

9-27-2016

Portland City Council Members  
Portland City Hall Council Chambers  
1221 SW 4<sup>th</sup> Avenue  
Portland, OR 97204

Thank you for the opportunity to testify on the 2035 Comprehensive Plan.

My name is Richard Cereghino, owner of properties located at 1004 and 1040 SE 102 nd Avenue.

My family has owned the property at 1004 and 1040 SE 102<sup>nd</sup> since 1910 . We farmed that land and adjacent properties for fifty years. I have watched every structure around this property being built.

I have two concerns regarding the CI2 proposed zoning of my property.

In 1977 we sold Portland Adventist Hospital the property (Block 6) that their Medical Building sits on today.

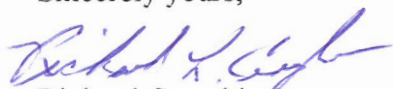
In that agreement it gave PAH the opportunity to purchase the remainder of our property lots 1-8 and 28-34 in Block 5.

The campus institutional zoning limits the ability to establish fair market value, which I believe, is unfair.

My second concern is that the CI2 proposed zoning makes it difficult to market my property.

I feel a multi-family housing zoning would serve CI2 zoning well. Considering it could provide housing for adjacent business property employees and also has Light Rail access.

Sincerely yours,



Richard Cereghino  
Residence 14814 SE Oatfield Road, Milwaukie, OR 97267  
Contact info: cell # 503-260-7231 Home #503-654-6161

AUDITOR 09/29/16 AM10:01

**From:** [PDX Free Store](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Bike lanes on Sandy  
**Date:** Tuesday, September 27, 2016 9:11:02 PM

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I'd love to see bike lanes on Sandy! I live near 54th and Sandy, and I have to bike up Wistaria to get home - it's dangerous and steep. I'd much rather bike up Sandy, which is more gradual, if there was a bike lane. Plus, driving a car on Sandy is risky and dangerous because there are so many bikes in the regular lanes all the time.

Karen Carr  
5166 NE Wistaria Drive  
Portland 97213

**From:** [Adam Meltzer](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Fwd: Comprehensive Plan Implementation  
**Date:** Tuesday, September 27, 2016 9:10:45 AM

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The base zone in our neighborhood is R5. The proposed base zone is R2.5. My family and I believe this zone change is not beneficial to our family or our neighborhood. This is a family neighborhood and I for one prefer not to have the constant flow of renters moving in and out of it by creating more density. I am firmly against the proposed zone change. Density should be built close into to downtown on the waterfront.

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Stay strong and look forward,

Adam Meltzer, QCxP, LEED ® AP BD+C, BPI/BPA, CSM, CRRA  
Portland, OR U.S.A.  
[323-864-9130](tel:323-864-9130)- cell  
[meltzer17@gmail.com](mailto:meltzer17@gmail.com)

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Steve Connolly  
1917 NW Hoyt  
Portland, OR 97209  
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skcnerima@icloud.com

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

re: Comprehensive Plan Implementation

To Whom It May Concern:

I am in favor of this proposal (if indeed I understand it). In short, I'm in favor of any measure that discourages growth of any kind. The world is suffering, and the suffering will increase as the population continues to grow, with more and more pressure on resources. Malthus foresaw this and his ideas will continue to manifest themselves in ways even he did not anticipate.

I have owned this condo for about 40 years, but have lived in Tokyo for over 25 years. Tokyo is an excellent example of what unbridled growth can do to a city. That is, make it into a livable sewer. Furthermore, I have traveled extensively all over the world. And I make it a point in my travels to walk around in the neighborhoods.

Without question, Portland's NW area is one of the most beautiful and enchanting neighborhoods on the planet. When I walk down Hoyt, especially between 17th and 18th, I feel like I'm in another world.

I urge you to do whatever to preserve this international treasure, and not sacrifice it to a jobs program for developers, architects, and contractors. Portland Planning has done an excellent job. Please continue the excellent work. And realize that growth is not necessarily unilaterally positive.

