehensive Plan for the above referenced properties from their current designation of Mixed Employment to Residential 1000 and Central Employment.



With the support of the NWDA we also encourage the Council to adopt the associated Zoning designations R1 and EX/CM3 as part of the pending Mixed Use Zoning Project.

Regarding testimony from the only outspoken individual we have encountered in this process, we have attached a letter from his father's real estate representative that outlines our current contractual situation with the actual owner of the property, Stan Tsoumas.

Thank you for granting the stakeholder's previous requests to change the comprehensive plan and now the corresponding zones that will allow development in this area to better serve its neighbors.

Sincerely,

Scott Eaton
Cairn Pacific, LLC
1015 NW 11th Avenue
Suite 242
Portland, OR 97209

From: [Roz Roseman](#)
To: [BPS Comprehensive Plan Testimony](#)
Cc: ted@tedwheeler.com
Subject: Portland Comprehensive Plan - Early & Ongoing Implementation
Date: Friday, October 14, 2016 10:45:25 PM

To: Mayor C. Hales, Portland City Council Commissioners and Planning & Sustainability To: Bureau of

Re: Pdx Comprehensive Plan Implementation – Early & Ongoing

Thank you for accepting testimony on the Comprehensive Plan Update and the proposed Mixed Use Zoning provisions. Our family supports increasing density. However, we are very deeply concerned that adding housing be done while retaining the vitality, housing stock and historic nature of our close-in neighborhoods - Concerns:

YES, in support of Mixed Use Development and Increased Density via ADU development, BUT:

YES, for FAR limits & SETBACKS maintained without yielding them as builder concessions.

YES, for maintaining standards that preserve our excellent, historic close-in neighborhoods & existing quality housing stock.

YES, for ADUs to add density without destroying eminently usable Portland housing stock.

A. DESIGN ISSUES

1. FAR limits are a positive development (33.130.205 & 33.130.210.B.1). Floor-to-Area Ratios as set will help reduce impact of overly boxy & huge infill new buildings if enforced & not used as concessions.

2. SETBACKS If 4 story buildings are to become the new “normal,” then at least require mandatory setbacks for the 3rd and 4th floors that cannot be traded away for any reason. People living behind these buildings in homes or older 1-2 story apartment developments are entitled to retain some light and distance from the new massive infill developments. For continued peace and amity, there needs to be some protection and respect for residents of existing housing behind the commercial corridor.

3. DEVELOPMENT BONUSES, MUZ, NEED TO DISAPPEAR or be kept at a reasonable percentage like 10%.

There is a disparity between safeguards and their loss as concessions to developers.

- Nominally, you give us design safeguards (FAR, height limits, setbacks, and others),
- Practically, we lose these protective provisions! They are given away as bonuses to developers!

Portland’s FAR bonuses are so outrageous. For a tiny number of affordable units, the

developer gets a height bonus of 22% and a FAR bonus of 60% or higher. Seems like a mistake. Generally, other cities give much smaller bonuses and Portland can, too. Please remove this outrageous and unnecessary giveaway.

B. AFFORDABLE HOUSING via SB1533 – a new way to incentivize affordable housing.

Replace high developer concessions with newly legislated tools to inspire income-related housing units. With recent legal changes, there is no need to use above-the-norm development bonuses that help destroy the ambience and livability of our neighborhoods. Accomplish the goals with SB1533.

C. REQUIRE 100% GROUND FLOOR COMMERCIAL SPACE ON ALL BUILDINGS ON MAIN CORRIDORS.

Please! Don't approve any mixed use buildings without the mixed use. Apartments on the main floor are bad for the neighborhood. We are already stuck with 2 on Hawthorne that have little or no ground floor space. Those blocks are nowhere as vibrant as the rest. Since your goals include walkability, requiring commercial space – and some professional space as well - should be easy and compatible.

WALKABILITY & Safety are better when the ground floor is busy and commercial.

KEEPING GOOD BUSINESSES in the neighborhood requires enough commercial space that they can expand (like Powell's) or we might lose good businesses. BOTTOM LINE: – the neighborhood needs street level commercial activity.

D. Parking. Necessity for: Businesses, professionals, & residents.

Where to begin? The addition of hundreds, thousands of housing unit with minimal or no parking constitutes a huge concession to developers, a slap at residents, and a clear choice to put resident/ constituent wishes at the bottom of your concerns. At the very least, please do not trade less parking as a concession to builders. There is already way too little parking.

Walkability and choices to bike, bus and walk are great. The attitude that we should work toward getting out of our cars is a good thing. We moved to the Hawthorne with the idea that members of the family can use public transportation. But – compulsion by politicians, well, it smacks of much more negative qualities, e.g., a lot of social engineering.

Also, we ask you to look at reality. The city's own study (2012) revealed that over 70% of residents in certain apartment buildings who were using buses and bikes daily still kept their cars for evenings and weekends.

- What about building large, subterranean parking facilities?
- Add to parking supply and also make buses more frequent.
- Require new buildings to have larger # of parking units
- (Visiting Berkeley, Ca., I saw cars accommodated by “auto elevators” in one apartment building

E. DENSITY a la Portland: ADU style & allowing 2 on a lot.

he best environmental help is the house you don't destroy! Part of what makes Portland livable and lovable is our stock of good single family homes in historic close-in, neighborhoods. We CAN add density without destroying homes and neighborhoods. Notice: Our family well accepts the need for greater density and lower cost housing. We also know some housing stock, in poor condition and fundamentally inadequate, may need to come down and have an example in the family. But we should do everything to avoid knocking down solid single family housing stock.

ADUs offer an option that uses existing houses. Let's make sure the code allows for more than one ADU on a lot: 2 at least, maybe 3. Of the 4 ADU types, many homes could incorporate 2: added to back of house, created in the basement, over the garage, or detached. We recently included our ADU in a home tour and had over 700 people visit. Some were elderly, asking questions for themselves. Others were middle-aged interested in housing parents. Many were just looking for a way to add a rental unit and therein lies hope for keeping the housing stock and adding density. I would invite any of you who want to see an ADU functioning to contact me for a visit to see how we have turned our home into 2 units while maintaining integrity of our block, house, and neighborhood.

