

Portland Planning and Sustainability Commission  
Residential Zones Testimony  
1900 SW 4th Ave Suite 7100  
Portland, OR 97201

RECEIVED  
PLANNING & SUSTAINABILITY  
2016 MAY 13 A 9 18

We are submitting this letter as comment and testimony to the proposed changes in zoning for our property and neighborhood. We live at 1522 SE Clinton Street. We received a notice recently informing us that there is a proposal to change our zoning from R-2 to R-1. We also attended a Hosford-Abernathy Neighborhood Association meeting on April 6th, to listen to a presentation by a Bureau of Planning and Sustainability representative on the rezoning.

Listening to the presentation it was apparent that at a minimum, the BPS employee had little to no knowledge of our neighborhood. We can only assume that the presentation reflects an overall lack of knowledge by BPS as a whole. The gist of the presentation was that changing our zoning was a wonderful thing, and that it would bring about diversity in the neighborhood. Diversity being defined as social, racial, economic and gender. We were also told that it was our turn to absorb more density. If the City staff were to come and talk with us and meet the families in our neighborhood, they would realize we are already a very diverse neighborhood.

Our neighborhood is comprised of single family homes, both owner occupied and rented. It is a low to moderate income neighborhood and includes many retirees on fixed incomes. There are a number of Reach homes in the area proposed to be rezoned. These Reach homes are rented to low income families, single parents, people with disabilities and the elderly.

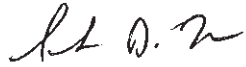
With our current R-2 zoning we have already experienced lot splitting and infill in our immediate vicinity. The neighborhood is currently built out and there are no empty lots for further infill construction. The infill homes built in our neighborhood have sold for in excess of \$700K. This zoning change is a proposal for gentrification and displacement. R-1 zoning would facilitate the tearing down of 100 year old homes and the building of tall apartments on individual lots that would tower over neighboring homes. The proposal to change our zoning to R-1 has the potential to destroy our neighborhood. We are not a Monopoly board game the city can socially engineer. We are homes, families, a community.

We have seen displacement in every neighborhood the City has re-engineered. Northwest Portland and the Pearl used to have affordable housing. The gentrification has continued on Alberta, Mississippi, Division Street. Signature of all these areas is that affordable housing is gone and low to moderate income people have been displaced. The City has recently declared that we are in a housing emergency. Displacing families in a low to moderate income neighborhood will only add to the problem.

We found it extremely interesting to read the March 14, 2016 article in the Oregonian about the new proposed zoning for the Eastmoreland neighborhood. It seems that in a wealthier neighborhood the proposal is to "downzone" from proposed higher density zoning to R-7, which would effectively stop further teardown and infills by requiring larger lot size. The most interesting part of the proposal is that this is Mayor Hales neighborhood. This whole situation reeks of economic discrimination and conflict of interest. We are sure LUBA would concur.

We respectfully ask that the zoning for our neighborhood remain R-2. The current zoning already permits increased density. There is no need to zone for a greater density as that will facilitate the destruction of turn of the century homes and displacement of low to moderate income families.

Thank you,



Steve Niles  
Susan Schuster  
1522 SE Clinton St.  
Portland, OR 97202

Portland Planning and Sustainability Commission  
Residential Zones Testimony  
1900 SW 4th Ave Suite 7100  
Portland, OR 97201

We are writing to comment and submit this letter as testimony on the proposal to change zoning for a R-2 property to CM1, referred to as change 330 in the plan.

We live at 1522 SE Clinton St, immediately next door to this property. The property in consideration is 1532-1540 SE Clinton. This property is an apartment complex with commercial space on the first floor. The commercial space is currently occupied by medical offices, specifically a Naturopath and a massage and acupuncture clinic. Both of these current businesses are compatible with the neighborhood.

The property in question is completely surrounded by residences. The businesses currently operating in this building are allowed as non-conforming uses. This process exists to protect the quality of life for the residents in the neighborhood. Specifically considered are:

- a. The hours of operation;*
- b. Vehicle trips to the site and impact on surrounding on-street parking;*
- c. Noise, vibration, dust, odor, fumes, glare, and smoke;*
- d. Potential for increased litter; and*
- e. The amount, location, and nature of any outside displays, storage, or activities; and*

*if there are proposed changes to the site:*

- a. Building scale, placement, and facade;*
- b. Parking area placement;*
- c. Buffering and the potential loss of privacy to abutting residential uses; and*
- d. Lighting and signs*

While there may be some logic in "cleaning up" a nonconforming use by changing the zoning to mixed use commercial, doing so would remove the above listed quality of life protection for the surrounding residences. Under a CM1 zoning the current office space could be converted to retail with high traffic and longer hours. A restaurant and bar open until 2:00 could be permitted. This would have unacceptable impacts to our neighborhood. The Hosford-Abernathy Neighborhood Association has testified in opposition to this proposal.

We respectfully request that proposed change 330 be deleted for the Comprehensive Plan and that the property at 1532-1540 SE Clinton remain zoned R-2.

*Steve Niles*

*Susan Schuster*

Steve Niles  
Susan Schuster  
1522 SE Clinton St.  
Portland, OR 97202

To the planning board

No no no no the is neighborhood is already beyond its density

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R5 to 2.5 will change the area to an extreme and not fix the problem just make the area a slum. Us old timers made this area beautiful quit destroying it. The popularity is because we did it. Now you want to change it

I took a straw pole of ALL the owners and renters and NOT one think this a good idea or fair for the residence that live here.

NO family wants to live in a home with no yard and some no driveway or parking .

Adding density dose not bring the cost down on the homes just the quality of life for all residences

The proposed area change is not fair. It should be all of the Mt Tabor area or none.

If Charley hales stopped his change in his area for all the same reasons why change mine?

I voted to put theses officials in place to stop this type of destruction ie builders cutting down large trees and other natural areas to build no yards and parking

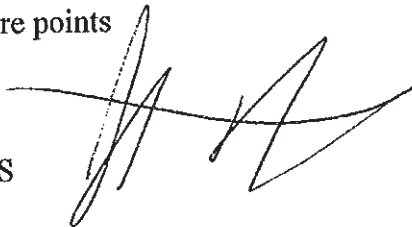
Changes like this should go to a vote of the owners of the proposed area not by the builders or even the bds offices

There is many more points

NO NO NO

JAMES FRANCIS

7414 se Sherman st Portland Oregon 97215



Residential and Open Space zoning project Testimony  
Planning and Sustainability Commission  
1900 SW 4<sup>th</sup> Ave room 7100  
Portland Oregon 97201

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PLANNING & SUSTAINABILITY  
2016 MAY -9 A 10:13

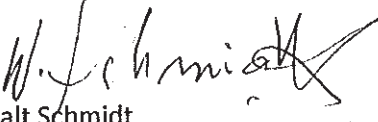
Dear Planning and Sustainability members –

I have owned and operated Halsey Automotive Imports at 7721 NE Halsey since the 1960's. In 1971 I successfully petitioned the Portland Planning Commission for a zone change (ZC 5830) from residential to manufacturing (M3s) – enclosed is the letter from the city auditor confirming City Council approval and the ordinance number 132715 that is in your archives. I have abided by all conditions of the approval since 1971 – I constructed the sidewalk on Halsey, I have provided and maintained landscaping along all street frontages, there is no ingress/egress from Halsey to my property, etc.

In 1980, the city changed the zoning from M3 back to residential without my knowledge as part of the 1980 Comprehensive Plan.

I recently received a notice that the city plans to change my zoning again, this time from R1 to R2 as part of the update to the 1980 Comprehensive Plan and also as part of the Residential and Open Space zoning project. I would like to submit a request that the city change the zoning on my property back to manufacturing instead, because my business is well established and we have no plans to make any changes or to convert the business to residential use. I would also like to point out that the businesses to the east of my property are zoned for manufacturing so this would be in keeping with the adjacent businesses.

Thank you for your consideration.

  
Walt Schmidt  
12135 NE Fargo Street  
Portland Oregon 97220

Cc: City Council

Aerial photo

**Portland Maps** Places Reports Account Support About Advanced

Q 7721 NE HALSEY ST  
PORTLAND, OR 97220-1553

Related Accounts  
Assessor

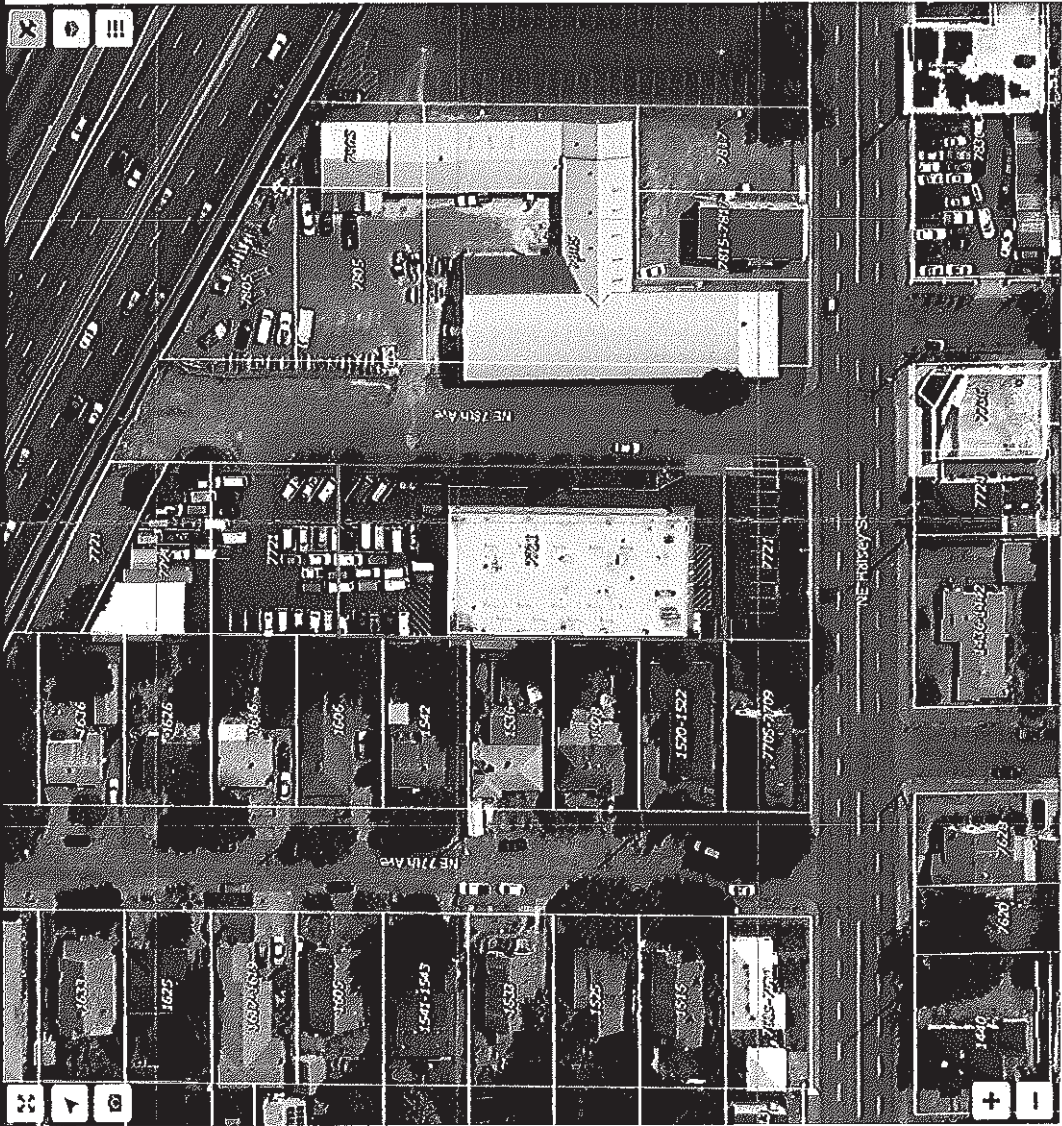
Property Values (2015)  
Market Value \$739,240.00  
Assessed Value \$411,290.00

Taxes (2015)  
Property Taxes \$9,725.86  
Total Taxes \$9,725.86

Assessor Detail  
Permits & Zoning  
**Bureau of Development Services**  
Phone: 503-823-7300  
Zoning Hotline: 503-823-7526  
Email: ods@portlandoregon.gov  
1900 SW 4th Ave, Suite 5000, Portland, OR 97201  
www.portlandoregon.gov/bds

Permits Zoning & Districts  
Capital Improvement Projects

Parks  
Schools  
Public Safety  
Transportation  
Utilities



May 13, 1971

Mr. and Mrs. Waldemar J. Schmidt  
12135 N. E. Fargo Street  
Portland, Oregon 97220

Dear Mr. and Mrs. Schmidt:

The City Council, Wednesday, May 12, 1971, considered your petition to change from Zone A2.58 to M38, Lots 25 through 38 inclusive, Block 38, Jonesmore, located on the west side of N. E. 78th Avenue and north of N. E. Halsey Street.

The Council adopted the report of the City Planning Commission granting M38B for Lot 38, M38 for Lots 25-37 with the condition that all access and egress be in a forward motion; plus additional conditions as follows: 1. sidewalks required on N. E. Halsey; 2. no ingress or egress on Halsey; 3. no windows or storage on west side of property; 4. setback of not less than 10 nor more than 15 feet from west property line; 5. structure to be constructed of concrete block; 6. no repair operations to be carried on after 10 p.m., nor after 5 p.m., except in case of emergency.

The City Attorney is preparing an emergency ordinance to be submitted to the Council for consideration. Following favorable action by the Council, a copy of the ordinance will be forwarded to you.

Yours very truly,

Auditor of the City of Portland

EC:pn  
Cal. No. 1783  
PC 5830

**From:** sender@olivesoftware.com [mailto:sender@olivesoftware.com]  
**Sent:** Wednesday, April 20, 2016 9:26 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Page A13 in Wednesday, April 20, 2016 issue of The Oregonian

Please see [Page A12 in Wednesday, April 20, 2016 issue of The Oregonian](#)

This (Research back benefits of living near nature) is another reason why the planning and sustainability commission should not allow the rezoning in Richmond from R5 to R2.5. Laura Miller, MD 4042 SE Franklin Portland, Oregon 97202 503 238-2921



James Wallace

9125 S.E.Oak st.

Portland or. 97216

4/13/2016

To: Planning and sustainability Commission, concerning 10703 E. Burnside

I was stunned and saddened to receive your letter proposing to change the zoning on my property from R2 to R5 single Family residence. This would downgrade the usage of my lot, restrict the options to develop, and lower the value considerably.

At a time when the mayor, Charlie Hales has declared an emergency housing crisis, Amanda Fritz is pleading for more homeless camps, and Steve Novick wants more "middle housing" this rezoning seems preposterous. The properties in East Portland zoned high density and next to the max tracks are ideal for future expansion. Indeed that's exactly what the planners had in mind when these lots were originally rezoned high density. The only reason given for the rezoning is "to ease overcrowding at the David Douglas school district". It seems to me there are much better ways to deal with that problem than to eliminate the potential for dozens if not hundreds of new housing units on the east side.

One has to question the wisdom of using this zoning change as a weapon against school overcrowding. Is there any data available that this will work? Is the city going to rezone enough lots to even make any difference at all? It seems like hundreds of lots will have to be rezoned

to achieve this result. Finally, school crowding runs in cycles, several years down the road will we be closing schools?

On a personal level, I purchased my lot many years ago because of the zoning and potential for future development. I have maintained the property and paid the taxes as an investment for my future. This rezoning will devalue the property greatly, as no one will want to build a single family home on the Max tracks next to a three story, low income apartment complex, the ideal place for future low income housing.

In conclusion please reconsider this terrible and short sighted reaction to a problem that has other solutions. Portland's east side is already zoned as an ideal place for future housing, please do not destroy that potential.

James Wallace

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2016 APR 21 A 8:48

Date:

4-13-2016  
1414 N.E. 60th AVE  
PORTLAND, 97213

Portland Sustainability Commission  
Residential Zones Testimony  
1900 SW 4th Ave., Suite 7100  
Portland, OR 97201

Dear Portland Sustainability Commission,

I am writing in regards to the notice I received about my area of Portland being re-zoned for high density buildings, The Rose City Park Plan.

I am not in favor of these changes as this is not what I want for my neighborhood. Please reconsider the proposed plan for the Rose City Park area between NE 57th, 63rd, Halsey and highway 84.

Sincerely,

*Dalana Ann Rucio*

En Español:

Estimado Portland Sustainability Commission,

Yo estoy escribiendo por que recibe una notificación que mi barrio en la ciudad de Portland va ser re-zonificado para edificios de alta densidad por el Rose City Park PI

Yo no estoy de acuerdo con este plan y no lo quiero para mi barrio.

Por favor, reconsiderar este plan para el barrio de Rose City Park entremedio de NE 57th, 63rd, Halsey y la carretera 84.

Sinceramente,

**From:** Cindy Idler [<mailto:ilovelucy244@gmail.com>]  
**Sent:** Wednesday, April 13, 2016 2:02 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** Residential Zones Testimony

April 13, 2016

Portland Sustainability Commission  
Residential Zones Testimony  
1900 SW 4th Avenue, Suite 7100  
Portland OR 97201

Dear Portland Sustainability Commission,

I am writing in regards to the notice I received about my areas of Portland being re-zoned for high density buildings, The Rose City Park Plan.

I am in favor of these changes as this is what I want for my neighborhood. We need relocating to bus/MAX stops included #71 and #77 and MAX important for our transportation needs with assistance, please. .

Please reconsider the proposed plan for the Rose City Park area between NE 57th, 63rd, Halsey, and Highway 84.

Sincerely,

Cynthia Idler  
Michael Idler  
1205 NE 63rd Avenue  
Portland OR 97213

State id #1N2E3288 2600

**From:** Josh Bachman [mailto:bachmanjosh@gmail.com]  
**Sent:** Wednesday, April 13, 2016 8:13 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Comprehensive Plan Zoning Testimony

My name is Josh Bachman. I have lived in the Richmond neighborhood at 3953 SE Grant Ct since 2005. I urge the Sustainability and Planning Commission to reject converting SE Cesar Chavez Blvd and the bordering side streets from R5 to R1 zoning for the following reasons:

1. As you know Richmond neighborhood has been the epicenter of radical change. While I'm supportive of increasing density and access to affordable housing within Portland, our neighborhood has received an overwhelming disproportionate focus. The proposed R1 changes exacerbates the traffic, safety, and parking issues in our neighborhood with no planned solution to provide relief. There is a better way.

2. A campaign of misleading and disingenuous information on the proposed R1 change has significantly limited neighborhood input on the proposed change. Until recently the BPS map website stated that the R1 development required one parking space for each unit. Only recently was this information changed to correctly reflect the reality that this requirement is typically waived along transit corridors like SE Chavez Blvd. It is egregious that this misleading information would be provided in the wake of the new development parking issues on Division St that embroiled our neighborhood over the past few years. In another example, the proposed zoning change information that was sent to our residence made no mention of the R1 change that would occur just three doors down. It merely outlined converting our lot from R5 to R2.5 (which I'm supportive of). To make no mention of the significant impact that the R1 change would make just a few doors down is remarkable. Lastly, the attached handout from the Richmond Neighborhood Association makes no mention of the R1 change. Why not? It is clearly the most radical change being proposed.

Respectfully,

Josh Bachman

To: Portland Planning and Sustainability Commission  
Re: Residential Zones Testimony  
From: Susan Z. Whitney  
1535 SE 47<sup>th</sup> Avenue  
Portland OR 97215  
Date: April 12, 2016

### **I Object to the Rezoning of My Property and Neighboring Properties Without Notice and a Quasi-judicial Hearing.**

My home is located on the second residential lot south of Hawthorne Blvd, and it is currently zoned R5. I am opposed to the upzoning of lots on all of the side streets along Hawthorne and Division. The proposal is to rezone the first four residential lots behind the commercial properties to R2.5, which would allow the existing early 1900s bungalows to be demolished and the lot redeveloped to modern rowhouses or duplexes.

### **Blanket Upzoning Violates the Comprehensive Plan and Oregon Law.**

Nothing in the materials prepared and provided by the City provides any reason or rationale for a blanket rezoning of all these residential properties which are currently fully developed with single family homes, most of which are owner-occupied, except to “Conform with Comprehensive Plan designations established in 1980 or amended more recently.” When I met with a planner I was told that this was the only reason. [As an aside, I was also told that the choice was between tearing down an existing historic bungalow and replacing it with a single family home or replacing it with two single family homes!]

The current Comprehensive Plan and Map, with amendments through July 2006, establishes a long-range maximum limit on the intensity of land – the Zoning Map cannot allow more intensive land uses. The Introduction to the Plan states that “there is an important distinction that need to be established about the use of the Comprehensive Plan Map.” The distinction is between “downzoning” to a more restrictive use, and “upzoning” to less restrictive uses. The Plan references *Baker vs. the City of Milwaukie, 21 Or 500 (1975)*, which requires that downzoning may be acted upon as a legislative action, rather than quasi-judicial, and may be accomplished at the time of Plan adoption as a single action.

The reverse case is different however. The Comprehensive Plan does not allow blanket upzoning. It expressly states that when the Plan Map identifies an area or parcel of land as appropriate for a less restrictive use, zoning will only be changed on a case-by-case basis, using the standard zoning procedures citing to *Maracci vs. the City of Scappoose, 26 Or App131 (1976)*. Importantly, the Plan states:

“Taking the approach of doing all ‘downzoning’ when the Plan is adopted (required by law) but not processing the ‘upzoning’ until requested, follows the

logic of the court and keeps existing uses, which are more restrictive than allowed by the Comprehensive Plan Map, from being prematurely ‘forced out’ of an area. For example, the Plan Map may designate an area as appropriate for future apartment use. If the land is currently zoned and developed for single-family houses, it would remain zoned for single family use until such time as the private market determined that it was economically feasible to redevelop the land for multifamily use and application for a zone change was submitted and approved.

“The Plan Map provides a clear description of where zoning changes may and may not be granted and up to what classification they may be approved. Applications for change must still prove that the particular parcel of land is appropriate for redevelopment at a particular time as required by the Fasano decision. The Plan Map provides guidance for these decisions at a relatively fine level of detail. Considerations such as whether the request is in the public interest at a particular time or whether there are other more suitable sites available for the use within the jurisdiction must still be proven through the quasi-judicial process of zoning.”

Upzoning all the residential lots as now proposed violates the existing express restrictions of the Comprehensive Plan and is a breach of trust to those who drafted the plan and to residents such as myself who purchased my property relying on those provisions to believe that my property and my neighbors’ properties would keep their existing R5 zoning until there was an application to change the zoning followed by a hearing.

The proposed blanket upzoning also violates Goal 3 of the November 2011 Comprehensive Plan which requires the City to:

“Preserve and reinforce the **stability** and diversity of the City's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses and insure the City's residential quality and economic vitality.”

To achieve Goal 3 the City should “Preserve and retain historic structures and areas throughout the city.”

### **The Proposed Upzoning Does Not Serve Any Recognized Public or Planning Purpose.**

What is the underlying goal of this blanket rezoning? Unless the goal is clear and clearly stated and based on accurate assumptions, the resulting zoning action is suspect.

Does the upzoning create any affordable housing? Not a single unit. Instead, it will drive prices in this area even further upward.

Does the upzoning achieve the goal of protecting the character of the neighborhood? No. The R5 zone allows the structures to be five feet higher than the R5 zone allows. This results in the skinny 3-story row houses with a tuck-in garage at street level and a tall staircase to the second story entry and small porch. These houses and their occupants are isolated from the rest of the neighborhood, which is characterized by bungalows with large porches close to the street and garages (if any) at the back of the property. Moreover, many of these new houses will be used as rentals – or worse, as a short term airbnb – by absentee landlords/owners.

Does the upzoning increase diversity? No.

Does the upzoning improve a blighted area? No.

Does the upzoning achieve greater density? Not really. If all the houses that are on the rezoned lots were replaced with two units the overall increase in density would be minimal compared to what is required in the City as a whole. Everyone can't live in the Richmond neighborhood. Everyone can't live within 50 blocks of the City Center.

Does the upzoning improve transportation? No. SE Hawthorne and SE Division are already clogged most of the time. Transit options on these streets are maxed out with cars and buses and bicycles. More and more units will be added along these two streets as developers demolish the old commercial buildings and put up 3 and 4 story mixed-use apartment buildings, many with minimal parking. Adding more housing units on the residential streets only creates more gridlock, and a bus ride becomes slow and painful, thus discouraging rather than encouraging the use of mass transit. Increasing density in the neighborhood because it's a designated transit street does not improve car, bike or bus efficiency or safety.

### **The Only Benefit of the Proposed Blanket Upzoning Will Be Increased Profits to Developers.**

There is nothing to be gained by this rezoning, except to encourage folks to sell and to encourage developers to purchase and demolish. Properties in this area are in great demand, and a greater demand will be created because two units will replace one unit, and both new units will sell for the same price as the existing unit.

Obviously the developers want to build in this very desirable close in neighborhood, not because they give a whit about improving the city or the lives of its citizens, but to make more money. Construction costs are the same whether they build in Hawthorne/Division or Lents. But only Hawthorne/Division ensures greater profits.

### **The Goal of Sustainability precludes this blanket Upzoning.**

It is very ironic that the body making this zoning decision is named the Planning and Sustainability Committee!



Replacing one house that is over 100 years old and worth \$400-500,000 with two houses that the developer will sell for \$400-500,000 each does not accomplish any city goal. There is not a single instance in inner SE where an old home has been destroyed and what replaced it was more affordable. Moreover, tearing down and rebuilding is not a sustainable practice. The old house is demolished and the carbon footprint increased for no good reason except greed. As a former construction lawyer, I am well aware that new houses are built with cheap, shoddy and unsustainable materials using inferior construction methods. These rowhouses may look really nice and shiny now, but in twenty years they will not be desirable and will be nearing the end of their useful lives. Just look at the homes in the area that were built in the 1970s. No one wants to buy those, and if they do, they are tear-downs. Not to mention that they have lead in their water systems.