Kindest regards,

  
Steve Connolly

AUDITOR 09/26/16 AM10:24

**From:** [karlwestberg@cox.net](mailto:karlwestberg@cox.net)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [carolewestberg@cox.net](mailto:carolewestberg@cox.net)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Saturday, September 24, 2016 10:16:22 PM

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Carole Westberg and I are the owners of the house at 220 NE Fargo St. We both are very much in favor of the proposed zoning change from R2 to R2.5.

Our house is within the Eliot Conservation District. We both would like this Conservation District changed to a Historic District. We understand that will bring additional restrictions on what we and our neighbors can do with our properties, but we welcome such restrictions as they will help keep Eliot an attractive place to live. We think Portland should cherish and protect (but not subsidize) its attractive neighborhoods.

Karl and Carole Westberg  
4436 Lucera Circle  
Palos Verdes, CA 90274-1401

**From:** [Kathleen Parker](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Improving NE Halsey and Vision Zero  
**Date:** Saturday, September 24, 2016 4:42:55 PM

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Please fund all improvements for NE Halsey from the Willamette river to Gresham, lowering speed limits, road diets, bike lanes, and improving the area of NE 82nd and Halsey at 82 Max TC. Please also continue to rapidly improve high crash corridors with Vision Zero initiatives. Save lives and improve livability in neighborhoods. 20 is plenty on non-arterial streets.

\*Kathleen Marie Parker\*

**From:** [Sooyoung Koh](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Friday, September 23, 2016 6:10:40 PM

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Dear Sir/Madam,

I have owned a property at 17218 SE Powell Blvd, Portland OR 97236 for the past eleven years and it is a parcel of Meadowland Shopping Center.

One of my three tenants is Burger King and it began to operate at the place in 2007 with a drive-through. Converting a retail space (Radio Shack) into a fast food restaurant with a drive-through required a lot of investments, not to mention the extensive permit and inspection process through the city.

I know the existing drive-through will become nonconforming if the proposed zoning change goes through all the way and I, respectfully, object to the proposed change. Even though the existing drive-through may remain the same as now, it would be prohibited for me to expand it in the future or to rebuild it when the building is damaged more than 75% or more by fire, earthquake or whatever. It is anyway inside a shopping center and the impact of the drive-through on traffic, noise, etc. would be very minimal.

In fact, more traffic coming into the shopping center is the better for the entire shopping center. When Albertson's, the anchor tenant of the entire shopping center, vacated in 2006, it was at the brink of becoming a magnet for trashes and the incoming of Burger King with a drive-through in 2007 was a big boon for the entire shopping center. Why make the drive-through nonconforming and why prohibit the future expansion or the replacement after damages of fire or earthquake?

I strongly prefer not to see the prohibition of drive-through east of SE/NE 80th become a law and thank you for paying attention to my voice in the planning process.

Sooyoung Koh  
503-679-7805

**From:** [Heather A. Brann](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation--MORE REQUIRED OFF-STREET PARKING  
**Date:** Friday, September 23, 2016 4:55:31 PM

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This comment pertains to the comprehensive plan and the lack of required parking in mixed use zones.

I was shocked to see that a developer can add 30 residential units in a mixed use zone and provide NO dedicated parking for new residents. See e.g. 33.266.110 B 1.

This is extremely short-sighted. While encouraging public transit use is important, the proposed lack of any additional parking doesn't mean that tenants and newcomers to Portland will sell their cars—it means that 30-60 new cars will be jockeying for space in the nearest residential neighborhood. This creates a “tragedy of the commons” where cars are fighting for parking space. Even people who are dedicated transit users for commuting purposes own and keep private cars so they can be weekend warriors shopping, heading to the coast, to the gorge, or to ski.

Further, the lack is short-sighted considering that density within each unit may increase in the future. So a 4 bedroom unit may house one household now (with 1 car) and house 4 households (with 4 cars) 10 years from now. Our increasing population is also an aging population, and someone who has had a spouse in a wheelchair for several months last year, I can tell you that there are not enough hours in the day to care for a disabled person without having a car and good parking access. If I had been forced to be a caregiver without a car, I would have had zero sleep, given how many more hours it takes to move a disabled person using public transit.