F. Infrastructure - Developer proper share

It is also appropriate to incorporate into planning fair share contributions from developers for neighborhood infrastructure - streets, schools, green space, etc.

Summary: Please work at maintaining what is great about close-in Portland neighborhoods while adding housing. We need to stop the type of concessions to builders that harm the balance between the commercial streets and residential area. For example, please keep decent setbacks on upper floors and keep FAR at reasonable levels. Encourage more ADUs. Add buses and parking. Keep commercial ground floors. Let's add multi-family housing and ADUs without destroying the fabulous housing stock we have.

Rosalind M. Roseman, 2808 SE Clay Street, Portland OR 97214, rozroseman@gmail.com.
[503-317-3577](tel:503-317-3577)

From: [Eric Schnell](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, October 14, 2016 9:39:54 PM

Dear City Council,

I am writing in regards to zoning on Marquam Hill. As you might know, the daily commuter traffic in Homestead neighborhood is has many adverse impacts on neighborhood livability and frankly is often dangerous. The traffic problem has been very adversely affected by illegal commercial parking operations being run on the hill by a subset of property owners. There are almost 10000 cars traversing the small residential streets leading up the hill each day as shortcuts (not counting the additional >10000 cars that take additional routes via Sam Jackson Park Rd).

Thus, I urge you to prevent any zoning changes that would legalize commercial parking operations on Marquam Hill.

Additionally, as there is a fair bit of densely zoned, underdeveloped land just adjacent to the university, I also urge you not to increase zoning density in the quieter parts of the neighborhood further from campus. Again, some requests for this have been driven by property developers to benefit a few specific properties, but upzoning to allow any dense development farther from campus would further disrupt an already stretched neighborhood- this dense development should occur close to campus first.

Thanks,
Eric Schnell
Portland OR 97239

From: [Aaron Kuehn](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, October 14, 2016 8:37:28 PM

Please eliminate minimum parking requirements in Mixed-Use Zones.

I moved to Portland looking for a dynamic and creative city with a progressive transportation agenda. Affordable housing grants citizens the spare money and time to engage in less lucrative, but more dynamic and creative pursuits. Parking requirements reduce housing affordability in support of automobile travel and storage. Automobile travel should be discouraged, not encouraged. Automobile infrastructure investment reduces housing affordability.

- Aaron

[Aaron Kuehn](#)

From: [Donna Bestwick](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, October 14, 2016 5:50:08 PM

Mr. Manning, Mayor, Counsellors,

I'm a 35 year resident of Multnomah Village and am dismayed at the results of the over-development in our Village and in every neighborhood in Portland.

The crux of the over-development is attributed to the ridiculous parking requirements of the City Code. Developers would have to build within the scale and character of our neighborhoods if they had to provide at least 1 for 1 parking.

The ONLY protection Portland's citizens have against predatory developers who only care about making maximum money on every lot without any concern for those of us who have lived here for many years is the City Code and the Comprehensive Plan. We will never have the money to fight developers and if the City doesn't protect it's citizens and neighborhoods the character of Portland will be lost forever.

Donna Bestwick

From: [Luke Michaels](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: [User Approved] Comprehensive Plan Implementation.
Date: Friday, October 14, 2016 4:39:40 PM

Please trade minimum parking requirements for more affordable housing by eliminating minimum parking requirements in mixed-use zones.

Sincerely,
Luke Michaels
[503.890.0222](tel:503.890.0222)
www.lukemichaels.com

From: [Angel York](#)
To: [BPS Comprehensive Plan Testimony](#); [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Fritz](#); [Commissioner Novick](#); [Commissioner Saltzman](#)
Subject: please eliminate minimum parking requirements
Date: Friday, October 14, 2016 3:59:01 PM

Please eliminate minimum motor vehicle parking requirements in Mixed-Use Zones.

- The White House's Housing Development Toolkit identifies parking requirements as a barrier to housing affordability
- Minimum parking requirements are ineffective at solving transportation problems
- Arbitrary parking requirements suppress housing supply and raise costs
- Exempting affordable housing from parking requirements isn't enough

And! I have actually biked to businesses that have told me they didn't have room to add any bike parking because minimum car parking requirements were taking up all available space! This is in contrast with the city's stated priorities.

Consider adding minimum ped/bike parking requirements in Mixed-Use Zones.

The city's stated priorities are human-powered forms of transportation such as walking and biking. Consider replacing minimum motor vehicle parking requirements with requirements for benches and bike parking.

Sincerely,

Angel York

7707 N Fiske, Portland, OR 97203

From: [stephen virell](#)
To: [BPS Comprehensive Plan Testimony](#)
Cc: "mayorcharliehales@portlandoregon.gov."; [Commissioner Novick](#); [Commissioner Fritz](#); [Commissioner Saltzman](#)
Subject: statement about parking minimums for new construction.
Date: Friday, October 14, 2016 3:31:10 PM

To our elected officials,

This letter is to add my voice to the discussion regarding allowing new apartment construction projects in Portland to have 0 parking requirements. I am fully against this idea. I imagine the majority of person in this city would also be against, if asked, as the majority of persons in the city rely on their cars for more than luxury use. While the high density Pearl District is a prime example of an arguably successful environment for those who do not own cars, the 0 parking space, vehicle unfriendly policy, does not make sense for most of the rest of Portland. Those who have moved into the comparatively recent pop up reality of the Pearl district knew in advance if it suited their vehicular lifestyles; there were few if any homes in the land where that world was created to suffer the parking density challenges as such a change occurred.

In the remainder of Portland though, for the benefit largely of developers profit margins, resident who never chose to live in a zero parking apartment world are already suffering the crisis of near zero parking apartment regulations. I myself am one of the victims of developers taking how parking will be satisfied from the neighborhood streets they build on rather than from their pockets and desire to invest as minimally as they legally can.