The people of 2050 will not applaud what is happening to our historic and sustainable neighborhoods. They will: We don't understand why you ruined these neighborhoods and allowed inferior housing to replace all those old bungalows. We wish we had those old houses back. They were irreplaceable.

### **Other Areas Are Available and Deserving of the City's Development Focus.**

As I drive around SE Portland, I see many areas on major streets that could be developed with 3-4 story affordable apartment buildings and R 2.5 zoning and rowhouses - Foster and Lents and outer Powell Blvd; Sandy Blvd and outer Division past 82<sup>nd</sup>, and 82<sup>nd</sup> Avenue itself. Why is the City not focusing on these areas, where there are small houses on very large lots, many vacant lots, and a lack of good quality housing? The roads and the transportation systems are already there. If the developers can't make huge profits in inner SE then they will of necessity move to outer SE and NE and everyone will benefit.

Or do something bold and rezone Hillsdale and Burlingame and Multnomah and Portland Heights to allow rowhouses and skinny houses on their 10,000 square foot lots. I'm sure that the developers would be happy to tear down a small Hillsdale split level and replace it with four rowhouses and make a 300% profit.

### **Conclusion.**

Why are you trying to increase density or whatever the goal of this rezoning is by ruining the Richmond and Sunnyside neighborhoods?

Everyone can't live in the Richmond neighborhood. Everyone can't live within 50 blocks of the City Center.

My neighborhood is desirable because of its character - old Portland bungalows and neighbors that know each other. You are replacing those with inferior housing, thus ultimately making the area and the housing less desirable. It really is not comprehensible.

If my property and my neighbor's property are going to be rezoned to encourage the demolition of our beautiful, historical and sustainable houses, then I am entitled to a quasi-judicial hearing with proof that such action will serve some legitimate purpose.

Fredrick Walker  
12251 S.E. Marsh Rd  
Sandy, Or 97055

Dear Folks,

My name is Fredrick Walker. I own a 4plex located at 922, 926, 932 and 934 S.E. 40th, Portland. The property is located  $\frac{1}{2}$  block south of Belmont St. on S.E. 40th. The property is directly across the street from the back of the Walgreens Store.

Across the street from me all along "the back" of Walgreens is legal unused parking. I have no plans to do anything with my property. Keep my place up (as did my parents), have wonderful tenants, and keep my rent low, \$750 and I pay water, sewer & garbage. Our tenants stay for years because we have always been great landlords!

All I'm asking is that you drive by & see for yourself if it is worthy of R1 base zone. Not only worthy but a natural! I hope for your consideration! Hope to hear back. Sincerely,

Fredrick M. Walker  
(Fritz)

**From:** Jennifer Pate Scott [mailto:jennypate@gmail.com]  
**Sent:** Tuesday, April 12, 2016 3:34 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Comp plan residential zoning testimony

Dear Planning and Sustainability Commission,

I have lived at 3945 SE Grant Court for 10 years, during which time the Richmond neighborhood has been altered by residential development.

I urge you to delay rezoning of properties on Cezar Chavez Ave and portions of the side streets between Sherman and Harrison from R5 to R1 due to limited street parking, traffic from Richmond Elementary and because of the information provided to the public about the parking required for this zoning was inaccurate and incomplete.

The majority of homes on Grant Court between 39<sup>th</sup> and 41<sup>st</sup> lack driveways so residents park on the street. Richmond Elementary School is located at 41<sup>st</sup> and Grant Ct. Richmond is a magnet school without a neighborhood option, meaning that most of the students are driven to school. During morning drop off and afternoon pick up times, parents drive circles around the blocks near the school looking for places to park. The streets do not feel safe during this time. More development without parking means more cars parked on the street, more drivers and less safe streets.

Most residents are unaware of the potential impact that R1 development will have on their neighborhood because the public information on the map app was incorrect for months. In BPS's map app, each residence proposed to be rezoned to R1 stated there was 1 parking space required for each unit. When I asked Sara Wright of BPS about this at an information session on 3/28, she agreed that the information was misleading since this parking requirement is often waived along transit corridors like Cezar Chavez. On 4/5, Sarah called to tell me that the parking information in map app was changed to reflect the transit corridor exception. This change was made just one week before today's public hearing on the plan. For months, the public has been looking at information that lead them to believe there was 1 parking space required per R1 zoned along 39th. The planning commission is likely not hearing from a number of residents with concerns about the proposed changes in Richmond because they were misled about the impact that this zoning will have.

Residents who live to proposed R1 zoning have not been informed about the zoning changes since we each got information about our homes specifically. Sara Wright told me that BPS is relying on Neighborhood Associations to share this information, but that has not happened in Richmond. As you can see in the attached hand out from a Richmond Neighborhood Association meeting and Nextdoor post from Richmond's neighborhood land use chair, he states that most proposed changes are from R5 to R2.5 and doesn't mentioned any R1. Residents in Richmond have not been adequately informed about this proposed development and as such, have not been given the opportunity to voice their concerns.

Please postpone the R1 rezoning in the Richmond neighborhood until people have been informed about the development and the parking impacts. Richmond has absorbed more medium and high density development over the past few years than the rest of the City. Residents should be provided with complete and accurate information about development before we are faced with more.

Thank you,

Jennifer Scott

3945 SE Grant Ct

I am a City employee, but this testimony represents my views as a Richmond resident.

**From:** Brian Richardson [mailto:brianrichardson1978@gmail.com]  
**Sent:** Tuesday, April 12, 2016 1:22 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** PSC Residential Zones Testimony

- I am writing in opposition to the proposed zoning changes to my property and surrounding neighborhood (changes 930 and 931 on the map app). These proposals would change the existing R5 and R2.5 zoning in the area bordered by SE 26th Ave, SE 30th Ave, SE Belmont St, and SE Stark St to R2 and R1 zoning.
- My neighborhood has been singled out for this upzoning while nearby areas of Sunnyside, Buckman, and Kerns have not had any changes proposed, despite similar housing stock, existing density, and transportation options. Many single-family homes are planned for upzoning to R2 or R1.
- Upzoning this area goes against the goals of the comprehensive plan, which states that residential density increases should happen along centers and corridors. My neighborhood is neither a center nor a corridor. In fact, Stark St. is much more residential with fewer amenities than other major nearby streets like Burnside and Hawthorne.
- Please bring non-conforming apartment buildings into compliance on a property-to-property basis, rather than the blanket changes that also affect existing single-family homes.
- I understand the need for increased density and appreciate the work you are doing. Please consider more equitable approaches that don't single out my neighborhood unfairly. At the very least, please consider delaying these zoning changes for the results of the Residential Infill project and proposed changes that would allow more duplexes/ADUs/garden apartments.

Sincerely,

Brian Edward Richardson  
706 SE 28th Ave  
Portland OR 97214

✓ 8

Portland Planning and Sustainability Commission Public Hearing

Date: 4-12-16  
 Name: TERRY PARKER (Please print legibly)  
 Authorized Spokesperson representing: \_\_\_\_\_ (if applicable)  
 Address: 1527 NE 65TH AV  
 City: PORTLAND Zip: OR Phone: 97213  
 Email Address and/or Fax No.: perkert2012@gmail.com  
 What agenda item do you wish to comment on? RESIDENTIAL ZONING  
 Site Address, if different from above: \_\_\_\_\_

(check if written comments are included on back)

✓ 9

Portland Planning and Sustainability Commission Public Hearing

Date: 4.12.16  
 Name: Max Oxman (Please print legibly)  
 Authorized Spokesperson representing: \_\_\_\_\_ (if applicable)  
 Address: 4049 SE Franklin St  
 City: Portland Zip: 97202 Phone: 503.484.7535  
 Email Address and/or Fax No.: max\_oxman@hotmail.com  
 What agenda item do you wish to comment on? The rezoning of my house + neighborhood  
 Site Address, if different from above: N/A

(check if written comments are included on back)

Please don't rezone my house + neighborhood.

**From:** Jennifer Rabin [mailto:coronamatic@gmail.com]  
**Sent:** Tuesday, April 12, 2016 10:06 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** PSC Residential Zones Testimony

To The Portland Planning and Sustainability Commission,

I have owned my house in the Richmond neighborhood for twelve years. I work from home, and so chose the location for its beauty and quietude.

Within the last seven years, three condo complexes have been built within a block of my house, each one taking between twelve and eighteen months to erect. What that has meant for me is that for four out of the last seven years, I have woken up to construction sounds six days a week. The whine of chop saws, the semi automatic fire of nail guns, and the shouting of men in hard hats have punctuated my days, persisting into the evenings. This has dramatically reduced the quality of my life and of my work.

In addition, the neighborhood has become unrecognizable. Hundred-year-old bungalows, along with the trees that have shaded them, have been razed to put up either single enormous houses or two shotgun houses, neither of which honor the character of this area.

I believe in Portland's plan for affordable housing and I believe that higher density solutions should be incorporated into all neighborhoods, including mine. I recognize the fact that I live near a major transportation corridor. I am not rejecting outright the proposed zoning change from R5 to R2.5, I simply am asking two things:

1. Please give the residents of my neighborhood a bit of time to recover from and to adjust to all of this change. Please give us a handful of years when we can wake up to the sounds of bird chatter instead of hammering.
2. Consider taking that time to overhaul the zoning code to include plans for middle housing, so that affordable and higher density solutions can add to the character of the neighborhood we so love, instead of detracting from it.

I want to feel at home in my own city and the recent development boom has caused me to feel like a stranger here. I hope you will consider ways to accomplish your housing goals while protecting the current residents' quality of life.

Thank you for your consideration.

Warmly,

Jennifer Rabin  
4314 SE Windsor Ct.  
Portland, OR 97206  
503.227.1406



*Isenhart Consulting, LLC*

April 12, 2016

RE: Residential Zone Change Proposal for 3348 SE 112<sup>th</sup> Avenue

Dear Planning and Sustainability Commission:

Isenhart Consulting, LLC is representing the owner (Mark Perkins) of the property located 3348 SE 112<sup>th</sup> Avenue. The owner received a letter from the City stating is proposing to rezone this property from R2 to R5. After talking with staff it is apparent the main reason for the rezone is due to the current overcrowding of the David Douglas School District. As such, staff has not recommended the site to have a comprehensive plan change and will remain R2 for the Comp Plan designation.

The owner feels that the overcrowding of the school district is something the school district should be dealing with and should not affect the property owner's right to develop at a higher density. The owner feels that this zone change will actually add to the school's issues sooner rather than later as the owner will likely submit an application for R2 density prior to the zone change going into effect in 2018. The reason for submitting the application prior to the zone change is to maximize the property value and not lose out on the opportunity to develop to the R2 density. Currently, the site is developed as a manufactured home park and is at R5 density; therefore, the increase to R2 density will affect the enrollment in the David Douglas School District. For this property, if the zoning is left at R2, the owner won't be forced to redevelop by 2018, thus giving the school district more time to alleviate their overcrowding.

Owner: Mark Perkins  
11471 SE Clover Lane  
Happy Valley, OR 97086

Sincerely,

Danelle Isenhart, AICP  
Isenhart Consulting, LLC

TERRY PARKER  
P.O. BOX 13503  
PORTLAND, OREGON 97213-0503

**Subject: Testimony to the Portland Planning and Sustainability Commission related to up zoning  
in the Rose City Park Neighborhood, April 12, 2016**

As a board member and land use and transportation committee member of the Rose City Park Neighborhood Association, I am here today speaking as an individual to support the resolutions that were approved by my neighborhood association.

Even though a Metro survey clearly shows a public preference for single family homes, many of Portland's single family home neighborhoods are under attack. Developers are demolishing affordable homes an alarming rate. Up zoning related to the comp plan in single family home neighborhoods virtually makes the dirt more expensive and the home standing on that dirt worthless. In all practicality, it gives the backhoe operators a license to plow through and demolish numerous entire city blocks of single family homes. Will wall-to-wall tenement warehouses, new more costly houses that are wedged in like sardines <sup>IN A CAN</sup> and greed replace a more livable quality of life that retains modest homes with green yards and trees? Do we really need to destroy and obliterate the village to save it?

This is what is being proposed in Rose City Park near the 60th Avenue Max Station. The large swath of properties between I-84 and Halsey Street, from 57th to 63rd (see attached MAP A) includes affordable starter homes, well kept working class homes with modest yards and a few multi-family structures consistent with the scale of the homes.

My neighborhood has suggested a modified change in the comp plan to add density, but also to retain the existing R-5 base zoning except for non-conforming use properties that already have higher densities. In short, the neighborhood is not ready for mass change and wants a stronger voice in piecemeal change. One of the issues driving this decision are the narrow four foot sidewalks on 60th Avenue. Should wider sidewalks come first or with new development? Is there truly a need for 10 to 12 foot super-sized sidewalks when six to eight foot sidewalks with no encroachment on the street would be adequate? The neighborhood also wants to preserve historic homes and some character of the area.

Furthermore, why should Rose City Park take a hit while more affluent neighborhoods like Laurelhurst - which has a direct pedestrian connection over I-84 to the Hollywood Max Station - and East Moreland (see MAP B) near the new Bybee Boulevard Max Station have no proposed up zoning? The mere fact that low income and working class neighborhoods are proposed to be up zoned while affluent neighborhoods that have a similar proximity to a Max station escape up zoning. This inconsistency reeks of income inequality, borders on discrimination and diminishes the opportunities for the less than affluent classes of people to make an investment in home ownership.

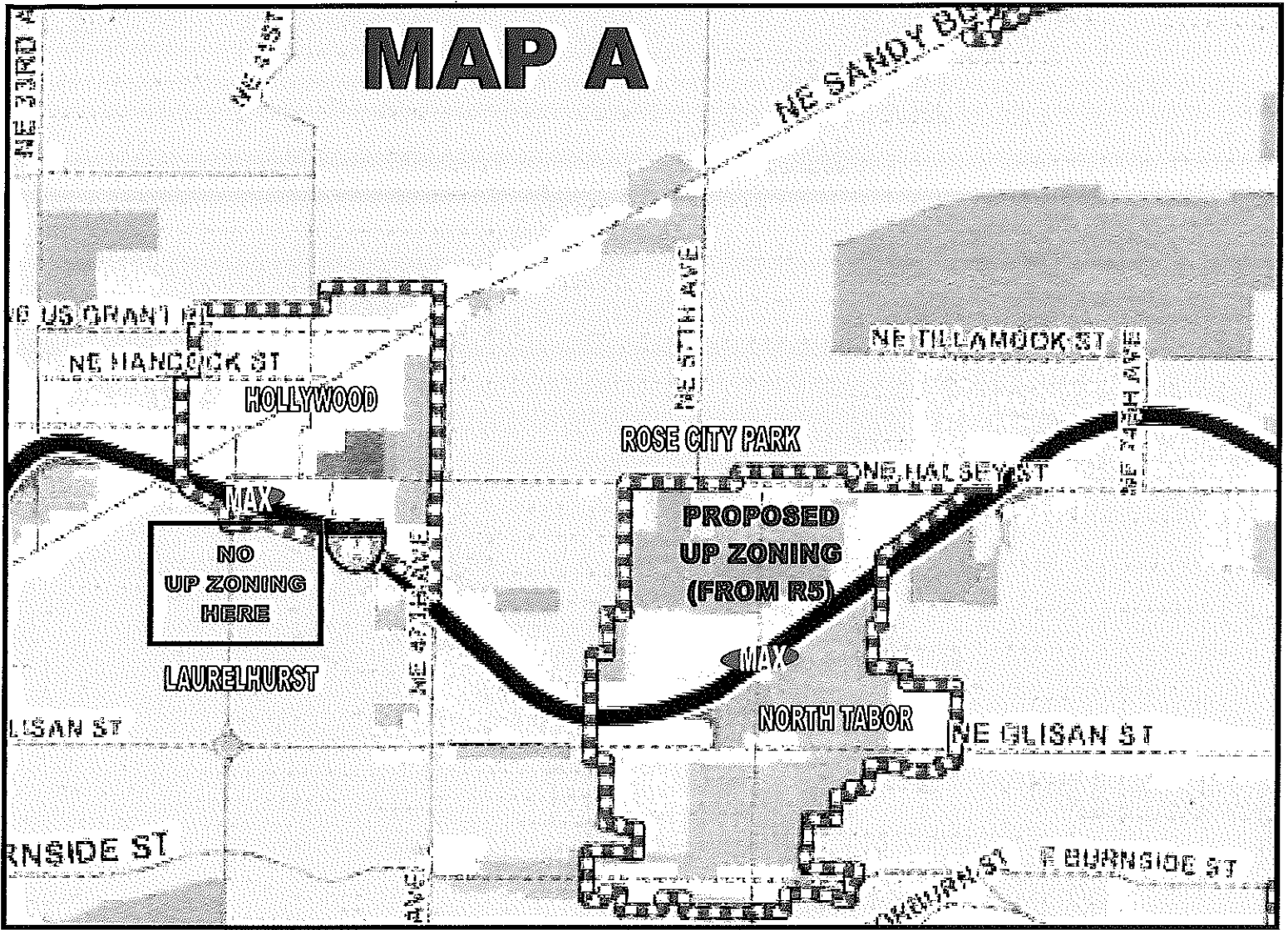
Working class neighborhoods deserve the same equal protections from the density zealots as the affluent neighborhoods. Rose City Park is asking you for your support with a recommendation for maintaining the existing R5 base zoning.

Respectfully submitted,

Terry Parker

Ord. 188177, Vol. 2.3.K, page 10440

# MAP A

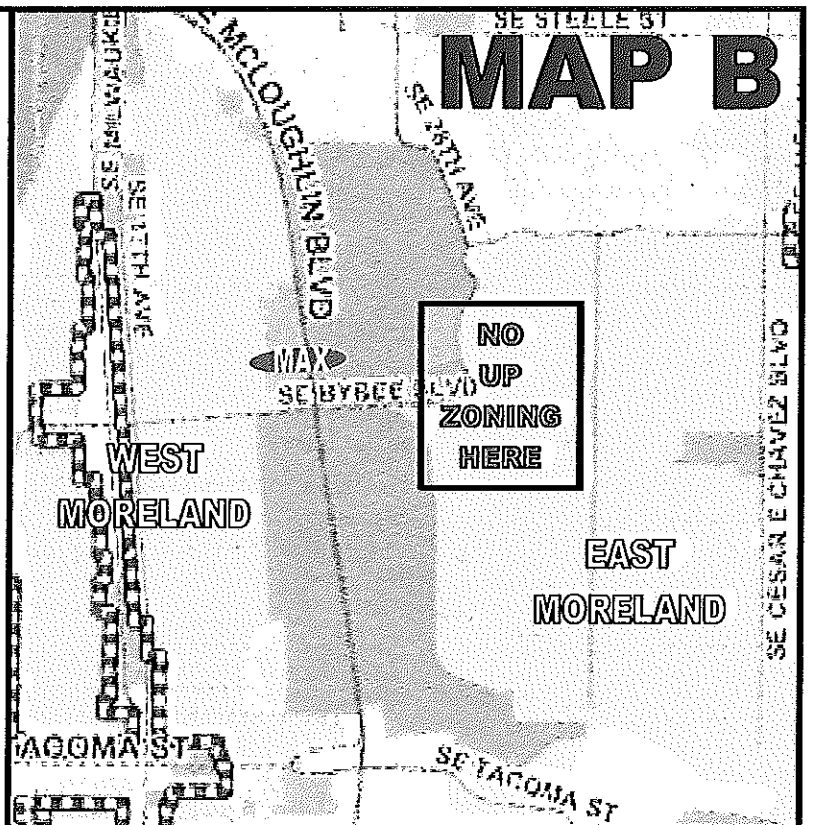


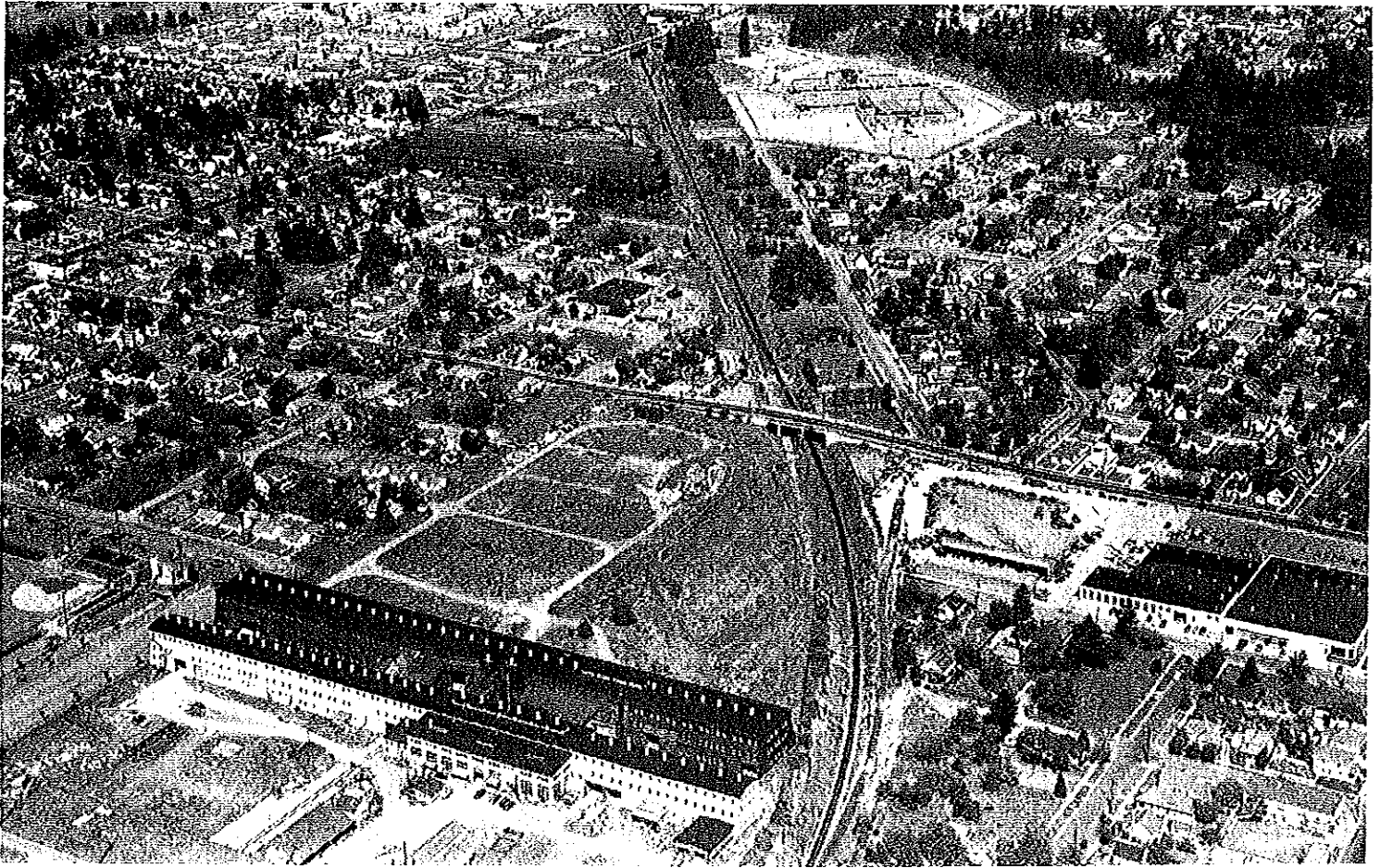
## Legend

- Liaison Districts
- Centers Boundaries (Defined)
- City Boundary
- Urban Service Boundary
- Multi-Dwelling 3,000
- Multi-Dwelling 2,000
- Multi-Dwelling 1,000
- High Density Multi-Dwelling
- Central Residential
- Institutional Campus
- Mixed Employment
- Industrial Sanctuary
- Central Employment
- Central Commercial
- Mixed Use - Urban Center
- Open Space
- Farm and Forest
- Single-Dwelling 20,000
- Single-Dwelling 10,000
- Single-Dwelling 7,000
- Single-Dwelling 5,000
- Single-Dwelling 2,500
- Mixed Use - Civic Corridor
- Mixed Use - Neighborhood
- Mixed Use - Dispersed

## PSC Recommended Comp Plan

# MAP B





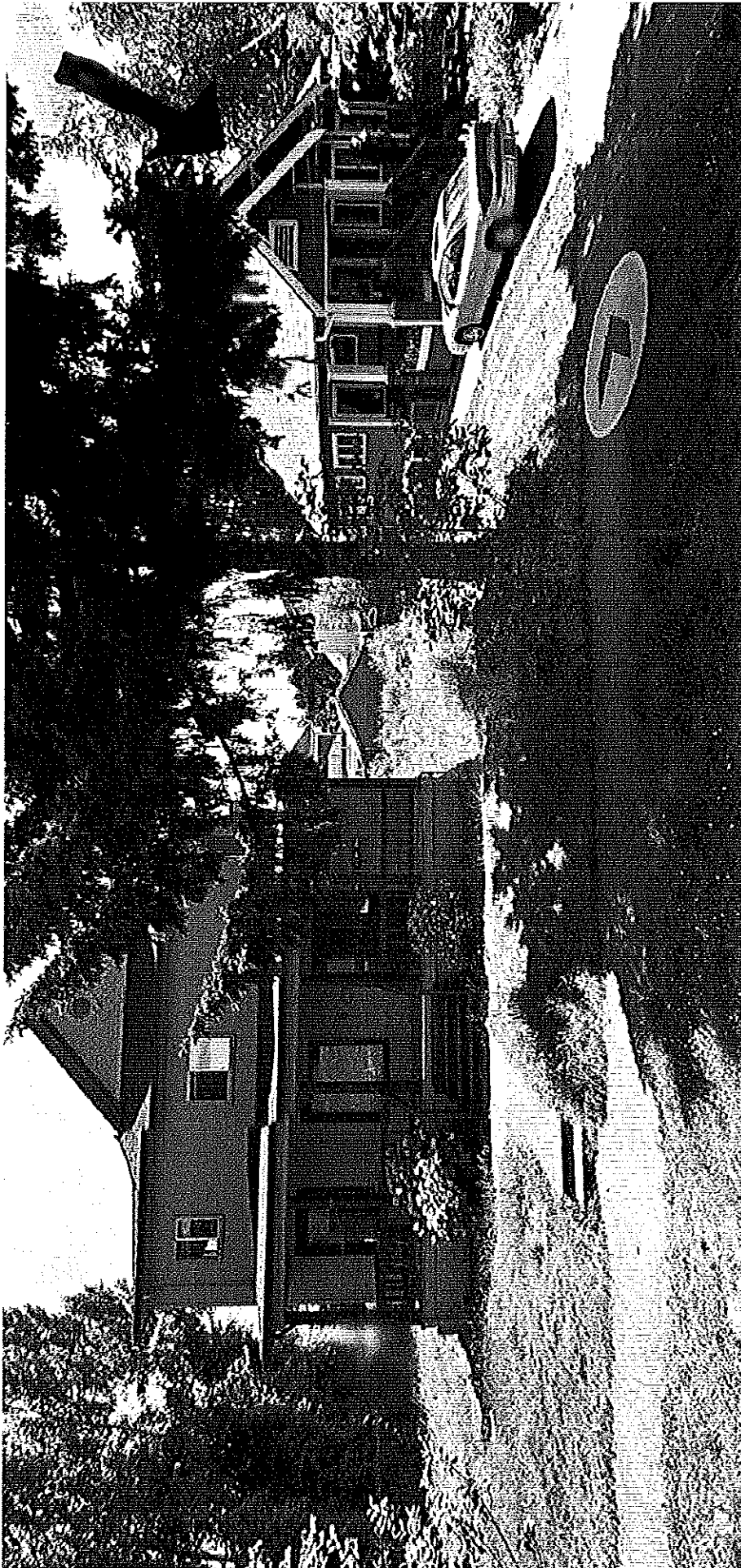
Above: Circa 1950 Columbia Steel Casting Company and the site of Pacific Car and Foundry Company. The overpasses over the Union Pacific Railroad tracks were constructed around 1917. The Banfield Freeway (I-84) has not yet been built. Not all properties in the proposed area to be up zoned have been developed. Below: Google Earth showing I-84, MAX light rail and the same area nearly fully developed with single family homes.