As an example of how this short-sightedness will hurt Portland in the future, look at Lincoln City. Lincoln City just enacted codes that require **1 off-street parking space per bedroom** in new construction to be used for vacation rentals. They have to do this now, because for years planning and construction has gone on without proper attention to dedicated parking. When owners and vacation renters are all using their homes at the same time, there simply isn't enough parking for everyone. On the street or otherwise. The culprit isn't the street—the problem is rows of 4 bedroom houses with no off-street parking.

Portland can nip this in the bud now. Providing **sufficient** parking is not anti-pedestrian or anti-transit, or anti-sustainability. Instead, it is acknowledging the reality that most residents—new or old—own a car that needs to go somewhere, regardless of how seldom that car is used. In our case, we don't commute at all but need a car for medical and pharmacy needs, weekly shopping (things too heavy to carry on foot), business shopping (again, load too heavy to carry), and leaving town for recreational purposes outside of the zone where transit is available.

**If we ever achieve a car-free utopia, we can start growing gardens in the parking spaces, but until then quit subsidizing developers by letting them shift the cost of new residents' parking onto neighborhood, business corridors and onto the public at large.** Allowing a large residential development to be built without parking violates the plan by **subsidizing developers' parking costs** with public space. If the City believes that such residential units are okay **it should require all residents of such buildings to not own cars.**

In my neighborhood Piedmont, wherever you have allowed a developer to place a rack of 4-



bedroom townhouses, typically with a 1 car garage each, a full city block (and sometimes 2 blocks) becomes clogged to the gills with cars. The single family residences built 100 years ago can no longer park in front of their own home—despite that being the unwritten neighborly rule since cars became larger than the carriage house.

I would like to see the City start parking minimums at 3 residential units, and begin at .6 dedicated spaces per **bedroom**. So a set of 4-4 bedroom townhouses would need a minimum of 12 off-street parking spaces. This will still generate transit-friendly development, but will actually be planning for long-term density with each bedroom may have 2 people in it sharing a car. In the mixed use context, by making this a requirement, housing units can be added **with little or no impact** on the surrounding neighborhoods.

If I am reading the code correctly, there is already a 1 car/bedroom requirement for transient rental space (AirBNBs). If you consider that multiple families will start to share “units” with housing in such high demand **for long-term rentals as well**, you should start enforcing this standard for new infill immediately. In this manner, when the time comes that the 1-unit/4 bedroom residential space starts being shared by 4 households, parking will be sufficient.

—Heather Brann  
5756 NE Garfield Ave.

# S·M·I·L·E

SELLWOOD MORELAND IMPROVEMENT LEAGUE  
8210 SE 13th AVENUE, PORTLAND, OR 97202  
STATION 503-234-3570 • CHURCH 503-233-1497

September 22, 2016

Comprehensive Plan Implementation  
Portland City Council  
1221 SW 4<sup>th</sup> Ave. Room 130  
Portland, OR 97204

Honorable Mayor and City Commissioners:

The Sellwood Moreland Improvement League (SMILE) is submitting the following testimony on the Mixed Use Zones Project Recommended Draft Report and the 2035 Comprehensive Plan Early Implementation Projects Zoning Code Amendments Recommended Draft Report.

The Planning and Sustainability Commission (PSC) has made several revisions since we last had the opportunity to comment. Specifically, we ask that you

- Support PSC changes in the recommended draft and zoning map regarding low rise commercial storefront areas
- Remove the PSC proposal to increase the building height bonus for tall ground floor ceilings from 3 to 5 feet
- Remove the PSC proposal to apply the tall ground floor height bonus to the allowed step down height with abutting residential properties.

We justify these requests below:

### **Support PSC proposed low rise commercial storefront areas**

SMILE supports the PSC changes in the recommended draft and zoning map regarding low rise commercial storefront areas. Earlier proposed changes from CM2 to CM1 zoning in the core of our commercial centers were opposed by many property owners and they could have resulted in a commercial core less developed than outlying blocks. SMILE supports the one remaining CM1 low rise area in our neighborhood, a two-block area of SE 13<sup>th</sup> Avenue south of Tacoma Street at the edge of a commercial center.