I have been a resident renter of a Buckman address for over 17 years. I am a landscape contractor. I have a truck, not an wasteful truck of bravado....a truck. I thus require a truck to conduct my business. In the last 2 years due to planned low capacity parking at Washington high school it has become common that I am unable to park my vehicle or find a space much less a space that can allow a truck of any size within 3 blocks of my house DESPITE my block face being within Zone S permit area. I just as frequently am unable to unload my vehicle unless I want to sit my vehicle in the street for upwards of a half an hour with my hazards on.

How many of you who might be reading this have cars and garages? Have contractors and services provided you by persons who need cars and parking to do things for you? Traffic is in fact a result of poorer people traveling to service the class above them. Getting to them and the jobs they offer, making their coffee and then driving home in gridlock to places they can afford where they can park their car that they need to get their kids around!

Your plan, beyond guaranteeing campaign contributions from developers, shall force every person who does construction, has a job that requires a vehicle to do business or has to travel to work diagonally across the city to leave or suffer for decisions they did not request you to make. Most persons who currently live in the areas you will dramatically effect chose to BECAUSE from there they could accomplish what their lives require. You are planning to eject them for the techies who order their groceries delivered, have the health to walk everywhere and who can accomplish their lives with a hemp grocery bag and a shoulder satchel. Everyone else will be out! This is a sterilization of diversity!

I was hoping to move my mother out of rural Washington county this next year and put her in an apartment in close proximity so we can be close. This idea is under siege as she needs a car to get about. She is elderly. If I wish to do this now I have consider her having to walk 2 or more blocks just to get to her front door, day and night while meth heads and homeless criddle our neighborhood because your housing plan of growth and developer/ landlord price gouging has worked so well thus far.

And to the environmental advocate motivators pushing for this plan trying to save the world for the next generation, a laudable goal; if you have sired any children you have created a carbon footprint that will far exceed most anything you will ever do to make up it. To them- If you have kids and they are not adopted take your hypocrisy for what it is and quit asking everyone else to do their part to make up for what you felt entitle to do that is THE cause of this problem.

Your Native Oregonian,

Stephen Virell
503-887-8159
316 se 14th ave
Pdx, 97214
taoish@comcast.net



Pacific Bells, LLC
 111 W. 39th Street, Suite A ~ Vancouver, WA 98660
 Phone: (360) 694-7855 ~ Fax: (360) 694-7873

October 14, 2016

Via Overnight Delivery and email: cputestimony@portlandoregon.gov

Mayor Charlie Hales
 Portland City Council
 City of Portland
 1900 SW Fourth Avenue, #7100
 Portland, OR 97201

RE: Portland Mixed Use Zones Project – Request for Council Amendments for CE Zoning for Drive-through Facilities

Dear Mayor Hales and Members of the City Council,

I am the Director of Real Estate for Pacific Bells, LLC (“Pacific Bells”). We own and operate numerous drive-through facilities within the city of Portland at the following locations:

Taco Bell	7710 SW Barbur Blvd., Portland, OR
Taco Bell	2079 W Burnside St., Portland, OR
Taco Bell	4630 N. Interstate Ave, Portland, OR
Taco Bell	2247 NE 82 nd Ave., Portland, OR
Taco Bell	6560 SW Beaverton-Hillsdale Hwy, Portland OR

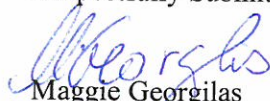
We wish to reiterate the request made by the RTF/ICSC for equitable zoning for auto-accommodating businesses. To that end we request CE zoning for our existing facilities to minimize making them nonconforming. As you know, nonconforming developments are disfavored and present a condition where we are unable to remodel or upgrade as needed to protect the long-term real estate investments in our sites.

We also ask that you treat existing drive-through facilities as “allowed” instead of “nonconforming” for the above reason. We need to keep our existing facilities modernized and up to date. Treating them as “allowed” as originally recommended by BPS allows that, and is good economic development policy. For those same reasons, please disregard the PSC recommendation to prohibit drive-through’s east of 80th Ave.

Please make this letter part of your hearing record.

Thank you for opportunity to submit comments. Please issue Council amendments to allow us the opportunity for further testimony on these important issues.

Respectfully Submitted,


 Maggie Georgilas
 Director of Real Estate

From: [Neil Heller](#)
To: [BPS Comprehensive Plan Testimony](#); [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Fritz](#); [Commissioner Novick](#); [Commissioner Saltzman](#)
Subject: Comprehensive Plan Implementation
Date: Friday, October 14, 2016 2:27:28 PM

Dear representatives,

I stand with Portlanders for Parking Reform, and urge you to trade minimum parking requirements for more affordable housing by **eliminating minimum parking requirements in Mixed-Use Zones**.

- The White House's Housing Development Toolkit identifies parking requirements as a barrier to housing affordability.
- Minimum parking requirements are ineffective at solving transportation problems.
- Arbitrary parking requirements suppress housing supply and raise costs.
- Exempting affordable housing from parking requirements is not enough.

Sincerely,

Neil Heller

3333 SE Taylor St, Portland, Oregon 97214

From: [Rachel Hill](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, October 14, 2016 1:40:54 PM

Hello,

I live in St Johns and the truck and freight traffic has gotten horrible. The trucks cross the bridge (unsafe for bikes and other drivers - the bridge was not built for trucks); they wind through the neighborhood (unsafe, bad air quality, making the intersections wide and horrible), their brakes, beeping and noise is awful.