**Text of the recommendation for the Portland Zoning Map update for the 60th Avenue station area from the minutes of the Rose City Park Neighborhood Association Land use and Transportation committee meeting March 21, 2016, and passed at the Rose City Park Neighborhood Association board meeting April 5, 2016:**

"Leave the R-5 zoning the same with the exception where there are pre-existing densities higher than allowable in R-5 zone. Properties already developed to higher densities than allowed in an R-5 zone should be up-zoned."

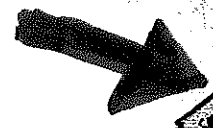
Before



Picture Google Street View taken 6/2014

After

HY



MAX OXMAN

PSC Residential Zones Testimony-psc@portlandoregon.gov

Sandra Lefrancois, Property owner at 6214 NE Clackamas Street

**Thank you for the opportunity to testify on the Proposed Zoning Map Change that affects how my property can be developed over time. As well as, how the change affects the surrounding area also under consideration (area around NE 60<sup>th</sup> between I-84 and Halsey).**

I am aware of the Rose City Park Neighborhood Association's commendable efforts to engage neighbors who are affected by the change in providing feedback. I understand the association sent their testimony recommending amendments based on sound discussion with neighbors with assistance from the Bureau of Planning and Sustainability. I am also aware that my immediate neighbors including renters did not participate in this type of land use meeting and property owners may have found the simultaneous zoning and Comp Plan map notice confusing.

As a homeowner of 10 years, I witnessed the rate of growth and the unintended consequences of growth especially within the last 5 year in Portland. I am underscoring two major points below as to why I recommend the single family residential R5 zone which is the current use of my property. This is in conformance and fitting with the current density in this area under consideration. The current City Council recommendation of R2 from the R1Comp Plan Map designation is, in my view, an improvement but I strongly favor retaining the R5 zone and any current surrounding zone of R2 (i.e. duplex).

**1. Retaining single family residences and lower density units will encourage stabilization of property value and rents in this area.** This also can help to preserve neighborhood diversity and reduce the unintended consequences of new development trends and the involuntary displacement of renters in the area affected. There are very few areas left in Portland that are affordable to lower-middle income householders with diversity in age, income, and cultural background. There is also, in my view, a good mix of housing types in this area. I have already witnesses renters including immigrant and refugee tenants be displaced as properties across the street went on the market.

**2. Livability and health impacts of increased density near I-84.** More people will be at risks of health issues living in proximity to I-84 (studies indicate increased health risks due to living/working in proximity to highways where toxic pollutants are known to significantly affect air quality. In the last couple of years, I-84 is congested most hours of the day. The allowance for higher density development also can engender the loss of established trees and the decrease of open green space which is needed in areas by freeways. Land use changes should protect and promote community health and well-



being. A health impact assessment should be conducted for larger developments close to highways.

Comp Plan Update **Policy 5.4. Land use and transportation**, continues existing Comprehensive Plan policy and highlights the importance of an integrated approach to land use and transportation planning. Please consider this while proposing higher density in an area served by two main but narrow busy streets (Halsey and 60<sup>th</sup> /MAX station). Transit oriented development should be encouraged only with careful consideration of planning opportunities and constraints specific to the area. The existing transportation conditions to access MAX and I-84 do not support more density. The entire area under consideration lacks the proper infrastructure for pedestrians (no sidewalks and unimproved streets).

Please consider using an equity lens before proposing this map and zoning change.

Sincerely,

Sandra Lefrancois, Property owner at 6214 NE Clackamas Street

PSC Residential Zones Testimony  
April 12 2015

I am testifying in opposition of the proposed zoning changes which will change the single family zoning to multifamily zoning in the area immediately east of Lone Fir Cemetery between 26th and 30th, Stark and Belmont. These changes are referred to as #930 and #931

Amendment # S 21 proposes to allow the zoning to remain unchanged in the area immediately to the west of Lone Fir Cemetery I would like the area covered by Amendment # S 21 to be extended to include the area of my concern immediately to the east of Lone Fir Cemetery between 26th and 30th, Stark and Belmont.

The zoning changes proposed in #930 and #931 effect a 4 by 4 block area, half in the Sunnyside neighborhood and half in Buckman. The comments I have heard from the planning staff in support of the zoning change, are that the area has an existing mix of housing types, and that there is a potential for affordable housing in the area.

I think the residents of the area are being treated unfairly by the way these justifications are being implemented.

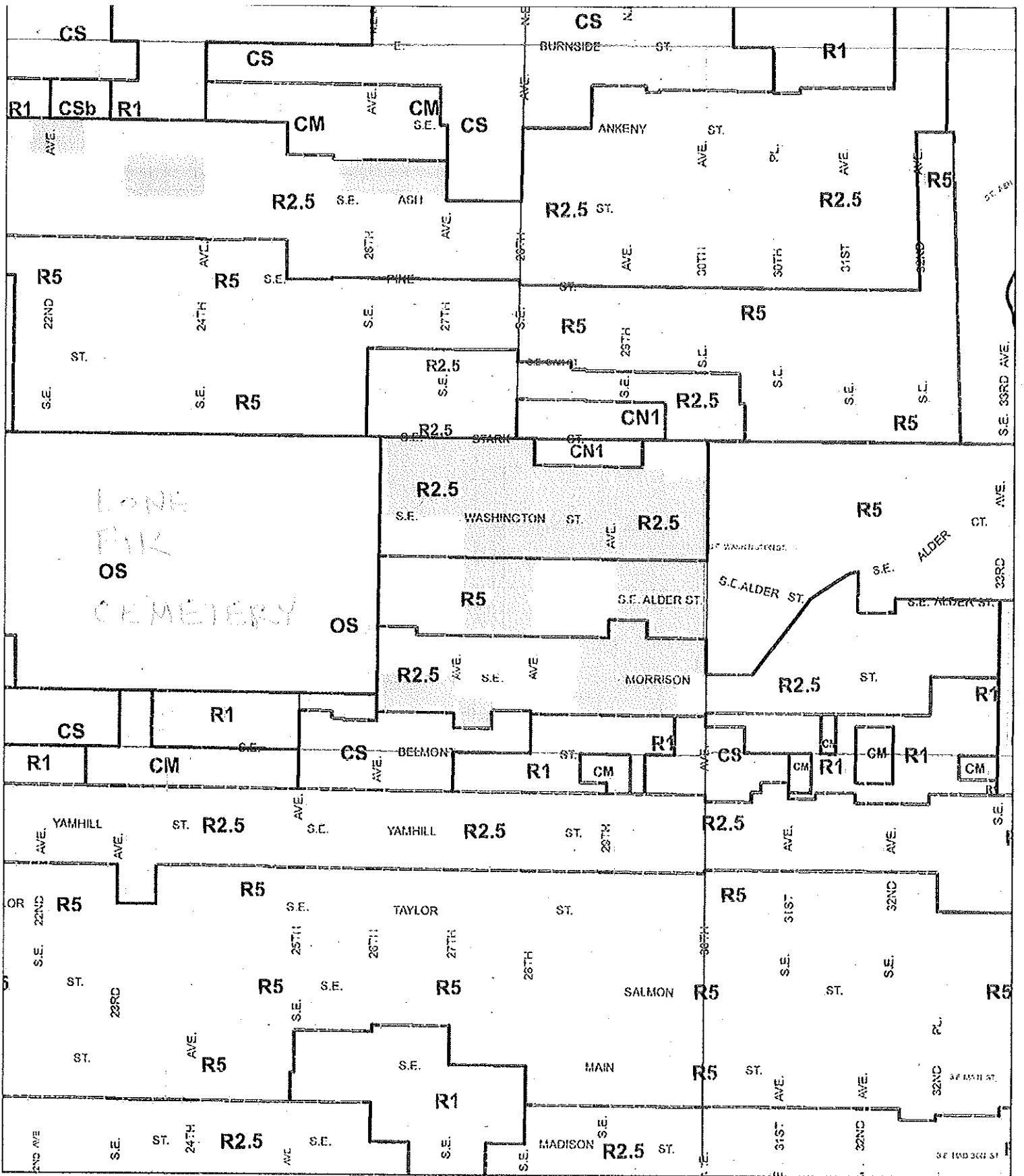
The issues of a mix of housing types and a need for affordable housing are found throughout Buckman, Sunnyside, and Kerns. To pick one small 4 by 4 block area for a zoning change based on that reasoning is unfair and will cause significant harm to the current residents of our area, who have invested a large part of their life savings in homes that are zoned single family with the understanding that the buildings that will be built around them will be a scale that is in keeping with the existing single family zoning. The proposed changes will allow currently conforming single family homes to have four story apartment buildings constructed immediately adjacent. The scale of the buildings that will be allowed outright in the proposed zoning do not belong in an area with historic single family residences.

If the principals upon which this zoning change was proposed are valid, they should be discussed and implemented in a neighborhood, or city wide change in zoning standards, not by picking on a few households.

Please remove the proposed zoning changes from the proposed Comprehensive Plan by adding the ~~areas~~<sup>areas</sup> in #930 and #931 to Amendment #S 21 or via another appropriate amendment. <sup>04/2015</sup>

Thank you for your consideration.

Laurie Kovack  
736 SE 28th Avenue  
Portland OR 97214



**Map C  
Proposed Changes**

Proposed Multi-Dwelling 2,000  Existing Zone Designations

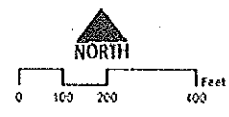
Proposed Multi-Dwelling 1,000

April 6, 2015

#930 and #931





Office of Planning and Development



City of Des Moines

Current zoning R5 and R2.5 are single family. Ord. 188177, Vol. 23.R, page 10440  
Proposed R1, R2, R3 with  
L.P.D.

2035 Comprehensive Plan – Council Amendments

	Change: Reconsider down-designations in the vicinity of SE 17th and Insley. Restore High Density Multi-Dwelling.	BPS Recommendation: No Change. Support PSC recommendation because intended LRT stop was never built. LRT stop is about ½ mile away.
Amendment #S21 	Location: Buckman Change #348 (R5 area between 14 <sup>th</sup> , Morrison, 20 <sup>th</sup> , Stark)	Related testimony (for or against): Buckman NA, various individuals
	Multiple Taxlots (See Map)	
	Requested by: Saltzman, Fritz	Service Considerations: None
	Change: Remove recommended Single-Dwelling 2,500 and restore Single-Dwelling 5,000.	BPS Recommendation: No change. The existing development in the area is predominantly built to the R2.5 density.
Amendment #S22 	Location: 1910 SE Stark and Vicinity - Buckman Change #928	Related testimony (for or against): Buckman NA, various individuals
	R167885, R167886, R167887	
	Requested by: Saltzman, Fritz	Service Considerations: None
	Change: Remove recommended Multi-Dwelling 2,000 and restore Single-Dwelling 5,000.	BPS Recommendation: No change. The existing development is multi-dwelling. Opportunity for affordable housing.
Amendment #N24	Location: South end of Westmoreland Park near SE Nehalem and 23rd	Related testimony (for or against): Property owner
	Requested by: Novick	Service Considerations: McLoughlin and Tacoma are both expected to be over capacity in this area in 2035 during PM peak. Substandard streets and stormwater constraints in the area. Mitigating factor is close proximity to Milwaukie LRT – Tacoma Station, and access to Springwater Corridor trail.
	Change: From Single-Dwelling 5,000 to Multi-Dwelling 2,000	BPS Recommendation: Support
Amendment #B42	Location: 715 SE 62nd Ave R114528	Related testimony (for or against): Property owner

**From:** Matthew Kern [mailto:kern01@gmail.com]  
**Sent:** Tuesday, April 12, 2016 3:47 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Comprehensive Plan Testimony

To Whom It May Concern:

I am writing as a homeowner within the proposed zoning change area in the Overlook Neighborhood as outlined in the Residential and Open Space Zoning Map - Proposed Draft, March 2016.

My family and I have serious concerns over the proposed zoning change from R5 to R2.5. Such a change would encourage destruction of homes in order to make space for higher density housing, and would result in increased traffic, noise and pollution. This section of North Willamette Boulevard is a Shared Roadway as designated by the Portland Bureau of Transportation and is a heavily traveled bike and pedestrian route. We fear that the increased housing density and resulting traffic would adversely affect the safe passage for the biking and hiking community for which Portland is well known.

North Willamette Boulevard is regarded throughout the city for its accessibility, safety and eclectic mix of new and historic homes. Many young families with small children and pets live in the area, and safety around road and automobile traffic is of utmost concern. We chose to live in this neighborhood for these reasons and we feel it would be a detriment to the community to increase the density at such a high cost.

Furthermore, we find it perplexing that the city has proposed to *down-designate* some Eastmoreland neighborhoods (R5 to R7 and R2.5 to R5, Amendments #74 and #75 on Mayor Hales List dated 3/11/16) in order to *decrease* the density in these communities. These areas are arguably better suited to withstand a higher population density than other communities being considered for re-zoning, given the new light rail, abundant facilities and quality schools. It is well known that the City of Portland is in the midst of an affordable housing shortage; it seems a strange proposition to reduce capacity in this established neighborhood and put further pressure on the city's housing market as a whole. It makes more sense once one realizes that Eastmoreland is the home of Mayor Hales himself.

Thank you for your time and consideration.

Matthew Kern  
2115 North Willamette Boulevard  
Portland OR 97217  
503.544.3613

Jackie Johnson  
28 NE Monroe St.  
Portland, OR 97212

April 12, 2016

To whom it may concern,

I own two properties in the Eliot neighborhood that are currently zoned R2 with a proposal to down-zone to R2 .5. They are side by side, at 28 NE Monroe and 32 NE Monroe, in the Eliot neighborhood. I grew up in the neighborhood and have lived in my home in Eliot for 22 years.

Based on conversations that I've had with city, county, and neighborhood committee representatives, and my review of measure 50, it appears that this zone change could trigger a reassessment of my properties, which could result in a substantial property tax increase - even though I haven't made any changes to the property.

This would present a hardship to me and many of my neighbors. I have penciled out my budget with a tax increase and realize I cannot maintain these two houses if the property taxes rise more than the 3% that measure 50 outlines as a max per year.

I do not want to leave my home or my community or lose my income from my rental. I get a very small income from Social Security, which covers health insurance premiums, co-payments, and miscellaneous health issues. If the property taxes increase, I will have to sell my houses, lose my renters, lose my art studio space, and store years of paintings, or destroy them, and rid myself of most of my belongings.

My main income is from my tenants and an occasional sale of a painting. I'm now limited on rent increases because of new landlord tenant laws. Unlike many landlords, I did not displace my tenants, or hike their rent before the law went into effect. I believe that was morally wrong and bad for the city.

I have community here, the hospital is two blocks away, and there are other resources that I can walk to. I have a wonderful life that took me years to develop. I have planned for my old age in the best way that I could and I worry I will become isolated somewhere - this is not the best situation for people of my age. I have had a lot of medical surgeries and not in the best of health, but I have lived well here and I don't ask for much. I don't think asking to stay in one's home and retain a good quality of life is too much to ask. I am sure this isn't the only request you've heard.

I was told by the Eliot neighborhood association that a tax increase could not happen, yet no one at the city or county have been able to guarantee that this won't happen. The only advice I received from the city was that I could sell a house or do a reverse mortgage, etc. I was shocked to hear these suggestions.

Last night at the Eliot land-use committee, they voted to write a letter to withdraw neighborhood support for the zone change if the county could not guarantee that a tax increase will not be triggered. They now realize, based on the turnout at the meeting, that a tax increase would present too much hardship and displacement of homeowners and tenants in the neighborhood.

I was told by a city rep several months ago that I had a good case to opt out of the zone change since my houses are adjacent to a higher density zone near Williams Ave. But after talking to BPS, it sounds like this is not an option. I would, however, like to opt out.

I grew up in North/Northeast Portland and I know the history of displacement in this neighborhood. It looks to me like this could happen again. 22 years ago, I bought my current house in the Eliot neighborhood because I wanted to live in a neighborhood that was integrated with an assortment of people and classes. I believe that that makes the richest neighborhoods.

Please obtain an official letter from the county that reassures the neighborhood that property taxes will not increase as a result of this zone change. If that is not possible, please consider leaving the zone as is or allow me to opt out.

Thank you for your consideration to this important matter.

Jackie Johnson

Cc: Multnomah County Assessor's office  
City of Portland (Office of sustainability, City Council, City Commissioners)

RECEIVED  
PLANNING & SUSTAINABILITY

2016 MAY 16 A 9:12

Jackie Johnson  
28 NE Monroe St.  
Portland, OR 97212

April 12, 2016

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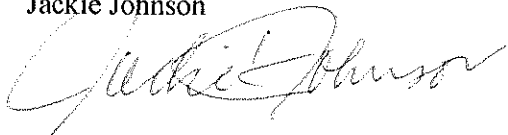
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Please obtain an official letter from the county that reassures the neighborhood that property taxes will not increase as a result of this zone change. If that is not possible, please consider leaving the zone as is or allow me to opt out.

Thank you for your consideration to this important matter.

Jackie Johnson



Cc: Multnomah County Assessor's office  
City of Portland (Office of sustainability, City Council, City Commissioners)

From: Dave and Laura Jeffery [mailto:davelaura@mac.com]  
Sent: Tuesday, April 12, 2016 9:59 PM  
To: Planning and Sustainability Commission <psc@portlandoregon.gov>  
Subject: [User Approved] PSC Residential Zones Testimony

Hello,

We are registering our concern about the proposed zoning changes to our dear neighborhood. By changing from R5 to R2.5 we will lose a great deal of the essential quality of our neighborhood along Caruthers. Further gentrification will be heralded in as lower cost older single family homes will be rapidly razed to be replaced by overpriced skinny houses and row townhouses that will likely be inhabited by a very different demographic. This will further serve to threaten the inner SE Portland we know and love. The developers who have been big players in the home building get changes in SE PDX have shown only rare desire to respect the considerations of existing neighbors (Parking concerns are an obvious example of this blatant disregard in inner SE). A lot of great things have happened on Division since we have been living along it since 1998, unfortunately not all of them good. We have enjoyed the changes on Division immensely on the whole but is it really necessary to truly disrupt the quieter residential streets off Division? Please do not rezone along SE Caruthers.

Thank you for reading and considering!

Dave and Laura Jeffery  
2401 SE 26th Ave  
PDX 97214

My name is: Teresa L. Hutchinson.  
My mailing address is: 1315 NE 59<sup>th</sup> Avenue, Portland, OR 97213  
Mysti Maka [mystimaka@yahoo.com](mailto:mystimaka@yahoo.com)

I have owned this home since 1990. I am against changing the Residential Zone to R1. I believe the Residential Zone should remain R5. If a change has to be made, then changing to R1 is too extreme.

The majority of the homes in this neighborhood were built in the 1920's and 1930's. The homes in this neighborhood are well kept, solid houses built with old growth wood with real oak floors and mahogany or fir trim and doors. Increasing the density will result in the senseless tearing down of these wonderful houses. Developers will slap up new structures and all the beautiful old growth wood will be tossed into landfills. If the City of Portland (City) does not want to save these wonderful homes, then the City should require developers to recycle all of the old house parts through the Rebuilding Center or similar enterprises.

Developers will slap up new high density structures without off street parking, claiming to the City that the tenants will not need cars. This has happened in other neighborhoods. However, tenants will need cars and they will park these cars on the streets in the neighborhood. Portland is not a city where a person can be without a car. MAX is not extensive enough to allow Portland to be a carless city. Also, the proximity of Mt Hood or the coast requires a car to enjoy these areas. Any increase in the housing density of a neighborhood must require that any new development has off street parking. Portland should require that the off street parking matches the number of adult tenants. Visitor spaces should be included in the off street parking requirement.

There are already parking issues in the neighborhood. There is no parking lot for the 60<sup>th</sup> MAX stop. MAX riders park their cars on neighborhood streets near the stop. If density is increased, then a parking lot should be added for MAX riders. When there is an event at Normandale Park, participants park their cars on the streets all around Normandale Park. If there is no available parking on the street in front of our homes, service people (plumbers, electricians, etc.) will have to park their vehicles in the middle of the street and block traffic flow. Higher density will increase parking problems.

The older infrastructure in this neighborhood is not equipped to handle a higher number of residents. Until the City can find the funds to update the infrastructure, the Residential Zone should not be increased to a higher density, especially such an extreme increase in density. Increasing property taxes to update the infrastructure for a higher density neighborhood would be unfair as we do not want to live in a higher density neighborhood. The density change R5 to R1 is very extreme and would be strain on the current infrastructure. Increasing the density will also overload the public school system in this area and increase the traffic through the area.

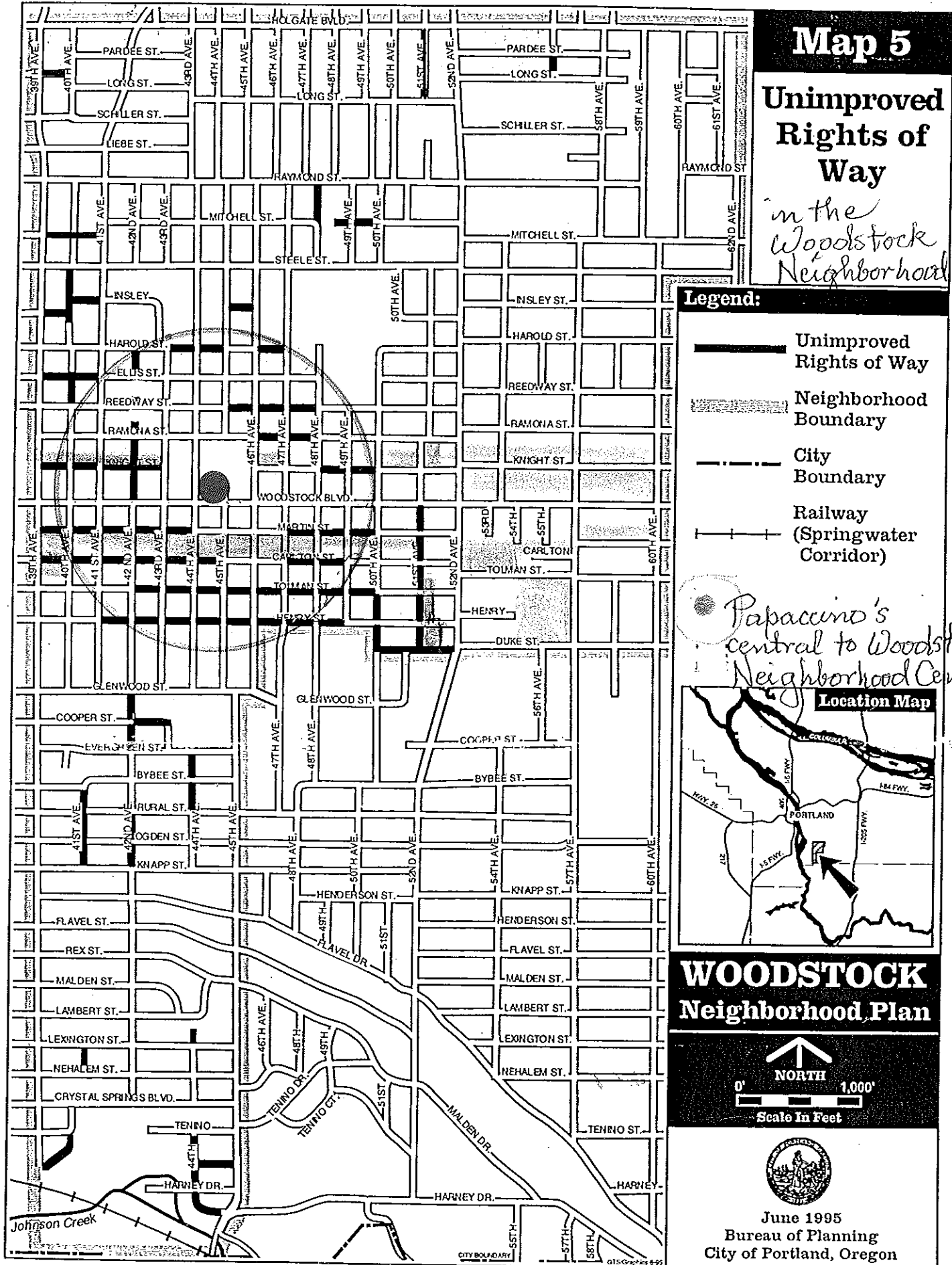
This neighborhood is family oriented with a nice park nearby for family activities. Increasing the density to such an extreme rate will ruin the quality of our neighborhood. No one wants to live next to an apartment complex or any other high density housing development. More residents in a small area will increase the already high crime rates in Northeast Portland.