### **Oppose PSC increase of the bonus height for a tall ground floor from 3 to 5 feet**

PSC increased the bonus height for a tall (15 foot) ground floor from 3 to 5 feet (33.130.210.D.8). When the 3-foot bonus was first proposed, we were concerned that this could start a series of small incremental height increases and the PSC action validates this fear. Our neighborhood has 3.1 miles of commercial corridor with hundreds of abutting residential properties. Homeowners want to preserve their property values by not having a large adjacent building dwarfing their property and denying solar access (see photo). Far more people experience a building from the outside rather than inside. Thus, the height and size of commercial buildings has a greater effect on the neighborhood fabric than the interior space. We oppose the PSC increase to 5 feet. Bonuses should be used to promote community benefits, such as affordable housing.



*A single family home in the shadow of a 4-story mixed used building near SE 13th Avenue and Umatilla street.  
Photo credit: Michelle Cook.*

**Oppose PSC proposal to apply the tall ground floor height bonus to the allowed step down height**

The Recommended Draft proposes to step down heights on commercial buildings adjacent to some residential properties. For R1 and R2 multi-dwelling zones, there is no required step down with the CM2 commercial properties that make up our corridors and have a base maximum height of 45 feet. The PSC proposes to apply the ground floor bonus height to the step down height. Thus the step down height would be 5 or 10 feet greater than the allowed height on abutting residential properties (see table). The PSC proposal to apply the bonus to the step down height would further sacrifice residential quality of life and home equity to improve the interior aesthetics of commercial space. We request that you do not apply the ground floor bonus to the step down height.

<b>Residential zone</b>	<b>Allowed residential height</b>	<b>Proposed step down height</b>	<b>Proposed step down height with bonus</b>
R1	45	45	50
R2	40	45	50
R2.5	35 (30 <sup>1</sup> )	35	40
R5	30	35	40

*Commercial step down heights within 25 feet of an abutting residential property. Height in feet. Maximum commercial building height in Sellwood Moreland commercial corridors is 45 feet without the bonus and 50 feet with the proposed bonus. <sup>1</sup>The Residential Infill Project has proposed to decrease allowed height in R2.5 zones near centers to 30 feet.*

This testimony was approved at the SMILE Board Meeting September 21, 2016. Our neighborhood has been actively involved in the Mixed Use Zones Project and we look forward to implementation of these changes. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Corinne Stefanick". The signature is written in black ink and is positioned above the typed name.

Corinne Stefanick, President  
Sellwood-Moreland Improvement League

**From:** [Daniel Hoyt](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comment  
**Date:** Wednesday, September 21, 2016 12:17:51 PM

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I am in favor of the new comp plan and related maps. Encouraging thoughtful infill is a great idea. The City planners are doing a fine job. Those opposed should be shown pictures of Phoenix, San Jose, etc.

**From:** [jim](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [Stark, Nan: "jim"](#)  
**Subject:** RE: comments re1402 NE 69th  
**Date:** Tuesday, September 20, 2016 7:05:05 PM

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Property address 1402-34 ne 69th  
Property ID# R193566

I recognize that any change is likely to create anxiety, and in general support these changes designed to create a more urban environment. In the case of this property there is also an opportunity to rectify a mistake. This property consists of a large building on a large parcel with R2 zoning. The assessor's summary designates it as 9-20 units. When this structure was built, it included 2 offices, a shop and what, for the time, was an ADU attached to the owners unit. All of this is now currently constructed and wasted space which I would like to convert to living space. A conversion would not change the buildings footprint in any way. I therefore request that as part of this process the zoning designation be converted to CM2 in keeping with its location off Halsey street, or at least R1 zoning. Thank you.