If we are going to support a healthy freight industry and Port, we **MUST** also consider neighborhoods. **Build a freight bridge to eliminate the conflict and risk of major issues with people, their livability and health.**

Thank you,

Rachel Hill
9515 N Lombard Street

--

rachel hill
hill.rachel@gmail.com
Portland, OR
503.849.8337

From: [Tom McTighe](#)
To: [Hales, Mayor](#); [Commissioner Novick](#); [Commissioner Fish](#); [Commissioner Saltzman](#); [Commissioner Fritz](#); [BPS Comprehensive Plan Testimony](#)
Subject: Mixed Use Zones Project testimony
Date: Friday, October 14, 2016 12:56:54 PM

Dear representatives,

I'm writing you today on my own behalf and not as the secretary of the Richmond Neighborhood Association.

I stand with Portlanders for Parking Reform, and urge you to trade minimum parking requirements for more affordable housing by **eliminating minimum parking requirements in Mixed-Use Zones**.

- The White House's Housing Development Toolkit identifies parking requirements as a barrier to housing affordability
- Minimum parking requirements are ineffective at solving transportation problems
- Arbitrary parking requirements suppress housing supply and raise costs
- Exempting affordable housing from parking requirements is not enough

Sincerely,
Tom McTighe
3004 SE Brooklyn St.
Portland, OR 97202

From: mjones@miltjones.com
To: [BPS Comprehensive Plan Testimony](#)
Cc: [Ed Fischer](#); [Anton Vetterlein](#)
Subject: Comprehensive Plan Implementation
Date: Friday, October 14, 2016 12:19:22 PM

Regarding Marquam Hill

In no event should zoning that permits commercial parking be allowed on Marquam Hill. The addition of commercial parking would defeat the purpose of the existing OHSU parking cap and contribute to further exacerbating the very serious problem of commuter traffic cutting through residential neighborhoods.

A number of residential streets on the hill far exceed design capacity and have associated safety problems because of this issue.

Thank you.

Milt Jones
425 SW Bancroft
Portland, Oregon 97239

From: [PATRICK HILTON](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: CPUtestimony
Date: Friday, October 14, 2016 12:12:57 PM

October 13, 2016

Portland City Council
1221 SW 4th Ave, Room 130
Portland, OR 97204

Attn: Comprehensive Plan Implementation

Portland City Council members:

I am writing to submit testimony on the Comprehensive Plan Update and the proposed Mixed Use Zoning. I would like to advocate the Council consider the following recommendations for increased density with fewer impacts and greater neighborhood compatibility:

1. Support for including Design Overlays on Civic Corridors

Major civic corridors like Powell and others need this design overlay too if they are to become the "Great Streets" they are intended.

2. Support for Stepbacks and Stepdowns above the Third Floor

It is of great concern that the Planning Commission has recommended removal of the stepdown/stepback requirement at the street for smaller zones (CM1 & CM2). We're going taller so we need the stepbacks and stepdowns (especially on narrow streets) to help make better transitions and better compatibility in existing neighborhoods. Hawthorne Boulevard Business Association (HBBA) has recommended these stepbacks above the third floor as has the Division Design Committee. HBBA has stated in past testimony that "it would be disruptive to the ambiance, mass and scale of the District to create a designation that allows more 4 story buildings without a stepback above the 3rd floor." This is an important livability and compatibility issue needed to help new development fit better. It also impacts solar access and shade impacts which can impact daylighting, heating and associated utility costs for the first floor of commercial buildings on the N. Side of narrow E-W streets. Please restore these stepdown requirements to help neighborhood better accept increased density with fewer impacts.

3. Support for Design Guidelines for Compatibility and Design Commissions per Quadrant.

We absolutely need to increase our housing capacity. However, as recent evidence has demonstrated, quantity does not always equal quality. It takes thoughtful

design that is sensitive to context, neighborhood character and patterns of design that make Portland so special and desirable. To do this effectively we need better area-specific design guidelines, standards and area specific design review boards

4. **Support for HBBA Testimony on Recommendations for Building Size and FAR** - "...continue a 45' height limit combined with a new 2.5 Floor Area Ratio (FAR) to address concerns about boxy, massive infill on corridors. While we would be more comfortable with the former C2 limit of three stories or a 45' limit, the introduction of the 2.5 FAR restores balance to the this zoning equation."

5. **Support for Adding Impact Assessments of New Development (DDI Ten 10 Policy Recs #10)**

Solar, privacy, noise, loss of historic resources, traffic, air quality are often significant yet we are lacking the tools we need to properly evaluate and measure the impacts of new development. We need assessments both +/- if we are going to grow denser and maintain livability. This should be a part of permit review but should also be included as a goal in the Comp Plan and standards for higher density buildings. We can't manage effectively what we don't measure.

6. **Support for Incentives & Bonuses for Innovation & Resiliency** - (These should be integrated in both the Mixed Use & Other Comp Plan Programmatic Approaches)

- a. Incentives for Reuse/Preservation of Existing Buildings are Needed (ideally tied in with projects that undergo seismic upgrades supported by SDC fee waivers, etc.) This would support resiliency in our existing building stock, incentives upgrades for small business owners, and support preservation of important community character and identity.
- b. Incentives or bonuses for Energy efficiency & Building Innovation such as zero energy buildings (i.e. buildings that generate their own energy) - Buildings account for more than 40% of our national energy. Therefore, it is absolutely critical and can have a direct impact on affordability by significantly reducing monthly heating and lighting bills for low income occupants, as well as help meet our long term climate goals. California has committed to a zero energy building goal for all new residential becoming zero energy by 2020 and all new commercial by 2030. We should be at least as visionary here in Portland if we want to retain our title of a bastion of sustainability. Staff should come back with a recommendation for this to be included in the Mixed Use Zoning Bonuses or a proposal for a short term market incentive (e.g. first 20 zero energy buildings get fee reductions perhaps).
- c. Incentives for development in underserved areas (e.g. 82nd, Powell, etc.) that could benefit from increased services new development would bring both through diverse businesses, increased walkability and density for greater transit (via SDC's

and other fee waivers or reductions, or other bonuses)

Please support these important issues that impact both our short term and long term community goals for a more livable, resilient and sustainable Portland. Many thanks for the commitment and work you do for our City.