The increase in density will benefit developers while decreasing the livability of our neighborhood.

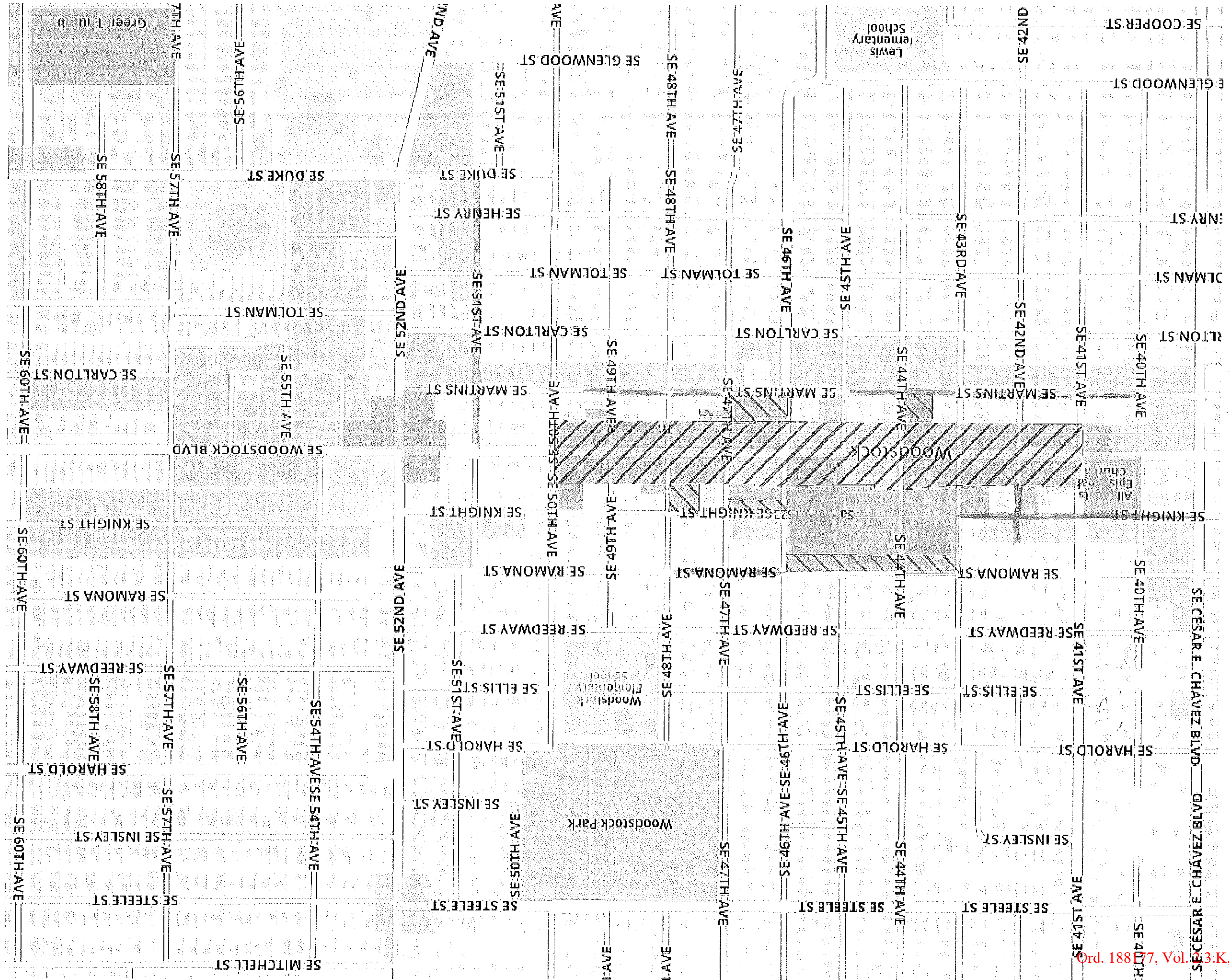
Has the City conducted any studies to consider the impact on infrastructure, schools, parking, traffic, or any other issues?

Thank you for considering my testimony.

Terry Griffiths



50  
 Rough location of Proposed R2.5 Ready for a zone change??



*Woodstock Neighborhood Zone Changes  
for CM + R 2.5.*

**From:** Will Garber [mailto:willkgarber@msn.com]  
**Sent:** Tuesday, April 12, 2016 8:31 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Comp Plan Residential Zoning Testimony

Dear Planning and Sustainability Commission,

I'm writing in opposition to proposed rezoning in my neighborhood (side streets off SE Chavez between Sherman and Harrison) from R5 to R1.

I live on SE Grant Ct., and I place a high value on maintaining the current character of the neighborhood. Our neighborhood has already had to absorb many multi-family units - on Division, for example, which is only 3 blocks from us. Continuing to squeeze in additional multi-unit buildings at the expense of current single family homes will degrade the character and sense of community we have developed. Also, from an equity perspective, we have as much right to preserving the current character of our neighborhood as do residents of Eastmoreland and Laurelhurst.

There is also a school one block from our house, which creates parking and safety issues, with cars circling the block in search of parking, sometimes with little regard for children and pets. The increased density we have already experienced has made this situation even worse.

In short, we already have a many things going on in our neighborhood. To increase density even more would make current problems with parking and congestion even worse, and would continue to chip away at the character of our neighborhood. For these reasons, I urge you to reconsider the proposed zoning changes.

Thank your for the opportunity to comment.

Sincerely,

Will Garber  
3945 SE Grant Ct.  
Portland, OR 97214

**From:** james francis [mailto:jg\_karting@yahoo.com]  
**Sent:** Tuesday, April 12, 2016 9:36 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** PSC Residential Zones Testimony

To the planning board

No no no no the is neighborhood is already beyond its density

R5 to 2.5 will change the area to an extreme and not fix the problem just make the area a slum.Us old timers made this area beautiful quit destroying it. The popularity is because we did it. Now you want to change it

I took a straw pole of ALL the owners and renters and NOT one think this a good idea or fair for the residence that live here.

NO family wants to live in a home with no yard and some no driveway or parking .

Adding density dose not bring the cost down on the homes just the quality of life for all residences

The proposed area change is not fair. It should be all of the Mt Tabor area or none.

If Charley haes stopped his change in his area for all the same reasons why change mine?

I voted to put theses officials in place to stop this type of destruction ie builders cutting down large trees and other natural areas to build no yards and parking

Changes like this should go to a vote of the owners of the proposed area not by the builders or even the bds offices

There is many more points

NO NO NO

JAMES FRANCIS

7414 se Sherman st Portland Oregon 97215

Date: 4/12/16

RECEIVED  
PLANNING & SUSTAINABILITY  
2016 MAY 16 A 9 11

Western Abrasives, Inc.  
1170 NE 63rd Ave.  
Portland, OR 97213

Portland Sustainability Commission  
Residential Zones Testimony  
1900 SW 4th Ave., Suite 7100  
Portland, OR 97201

Dear Portland Sustainability Commission,

I am writing in regards to the notice I received about my area of Portland being re-zoned for high density buildings, The Rose City Park Plan.

I am not in favor of these changes as this is not what I want for my neighborhood.

Please reconsider the proposed plan for the Rose City Park area between NE 57th, 63rd, Halsey and highway 84.

Sincerely,

*Claudia Fischer*

En Español:

Estimado Portland Sustainability Commission,

Yo estoy escribiendo por que recibe una notificación que mi barrio en la ciudad de Portland va ser re-zonificado para edificios de alta densidad por el Rose City Park Plan.

Yo no estoy de acuerdo con este plan y no lo quiero para mi barrio.

Por favor, reconsiderar este plan para el barrio de Rose City Park entremedio de NE 57th, 63rd, Halsey y la carretera 84.

Sinceramente,



**From:** Angela Kremer [mailto:angelahkremer@gmail.com]  
**Sent:** Tuesday, April 12, 2016 9:42 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Jere Fitterman <jerefit@gmail.com>; needachange@comcast.net  
**Subject:** Residential Map Testimony

Dear City Planning Team

I am writing as a leadership team from the Eliot Neighborhood Board of Director after attending the Land Use Committee and hearing concerns about the future Residential Zone change from R2 to R2.5. We heard from homeowners who have additional lots as well as those who have rental property that are concerned and we feel these are social equity issues that must be addressed. These include:

1. Concern that under Measure 50, the law allows reassessment with zone change so taxes can be increased and that the County can seek funding through reassessment. Some residents are concerned that the tax bill could increase to \$4000-\$5000 if reassessed.
2. Concern that this decision will be reducing the developable capacity for families that had planned to eventually develop adjoining lots or to subdivide doubles and with R2.5 would add costs of permitting. This creates challenges for wealth creation, retirement and a burden for long-term homeowners because of the need funding to pay for permits if the new zone requires additional development expense. Thus, some people are worried they would have to sell to pay for new taxes even as they could not afford to develop their land under new zoning due to additional rules.

These two challenges are equity concerns for the Eliot Board and known now to our LUTC Board. Therefore, as neighborhood leaders we want the City to consider these equity and displacement issues before rezoning in Eliot. We are planning a letter to Commissioner Loretta Smith and are seeking assurance from the Assessor's Office in the form of writing that Eliot will not be reassessed with this change in order to protect those long-time resident homeowner in the neighborhood. Less than 1/3 of housing units in Eliot are currently homeownership units compared to rental units.

Please consider the entire risks for Eliot residents of the zone change. Several of our residents are not in support of this change due to the potential increased taxes but our LUTC has considered the costs of loss of old homes and found this shift to R2.5 to be the best alternatives for that purpose. We are supportive of the LUTC efforts and wish you to also consider the other perspectives of those concerned and vulnerable residents.

Respectfully,

Angela Kremer, former Chair  
Jere Fitterman and Pat Montgomery, Co Chairs  
Eliot Neighborhood Association Board

--

Angela Kremer  
Organizational Leadership  
Linked In/angelakremer  
[\(503\)-890-3071](tel:(503)890-3071)

**From:** Jennifer Craig [mailto:1jennifercraig@gmail.com]  
**Sent:** Tuesday, April 12, 2016 11:36 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Bill & Nancy Meyer <bnmeyer@easystreet.net>; Phillip Craig <craigp@oes.edu>  
**Subject:** PSC Residential Zones testimony

To the Sustainability Commission (PSC):

Our property is:  
4033 S W 58 Avenue  
Portland, OR 97221-2083

We are:  
Phillip and Jennifer Craig, together with our three children Sam, EllaKathryn, And LucyWest

**We wish to provide feedback to the Commission in FAVOR of changing to the PROPOSED base zone for our property: R20 - Residential 20,000.**

We moved to SW 58th Avenue four years ago and purchased a bank owned property that we have been restoring. We highly value the neighbors and friends on this little dead-end street.

While we appreciate the pastoral and "forgotten" quality of the street, we understand that as properties "age-out" they will be turned over to generations that will want to sub-divide. While this will be wonderful for the city of Portland's plan to backfill rather than sprawl, we hope that you will consider the location and street condition. 20,000 residential feet would be very reasonable in this area, while allowing growth on the street and the opportunity for families to find homes in this lovely neighborhood.

There is a safety concern if the street is overdeveloped without the infrastructure to support it. Our lane is very narrow, and is a blind hill. Children on the street walk and play openly now, and we are sure that if homes were more than doubled with a smaller lot size the street would become unsafe for pedestrian and bike. Because we maintain the street as homeowners, development beyond R20 would require much more maintenance and development.

Thank you for the opportunity to voice our opinion as you decide the future of our street. We appreciate your time and attention, and are grateful to the forethought that is put into building our communities and strengthening our fair city.

Best Wishes,

Jennifer and Phillip Craig

**From:** Fernando Carrillo [mailto:cunboto@yahoo.com]  
**Sent:** Tuesday, April 12, 2016 4:49 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Opposition to N. Kerby Ave/N. Borthwick Ave Zoning Change

We oppose the proposed zoning change from R5 to R2.5 in a two-block area of N. Borthwick Avenue and N. Kerby Avenue, between N. Rosa Parks Way and N. Dekum Street. We met with city officials to discuss the ramifications to our neighborhood if your committee ratifies this rezoning, and we were told that if the zoning changes from R5 to R2.5, then residents would not be allowed to provide input to developers or new development in this zone. This is an unacceptable consequence that could dramatically affect the quality of life of all residents who live on these two streets. Zoning ordinances should be embraced to protect the integrity of neighborhoods and the quality of life of the people who live in these areas. They should not be adopted to allow developers to profit from indiscriminate land use.

We've lived on Kerby Avenue for 18 years. We are fortunate to count several of our neighbors as close friends. As neighbors, we've shared tools, meals, and celebrated holidays together. These bonds were formed, and are maintained, through trust, open communication, and our willingness to sit down and work through challenges. This sense of goodwill would be lost forever, if we, as residents, lose our ability to have a say in shaping our neighborhood as a result of changes in zoning.

We are not against density. In fact, we worked closely with our next-door neighbors when they converted their double-car garage into an accessory dwelling unit (ADU). However, we are against a practice that has become too common in our city: throughout Portland, developers have torn down single-family homes and built cheap dwellings—with two to eight units apiece without parking—which consume resources and further contribute to congestion and environmental pollution. Something like that happening on our street would be detrimental and disruptive, not to mention unfair. It is well known that communities of color, immigrants, and the poor have historically inhabited North and Northeast Portland neighborhoods. Traditionally, these communities have lacked the clout to resist arbitrary proposals such as this one that impact the quality of life in their neighborhood. As longtime residents of North Portland, we have witnessed the assault of indiscriminate development and its consequence in our neighborhood.

In closing, we strongly urge you not to approve the zoning change from R5 to R2.5 proposed for the two blocks of N. Borthwick Avenue and N. Kerby Avenue between N. Rosa Parks Way and N. Dekum Street. If you would like to discuss this issue further please do not hesitate to contact us.

Fernando Carrillo & John McCarthy  
6538 N. Kerby Avenue  
Portland, OR 97217

RECEIVED  
PLANNING & SUSTAINABILITY  
2016 MAY 13 A 9:18

Date: 4/11/2016  
Dana Watson  
6025 N.E. Clackamas St  
Portland OR 97213


Portland Sustainability Commission  
Residential Zones Testimony  
1900 SW 4th Ave., Suite 7100  
Portland, OR 97201

Dear Portland Sustainability Commission,

I am writing in regards to the notice I received about my area of Portland being re-zoned for high density buildings, The Rose City Park Plan.

I am not in favor of these changes as this is not what I want for my neighborhood.

Please reconsider the proposed plan for the Rose City Park area between NE 57th, 63rd, Halsey and highway 84.

Sincerely, 

En Español:

Estimado Portland Sustainability Commission,

Yo estoy escribiendo por que recibe una notificación que mi barrio en la ciudad de Portland va ser re-zonificado para edificios de alta densidad por el Rose City Park Plan.

Yo no estoy de acuerdo con este plan y no lo quiero para mi barrio.

Por favor, reconsiderar este plan para el barrio de Rose City Park entremedio de NE 57th, 63rd, Halsey y la carretera 84.

Sinceramente,

April 11, 2016

Portland Planning and Sustainability Commission  
Residential Zones Testimony  
1900 SW 4<sup>th</sup> Ave., Suite 7100  
Portland, OR 97201

RE: OPPOSITION OF ZONE CHANGE

To Whom It May Concern:

I, along with Mike Biggi, currently own approximately 2.95 Acres located at 4338 SW 58<sup>th</sup> Ave and more particularly map and tax lots 1S1E07CD 4900, 5000, 5100 & 5200. We purchased the property in 2014 in anticipation of building our personal residences. We received notice of the proposed zoning changes sometime after we had closed on the purchase.

At that time, we had started the process of completing some lot-line adjustments and to work through an environmental review process concurrently in order to maintain 4 tax lots and to ultimately have 4 homes built on the property. With the lots averaging about a quarter of an acre per, we were not overly concerned with a zone change to 20,000 SF minimum lot sizes.

We are still working through this process with City Staff, though we assumed we would have had our approvals by the end of 2015 at the latest. We are very concerned about not having our approvals here shortly or worse, not obtaining them at all. After spending over \$70,000 in engineering/design fees, attorney and City Fees in order to hopefully receive and approval to obtain four building pads, this could negatively impact all of our work to date. Any new zoning may require us to go through new approvals or to modify or change house plans completely due to various setbacks, etc....possibly creating severe financial hardships.

Lastly, we strongly feel that placing a zoning change that reduces the property's potential redevelopment opportunity/density will, without question, substantially devalue it. We are currently zoned R10 and with the various environmental overlays, the property is already heavily restricted. We purchased the property as R10, and not as R20. For all of these reasons, we oppose the City's zoning change and cordially request that you allow our property to maintain its current R10 designation.

Sincerely,



Mark W. Vukanovich  
11279 SW Ellson Lane  
Tigard, OR 97223  
(541) 350-1060  
MarkVukanovich@gmail.com

**From:** David Olsav [mailto:davidolsav@yahoo.com]  
**Sent:** Monday, April 11, 2016 9:28 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** awilliams222@outlook.com  
**Subject:** Comprehensive Plan Testimony SE Henry St

Re: Lots on SE Henry Street numbered: 5312, 5316, 5320, 5404, 5412, 5424, 5430, 5401, 5407, 5415, 5421, 5427, 5433

In the 2035 Comprehensive Plan, I am asking the City of Portland to remove the recommended single-dwelling 2,500 (R2.5) and restore single-dwelling 5,000 (R5) zone for the lots referenced above. There are compelling reasons for you to honor my request: 1) This dead end block is already mixed zoning with high density, and 2) public safety demands it.

#### 1: EXISTING HIGH DENSITY

This is a compact street about 500 feet long with 18 apartment/duplex units bordering SE 52nd Avenue (zoned R2) as well as the 13 single family homes referenced above. Three of these homes are flag lots, which add to housing density. This block is already highly dense and congested. It is at capacity.

In many ways this is what the City of Portland is looking for, density that is still livable. It offers affordable housing. There is diversity: ethnic diversity, age diversity, and there are many families with children. On-street parking is already at a premium, though, with apartment dwellers consuming much of the street parking space, especially nights and weekends. People find it very hard to enter and exit driveways at times because of the cars parked on the street. Tri-met has already classified this as a congested street and will not send its small LIFT vans to pick up a visually-impaired woman who lives here. Also, because of the nearby peak service transit corridor, builders will be allowed to remove off-street parking when developing new construction. If you start dividing up lots and allow developers to eliminate off-street parking, the resulting congestion will turn a street that is livable into one that is a density nightmare.

#### 2: PUBLIC SAFETY

A major reason to deny this zoning change is that there is no turnaround at the dead end. The street ends abruptly in a block wall and tall chain link fence. It is an existing condition apparently allowed by the City of Portland in the past. Garbage trucks, large delivery trucks, and fire trucks have to back all the way down to SE 52nd and then try to back out onto a very busy street.

Current Fire Code prohibits this type of street for new development, and the City of Portland should not allow more density on a street that is substandard with regard to its own public safety code. The Portland Fire code states: "Dead end fire apparatus access roads in excess of 300 feet in length shall be provided with an approved turnaround (OFC 503.2.5 & D103.1)." This dead end block of SE Henry Street qualifies as an access road, and there is nothing anywhere along its length that meets approved turnaround standards of any type.

Planning staff has argued that adding fire sprinklers to any new construction will solve the problem. Yes, if the fire code violation is caught during the permitting process, the builder can appeal, and the Fire Marshal can agree to fire sprinklers as an alternative to the approved turnaround. That does not solve the access problem, and in fact, it increases the risk to people already living on this block when up-zoning to a denser R2.5. Adding fire sprinklers project by project in this situation is an inadequate piecemeal approach that increases density without solving the public safety issue because: a) the missing turnaround will not be built (houses are in the way); b) there will be more congested parking on the streets (see #1 above) for the fire trucks to maneuver around, which can slow response time; c) adding sprinklers does not address emergency situations that are not fire-related where fire trucks, ambulances, and police can all respond to an emergency situation and need access; d) the rest of the already tightly packed homes will not have a sprinkler system so they will still need rapid emergency access without congestion/access issues; and e) the only public safety criteria used by staff to evaluate for up-zoning was response time, but not having adequate fire apparatus access can slow response time.

The Fire Code is there for a reason, to protect life and property. Substituting fire sprinklers instead of adequate fire access turnaround on dead ends is not in the code. It is a compromise brought up in an appeal situation. Yes, it would be great for newly constructed homes on this street to have fire sprinklers, but that can be achieved with newly constructed homes in R5, if zoning is left as is, not just homes in R2.5. However, homes with sprinklers can still burn from the outside in, and by adding more homes on an already crowded street, that creates more homes that may need the attention of firefighters during an event and puts more people at risk because there is only one evacuation route on the dead end street.

Please do not up-zone these lots from R5 to R2.5. In fact, these lots should have the R2.5 designation completely removed from the Comprehensive Plan Map for the same reasons, and please do not approve the Staff Amendment for 5433 SE Henry Street and 5430 SE Henry Street (page 84 of Amendment Report, Map ID B110) for these reasons as well. You will not gain much in density by up-zoning because the houses are already packed tightly on very narrow lots or piggy-backed in flag lots. Up-zoning this dead end block to R2.5 will make an existing public safety hazard worse. It is unwise and irresponsible for the City of Portland to add more density on this substandard street.

Other substandard streets across the city were recommended for exemption from up-zoning (examples are: B94, B93, M75, B120, F68) or congestion was sometimes considered for down-zoning (B88, M51). Residential areas without public safety hazards or even no service considerations, such as Eastmoreland (M74) and Buckman (S21 and S22), were given proposed amendments to stop up-zoning or to down-zone. Please give this dead end block the same consideration. Make public safety, street congestion, and livability a priority and decide to deny the up-zone proposal for this little, dead end street.

Sincerely,

David B Olsav  
5433 SE Henry Street  
Portland OR 97206  
[davidolsav@yahoo.com](mailto:davidolsav@yahoo.com)

**From:** mooney.michael@yahoo.com [mailto:mooney.michael@yahoo.com]  
**Sent:** Monday, April 11, 2016 8:15 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** PSC Residential Zones Testimony

Dear Members of the PSC,

I'm writing to voice my opposition to the proposed zoning changes (increased density from R5 to R2.5) in the Richmond neighborhood just north of Powell Blvd. in SE Portland.

I believe the zoning changes to increase housing density will benefit only developers, will have a negative impact on current residents (including on the value of their homes) and will significantly change the character of the neighborhood. One of the things I love most about this neighborhood is that nearly everyone is able to have a garden (even if it's just a couple raised beds). The townhouses I've seen built recently in the neighborhood have such small yards and are so tall (blocking the sun for their neighbors) that a garden is impossible. Furthermore, the increased density will almost certainly bring increased noise and traffic to our peaceful neighborhood.

Giving developers the opportunity to tear down older homes to build tightly packed townhouses certainly will not provide greater access to affordable housing. Future homeowners will simply be paying more and getting less. Camille Trummer, a policy advisor for Mayor Hales, was recently quoted in a KOIN 6 news story (re: down-zoning in Eastmoreland) admitting that increasing housing density does not necessarily lead to more affordable housing. "If Mayor Hales were to sell his home for X-number of dollars, that developer would come in and tear down his beautiful house and put up 2 unaffordable structures," she said.

<http://koin.com/2016/03/15/eastmoreland-takes-on-truth-in-zoning-fight/>  
<https://www.portlandoregon.gov/bps/article/563081>

Finally, the boundaries of the proposed zoning changes seem arbitrary. Why is one home designated for a zoning change, while the home next door is not (e.g. see along Franklin or Clinton in the Richmond neighborhood)? The decision to increase density in some areas, but not in others (or actually decreasing density in yet others, e.g. Eastmoreland) does not seem right. Why punish those of us that simply happen to live near a major street?

I urge you to please reconsider the proposed zoning changes in the Richmond neighborhood of SE portland. Thank your for your time.