Thank you,  
Jim Carlisle- owner



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Virus-free. [www.avast.com](http://www.avast.com)

**From:** [jim](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [Stark, Nan: "jim"](#)  
**Subject:** comments re 4125 ne 82nd  
**Date:** Tuesday, September 20, 2016 6:49:29 PM

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Property address 4125-4149 NE 82<sup>nd</sup> Av

State ID# 1N2E20DA 17500

I recognize that any change is likely to create anxiety, and in general support these changes designed to create a more urban environment. In the case of this property there is also an opportunity to rectify a mistake. This property consists of a large building straddling two different zoning designations currently CG and R2. In place of perpetuating this circumstance I request that the whole parcel be designated CM2 with the upcoming zoning revision.

Thank you,

Jim Carlisle- owner

Db a airport way retail warehouse llc

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Virus-free. [www.avast.com](http://www.avast.com)

**From:** [SEAN MUMAU](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Meeting  
**Date:** Tuesday, September 20, 2016 3:42:20 PM

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I noticed that the hearings are held on days of the week when most working people could not attend, is that by design?

Sean mumau

Sent from my iPhone



**From:** [Neal Collins](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Tuesday, September 20, 2016 2:46:51 PM

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Our city is no longer the sleeper city on the West coast, always overshadowed by metropolises like Seattle, Vancouver, and San Francisco. Portland needs to get its act together and realize that we have a serious problem on our hands that is only solved by embracing density and urbanism. My vote is to push a comp plan that upzones all residential areas through as quick as possible.

Neal Collins  
Portland Resident and Property Owner

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Neal Collins  
503.927.6085

**From:** [Darlene](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Map and New Zoning Plan  
**Date:** Tuesday, September 20, 2016 1:24:43 PM

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I do not understand what all this mean as a home owner. I wish someone would actually take the time out to explain what this means?

Thank You

Darlene Carter

**From:** [Angela Zehava](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Middle Housing--official, unredacted  
**Date:** Tuesday, September 20, 2016 1:04:52 PM

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Dear Elected Officials:

I am writing to oppose middle housing mid-block in neighborhoods, like Sellwood, where I live. Money Magazine just declared Sellwood to be one of the two best neighborhoods in Portland. One of the reasons Sellwood is so great is because we have a wonderful spectrum of housing--from apartments, duplexes on busy streets, and tiny starter homes to large single family homes in the interior of the neighborhood. The interior of the neighborhood is very tight knit, with long term owner residents raising their children here. Many people who leave Sellwood leave horizontally, in a box. We have been in our home for over 12 years and all of our immediate neighbors were here before us, except one, who moved in two years after.

Sellwood's greatest enemy is DEMOLITIONS. Changing the rules to allow middle housing in the interior of neighborhoods would bring a giant wrecking ball into our community. The developers, your funders, would love nothing better. They don't live here, what do they care? This is what demolitions do to us, the residents of this community:

1. Demolitions poison us with lead and asbestos.
2. Demolitions eradicate the lovely small SMALL IS BEAUTIFUL starter homes that are actually affordable for people who are NOT one percenters. Starter homes enable middle income families to raise their children in a neighborhood like Sellwood.
3. Demolitions gentrify our neighborhood. Everyone who is moving in is RICH. These places they are putting in/putting up are NOT AFFORDABLE, they are granite counter top fancy and expensive. Rents are EXPLODING.
4. Demolitions are a sustainability nightmare. A perfectly good home with enormous carbon inputs over many years (not to mention many materials/wood) is shoved into a dumpster, and brand new HUGE carbon inputs build a much larger structure(s) that require more energy to heat/cool/maintain. This is just plain stupid in the face of global warming.

My 124 year old home is bombarded with letters from developers who would LOVE to knock down our Victorian home and put up a triplex on our corner lot. The lies they tell in these letters are as disgusting as their motivations (profit at the expense of people).

Please preserve our Portland communities. Middle housing belongs on the edges of neighborhoods, not in the heart.

Best Regards,

Angela Zehava

p.s. WHY ARE WE NOT REQUIRING DEVELOPERS TO INSTALL SOLAR ON EVERY DEVELOPMENT?