Thank you,

Patrick E. Hilton

1717 W. Burnside #9, Portland, OR 97209

From: [Andrew Seubert](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, October 14, 2016 11:46:00 AM

Please vote to trade minimum parking requirements for more affordable housing by eliminating minimum parking requirements in Mixed-Use Zones.

Sincerely,
Andrew Seubert
Rose City Park resident

From: [Peter Finley Fry](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, October 14, 2016 10:27:43 AM

Regarding Columbia plaza and the estimated five other office building in industrial sanctuary zoning.

We suggest that a section be added to the industrial/employment chapter that allows existing office buildings to be allowed to be occupied by office uses permitted out right.

For example: it could read - Structures with office occupancy permitted prior to 2000 shall be allowed to be occupied by office uses permitted out right.

Peter Finley Fry
303 NW Uptown Terrace #1B
Portland, Oregon 97210
503 703-8033

Sent from my iPhone

From: [Laurence Qamar](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Required Step-Backs and Roof Dormers are critical!
Date: Friday, October 14, 2016 10:08:27 AM

I am writing to urge the City of Portland to accept the Division Design Guidelines, particularly regarding the Step-Back proposals.

In brief, Step-Backs and Roof Dormer are not just some inconsequential detail that should be left to the developers and their architects to consider and disregard.

While incentivizing the development of more affordable housing in the the City is a critical goal, we must not do so at the expense of promoting a careful and coordinated building massing and design vision.

By applying a consistent as well as flexible roof massing strategy to all new mid-rise buildings, we can simultaneously achieve housing density goals, and promote better buildings and public spaces.

Without Step-Backs or Roof Dormers, developers and their architects inevitably build to the maximum “build-able envelope”, resulting merely in boxes with relatively little (or random) articulation at the roof-scape.

The benefits of Step-Backs and Roof Dormers are multiple. Seen from the street, they create a lower and more pleasing width-to-height ratio of the street-space while only minimally reducing building floor area. They allow more sunlight and sky-view. They create more pleasing roof silhouettes citywide, and a people-activated roof-scape.

For example, a five-story building that rises from the street to the roof can appear much less imposing if a cornice line or roof eave is located at the 3rd or 4th level with either a step back or a pitched roof with dormers above. Examples of this kind of massing have been required in great cities throughout 19th and early-20th C. before the advent of the skyscraper and an ensuing laissez faire attitude about urban form.

When a city planning code allows developers density or height bonuses that allow random building heights, they are throwing away the opportunity to create a visually and spatially coherent and cohesive urban form language to a given streetscape or the city at large. And of course, there is not only one urban form that should be prescribed across the city, but a gradation of building forms ranging from most urban to less urban. Height, building mass and roof articulation is well within the purview of the City to define along this spectrum of more urban to less urban. And the techniques of Step-Backs or Roof Dormers are tools that should be incorporated into the City’s form-language through it’s coding of buildings.

Laurence Qamar | AIA, CNU-A I
Qamar and Associates Inc.

Architecture and Town Planning

3432 SE Carlton Street - Portland, Oregon 97202

Office 503-788-7632 - Mobile 971-221-7692

Email: lqamar@comcast.net

Web site: www.qamararchitecture.com

Recent work: www.seabrookwa.com

From: [Whitlow, Mark \(Perkins Coie\)](#)
To: [BPS Comprehensive Plan Testimony: Burns, Al \(Planning and Sustainability\)](#)
Cc: [Vogel, Stephanie \(Perkins Coie\)](#); [Whitlow, Mark \(Perkins Coie\)](#)
Subject: FW: More CE Zone & DT Prohibition Maps
Date: Friday, October 14, 2016 9:23:29 AM
Attachments: [CompPlan_Drivethroughlimits_centers.pdf](#)
[CE Area Recommendations 10-10-16.pdf](#)

I forward electronic copies of the large size maps for filing that were submitted into the Council hearing record yesterday at the hearing as attachments to my 10/13/16 letter to Council on behalf of the RTF/ICSC. Please call or reply with any questions. Mark