Sincerely,

Michael Mooney  
4505 SE Haig St.  
Portland, OR 97206



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

From: Nathan Lately [mailto:nathanlately@gmail.com]

Sent: Monday, April 11, 2016 12:28 PM

To: Planning and Sustainability Commission <psc@portlandoregon.gov>

Subject: PSC Residential Zones Testimony

We are writing this letter to oppose the city's proposal to change our residential zone from R5 to R2.5. This area is already dense enough with the traffic on Cesar Chavez and Division Streets. Also, within three blocks of our home there is a church, an OHSU facility and Cascade Health; plus an elementary school (Richmond) that is no longer a neighborhood school but rather a charter school that twice a day Monday through Friday wreaks chaos on the streets. In other words, the people driving their children to school do not live in the neighborhood and don't care where they park or how much trash they leave behind. All this I've mentioned diminishes the quality of the neighborhood and what it doesn't need is more multi-dwelling high rises that are basically built for single people who will only live there temporarily until they can find more spacious places. That is not a model for a neighborhood.

Sincerely,  
Martin and Deborah Merkle  
3942 SE Grant Court  
Portland, Or 97214

**From:** Wendy Lucia [mailto:wendywluca@gmail.com]  
**Sent:** Monday, April 11, 2016 7:48 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Fwd: PSC Residential Zones Testimony

Subject: PSC Residential Zones Testimony

Dear City of Portland:

I'm writing in regards to the proposed changes in the zoning of my house at 3246 SE Caruthers St. Portland, OR 97214. I am very much against it changing from R5 to zone R2.5. There is already no parking on my street for residents. The addition of condos with no parking spaces is adding too much congestion, in addition to the lack of parking on my residential street. It is definitely a negative for homeowners and renters. The proposed changes would encourage the downing of trees and the demolishing of old houses that give Portland and our neighborhood it's character. We are already close to the businesses on Division, but maintain a residential neighborhood of single family houses of many economic backgrounds. Under the proposed changes, the buyer of these properties will be cash buyers from out of state paying upwards of \$800,000 for homes with no yards that tower over the existing houses around them (blocking out the sun as so many neighbors complain about). As a native Oregonian and homeowner, preserving the character of Old Portland and the affordability of our neighborhoods is very important to me, my family, and future generations.

Thank you for your consideration.

Wendy Lucia

3246 SE Caruthers

Portland, Oregon 97214

**From:** Jason B. Love [mailto:jasonblove@yahoo.com]  
**Sent:** Monday, April 11, 2016 11:43 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Alenna Merrihew <alennam@hotmail.com>  
**Subject:** PSC Residential Zones Testimony

Good Day.

I, and my family, including our two elementary school-aged sons, own and reside in the home at 1616 SE 34th Avenue in Portland.

I'm writing to provide comment in opposition to the proposal to change our block, and residential stretches in the surrounding area, from R5 to R2.5 & R1 zoning.

It is our opinion that the population density of the neighborhood already exceeds what the infrastructure can safely manage. I'm specifically referring to the mixed-use traffic of SE 34th Avenue between SE Belmont and SE Division (which is a bike route), and the increasingly congested traffic on SE César Chavez between SE Hawthorne and SE Division, and SE Powell.

We recognize that these zoning changes would bring the areas in question into conformity with the comprehensive plan, but we believe the challenges to the neighborhood created by the comprehensive plan -- including recent high-density construction along SE Division -- have yet to be solved, and will be worse before they improve. To further increase the housing density of this area will compound the problems, which specifically include frequent bumper-to-bumper, stop-and-go traffic along Belmont, Hawthorne, César Chavez, Division and Powell, hazardous cycling conditions due to cars using SE 34th as a shortcut alternative to César Chavez, and already-impossible parking within a few blocks of these popular shopping areas.

In the eight years we have lived in and frequented this neighborhood, with our children bicycling to their nearby school, we have noted a significant change in the neighborhood's traffic patterns and congestion. These changes have impacted the character of the neighborhood for the worse, and with increased population density we would expect to see this trend continue.

Our recommendation and request is to please pause increasing the population density of this neighborhood until the full impact of recent development on Division, Belmont and Hawthorne can be fully understood and addressed. The changes being considered now threaten to grow the population of this neighborhood faster than it's prepared for, which would ultimately diminish its value to existing residents, prospective newcomers and the city.

Thank you for your consideration.

-- Jason Love

---

Jason B. Love  
1616 SE 34th Avenue  
Portland, OR 97214  
503-442-8577

**From:** Dean P. Gisvold [mailto:deang@mcewengisvold.com]

**Sent:** Monday, April 11, 2016 4:44 PM

**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>

**Cc:** Stein, Deborah <Deborah.Stein@portlandoregon.gov>; Stark, Nan <Nan.Stark@portlandoregon.gov>; Barb Christopher <barbfc@comcast.net>; Bob Dobrich <bobedh@me.com>; Dean P. Gisvold <deang@mcewengisvold.com>; Donald Wood <bendoreg@msn.com>; Ed Abrahamson <endanseur@comcast.net>; James Heuer <jsheuer@easystreet.net>; Jeff Jones <jcjones@pacifier.com>; Jim Barta <jim.barta@yahoo.com>; Meryl Logue <meryllogue@comcast.net>; Mickey Bishop <mikefbishop@gmail.com>; Nathan Corser <nathan.corser@ch2m.com>; Nikki Johnston <ndjz@yahoo.com>; Peter O'Neil <peteroneil@cbseal.com>; Sean <saetas@me.com>; Stephen Doubleday <stephendoubleday@me.com>; Steven Cole <stevencole86@gmail.com>; Tiffanie Shakespeare <tshakesp@gmail.com>; William Archer <archerwilliam26@gmail.com>

**Subject:** Residential and Open Space Zoning Map Update

Planning and Sustainability Commission

The ICA Land Use Committee and the ICA Board understand that the [Residential and Open Space Zoning Map Update](#) (Project) is the place to proposed the following zoning amendment regarding the RH zoning in the Irvington Historic District (District) that is not included in the Central City Plan.

The change below was first raised during the comment period on the 2035 Comp Plan, but was not made part of the amendment package submitted recently by the City Council, its staff, and BPS. However, the issue below is very important to the District and is the focus of these comments. We asked that you enter them into the record and take the action requested.

The current zoning of RH in the District that is not covered by the Central City Plan is found between NE 7<sup>th</sup> and NE 15<sup>th</sup> and NE Schuyler and NE Hancock.

**1. We request that this RH area be rezoned to R-1, which has a height limit of 45 feet under the current code.**

This change would be consistent with the changes we requested for the Central City portion of the District, which is 7<sup>th</sup> to 16<sup>th</sup> and Broadway to Schuyler. The two areas are adjoining. The changes requested for Central City Plan were

2. Please amend Map 510-2 (map 1 of 2) page 343, volume 1 of the CCPlan to show an FAR of 2 to 1 rather than the proposed 4 to 1.
3. Please amend Map 510-3 (map 1 of 3), page 347, volume 1 of the CCPlan to show a maximum height of 50 feet rather than the proposed 75 feet.
4. Please amend Map 510-4 (map 1 of 3), page 353, volume 1 of the CCPlan to show a maximum height, including eligible height increases, of 50 feet rather than the proposed 75 feet.

**Rationale for Changes:**

The above changes (1 through 4) will make the FAR and height limitations in the Broadway area compatible with the Irvington Historic District, and especially the criteria used to evaluate new

construction. These changes will assure that new construction will be compatible with the transition to the residential portion of the neighborhood. These changes should also reduce conflicts between neighbors and developers, and the developers will know what to expect in terms of mass, scale, and size.

As noted in prior staff memos, there is more than enough density capacity in the current zoning to handle the growth anticipated between 2015 and 2035, **even before the changes contemplated by the Comp Plan and CCPlan take effect.**

Since all of the historic districts comprise only 3 percent of the property in the Comp Plan area, the above changes are in fact de minimis.

These changes better reflect and are justified by the proposed policies regarding historic preservation.

Dean Gisvold  
ICA Land Use Chair and Board Member

**Dean P. Gisvold | Attorney at Law | Senior Partner**

**McEWEN GISVOLD LLP - EST. 1886**

1600 Standard Plaza, 1100 SW Sixth Avenue, Portland, Oregon 97204

Direct: 503-412-3548 | Office: 503-226-7321 | Fax: 503-243-2687

Email: [deang@mcewengisvold.com](mailto:deang@mcewengisvold.com)

Website: <http://www.mcewengisvold.com>

**From:** jl croner [mailto:jlcroner@gmail.com]  
**Sent:** Monday, April 11, 2016 4:34 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** PSC Residential Zones Testimony

To: The Portland Planning and Sustainability Commission  
From: J Laurence Croner, 44 SE 71st Avenue, Portland, OR, 97215  
Re: Proposed Zoning Changes for State ID# 1N2E32CD

Please consider my objection to the proposed zoning change from R5 to R2.5 for the North Tabor neighborhood where we live. My wife and I bought an old bungalow last year that we are fixing up. The proposed change only applies to our side of this block and both sides of the block behind us. The proposed change is too narrow and poses an unreasonable risk of diminished quality of life and property value for homeowners like us.

I've received a great deal of helpful information from BPS staff, but my concerns have not been alleviated. I have studied the *Residential and Open Space Zoning Update* and other maps and materials provided. I appreciate the massive project you have undertaken and the huge responsibilities you must shoulder, especially in areas like ours where existing zoning does not match the 1980 Comprehensive Plan.

However, the proposed zoning change for our home and area is intrinsically unfair. By singling out this small pocket of homes, you make our neighborhood a target for developers. You are putting a bullseye on these mostly older homes for demolition and potential redevelopment as row houses.

Some redevelopment is of course unavoidable in a city growing as dynamically as Portland. But the pain of that growth should not be poured into small pockets of older homes.

I've been told in one email: "BPS staff generally anticipate that any development at the R2.5 level would be gradual." But all it takes is one sale to a developer of one of the lots on either side of us and then there's nothing gradual about it. When you're fixing up a house and planning to live there for a long time, learning that a developer plans to put row houses next to you (even worse, just up the slope from you, blotting out your view) would be urgent and disturbing. And that's how it would feel no matter how long it takes the developer to get his permits lined up. This is also a neighborhood with many beautiful old trees and it would be a shame to see them come down to accommodate tall duplexes or skinny houses as we've seen in other parts of town.

I'm pleased to have learned that some of the lots behind us are too small to allow for duplexes or row houses. And I now understand why houses across the street from us were exempted from the proposed zoning change because of the greater slope on those properties. Special thanks to Marty Stockton and Tabitha Boschetti for their prompt responses and constructive communication.

Still I ask you to reconsider the proposed zoning change for this area where we live. The methodology used to come up with the proposal may be sound, but the result is just not right.

Thanks for listening,  
J Laurence Croner

**From:** joanne cicrich [mailto:jcicrich@yahoo.com]  
**Sent:** Wednesday, April 06, 2016 10:59 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** 148th apartment proposal

I have lived in Argay Terrace since 2001, I moved here to get away from the kids and crime in Laurelhurst neighborhood as the old people were dying and young families were moving into the large homes. I moved to Argay as it was a closed neighborhood as the streets don't go through and there are no stores or businesses in here. Traffic in is only the people who live here and their visitors. Crime has increased greatly. Theft from cars, homes, gardens. You should not put an apartment complex at K-Mart property with 300 apartments and then build more apartments on ne 148th. Both Argay Terrace and Summerplace are single family home neighborhoods. If people on ne 148th want to go north, they can go down to Sandy blvd. or else go up to Halsey. You can catch the I 205 north or south or else the 84 west from there. People will drive Rose Parkway or Fremont like the freeway if you open up our streets.

Sincerely joanne cicrich

12707 N.E. Rose Parkway

Portland, Oregon 97230



# CITY OF PORTLAND ENVIRONMENTAL SERVICES



1120 SW Fifth Avenue, Room 1000, Portland, Oregon 97204 ■ Nick Fish, Commissioner ■ Michael Jordan, Director

Date: April 11, 2016

To: Planning and Sustainability Commission

From: Michael Jordan  
Bureau of Environmental Services

Re: **April 12<sup>th</sup>, 2016 PSC Agenda - Task 5: Residential and Open Space Zoning Map  
Minor changes recommended**

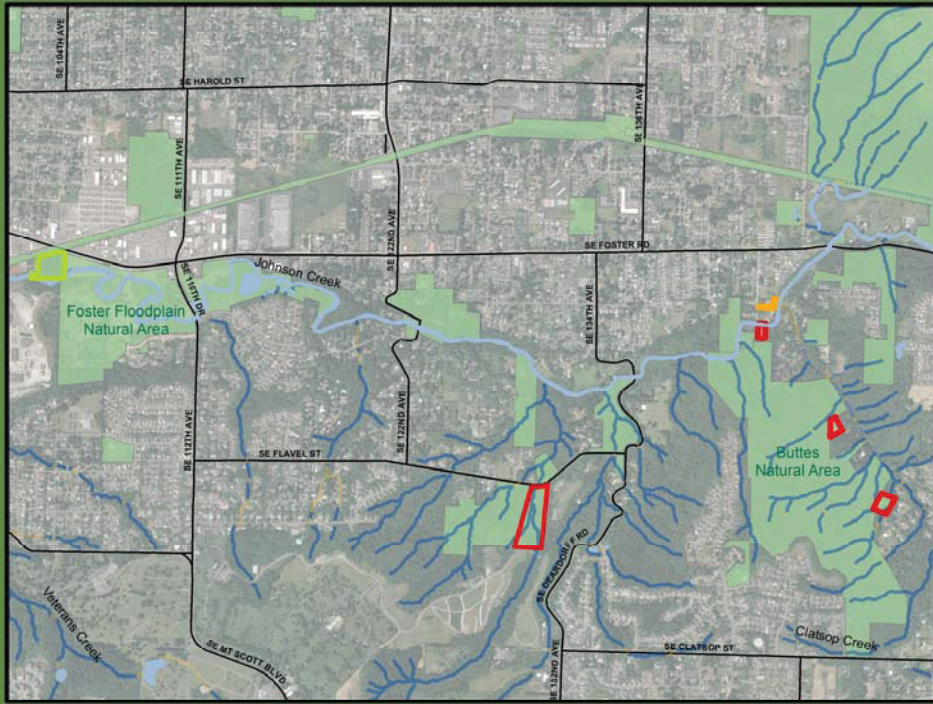
*Staff recommends the following minor map changes to correct errors or update public property inventory:*

Address	Tax Lot	Map ID	Description	Explanation
No address	R100110	547	Retain existing R7 base zone	Erroneously proposed for OS designation. In BES' Wastewater portfolio
No address	R130273		Change base zone from R5 to OS	Acquired to preserve and enhance water quality and natural resource functions
No address	R193262		Change base zone from R5 to OS	Acquired to preserve and enhance water quality and natural resource functions
6714 SE 142 <sup>nd</sup>	R130272		Change base zone from R10 to OS	Acquired to preserve and enhance water quality and natural resource functions
7215 SE Barbara Welch Road	R193275	233	Change base zone from R10 to OS	Acquired to preserve and enhance water quality and natural resource functions



14841 SE Barbara Welch Lane	R337096	233	Change base zone from R10 to OS	Acquired to preserve and enhance water quality and natural resource functions
No address	R335436		Change base zone from IH, EG2 to OS	Acquired to preserve and enhance water quality and natural resource functions
No address	R336975		Change base zone from R10 to OS	Acquired to preserve and enhance water quality and natural resource functions







**City of Portland Comprehensive Plan  
Residential & Open Space Zoning Map Update**  
BES Properties Recommended for Open Space (OS) Comp Plan Designation

Existing Comp Plan Designation

 R5	 R10
 R7	 IH/EG2

 **City of Portland  
Environmental Services**

Date Printed: 4/6/16 

**From:** David Olsav [mailto:davidolsav@yahoo.com]  
**Sent:** Monday, April 11, 2016 9:28 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** awilliams222@outlook.com  
**Subject:** Comprehensive Plan Testimony SE Henry St

Re: Lots on SE Henry Street numbered: 5312, 5316, 5320, 5404, 5412, 5424, 5430, 5401, 5407, 5415, 5421, 5427, 5433

In the 2035 Comprehensive Plan, I am asking the City of Portland to remove the recommended single-dwelling 2,500 (R2.5) and restore single-dwelling 5,000 (R5) zone for the lots referenced above. There are compelling reasons for you to honor my request: 1) This dead end block is already mixed zoning with high density, and 2) public safety demands it.

#### 1: EXISTING HIGH DENSITY

This is a compact street about 500 feet long with 18 apartment/duplex units bordering SE 52nd Avenue (zoned R2) as well as the 13 single family homes referenced above. Three of these homes are flag lots, which add to housing density. This block is already highly dense and congested. It is at capacity.

In many ways this is what the City of Portland is looking for, density that is still livable. It offers affordable housing. There is diversity: ethnic diversity, age diversity, and there are many families with children. On-street parking is already at a premium, though, with apartment dwellers consuming much of the street parking space, especially nights and weekends. People find it very hard to enter and exit driveways at times because of the cars parked on the street. Tri-met has already classified this as a congested street and will not send its small LIFT vans to pick up a visually-impaired woman who lives here. Also, because of the nearby peak service transit corridor, builders will be allowed to remove off-street parking when developing new construction. If you start dividing up lots and allow developers to eliminate off-street parking, the resulting congestion will turn a street that is livable into one that is a density nightmare.

#### 2: PUBLIC SAFETY

A major reason to deny this zoning change is that there is no turnaround at the dead end. The street ends abruptly in a block wall and tall chain link fence. It is an existing condition apparently allowed by the City of Portland in the past. Garbage trucks, large delivery trucks, and fire trucks have to back all the way down to SE 52nd and then try to back out onto a very busy street.

Current Fire Code prohibits this type of street for new development, and the City of Portland should not allow more density on a street that is substandard with regard to its own public safety code. The Portland Fire code states: "Dead end fire apparatus access roads in excess of 300 feet in length shall be provided with an approved turnaround (OFC 503.2.5 & D103.1)." This dead end block of SE Henry Street qualifies as an access road, and there is nothing anywhere along its length that meets approved turnaround standards of any type.

Planning staff has argued that adding fire sprinklers to any new construction will solve the problem. Yes, if the fire code violation is caught during the permitting process, the builder can appeal, and the Fire Marshal can agree to fire sprinklers as an alternative to the approved turnaround. That does not solve the access problem, and in fact, it increases the risk to people already living on this block when up-zoning to a denser R2.5. Adding fire sprinklers project by project in this situation is an inadequate piecemeal approach that increases density without solving the public safety issue because: a) the missing turnaround will not be built (houses are in the way); b) there will be more congested parking on the streets (see #1 above) for the fire trucks to maneuver around, which can slow response time; c) adding sprinklers does not address emergency situations that are not fire-related where fire trucks, ambulances, and police can all respond to an emergency situation and need access; d) the rest of the already tightly packed homes will not have a sprinkler system so they will still need rapid emergency access without congestion/access issues; and e) the only public safety criteria used by staff to evaluate for up-zoning was response time, but not having adequate fire apparatus access can slow response time.

The Fire Code is there for a reason, to protect life and property. Substituting fire sprinklers instead of adequate fire access turnaround on dead ends is not in the code. It is a compromise brought up in an appeal situation. Yes, it would be great for newly constructed homes on this street to have fire sprinklers, but that can be achieved with newly constructed homes in R5, if zoning is left as is, not just homes in R2.5. However, homes with sprinklers can still burn from the outside in, and by adding more homes on an already crowded street, that creates more homes that may need the attention of firefighters during an event and puts more people at risk because there is only one evacuation route on the dead end street.

Please do not up-zone these lots from R5 to R2.5. In fact, these lots should have the R2.5 designation completely removed from the Comprehensive Plan Map for the same reasons, and please do not approve the Staff Amendment for 5433 SE Henry Street and 5430 SE Henry Street (page 84 of Amendment Report, Map ID B110) for these reasons as well. You will not gain much in density by up-zoning because the houses are already packed tightly on very narrow lots or piggy-backed in flag lots. Up-zoning this dead end block to R2.5 will make an existing public safety hazard worse. It is unwise and irresponsible for the City of Portland to add more density on this substandard street.

Other substandard streets across the city were recommended for exemption from up-zoning (examples are: B94, B93, M75, B120, F68) or congestion was sometimes considered for down-zoning (B88, M51). Residential areas without public safety hazards or even no service considerations, such as Eastmoreland (M74) and Buckman (S21 and S22), were given proposed amendments to stop up-zoning or to down-zone. Please give this dead end block the same consideration. Make public safety, street congestion, and livability a priority and decide to deny the up-zone proposal for this little, dead end street.

Sincerely,

Alison Tenny Olsav  
5433 SE Henry Street  
Portland OR 97206  
[homeforgood05@yahoo.com](mailto:homeforgood05@yahoo.com)

Date: April 10, 2016

TO: City of Portland Planning and Sustainability Committee

FROM: Rich Virkelyst, 1125 NE 59<sup>th</sup> Ave, Portland Oregon

RE: **60<sup>th</sup> Avenue Station Proposed Comprehensive Plan Map Change**

My wife and I have owned our house at 1125 NE 59<sup>th</sup> for more than 25 years. Our house is about 95 years old. We are both extremely disappointed to see that the City is once again attempting to alter the neighborhood by cramming a zoning change down our throats. We don't understand why the City takes only certain areas around transit stations and for that matter...only certain transit stations into consideration when attempting a zoning change. With the millions funded by our tax dollars into Portland's Office of Equity, we don't see equity here.

When we purchased our house, nowhere in our title documents indicates that the zoning could change. We have endured the disastrous downturn in real estate with the Great Recession and finally this neighborhood is gaining steam. To allow R1 zoning on my street would be disastrous. There is barely enough parking as it is. Furthermore, the street width at 59<sup>th</sup> south of Wasco gets narrower. It drops to 23 feet wide from 29 ½ feet wide. People parking on the street next to a driveway and across the street from a driveway would not allow enough room for a car to exit a driveway and travel down the road. Knocking down old structures and putting up row houses is not the answer. Take a look at SE Portland in the David Douglas school district. It's atrocious. The level of Section 8 housing and subsidized lunches at the schools is an embarrassment for this City. You indicate that the change is being proposed to reduce residential density to ease David Douglas School District overcrowding. Hello? Why do you think you have overcrowding at David Douglas? It's because you have allowed zoning changes for a good chunk of that school district. What David Douglas needs is another high school. The same problem is going to happen with Madison if you allow these zoning changes. Portland needs to hold onto its established neighborhoods. Turning them into row house central is not the answer and is an insult to us, especially after paying property taxes for more than 25 years.

You need to ask yourselves, do these proposed zoning changes really make sense or are you just following orders. Why is SE Portland treated as a dumping ground for perceived "change"? Where is the equity?

I've also learned that if I want to make a change to my house such as an addition, add a garage, etc., I will have to go through another layer of bureaucracy since my house could become a "non-conforming" use. This will be fun explaining this to a new buyer when we want to sell someday. Also, I question how an appraiser will approach the non-conforming use when establishing a value for the improvements to the property. He has to use appropriate comparisons. Has this been properly vetted? Or could the value of my improvements turn to zero.

Mayor Hales seeks less density in Eastmoreland and he will probably win. Not us. We are just the small fry getting ready for our next beating by the City. I ask each and every one of you...will this proposal make this neighborhood a "better place"? The answer is a resounding NO. Drop the R1 proposal and go with R5.

April 10, 2016

City of Portland  
Planning and Sustainability Commission  
Mayor Hales, Councillors Novick, Fritz, Saltzman and Fish

Ladies and Gentlemen:

I am writing regarding the Residential and Open Space Zoning Map Update Proposed Draft. I am a resident of the Woodstock neighborhood. I have been attending neighborhood meetings regarding land use issues for the past three years. I had an opportunity to become more involved and concerned about the proposed Comprehensive Plan changes through this involvement. Although I have submitted testimony throughout this process and via the MapApp, I once again find it necessary to address and oppose the proposal to implement up-zoning of areas designated for increased density (generally R5 to R2.5) in the previous Comprehensive Plan (section 4d. in the current Residential and Open Space Zoning Plan).

I have reviewed the “analyses” provided for the various areas throughout the city proposed for such conversion in the appendix to the Draft document. They all read very much the same, leading me to believe that no REAL neighborhood specific analysis has been performed, but that the text is merely a prelude to a rubber stamp of approval.

The proposal for implementing this up-zoning was first raised (publicly anyway) less than a year ago, despite the fact that the comprehensive plan revision process has been underway much longer than that. Many of the steps in the adoption of a new Comprehensive Plan and opportunities for public input have already passed. The neighborhood has been given only one opportunity to provide input - at a meeting organized by the Woodstock Neighborhood Association at the command of the BPS, on December 9, 2015 (not December 10, as stated in the Residential and Open Space plan document). The BPS provided no assistance in publicizing this meeting or in identifying affected property owners. This meeting was not designed to get feedback from the community about the plan itself, but rather on the criteria being used to make the decision. Ironically, one criterion that was not included was the opinion and concerns of the neighborhood. The criteria were designed to lead to a foregone conclusion to adopt previous arbitrary Comprehensive Plan designations as actual zone designations. The fact that, in Woodstock, many of these “dual-zoned” properties abut unimproved streets has been totally ignored. Outright zoning of these parcels for a denser designation will allow denser development without any prior review on the part of the Bureau of Development Services for the existence of adequate infrastructure and space for access of emergency vehicles and will allow developers to develop these properties without properly developing surrounding streets. Traffic on Woodstock Boulevard is already at a standstill throughout most of the day since there are few alternative improved east-west streets nearby. The nearest through street to the north, SE Steele, is currently experiencing significant increases in traffic with lack of any traffic controls or sufficient crosswalk markings between SE 52 and SE Cesar Chavez (39<sup>th</sup>). I can’t even identify an alternate east-west through street south of Woodstock until one gets to Johnson Creek Boulevard. The report cites traffic improvements (details not specified) slated for SE Cesar Chavez Blvd during years 1-10, but improvements there will have little effect on the properties proposed for conversion to a more dense zone designation.