Mark Whitlow | Perkins Coie LLP

PHONE: 503.727.2073

FAX: 503.346.2073

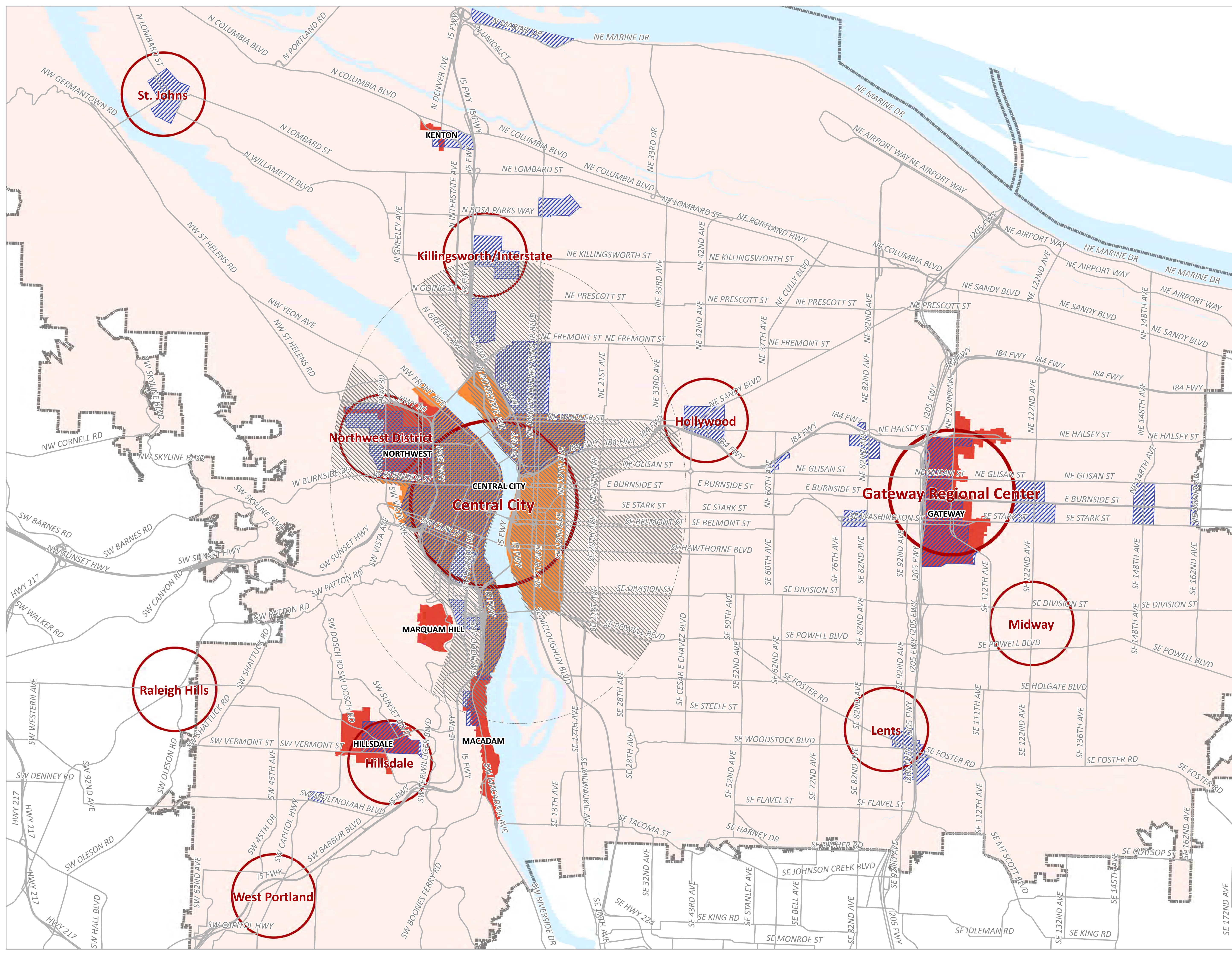
E-MAIL: mwhitlow@perkinscoie.com

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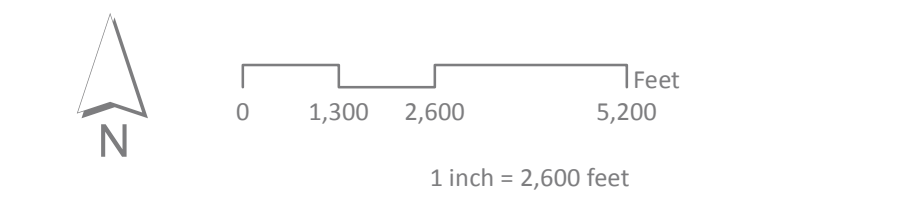
COMP PLAN DRIVE-THROUGH POLICY PROHIBITION AREAS MAP Portland, Oregon

- LEGEND**
- Regional Centers
 - Town Centers
 - New Drive-Throughs Prohibited:**
 - Central City Plan District
 - Other Plan Districts Where Prohibited
 - Pedestrian Districts
 - Inner Ring Districts

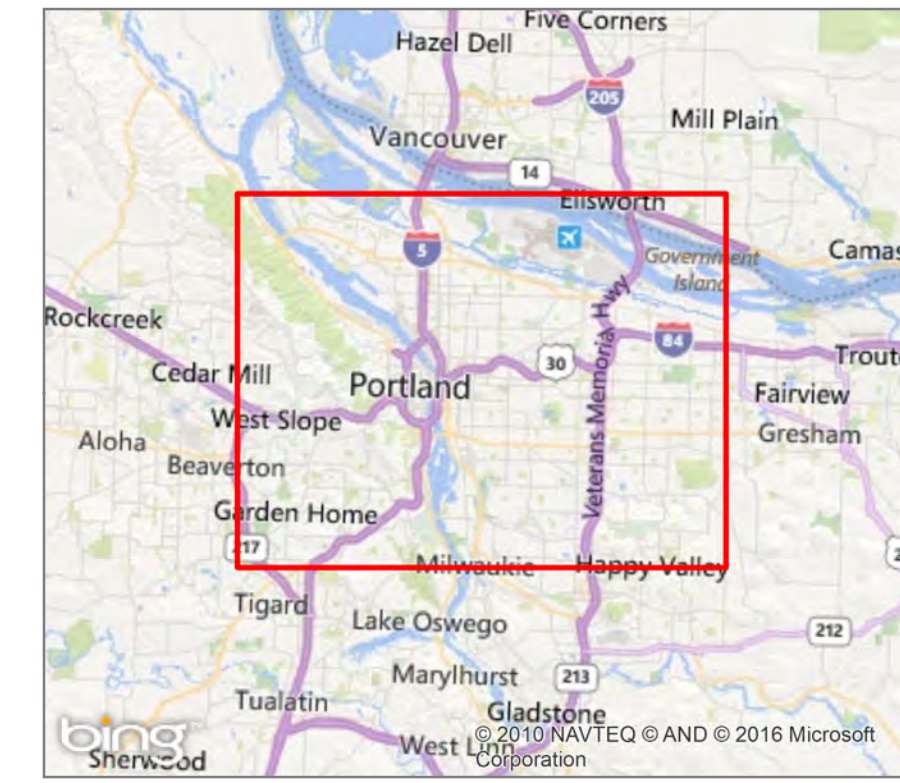
Notes:
DTs prohibited in mapped areas
DTs allowed elsewhere per Chap 33.224



Prepared for the RTF/ICSC GR Committee 7/12/16



SOURCE DATA: Metro RLS Line Base Data, Aug 2014
GEOGRAPHIC PROJECTION: NAD 83 HARN, Oregon North Lambert Conformal Conic
Date: 7/12/2016 Map Created by: KWB
File: Drivethroughlimits_CompPlan Project No: 2160034.00



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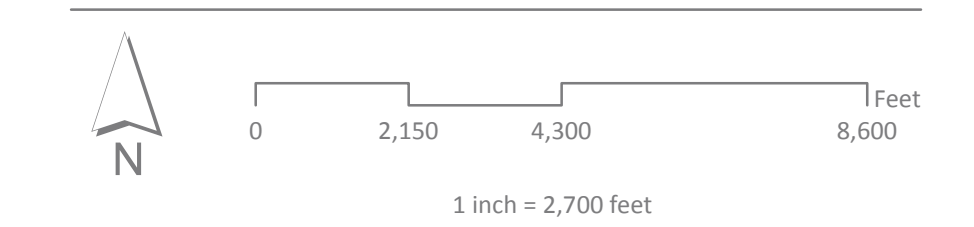
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CE ZONE & NON-CMSO RECOMMENDATIONS Portland, Oregon

LEGEND

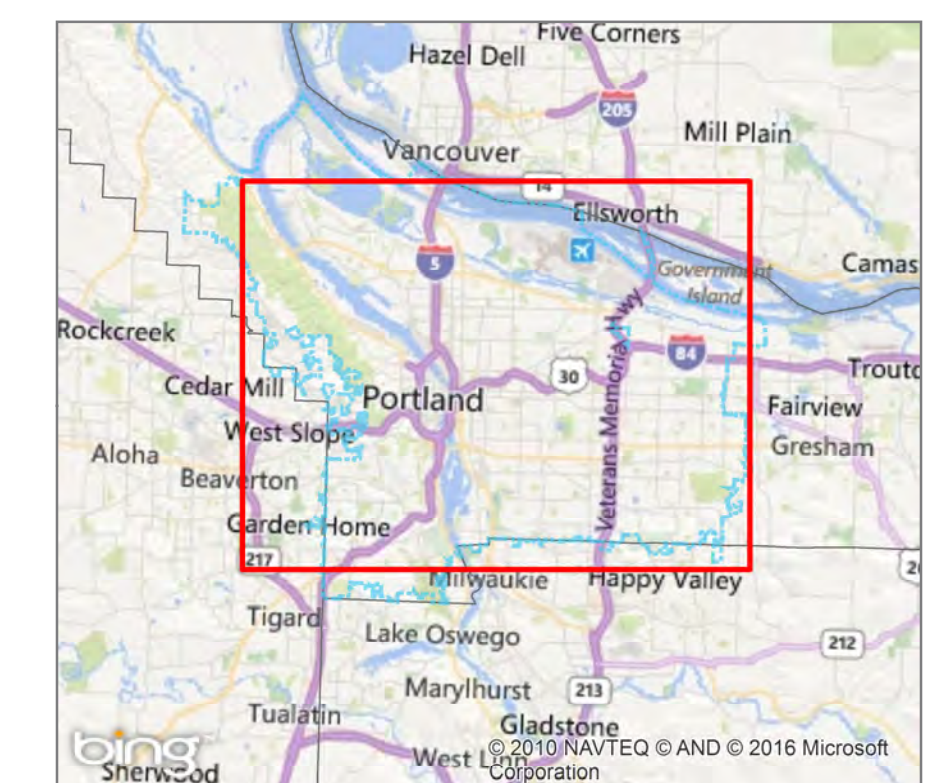
- Recommended CE Areas
- Recommended CMSO removals
- Proposed CMSO
- Proposed Zones**
- CM1 - Mixed Commercial
- CM2 - Commercial Mixed Use 2
- CM3 - Commercial Mixed Use 3
- CE - Commercial Employment
- Current Zones**
- CG (If no hatch, changing to other comp plan desig.)
- Traffic Classifications**
- Regional Trafficway
- Regional Trafficway & Major City Traffic Street
- Major City Traffic Street
- Traffic Access Street
- District Collector
- Neighborhood Collector
- Freight Classifications**
- Major Truck Street
- Priority Truck Street

33.130.030.D:
The Commercial Employment (CE) zone is a medium-scale zone intended for sites along corridors with a Neighborhood Collector or higher traffic classification, especially along civic corridors that are also Major Truck Streets or Priority Truck Streets. This zone is generally not appropriate in designated centers, except on a site that is currently developed in an auto-oriented manner and urban scale development is not economically feasible...



SOURCE DATA: Metro RUS Line Base Data, Aug 2014
GEOGRAPHIC PROJECTION: NAD 83 HARN, Oregon North Lambert Conformal Conic

Date: 10/10/2016
Map Created By: KWB
File: CE Area Recommendations
Project No: 2160034.00