The report identified bus route #75 as a “frequent service” bus line thereby justifying higher density residential development. Bus line #75 is a north-south route and goes nowhere near downtown Portland. One has to transfer to a different line to get downtown, completely negating the “frequent service” qualification. The #19

bus, which does run on Woodstock Boulevard between SE 52nd Avenue and SE Chavez Blvd and into downtown via Eastmoreland and Westmoreland, is not a frequent service line and takes a rather circuitous route to downtown. There is no bus service on Woodstock Boulevard east of SE 52<sup>nd</sup> Avenue. Woodstock simply does not have adequate public transportation to support the planned arbitrary up-zoning.

The history of how these properties were assigned this denser zoning designation is concerning. As I understand it, during the last Comprehensive Plan process in the 1980's, residential properties within a certain specified distance of an arterial street with bus service (not necessarily FREQUENT bus service) were designated R2.5, rather than the more prevalent zoning designation of R5. This approach was TOTALLY ARBITRARY and failed to take into consideration the character of surrounding neighborhoods or the existing actual density, which in many cases is less than the official zone designation. I have seen no documentation that these designations underwent any sort of neighborhood review at that time. Since that time, only two properties in Woodstock have gone through the necessary land use process to adopt the Comprehensive Plan designated zoning as the actual zoning designation and one of these cases was strongly opposed by the surrounding neighbors. In my opinion, if development at the old Comprehensive Plan designated density level has not occurred within the past 30-plus years, that density designation needs to be completely reconsidered. It has been stated that Portland has sufficient vacant lots to meet its anticipated needs for increased residential density without implementing these arbitrary changes and without the current lot splitting and excess building of large and unaffordable houses currently underway. An analysis of the existing population density in Woodstock indicates that it already meets the targeted density for designated Neighborhood Centers without implementation of these arbitrary old Comprehensive Plan designations. Instead, these underlying designations represent a "ticking time bomb" that most residents are completely unaware of until a developer gets their hands on one of these properties. Zoning for these properties should remain at their current official zone designation. The old Comprehensive Plan designation, if different, should be REMOVED, NOT implemented.

I appreciate the Commission's serious consideration of this testimony.

Sincerely,

Merrilee Spence  
4219 SE Reedway St.  
Portland, OR 97206

**From:** Stephanie and John Saven [mailto:sjsaven@gmail.com]  
**Sent:** Sunday, April 10, 2016 5:21 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** PSC Residential Zones Testimony

To: Planning and Sustainability Commission

From: John and Stephanie Saven  
1719 S.E. 38th Ave  
Portland, OR 97214

Re: Proposed Zoning Map Changes from R 5 to R 2.5

Date: April 10, 2016

We would like to voice our strong opposition to the proposal to change the zoning in our neighborhood from R 5 to R 2.5. We have reviewed the March 7th materials from the City of Portland relating to this change and have printed out the map of the areas designated for this change.

Our biggest problem in living here is parking. We are only two blocks away from the Hawthorne Theater on the corner of Cesar Chavez and Hawthorne, and three blocks from the Bagdad Theater. In the evenings and on weekends we already have to park sometimes blocks away from our house. This is in addition to the general congestion associated with the activities along Hawthorne.

Allowing two residents on a 5,000 sq ft lot will only exacerbate the parking congestion, meaning more people will be fighting for a place to park. We are frankly concerned that these increases in zoning density will lead to the further deterioration of urban living, as witnessed by what has happened along SE Division immediately south of us.

We understand Portland's interest in creating more housing opportunities. If this is a priority it should apply to the whole City, rather than in limited corridors. This will only prompt developers to zero in on our neighborhood, while the rest of the City maintains a status quo, or in the case of East Moreland, actions are being proposed that would prohibit increased density allowable under existing code.

Hopefully this proposal can be modified to keep our immediate neighborhood in the R 5 zoning classification, We will be following this issue very closely.



Doug Klotz  
1908 SE 35<sup>th</sup> Place  
Portland, OR 97214  
April 10, 2016

Katherine Schultz, Chair  
Planning and Sustainability Commission  
City of Portland Bureau of Planning and Sustainability  
1900 SW Fourth Ave., Suite 7100  
Portland, OR 97201

Dear Ms. Schultz and Commissioners:

I support the upzoning that is proposed by the Bureau of Planning and Sustainability for the Residential and Open Space Mapping. I am not commenting on the areas proposed to be downzoned.

A critical component of the Comprehensive Plan Update is achieving the goal of increased access to Complete Neighborhoods. The higher densities allow for parcels fronting Corridors and Centers is not sufficient to achieve this. Increasing the population who live within walking distance of these important locations is necessary. However, there are many who would like to see a gradual transition down to the scale of single-family neighborhoods.

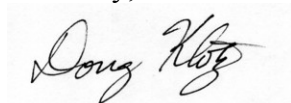
The Comprehensive Plan of 1981 laid the groundwork for these transitions with R2.5 (and in certain cases, R2 and R1) Land Use Designations. The city at that point did not set the zoning in these areas to match those designations.

Now, with a housing crisis that is depleting affordability, and a rapidly changing climate, there is no time to wait. We need to upzone these properties to encourage the development of these areas. This will allow more people to live within proximity to Centers and Corridors and be able to walk, bike or use transit for daily trips. This will also increase the number of housing units, at a time when the population increase outstrips the new supply.

I urge the adoption of all the upzoning proposed in the Residential and Open Space Mapping proposal, especially the areas in Inner Southeast such as the Richmond/Hosford-Abernethy, Between Hawthorne and Powell, the Richmond, along SE Chavez, Between Hawthorne and Division, and the two Sunnyside/Mt. Tabor proposals.

Thank you for your volunteer time on these many Comprehensive Plan issues.

Sincerely,



Doug Klotz

**From:** Kristin [mailto:GARRETTCLIFFORD@msn.com]  
**Sent:** Sunday, April 10, 2016 7:18 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Stockton, Marty <Marty.Stockton@portlandoregon.gov>; Nettekoven, Linda <linda@lnettekoven.com>; Scarlett, Director <Director.Scarlett@portlandoregon.gov>  
**Subject:** PSC Residential Zones Testimony

Dear Director Scarlett, Mr. Stockton and members of the planning commission,

I am writing to express my opposition to the proposed zoning change for our property at 1603 SE 29th Ave. The proposal would change our zoning from R5 to R2.5. This would have a negative impact on our neighborhood without solving the city's affordable housing problem.

Due to the recent addition of large apartment complexes nearby, our neighborhood has already been strained with the burden of increased density. Street parking has become more scarce, the traffic is substantially worse, and the neighborhood is noisier and more crowded. Allowing this zoning change will only make the neighborhood less livable for those of us already living here.

Please don't add to the challenges we already face by encouraging more tear-downs of existing homes.

Sincerely,

Kristin Garrett

**From:** Danielle Dumont [mailto:dumontdm@hotmail.com]  
**Sent:** Sunday, April 10, 2016 11:30 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Lum, Leslie <Leslie.Lum@portlandoregon.gov>  
**Subject:** PSC Residential Zones Testimony

To members of the Portland Planning and Sustainability Commission:

I would like to provide feedback on the proposed zoning change from R5 to R2.5 for a two-block area in the Piedmont neighborhood. This area encompasses N Borthwick and N Kerby between N Rosa Parks and N Dekum. These two blocks are lovely residential houses bookended by Peninsula Park and the historic building of Rosemont Court. It seems an arbitrary designation to convert these well-maintained single family dwellings into attached residential housing of 2 to 8 units without parking.

My neighborhood representative who met with city staff to discuss the potential rezoning has been informed that the change from R5 to R2.5 also means that the neighbors would not be allowed to provide feedback and input to developers and new development in this zone. This is unacceptable when such large changes are possible that could affect the streetscape and quality of life on these quiet and pleasant residential blocks.

I suppose the city saw that the blocks immediately north of this area are already zoned R2.5 and simply drew a larger rectangle around the spot on the map to increase density. This again seems arbitrary. The blocks of N Borthwick and N Kerby surrounding Rosemont Court, immediately north of Dekum, were a special case for planned redevelopment of the St. Rose Industrial School and its 10 acres of orchards into senior apartments and affordable townhouses. This land did not already contain historic neighborhood homes. The logic that applied to the Rosemont development should not simply bleed over into an already established neighborhood now.

I am not against smartly planned zoning to address the issue of density in Portland. It makes sense that the zones on N Rosa Parks and N Albina, busier thoroughfares a block or two away, are zoned or rezoned for higher density. Additionally, the current R5 zoning on the N Borthwick and N Kerby blocks in question already allows for greater density than what is currently built. However, to begin to designate these interior neighborhood blocks for R2.5 higher density begins to destroy the balance of harmonious residential living.

I strongly urge you to reconsider the zoning change from R5 to R2.5 for the two blocks of N Borthwick and N Kerby between N Rosa Parks and N Dekum.

Thank you.

Danielle Dumont  
6705 N Kerby Ave  
Portland OR 97217

**From:** Arlene Williams [mailto:awilliams222@outlook.com]  
**Sent:** Friday, April 08, 2016 6:34 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Comprehensive Plan Testimony SE Henry St

## **TESTIMONY FOR COMPREHENSIVE PLAN AMENDMENT HEARING**

Arlene Williams, 5401 SE Henry Street, Portland OR 97206

Single-dwelling 2,500 (R2.5) zoning is proposed for the following lots on SE Henry Street: 5312, 5316, 5320, 5404, 5412, 5424, 5430, 5401, 5407, 5415, 5421, 5427, and 5433. There are important reasons that this proposal should be denied:

- 1) This dead end block is already mixed zoning with existing high density;
- 2) There is no fire apparatus turnaround on this dead end block so public safety and parking congestion need to be considered;
- 3) The connecting road, SE 52nd is projected to be over-capacity on 2035 PM Peak map so traffic congestion on SE 52nd is a service consideration; and
- 4) Equity demands it. Other areas with substandard streets, or traffic congestion issues, or even no service considerations were given amendments by Staff or the City Council.

Even one of these reasons should be enough to deny up-zoning. When all these reasons are combined, the evidence is overwhelming against up-zoning. I request that the City of Portland restore single-dwelling 5,000 (R5) zoning in the 2035 Comprehensive Plan for these lots on SE Henry Street.

### **Reason 1: EXISTING HIGH DENSITY**

This is a compact dead end street about 500 feet long with 17 apartment/duplex units (zoned R2) as well as the 13 single family homes referenced above. Three of these homes are flag lots, which also add to housing density. This block is already highly dense and congested, with no fire apparatus turnaround. It is at capacity.

In many ways this is what the City of Portland is looking for, density that is still livable. It offers affordable housing. There is diversity: ethnic diversity, age diversity, and there are many families with children. On-street parking is already at a premium, though, with apartment dwellers consuming much of the street parking space, especially nights and weekends. People find it very hard to enter and exit driveways at times because of the cars parked on the street. Tri-met has already classified this as a congested street and will not send its small LIFT vans to

pick up a visually-impaired woman who lives here. Also, because of the nearby peak service transit corridor, builders will be allowed to remove off-street parking when developing new construction. If you allow developers to eliminate off-street parking, the resulting congestion will turn a street that is livable into a density nightmare.

To back up my assertion that this street is at capacity, I cite 33.654.110.B:

2. Dead-end streets in OS, R, C, and E zones. In OS, R, C, and E zones, dead-end streets may be provided where through streets are not required. Dead-end streets should generally not exceed 200 feet in length, and should generally not serve more than 18 dwelling units. Public dead-end streets should generally be at least 200 feet apart.

This section is in the Rights-of-Way, Chapter 33.654 of the Planning and Zoning Code. It is also part of the Land Division Approval Criteria addressing public streets, private streets, etc. (see <https://www.portlandoregon.gov/bds/article/239318> & <https://www.portlandoregon.gov/bds/article/239316>.) **If new dead end streets or dead end streets for land divisions should not serve more than 18 dwelling units and this existing dead end street already serves 30 dwelling units, how can the City of Portland justify adding another potential 13 units to this dead end block, especially one with no fire apparatus turnaround?**

## **Reason 2: PUBLIC SAFETY**

A major reason to deny this zoning change is that there is no turnaround at the dead end. The street ends abruptly in a block wall and tall chain link fence. It is an existing condition apparently allowed by the City of Portland in the past. Garbage trucks, large delivery trucks, and fire trucks have to back all the way down to SE 52nd and then try to back out onto that very busy street.

Current Fire Code prohibits this type of street for new development, and the City should not allow more density on a street that is substandard with regard to its own public safety code. The Portland Fire Code states: "Dead end fire apparatus access roads in excess of 300 feet in length shall be provided with an approved turnaround (OFC 503.2.5 & D103.1)."

This dead end block of SE Henry Street, almost 500 feet long, qualifies as an access road, and there is nothing anywhere along its length that meets approved fire apparatus turnaround standards of any type. You can't realistically fix it because there are houses in the way. **Now the City wants to make that condition worse by adding more density**. In addition, the Zoning and Planning Code, 33.654.120.C3 also states that a turnaround is required on a dead-end street for land division approval if the street is at least 300 feet long, but none exists.

Planning staff has argued that adding fire sprinklers to any new construction will solve the problem. In the fire code, sprinklers are not a legal substitute for the missing turnaround. According to two people I have talked with at the Fire Marshal's office, allowing new construction by adding sprinklers would happen in the appeal process as an alternative to the code, and I know that is only if the code violation is caught during the plan review process down at Development Services. **This is a zoning decision. Don't base such a broad decision on an unreliable appeals process when you have code to direct you.**

Adding sprinklers project by project is an inadequate, piecemeal approach that increases density without solving the public safety issue because:

- a) It does not solve the access problem. The missing turnaround will not be built because houses are in the way;
- b) Because of the peak transit service on SE 52nd, builders can remove driveways and not offer any off-street parking (Code 33.266.110:D) so there will be more congested and continuous parking on the streets for the fire trucks to maneuver around, which can slow response time (Per the Fire Marshal's office, parking congestion can be the biggest obstacle for fire access);
- c) Adding sprinklers does not address emergency situations that may or may not be fire related where you have police, ambulance, and fire all responding. That adds to the confusion and congestion at the emergency scene, and on a street with limited emergency access it can slow response time;
- d) A ladder-truck would never get down the street (not wide enough), and R2.5 homes can be 35 feet tall, beyond the capacity of ladders on regular fire engines if they have a flat roof. Adding sprinklers will help in a fire situation for these tall buildings, but not in a rescue situation.
- e) Homes with sprinklers can still burn from the outside in, and by adding homes on an already crowded street, that creates more homes that may need the attention of firefighters during an event and puts more people at risk because there is only one evacuation route on the dead end street;
- f) The rest of the already tightly packed homes will not have a sprinkler system so they will still need rapid emergency access without congestion/access issues; and
- g) the only public safety criteria used by staff to evaluate for up-zoning was response time, but not having adequate fire apparatus access can slow response time.

The Fire Code is there for a reason, to protect life and property. Adding sprinklers to new construction, in recognition of the absence of a turnaround, is a step toward safety that can be achieved with newly constructed homes in R5, if zoning is left as is, not just homes in R2.5. It does not substitute for the increased hazard of putting more homes on a street that is already crowded and without a turnaround.

The 2035 Proposed Draft claims for the Southwest Hills and Powell Butte areas:

*Proposed Comprehensive Plan and zoning designations would reduce potential risks to public health and safety in areas at risk of natural hazards (e.g., landslide, wildfire, earthquake, flooding) and/or have drainage problems due to steep slopes, soil conditions, high groundwater, seeps and springs, or stream channels.*

However, it seems wildfire safety received a low priority from City planners when evaluating my block. Just 150 feet from the homes on the south side of SE Henry is a 4.5 acre church compound with over a hundred 100 to 150 foot tall Douglas Fir. As last summer's drought made clear, the climate is changing. Wildfire needs to be a strong consideration for many areas of Portland, including this block on SE Henry Street with such a dense stand of tall trees nearby.

### **Reason 3: TRAFFIC CONGESTION**

Traffic congestion is another reason to vote down the up-zoning for my block. SE 52nd is the only connecting street

for my block of SE Henry Street, and it is shown as over-capacity on the 2035 Transportation Network PM Peak 2-Hours Volume to Capacity Ratio map (<https://www.portlandoregon.gov/bps/article/400464>). SE 52nd just north of SE Woodstock shows a ratio of 145 and just south of my block near SE Rural there is a ratio of 117. Anything over 93 is over-capacity according to the map's legend.

SE 52nd at SE Henry St sits between these two ratios. Traffic Count data for SE 52nd almost adjacent to SE Henry shows a higher volume of traffic (PM Peak 1213) than traffic volume data near SE Rural (PM Peak 1058) where the volume to capacity ratio was 117. Since SE Duke feeds SE 52nd near SE Henry, that probably accounts for more traffic generated near SE Henry. Even though no ratio was listed for SE 52nd near SE Henry, our section of SE 52nd can be assumed to be over-capacity as well.

More traffic congestion is already being added. Right now, there are 2 commercial buildings going in just up the street at the intersection of SE Woodstock and SE 52nd that will increase traffic volume on our section of SE 52nd. There is also more traffic congestion in the Woodstock neighborhood because of the New Seasons that recently opened, plus there are bike lanes on SE 52nd. Because of all these factors, traffic congestion issues on this street should be a Service Consideration for SE Henry St.

#### **Reason 4: EQUITY**

When considering whether to up-zone these lots on SE Henry Street, it is vital that equity is a factor. Other substandard streets across the city were recommended for exemption from up-zoning (examples are: B94, B93, M75, B120, F68) or traffic congestion was sometimes considered for down-zoning (B88, M51). SE Henry is a substandard street as well and should have been given the same consideration.

For instance, our immediate connecting street, SE 52nd, has more traffic volume than the immediate connection streets for a staff supported amendment (B88) in Eastmoreland. The connecting streets for those lots are SE 28th (PM Peak 952) and SE Woodstock (PM Peak 901), which is less than the PM Peak 1213 that was measured on SE 52nd near SE Henry. Also B88 has the Light Rail Station on the Orange Line, a very costly taxpayer funded amenity, to mitigate any traffic congestion.

Another example of lack of equity is Amendment M74 requested by the Mayor for a huge area of Eastmoreland. This amendment shows the over-capacity streets of Bybee and McLoughlin as a Service Consideration in the Amendment Report even though many of those lots in that amendment area are very distant from Bybee and McLoughlin. SE Henry directly connects to an over-capacity street. In fact, it is its only outlet. That should not have been overlooked when evaluating our block.

In addition, the Buckman neighborhood (S21, S22) was given amendments by Commissioner Saltzman and Commissioner Fritz without any public safety issues or street congestion issues

cited in the Amendment Report. Like my block, this Buckman area already has high density, and for the same reasons, my block should have been given an amendment to retain R5 zoning.

This is a complex process, but every street should be measured by the same yardstick as much as possible. Wealthier areas should not be exempt from density while other streets, like my block, are zoned for more density when it is unsafe or unwise to do so. On my block of SE Henry Street, we are doing our part for density with the apartments already contributing to a crowded situation. It is just not fair to make us carry more density than the street can hold, while other areas don't have to bear that burden.

I believe the City is making a grave mistake by proposing even more density on this crowded dead end street than is sensible and safe. Either alone or in combination, the above reasons prove it would be a bad decision. The evidence is overwhelming. Make public safety, street congestion, and livability a priority and decide to deny the up-zone proposal for this little, dead end street.



April 8, 2016

Dana L. Krawczuk  
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D. +1.503.727.2036  
F. +1.503.346.2036

VIA EMAIL (PSC@PORTLANDOREGON.GOV)

Ms. Katherine Schultz, Chair  
Planning and Sustainability Commission  
City of Portland  
1900 SW Fourth Avenue, Suite 7100  
Portland, OR 97201-5380

**Re: Residential and Open Space Zones Testimony**  
Russell Street Sustainable Housing LLC's Comments on the Proposed Draft of the  
Residential and Open Space Zones Project (March 2016)

Dear Chair Schultz and Members of the Planning and Sustainability Commission:

This firm was recently retained to represent Russell Street Sustainable Housing LLC ("RSSH"), which owns property located at 2605 NE 7th Street (the "Property"). We request that the Commission remove the down-zone of the Property proposed by the Residential and Open Space Proposed Draft in order to allow new development on the Property to remain conforming. Please include this testimony in the record of the above-referenced proceeding and provide us with notice of the final decision.

RSSH began constructing a multi-family development on the Property in 2015 which conforms with the Property's current high density residential (RH) zoning. The development is an allowed use in the RH zone and no discretionary review was required.

The Residential and Open Space Zones Proposed Draft currently proposes to down zone the Property to medium density multi-dwelling (R1). Under that proposed zoning, RSSH's development will become non-conforming. As you know, non-conforming status could disallow replacement of the building at its current density in the event of accidental damage or destruction and may impact both the insurability of and financing for the Property. To avoid that undesirable result, we request that the Commission remove the proposed change from the Proposed Draft and allow the Property's current zoning to remain. We are also requesting that the City Council retain the Property's current comprehensive plan map designation. Our initial communication to City Council is attached as Exhibit A. Council staff members with whom we spoke were supportive of this comprehensive plan change during our initial communications.

Based upon discussions with BPS Staff we understand that the Eliot Neighborhood Association requested the proposed change to R1 as part of a general effort to down-zone underdeveloped

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Ms. Katherine Schultz, Chair  
Planning and Sustainability Commission  
City of Portland  
April 8, 2016  
Page 2

sites within the Elliot Conservation District and Irvington Historic District, however, the Property is not within either area. BPS staff also indicated that the down-zone was originally contemplated to allow the Property's zoning to better match existing development on the site (which at the time was vacant). The Property is now developed with a multi-family housing project. Given this change in circumstances, a zone change is no longer appropriate for the Property.

We appreciate the Commission's consideration of this request.

Very truly yours,



Dana L. Krawczuk

DLK:ajr

Enclosure

cc: Nan Stark, NE Portland District Liaison (via email) (with enc.)

## 2605 NE 7<sup>th</sup> Avenue

### **Request to Retain Existing High Density Residential (RH) Comp Plan and Zoning Designation**

**Comp Plan and Residential Zoning Project Amendment.** Change from High Density Residential (RH) to Multi-Dwelling 1,000 (R1). Proposed Change # 142.

**Request.** No change to comp plan or zoning. Retain existing RH designation.

**Other Impacted Properties.** The entire block between NE MLK, NE Knott, NE 7<sup>th</sup> Ave. and NE Russell, *except for* property with frontage on NE MLK, occupied by the Nike Factory Store which is proposed to change to Mixed Use. See attached map.

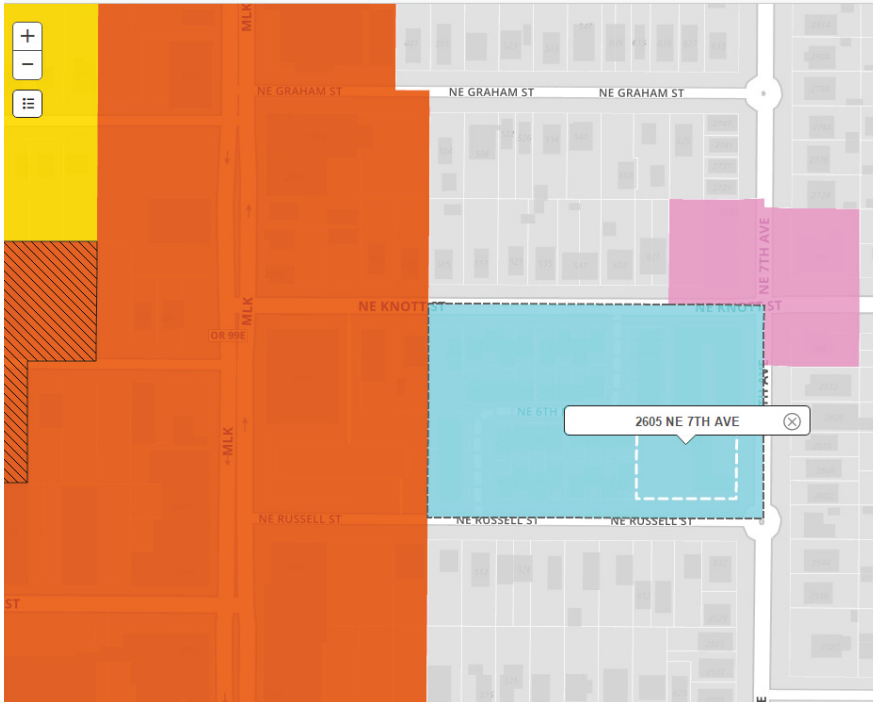
### **Reasoning.**

- Construction of a new \$20M multifamily development at 2605 NE 7th Avenue that complies with RH standards is underway, and the development would become nonconforming by the change. It appears that density and/or physical elements of development of the existing multifamily development on the remainder of the block (12.5 Condos and Knott Street Townhomes) would also become nonconforming.
- The property is not located within the Irvington Historic District or Eliot Conservation District.
- Rationale for amendment listed on Portland map app is that the designation will better match what is currently built on site; this is incorrect. In fact, at least one development will become nonconforming.
- Based upon conversations with BPS staff, the recommended change was based upon general feedback from the Elliott neighborhood requesting that underdeveloped sites within the conservation and/or historic areas be down-zoned. This reasoning does not apply to the site because:

(1) the block is not within a historic or conservation district, and

(2) there is no underdeveloped property on the block.