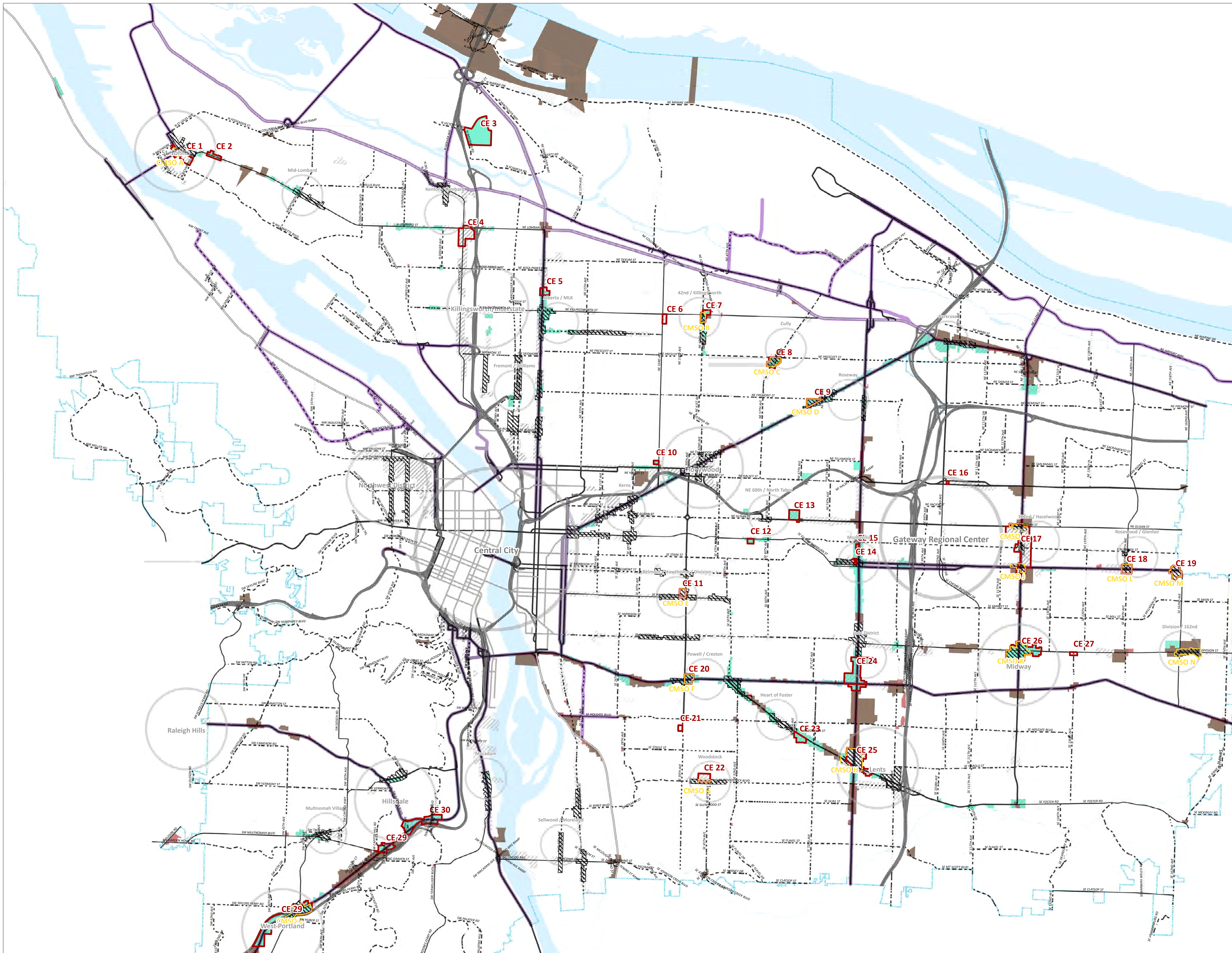


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Ord. 188177, Vol. 1.A.A, page 4029



From: [Elmore-Trummer, Camille](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: FW: Support for 2:1 FAR in Alphabet District
Date: Friday, October 14, 2016 9:15:15 AM

From: Washington, Mustafa
Sent: Thursday, October 13, 2016 8:07 AM
To: Elmore-Trummer, Camille <Camille.Trummer@portlandoregon.gov>; Foxworth, Indoneisa <Indoneisa.Foxworth@portlandoregon.gov>
Subject: FW: Support for 2:1 FAR in Alphabet District

From: vs kryha@aol.com [<mailto:vs kryha@aol.com>]
Sent: Wednesday, October 12, 2016 11:59 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>
Subject: Support for 2:1 FAR in Alphabet District

Mayor and Commissioners:

Based on an Op-Ed appearing in today's Oregonian, I feel compelled to comment further on my support for the proposed Comprehensive Plan change to 2:1 FAR in the Alphabet Historic District.

It appears the owners of one property are trying to prevent a reasonable, clarifying change for their own personal benefit. While Mark O'Donnell claims that the fate of an affordable housing project rests on this decision, that claim does not make sense for the following reasons:

- As pointed out by Commissioner Fritz during the Comp Plan testimony on October 6th, the proposed project would be able to take advantage of the 4:1 FAR since the change to 2:1 FAR would not be implemented until 2018.
- It is not really the FAR but the historic resource overlay zone and district plan that preclude out-of-scale development; those are not proposed to change.
- I understand that federal funding is proposed to support this project; federally funded projects must go through an environmental review that includes historic preservation. This website summarizes the historic preservation review requirements for projects receiving federal HUD funding: <https://www.hudexchange.info/environmental-review/historic-preservation/>. My understanding is that, because the site is in a historic district listed in the National Register of Historic Places, it must go through a 'Section 106' review. During this review, it's possible that an out-of-scale development would be considered an 'adverse effect' and there would have to be 'mitigation' (e.g. reduction of size to a compatible scale) in order for the funding to be approved.
- There is a federal policy that stipulates how affordable housing and historic preservation work together when federal funding is involved. A copy of this policy is attached.
- Underwriting poses a potential barrier for this project. There are no current commitments made for the proposed project's financing. While a '75-year below market land lease' may sound good, it is probably not a very good deal for a publicly financed project. When affordable housing projects involve a leasehold, it is usually one with a nominal consideration (e.g. \$10.00/year for a publicly owned piece of land). The required project underwriting will consider the higher annual operating costs due to making lease payments to a private land-owner over 75 years. Unless the terms of the

land lease are considerably below market and nominal, the arrangement translates into using public funding to subsidize a private owner at the expense of low-income people. A project with this kind of arrangement might not be considered competitive when there are many projects in the pipeline and limited public financing resources.

- Beyond the land value, costs for this project should be comparable to costs for other similar projects in the metropolitan Portland area. If two other recent Northwest Housing Alternatives senior housing projects were recently constructed with 45 units each on considerably larger sites, it seems reasonable that another project of similar building scale could be feasible in NW Portland.

I continue to support a compatible affordable housing project but question whether a 160-unit project on one owner's compact site will prove to be feasible. Therefore, I urge you to move forward with the recommended 2:1 FAR for the Alphabet District as recommended by the Planning and Sustainability Commission. This change is needed to protect the existing historic resources and prevent land speculation that threatens continued modest rent levels in a great number of units in existing older housing stock.

Thank you,

--Vicki Skryha
1728 NW Hoyt Street
Portland, OR 97209