**Contact Information.** Dana Krawczuk  
Perkins Coie LLP  
1120 NW Couch Street, 10<sup>th</sup> Floor  
Portland, OR 97209-4128  
503-727-2036  
[dkrawczuk@perkisincoie.com](mailto:dkrawczuk@perkisincoie.com)



Address Search

Map Proposal Comments

Proposed Change #	142
Amendment #	
Proposed Comprehensive Plan Designation	Multi - Dwelling 1,000
Existing Comprehensive Plan Designation	High Density Multi-Dwelling

Proposed Residential designation will better match what is currently built on the site, where existing buildings exceed the residential density allowed by the existing zone.

Multi - Dwelling 1,000

This designation allows medium density multi-dwelling development. The scale of development is intended to reflect the allowed densities while being compatible with nearby single-dwelling residential. The designation is intended for areas near, in, and along centers and corridors, and transit station areas, where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas within this designation generally do not have development constraints. The maximum density is generally 43 units per acre, but may be as much as 65 units per acre in some situations. The corresponding zone is R1.

Keith Dieringer  
7315 SE 152nd Ave  
Port. OR 97236

4/8/2016

RECEIVED  
PLANNING & SUSTAINABILITY

2016 MAY 12 A 8:58

Notice of proposed zoning  
map change.

At BARBARA Welch RD  
State 1D # 1S2E24BD 1100 &  
1S2E24BD 2700

Base zone to Proposed  
R10 — R20

Please do your research & stop pushing this thro!  
I was told this change was  
not true however according to  
your paperwork this is?

I hold the City of Portland &  
State liable for any decreased  
value of these properties from  
the undertaking with out proper  
community, owners involvement. Asset  
value changed from certified bank  
appraisals for subjected lots.

cc: File

Ord. 188177, Vol. 2.3 K, page 10499

Sincerely,  
[Signature]

**From:** Rosanna Ferguson [mailto:rzferguson@yahoo.com]  
**Sent:** Thursday, April 07, 2016 6:26 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Comprehensive Plan Testimony SE Henry St

Re: Lots on SE Henry Street numbered: 5312, 5316, 5320, 5404, 5412, 5424, 5430, 5401, 5407, 5415, 5421, 5427, 5433

In the 2035 Comprehensive Plan, I am asking the City of Portland to remove the recommended single-dwelling 2,500 (R2.5) and restore single-dwelling 5,000 (R5) zone for the lots referenced above. There are compelling reasons for you to honor my request: 1) This dead end block is already mixed zoning with high density, and 2) public safety demands it.

#### 1: EXISTING HIGH DENSITY

This is a compact street about 500 feet long with 18 apartment/duplex units bordering SE 52nd Avenue (zoned R2) as well as the 13 single family homes referenced above. Three of these homes are flag lots, which add to housing density. This block is already highly dense and congested. It is at capacity.

In many ways this is what the City of Portland is looking for, density that is still livable. It offers affordable housing. There is diversity: ethnic diversity, age diversity, and there are many families with children. On-street parking is already at a premium, though, with apartment dwellers consuming much of the street parking space, especially nights and weekends. People find it very hard to enter and exit driveways at times because of the cars parked on the street. Tri-met has already classified this as a congested street and will not send its small LIFT vans to pick up a visually-impaired woman who lives here. Also, because of the nearby peak service transit corridor, builders will be allowed to remove off-street parking such as driveways when developing new construction. If you start dividing up lots and allow developers to eliminate off-street parking, the resulting congestion will turn a street that is livable into one that is a density nightmare.

#### 2: PUBLIC SAFETY

A major reason to deny this zoning change is that there is no turnaround at the dead end. The street ends abruptly in a block wall and tall chain link fence. It is an existing condition apparently allowed by the City of Portland in the past. Garbage trucks, large delivery trucks, and fire trucks have to back all the way down to SE 52nd and then try to back out onto a very busy street.

Current Fire Code prohibits this type of street for new development, and the City of Portland should not allow more density on a street that is substandard with regard to its own public safety code. The Portland Fire code states: "Dead end fire apparatus access roads in excess of 300 feet in length shall be provided with an approved turnaround (OFC 503.2.5 & D103.1)." This dead end block of SE Henry Street qualifies as an access road, and there is nothing anywhere along its length that meets approved turnaround standards of any type.

Planning staff has argued that adding fire sprinklers to any new construction will solve the problem. Yes, if the fire code violation is caught during the permitting process, the builder can appeal, and the Fire Marshal can agree to fire sprinklers as an alternative to the approved turnaround. That does not solve the access problem, and in fact, it increases the risk to people already living on this block when up-zoning to a denser R2.5. Adding fire sprinklers project by project in this situation is an inadequate piecemeal approach that increases density without solving the public safety issue because: a)the

missing turnaround will not be built (houses are in the way); b) there will be more congested parking on the streets (see #1 above) for the fire trucks to maneuver around, which can slow response time; c) adding sprinklers does not address emergency situations that are not fire-related where fire trucks, ambulances, and police can all respond to an emergency situation and need access; d) the rest of the already tightly packed homes will not have a sprinkler system so they will still need rapid emergency access without congestion/access issues; and e) the only public safety criteria used by staff to evaluate for up-zoning was response time, but not having adequate fire apparatus access can slow response time.

The Fire Code is there for a reason, to protect life and property. Substituting fire sprinklers instead of adequate fire access turnaround on dead ends is not in the code. It is a compromise brought up in an appeal situation. Yes, it would be great for newly constructed homes on this street to have fire sprinklers, but that can be achieved with newly constructed homes in R5, if zoning is left as is, not just homes in R2.5. However, homes with sprinklers can still burn from the outside in, and by adding more homes on an already crowded street, that creates more homes that may need the attention of firefighters during an event and puts more people at risk because there is only one evacuation route on the dead end street.

Please do not up-zone these lots from R5 to R2.5. In fact, these lots should have the R2.5 designation completely removed from the Comprehensive Plan Map for the same reasons, and please do not approve the Staff Amendment for 5433 SE Henry Street and 5430 SE Henry Street (page 84 of Amendment Report, Map ID B110) for these reasons as well. You will not gain much in density by up-zoning because the houses are already packed tightly on very narrow lots or piggy-backed in flag lots. Up-zoning this dead end block to R2.5 will make an existing public safety hazard worse. It is unwise and irresponsible for the City of Portland to add more density on this substandard street.

Other substandard streets across the city were recommended for exemption from up-zoning (examples are: B94, B93, M75, B120, F68) or congestion was sometimes considered for down-zoning (B88, M51). Residential areas without public safety hazards or even no service considerations, such as Eastmoreland (M74) and Buckman (S21 and S22), were given proposed amendments to stop up-zoning or to down-zone. Please give this dead end block the same consideration. Make public safety, street congestion, and livability a priority and decide to deny the up-zone proposal for this little, dead end street.

Rosanna Z. Ferguson

Henry St

Portland, OR

**From:** Pete Adams [mailto:pete126@outlook.com]  
**Sent:** Thursday, April 07, 2016 6:48 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
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In many ways this is what the City of Portland is looking for, density that is still livable. It offers affordable housing. There is diversity: ethnic diversity, age diversity, and there are many families with children. On-street parking is already at a premium, though, with apartment dwellers consuming much of the street parking space, especially nights and weekends. People find it very hard to enter and exit driveways at times because of the cars parked on the street. Tri-met has already classified this as a congested street and will not send its small LIFT vans to pick up a visually-impaired woman who lives here. Also, because of the nearby peak service transit corridor, builders will be allowed to remove off-street parking such as driveways when developing new construction. If you start dividing up lots and allow developers to eliminate off-street parking, the resulting congestion will turn a street that is livable into one that is a density nightmare.

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Pete Adams

5401 SE Henry Street

Portland, OR 97206



**WOODSTOCK NEIGHBORHOOD ASSOCIATION**  
WWW.WOODSTOCKPDX.ORG

Woodstock Community Center, 5905 SE 43rd Avenue, Portland, Oregon 97206

To: The Portland Planning and Sustainability Commission  
From: The Woodstock Neighborhood Association  
Re: Up-zoning on SE Henry Street east of SE 52<sup>nd</sup>

The Woodstock Neighborhood Association is in support of Arlene Williams' testimony against the up-zoning of R5 properties on SE Henry Street east of 52<sup>nd</sup> to R2.5. While the R2.5 zoning designation is generally a good transition between commercial corridors and single-family residential neighborhoods, we believe that in the case of SE Henry the change in designation would be detrimental. SE Henry is a 500 foot long dead-end street in that location, ending in a locked fence surrounding the rear of the Apostolic Faith Church, which faces SE Duke. Properties close to SE 52<sup>nd</sup> on this segment of SE Henry are zoned R2 and are developed with 17 apartment units in duplex buildings. The remaining R5 portion of the street is developed with 13 homes, including 3 flag lots.

All of the above is out of compliance with 33.634.110.B.2, which states: "Dead end streets in OS, R, C, and E zones. In OS, R, C, and E zones, dead end streets may be provided where through streets are not required. Dead end streets should generally not exceed 200 feet in length, and should generally not serve more than 18 dwelling units."

This would suggest that the 500 foot length of SE Henry is already at capacity for density, especially given that there is no emergency vehicles turn-around provided at the end of the dead end street.

The content of the above testimony was reviewed and voted by the Woodstock Neighborhood Association board on April 6, 2016.

Respectfully submitted,



Terry Griffiths  
Co-Chair, Woodstock Neighborhood Association Land Use Committee

**From:** Arlene Williams [mailto:awilliams222@outlook.com]  
**Sent:** Wednesday, April 06, 2016 1:01 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** PSC Zoning Testimony

## **TESTIMONY FOR PSC HEARING**

Arlene Williams, 5401 SE Henry Street, Portland OR 97206

Single-dwelling 2,500 (R2.5) zoning is proposed for the following lots on SE Henry Street: 5312, 5316, 5320, 5404, 5412, 5424, 5430, 5401, 5407, 5415, 5421, 5427, and 5433. There are important reasons that this proposal should be denied:

- 1) This dead end block is already mixed zoning with existing high density;
- 2) There is no fire apparatus turnaround on this dead end block so public safety and parking congestion need to be considered;
- 3) The connecting road, SE 52nd is projected to be over-capacity on 2035 PM Peak map so traffic congestion on SE 52nd is a service consideration; and
- 4) Equity demands it. Other areas with substandard streets, or traffic congestion issues, or even no service considerations were given amendments by Staff or the City Council.

Even one of these reasons should be enough to deny up-zoning. When all these reasons are combined, the evidence is overwhelming against up-zoning. I request that the City of Portland restore single-dwelling 5,000 (R5) zoning in the 2035 Comprehensive Plan for these lots on SE Henry Street.

### **Reason 1: EXISTING HIGH DENSITY**

This is a compact dead end street about 500 feet long with 17 apartment/duplex units (zoned R2) as well as the 13 single family homes referenced above (see the attached SE-Henry-street-map.jpg). Three of these homes are flag lots, which also add to housing density. This block is already highly dense and congested, with no fire apparatus turnaround. It is at capacity.

In many ways this is what the City of Portland is looking for, density that is still livable. It offers affordable housing. There is diversity: ethnic diversity, age diversity, and there are many families with children. On-street parking is already at a premium, though, with apartment dwellers consuming much of the street parking space, especially nights and weekends. People find it very hard to enter and exit driveways at times because of the cars parked on the street. Tri-met has already classified this as a congested street and will not send its small LIFT vans to pick up a visually-impaired woman who lives here. Also, because of the nearby peak service transit corridor, builders will be allowed to remove off-street parking when developing new construction. If you allow developers to eliminate off-street parking, the resulting congestion will turn a street that is livable into a density nightmare.

To back up my assertion that this street is at capacity, I cite 33.654.110.B:

2. Dead-end streets in OS, R, C, and E zones. In OS, R, C, and E zones, dead-end streets may be provided where through streets are not required. Dead-end streets should generally not exceed 200 feet in length, and should generally not serve more than 18 dwelling units. Public dead-end streets should generally be at least 200 feet apart.

This section is in the Rights-of-Way, Chapter 33.654 of the Planning and Zoning Code. It is also part of the Land Division Approval Criteria addressing public streets, private streets, etc. (see <https://www.portlandoregon.gov/bds/article/239318> & <https://www.portlandoregon.gov/bds/article/239316>.) **If new dead end streets or dead end streets for land divisions should not serve more than 18 dwelling units and this existing dead end street already serves 30 dwelling units, how can the City of Portland justify adding another potential 13 units to this dead end block, especially one with no fire apparatus turnaround?**

## **Reason 2: PUBLIC SAFETY**

A major reason to deny this zoning change is that there is no turnaround at the dead end. The street ends abruptly in a block wall and tall chain link fence. It is an existing condition apparently allowed by the City of Portland in the past. Garbage trucks, large delivery trucks, and fire trucks have to back all the way down to SE 52nd and then try to back out onto that very busy street.

Current Fire Code prohibits this type of street for new development, and the City should not allow more density on a street that is substandard with regard to its own public safety code. The Portland Fire Code states: “Dead end fire apparatus access roads in excess of 300 feet in length shall be provided with an approved turnaround (OFC 503.2.5 & D103.1).” Diagrams of approved turnarounds are attached (see approved-turnarounds.jpg).

This dead end block of SE Henry Street, almost 500 feet long, qualifies as an access road, and there is nothing anywhere along its length that meets approved fire apparatus turnaround standards of any type. You can't realistically fix it because there are houses in the way. **Now the City wants to make that condition worse by adding more density.** In addition, the Zoning and Planning Code, 33.654.120.C3 also states that a turnaround is required on a dead-end street for land division approval if the street is at least 300 feet long, but none exists.

Planning staff has argued that adding fire sprinklers to any new construction will solve the problem. In the fire code, sprinklers are not a legal substitute for the missing turnaround. According to two people I have talked with at the Fire Marshal's office, allowing new construction by adding sprinklers would happen in the appeal process as an alternative to the code, and I know that is only if the code violation is caught during the plan review process down at Development Services. **This is a zoning decision. Don't base such a broad decision on an unreliable appeals process when you have code to direct you.**

Adding sprinklers project by project is an inadequate, piecemeal approach that increases density without solving the public safety issue because:

- a) It does not solve the access problem. The missing turnaround will not be built because houses are in the way;
- b) Because of the peak transit service on SE 52nd, builders can remove driveways and not offer any off-street parking (Code 33.266.110:D) so there will be more congested and continuous parking on the streets for the fire trucks to maneuver around, which can slow response time (Per the Fire Marshal's office, parking congestion can be the biggest obstacle for fire access);
- c) Adding sprinklers does not address emergency situations that may or may not be fire related where you have police, ambulance, and fire all responding. That adds to the confusion and congestion at the emergency scene, and on a street with limited emergency access it can slow response time;
- d) A ladder-truck would never get down the street (not wide enough), and R2.5 homes can be 35 feet tall, beyond the capacity of ladders on regular fire engines if they have a flat roof. Adding sprinklers will help in a fire situation for these tall buildings, but not in a rescue situation.
- e) Homes with sprinklers can still burn from the outside in, and by adding homes on an already crowded street, that creates more homes that may need the attention of firefighters during an event and puts more people at risk because there is only one evacuation route on the dead end street;
- f) The rest of the already tightly packed homes will not have a sprinkler system so they will still need rapid emergency access without congestion/access issues; and
- g) the only public safety criteria used by staff to evaluate for up-zoning was response time, but not having adequate fire apparatus access can slow response time.

The Fire Code is there for a reason, to protect life and property. Adding sprinklers to new construction, in recognition of the absence of a turnaround, is a step toward safety that can be achieved with newly constructed homes in R5, if zoning is left as is, not just homes in R2.5. It does not substitute for the increased hazard of putting more homes on a street that is already crowded and without a turnaround.

The 2035 Proposed Draft claims for the Southwest Hills and Powell Butte areas:

*Proposed Comprehensive Plan and zoning designations would reduce potential risks to public health and safety in areas at risk of natural hazards (e.g., landslide, wildfire, earthquake, flooding) and/or have drainage problems due to steep slopes, soil conditions, high groundwater, seeps and springs, or stream channels.*

However, it seems wildfire safety received a low priority from City planners when evaluating my block. Just 150 feet from the homes on the south side of SE Henry is a 4.5 acre church

compound with over a hundred 100 to 150 foot tall Douglas Fir. As last summer's drought made clear, the climate is changing. Wildfire needs to be a strong consideration for many areas of Portland, including this block on SE Henry Street with such a dense stand of tall trees nearby.

### **Reason 3: TRAFFIC CONGESTION**

Traffic congestion is another reason to vote down the up-zoning for my block. SE 52nd is the only connecting street for my block of SE Henry Street, and it is shown as over-capacity on the 2035 Transportation Network PM Peak 2-Hours Volume to Capacity Ratio map (<https://www.portlandoregon.gov/bps/article/400464>). SE 52nd just north of SE Woodstock shows a ratio of 145 and just south of my block near SE Rural there is a ratio of 117. Anything over 93 is over-capacity according to the map's legend. See the attached 52nd-traffic-capacity-ratio-map.jpg.

SE 52nd at SE Henry St sits between these two ratios. Traffic Count data for SE 52nd almost adjacent to SE Henry shows a higher volume of traffic (PM Peak 1213) than traffic volume data near SE Rural (PM Peak 1058) where the volume to capacity ratio was 117. Since SE Duke feeds SE 52nd near SE Henry, that probably accounts for more traffic generated near SE Henry. Even though no ratio was listed for SE 52nd near SE Henry, our section of SE 52nd can be assumed to be over-capacity as well.

More traffic congestion is already being added. Right now, there are 2 commercial buildings going in just up the street at the intersection of SE Woodstock and SE 52nd that will increase traffic volume on our section of SE 52nd. There is also more traffic congestion in the Woodstock neighborhood because of the New Seasons that recently opened, plus there are bike lanes on SE 52nd. Because of all these factors, traffic congestion issues on this street should be a Service Consideration for SE Henry St.

### **Reason 4: EQUITY**

When considering whether to up-zone these lots on SE Henry Street, it is vital that equity is a factor. Other substandard streets across the city were recommended for exemption from up-zoning (examples are: B94, B93, M75, B120, F68) or traffic congestion was sometimes considered for down-zoning (B88, M51). SE Henry is a substandard street as well and should have been given the same consideration.

For instance, our immediate connecting street, SE 52nd, has more traffic volume than the immediate connection streets for a staff supported amendment (B88) in Eastmoreland. The connecting streets for those lots are SE 28th (PM Peak 952) and SE Woodstock (PM Peak 901), which is less than the PM Peak 1213 that was measured on SE 52nd near SE Henry. Also B88 has the Light Rail Station on the Orange Line, a very costly taxpayer funded amenity, to mitigate any traffic congestion.

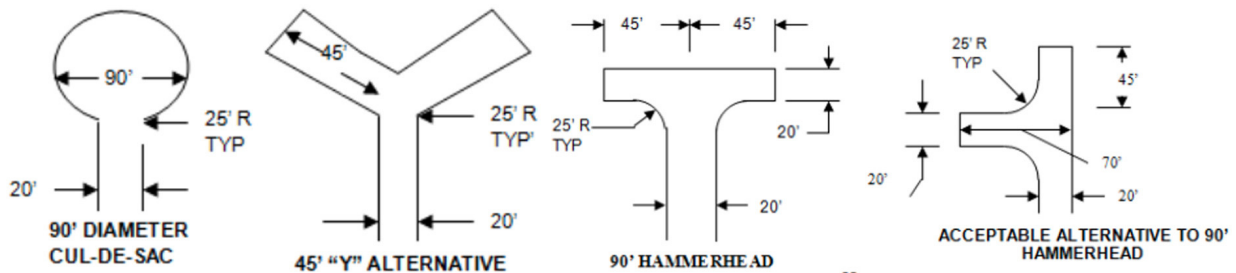
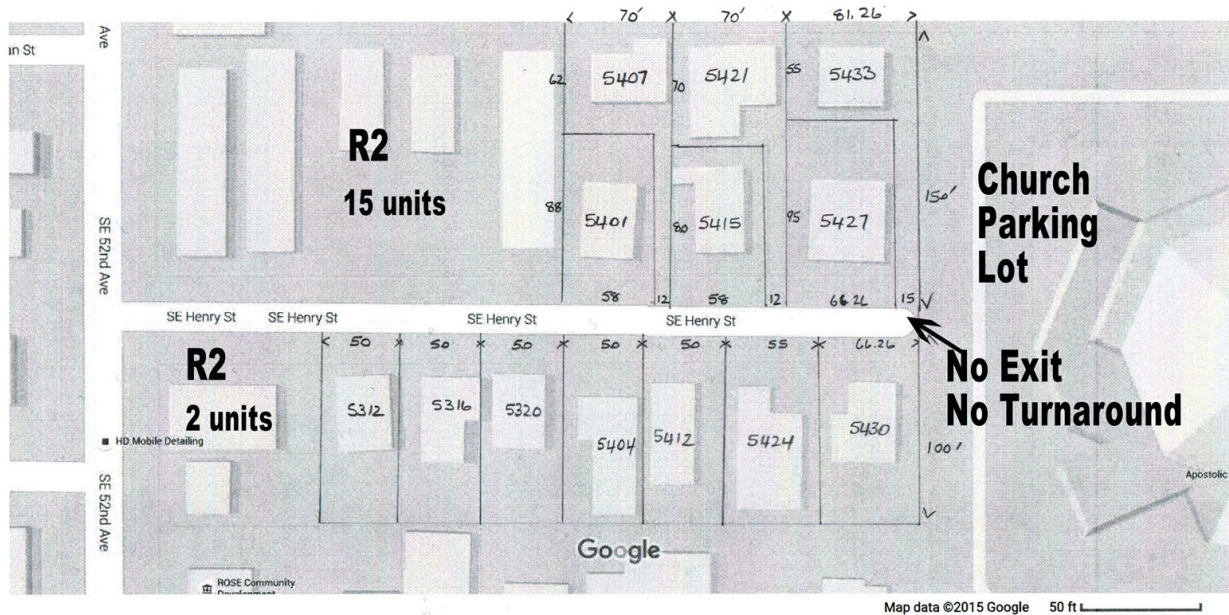
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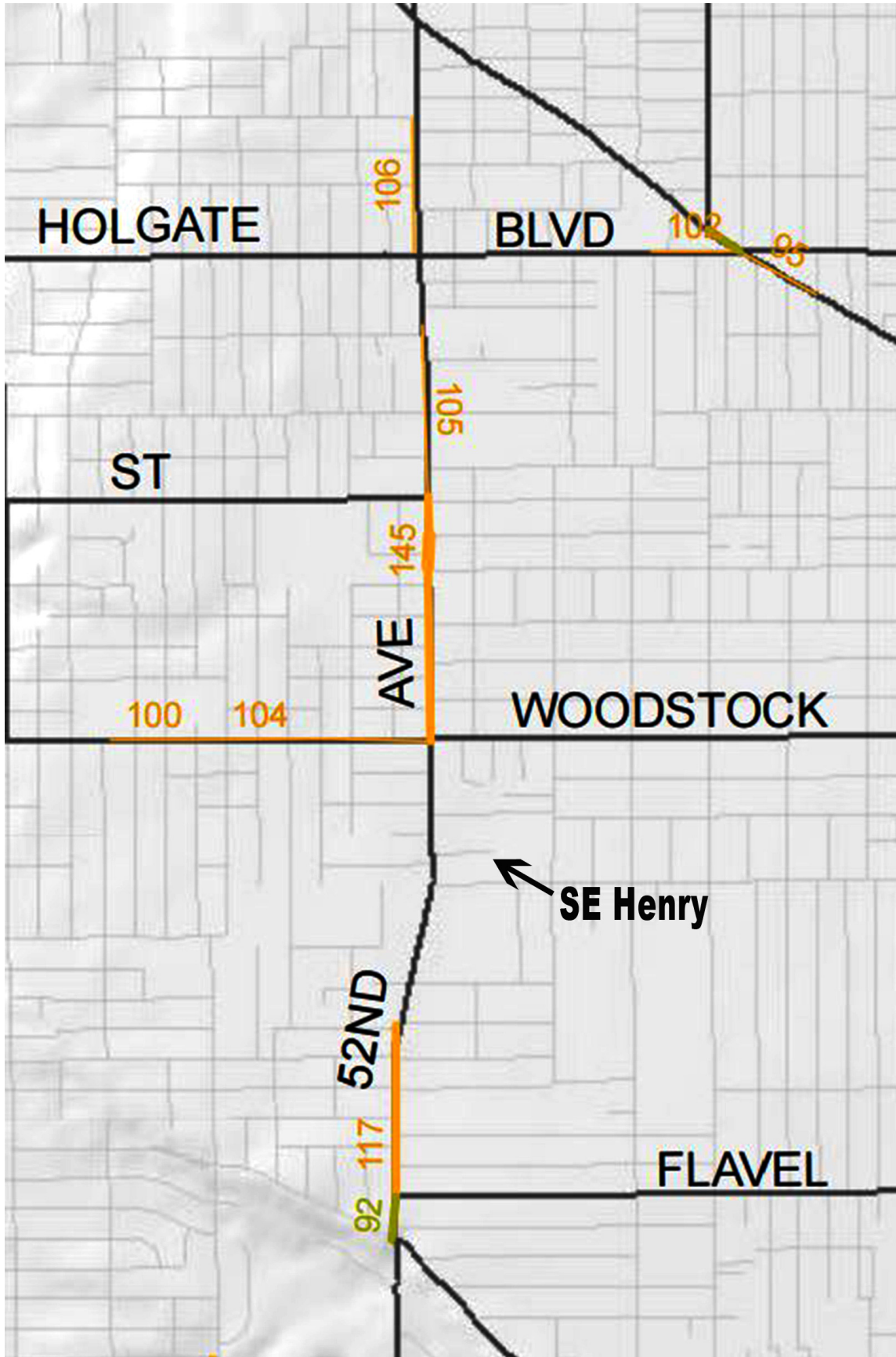
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In addition, the Buckman neighborhood (S21, S22) was given amendments by Commissioner Saltzman and Commissioner Fritz without any public safety issues or street congestion issues cited in the Amendment Report. Like my block, this Buckman area already has high density, and for the same reasons, my block should have been given an amendment to retain R5 zoning.

This is a complex process, but every street should be measured by the same yardstick as much as possible. Wealthier areas should not be exempt from density while other streets, like my block, are zoned for more density when it is unsafe or unwise to do so. On my block of SE Henry Street, we are doing our part for density with the apartments already contributing to a crowded situation. It is just not fair to make us carry more density than the street can hold, while other areas don't have to bear that burden.

I believe the City is making a grave mistake by proposing even more density on this crowded dead end street than is sensible and safe. Either alone or in combination, the above reasons prove it would be a bad decision. The evidence is overwhelming. Make public safety, street congestion, and livability a priority and decide to deny the up-zone proposal for this little, dead end street.







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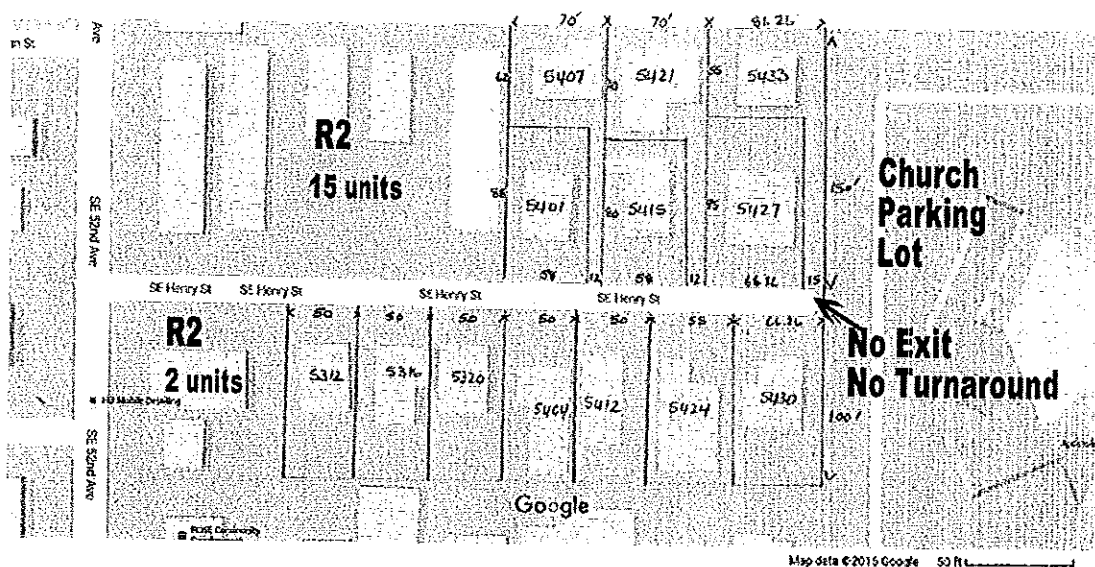
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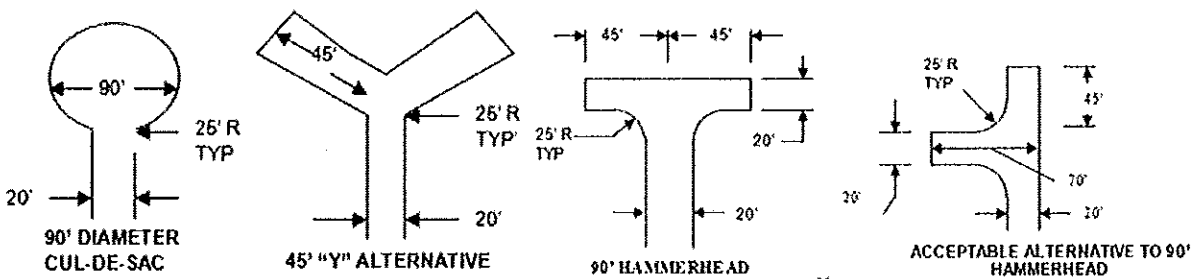
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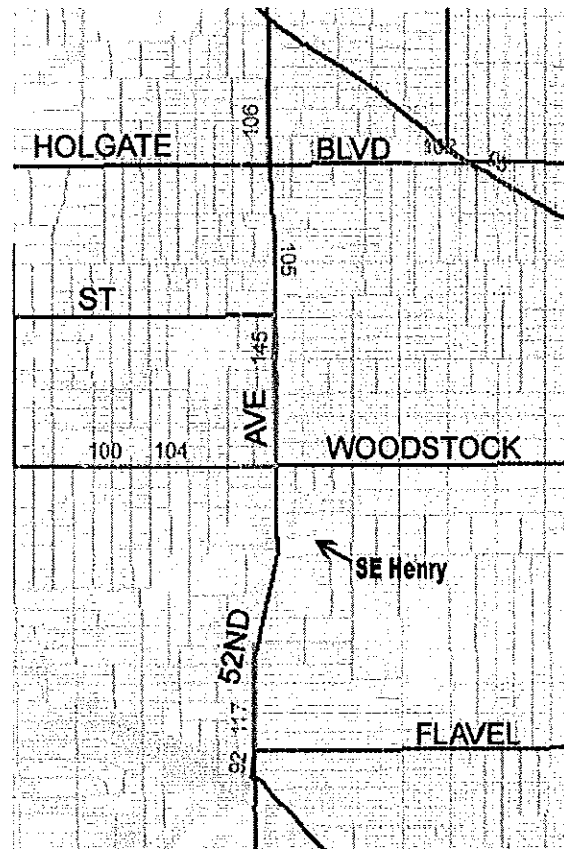
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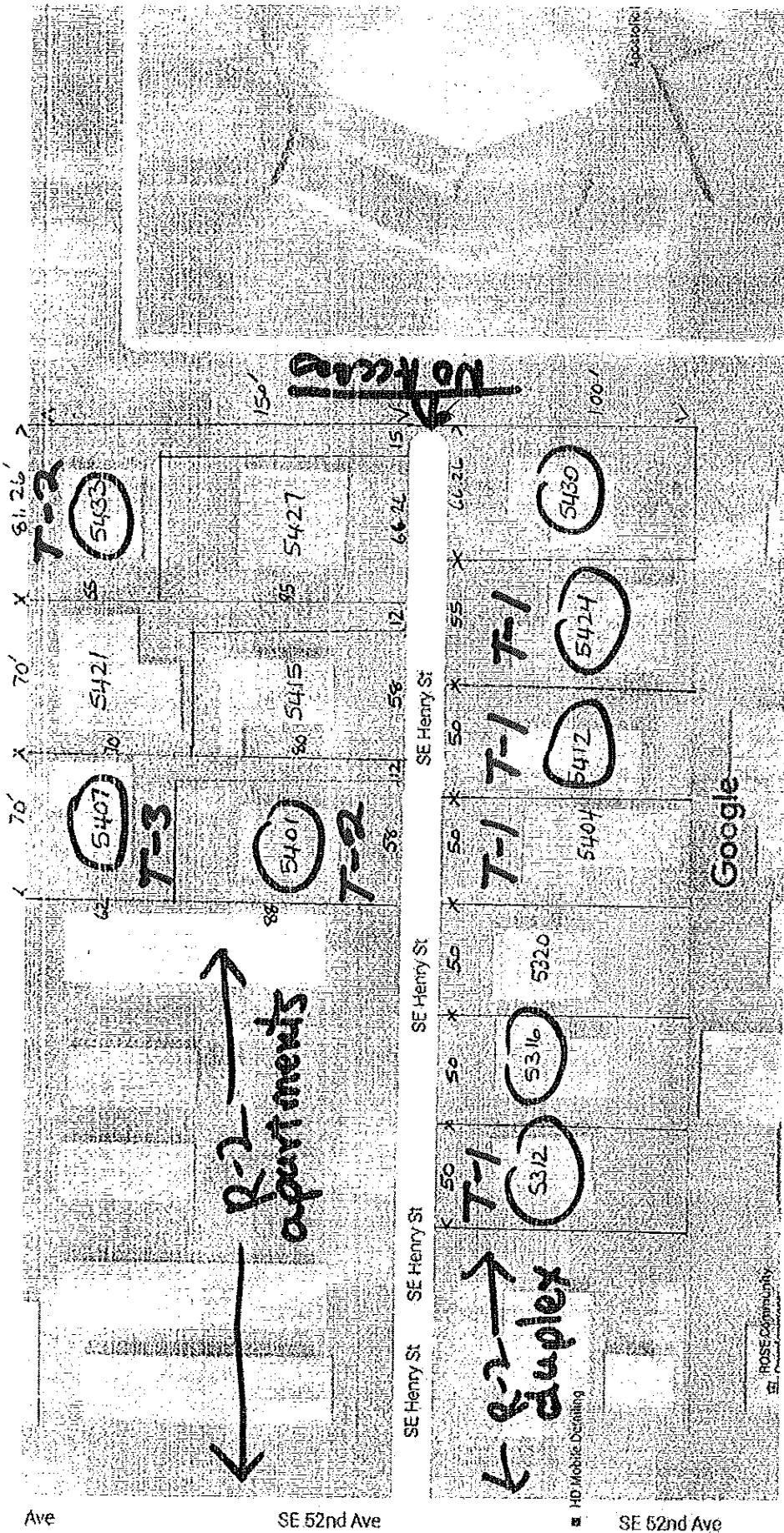
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I believe the City is making a grave mistake by proposing even more density on this crowded dead end street than is sensible and safe. Either alone or in combination, the above reasons prove it would be a bad decision. The evidence is overwhelming. Make public safety, street congestion, and livability a priority and decide to deny the up-zone proposal for this little, dead end street.

We, the following residents/owners, oppose any zoning change from R5 to R2.5 for the block of SE Henry Street that is east of 52nd in the Woodstock neighborhood. We urge the City of Portland to retain the current R5 zoning for this portion of SE Henry Street because it is a short, dead end street with insufficient infrastructure (such as parking, public safety access) to accommodate higher density. With the apartments and flag lots on this block, the street is already at its maximum density capacity.

	Name	Address
1	Adlene Williams	5401 SE Henry, Portland OR
2	Alison Olson	5433 SE HENRY ST. PORTLAND OR
3	Paul Olson	5433 SE Henry St. Portland OR
4	Irene & Al	5401 SE Henry
5	Janice Huffman	5424 SE Henry
6	Lois Paylor	5424 SE Henry
7	Amy Miller	5312 SE Henry St
8	Pumhu Kim	5407 SE Henry St
9	John & Aurelia Leroux Aurelia Leroux	5316 SE Henry St Portland, OR 97206
10	April Haberly April Haberly	5112 SE Henry St Port OR 97206
11	Ken Cline	5450 S.E. HENRY 97206
12		



Map data ©2015 Google 50 ft

*Circled Addresses have signed the attached statement.*

*T-# is the # of emailed Testimony for residents/owners*



WOODSTOCK NEIGHBORHOOD ASSOCIATION  
WWW.WOODSTOCKPDX.ORG

Woodstock Community Center, 5905 SE 43rd Avenue, Portland, Oregon 97206

To: The Portland Planning and Sustainability Commission  
From: The Woodstock Neighborhood Association  
Re: Up-zoning on SE Henry Street east of SE 52<sup>nd</sup>


The Woodstock Neighborhood Association is in support of Arlene Williams' testimony against the up-zoning of R5 properties on SE Henry Street east of 52<sup>nd</sup> to R2.5. While the R2.5 zoning designation is generally a good transition between commercial corridors and single-family residential neighborhoods, we believe that in the case of SE Henry the change in designation would be detrimental. SE Henry is a 500 foot long dead-end street in that location, ending in a locked fence surrounding the rear of the Apostolic Faith Church, which faces SE Duke. Properties close to SE 52<sup>nd</sup> on this segment of SE Henry are zoned R2 and are developed with 17 apartment units in duplex buildings. The remaining R5 portion of the street is developed with 13 homes, including 3 flag lots.

All of the above is out of compliance with 33.634.110.B.2, which states: "Dead end streets in OS, R, C, and E zones. In OS, R, C, and E zones, dead end streets may be provided where through streets are not required. Dead end streets should generally not exceed 200 feet in length, and should generally not serve more than 18 dwelling units."

This would suggest that the 500 foot length of SE Henry is already at capacity for density, especially given that there is no emergency vehicles turn-around provided at the end of the dead end street.

The content of the above testimony was reviewed and voted by the Woodstock Neighborhood Association board on April 6, 2016.

Respectfully submitted,



Terry Griffiths  
Co-Chair, Woodstock Neighborhood Association Land Use Committee



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

From: Nancy Meyer [mailto:nlmeyer@easystreet.net]  
Sent: Wednesday, April 06, 2016 8:40 AM  
To: Planning and Sustainability Commission <psc@portlandoregon.gov>  
Subject: "PSC Residential Zones Testimony"

To the Sustainability Commission (PSC):

Our property is:  
4025 S W 58 Avenue  
Portland, OR 97221-2083

We are:  
Nancy Meyer and Bill Meyer and we have lived on this site since 1982.

We wish to provide feedback to the Commission in FAVOR of changing to the PROPOSED base zone for our property: R20 - Residential 20,000.

S W 58 Avenue is a dead end street ending at a cul de sac at the street's north end. Though S W 58 Avenue is a "city street" it is NOT maintained by the city, has NO city street lights, curbs, gutters, sidewalks, and was a DIRT Road before about 1982. SW 58 Avenue is also NOT the width of a "city maintained street".

In 1982 the homeowners/property owners on S W 58 Avenue (including us) met and decided/agreed to have S W 58 Avenue blacktopped. The homeowners/property owners at that time paid an equal amount for the number of driveways from their property to S W 58 Avenue to cover the cost of blacktopping the street.

Several current home or property owners on S W 58 Avenue own enough property to build additional homes if they partition their lot or decide to sell to a developer at the CURRENT base zone R10 - Residential 10,000.

The more lots that are developed the more traffic, the less safe for all the children living on S W 58 Avenue because the street is so narrow that two SUVs meeting must pass carefully, there are no sidewalks and no city street lights.

This would also mean the street surface would require more road maintenance at the homeowners'/property owners' expense.

Therefore we strongly recommend the PROPOSED base zone R20 - Residential 20,000 be adopted for the properties on S W 58 Avenue.

Thank you for your consideration.

Sincerely,  
Nancy and Bill Meyer

Please confirm receipt of this email.

From: Nancy [mailto:gozogirl@comcast.net]  
Sent: Tuesday, April 05, 2016 5:27 PM  
To: Planning and Sustainability Commission <psc@portlandoregon.gov>  
Subject: Testimony for the Planning and Sustainability Commission

To Whom it May Concern,

I am watching my neighborhood become slowly decimated by cheap homes that do not fit the age and architecture and feel of the neighborhood; I am watching the streets of downtown darken as more and more high rise buildings block the sun.

I grew up in Detroit, and can tell you from experience that the darkening of the downtown Detroit streets was one of the tangential causes for the decline of that great city. The darkened street corridors brought less patronage by residents because the 'feel' of downtown changed; then more crime moved in. Slowly, slowly, downtown Detroit became a wasteland after 6 pm. There are complex reasons for what happened in my home town, but losing the feel of a neighborhood, or a downtown, were contributors.

So in that spirit, I am writing to say that I oppose rezoning Portland Nursery to all commercial, and I oppose up-zoning the empty lot on the NE corner of SE 60th and Belmont to allow four story buildings.

In addition, I encourage you to think carefully about what you are creating downtown with the plethora of skyscrapers. Don't damage our downtown experience.

And I absolutely insist on something being done immediately to curb the shoddy, out of sync housing, apartments and condos that are being built in our beautiful, old neighborhoods!

Please represent, and act, on the citizen's wishes!

Thank you,

Nancy Grech

1903 SE 57th Ave, PtInd, 97215

**From:** Mr. Man [mailto:manofportland@hotmail.com]  
**Sent:** Tuesday, April 05, 2016 11:31 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** PSC Residential Zones Testimony

Hello,

March 23, 2016

My name is Mark Berreman, I live at 4350 SE 42nd avenue in Portland Oregon 97206.

**I oppose changing zoning from R5 to R2.5 within 2 blocks of SE 42nd avenue between SE Powell Blvd and SE Holgate Blvd.**

When I purchased my home I did not envision a crowded neighborhood since most properties are zoned R5, a primary reason I bought in this neighborhood. I sought my current home due to decent lots sizes so that I may enjoy a normal density neighborhood with easy available on street parking and good traffic patterns in my area.

With the proposed zoning change the density would eliminate easy on street parking availability, increase traffic and make the neighborhood busier, more crowded and certainly more unsafe.

A few years ago the city eliminated 50% of the parking on the street to put in a bike lane... this made parking availability the bare minimum for homes in this area

Currently, on street parking is only available on the East side of SE 42nd avenue in our area due to a bike lane... I fear any more changes to zoning will overwhelm parking, causing very cramped quarters and reduced visibility among other problems.

I believe that further increasing density will make it unsafe to bike, drive and walk in my neighborhood as the area will become too busy, especially on SE 42nd avenue as it will have increased traffic.

Higher density zoning changes will negatively impact my neighborhood in the following ways:

1. Increase vehicle, pedestrian and bike traffic
2. Greatly reduce available on street parking to the point of not having enough to accommodate basic needs
3. Change values of the existing lots/homes significantly
4. Cause additional congestion
5. Reduce safety and visibility of bikes, vehicles and pedestrians due to cramped on street parking and increased congestion

Please reconsider the zoning changes and keep it as-is within 2 blocks of SE 42nd avenue between Powell Blvd and SE Holgate Blvd, if re-zoning passes please consider blocking off access to SE Holgate Blvd from SE 42nd avenue to prevent unsafe conditions, congestion and increased noise.

Please keep Portland livable...

Thank you,

Mark Berreman

**From:** Jeff Lovell [mailto:jeffrey.lovell@gmail.com]  
**Sent:** Monday, April 04, 2016 4:53 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** RE: Comprehensive Plan Update to Mount Tabor #69041

RE: Comprehensive Plan Update to Mount Tabor #69041

From: Jeff Lovell, 1109 SE 52<sup>nd</sup> Ave, Portland, OR 97215 ([jeffrey.lovell@gmail.com](mailto:jeffrey.lovell@gmail.com))

I am a resident of the Mount Tabor Neighborhood and I am taking this time to write you regarding the Comprehensive Plan Update (69041) to my neighborhood. Primarily turning some existing R5 zoned lots into R2.5 zoned lots. Simply put what is good for the Mayor's neighborhood is good for mine as well. The existing development along SE 50<sup>th</sup> Avenue and along Division between 39<sup>th</sup> and 50<sup>th</sup> has been increasing density and reducing livability in my neighborhood.

The purpose as stated in the zoning code is to "maintain the overall image and character of the City's single-dwelling neighborhoods". All I can say to you is take a look at what has happened at 4940 SE Taylor Street. Houses are being build that do not relate to the purpose stated in the zoning code. I for one don't think the "image and character" of my neighborhood is one where cars can't go down the street because street is narrow and cars fully line the sides of the street.

I do not support the changing of R5 to R2.5 in the Mount Tabor Neighborhood. The continued destruction of these once great neighborhoods has to stop.

Regards,

Jeff Lovell  
1109 SE 52<sup>nd</sup> Ave

**From:** HUFFMAN2824 [mailto:huffman2824@comcast.net]  
**Sent:** Monday, April 04, 2016 2:45 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** awilliams222@outlook.com  
**Subject:** Fwd: Testimony to email on the Zoning Change

**Please review this Zoning Change .....**

Re: Lots on SE Henry Street numbered: 5312, 5316, 5320, 5404, 5412, 5424, 5430, 5401, 5407, 5415, 5421, 5427, 5433

In the 2035 Comprehensive Plan, I am asking the City of Portland to remove the recommended single-dwelling 2,500 (R2.5) and restore single-dwelling 5,000 (R5) zone for the lots referenced above. There are compelling reasons for you to honor my request: 1) This dead end block is already mixed zoning with high density, and 2) public safety demands it.

**1: EXISTING HIGH DENSITY**

This is a compact street about 500 feet long with 18 apartment/duplex units bordering SE 52nd Avenue (zoned R2) as well as the 13 single family homes referenced above. Three of these homes are flag lots, which add to housing density. This block is already highly dense and congested. It is at capacity.

In many ways this is what the City of Portland is looking for, density that is still livable. It offers affordable housing. There is diversity: ethnic diversity, age diversity, and there are many families with children. On-street parking is already at a premium, though, with apartment dwellers consuming much of the street parking space, especially nights and weekends. People find it very hard to enter and exit driveways at times because of the cars parked on the street. Tri-met has already classified this as a congested street and will not send its small LIFT vans to pick up a visually-impaired woman who lives here. Also, because of the nearby peak service transit corridor, builders will be allowed to remove off-street parking when developing new construction. If you start dividing up lots and allow developers to eliminate off-street parking, the resulting congestion will turn a street that is livable into one that is a density nightmare.

**2: PUBLIC SAFETY**

A major reason to deny this zoning change is that there is no turnaround at the dead end. The street ends abruptly in a block wall and tall chain link fence. It is an existing condition apparently allowed by the City of Portland in the past. Garbage trucks, large delivery trucks, and fire trucks have to back all the way down to SE 52nd and then try to back out onto a very busy street.

Current Fire Code prohibits this type of street for new development, and the City of Portland should not allow more density on a street that is substandard with regard to its own public safety code. The Portland Fire code states: "Dead end fire apparatus access roads in excess of 300 feet in length shall be provided with an approved turnaround (OFC 503.2.5 & D103.1)." This dead end block of SE Henry Street qualifies as an access road, and there is nothing anywhere along its length that meets approved turnaround standards of any type.

Planning staff has argued that adding fire sprinklers to any new construction will solve the problem. Yes, if the fire code violation is caught during the permitting process, the builder can appeal, and the Fire

Marshal can agree to fire sprinklers as an alternative to the approved turnaround. That does not solve the access problem, and in fact, it increases the risk to people already living on this block when up-zoning to a denser R2.5. Adding fire sprinklers project by project in this situation is an inadequate piecemeal approach that increases density without solving the public safety issue because: a) the missing turnaround will not be built (houses are in the way); b) there will be more congested parking on the streets (see #1 above) for the fire trucks to maneuver around, which can slow response time; c) adding sprinklers does not address emergency situations that are not fire-related where fire trucks, ambulances, and police can all respond to an emergency situation and need access; d) the rest of the already tightly packed homes will not have a sprinkler system so they will still need rapid emergency access without congestion/access issues; and e) the only public safety criteria used by staff to evaluate for up-zoning was response time, but not having adequate fire apparatus access can slow response time.

The Fire Code is there for a reason, to protect life and property. Substituting fire sprinklers instead of adequate fire access turnaround on dead ends is not in the code. It is a compromise brought up in an appeal situation. Yes, it would be great for newly constructed homes on this street to have fire sprinklers, but that can be achieved with newly constructed homes in R5, if zoning is left as is, not just homes in R2.5. However, homes with sprinklers can still burn from the outside in, and by adding more homes on an already crowded street, that creates more homes that may need the attention of firefighters during an event and puts more people at risk because there is only one evacuation route on the dead end street.

Please do not up-zone these lots from R5 to R2.5. In fact, these lots should have the R2.5 designation completely removed from the Comprehensive Plan Map for the same reasons, and please do not approve the Staff Amendment for 5433 SE Henry Street and 5430 SE Henry Street (page 84 of Amendment Report, Map ID B110) for these reasons as well. You will not gain much in density by up-zoning because the houses are already packed tightly on very narrow lots or piggy-backed in flag lots. Up-zoning this dead end block to R2.5 will make an existing public safety hazard worse. It is unwise and irresponsible for the City of Portland to add more density on this substandard street.

Other substandard streets across the city were recommended for exemption from up-zoning (examples are: B94, B93, M75, B120, F68) or congestion was sometimes considered for down-zoning (B88, M51). Residential areas without public safety hazards or even no service considerations, such as Eastmoreland (M74) and Buckman (S21 and S22), were given proposed amendments to stop up-zoning or to down-zone. Please give this dead end block the same consideration. Make public safety, street congestion, and livability a priority and decide to deny the up-zone proposal for this little, dead end street.

Juanita Huffman

5424 SE Henry Street

Portland Oregon 97206

**From:** Hearn, Pamela [mailto:Pamela.Hearn@providence.org]  
**Sent:** Sunday, April 03, 2016 8:21 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>; BPS Comprehensive Plan Testimony <cputestimony@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>  
**Cc:** awilliams222@outlook.com  
**Subject:** RE: Lots on SE Henry Street numbered: 5312, 5316, 5320, 5404, 5412, 5424, 5430, 5401, 5407, 5415, 5421, 5427, 5433

Please note: I am visually impaired and my daughter assisted in the processing of this request, but I am the author of this request.

Thank you,

Pamela Hearn  
5407 SE Henry ST  
Portland, OR 97206  
Phone: 503-7715629

**From:** Hearn, Pamela  
**Sent:** Sunday, April 03, 2016 8:19 PM  
**To:** 'psc@portlandoregon.gov'; 'cputestimony@portlandoregon.gov'; 'mayorcharliehales@portlandoregon.gov'; 'nick@portlandoregon.gov'; 'amanda@portlandoregon.gov'; 'dan@portlandoregon.gov'; 'novick@portlandoregon.gov'  
**Cc:** 'awilliams222@outlook.com'  
**Subject:** Lots on SE Henry Street numbered: 5312, 5316, 5320, 5404, 5412, 5424, 5430, 5401, 5407, 5415, 5421, 5427, 5433

Greetings fellow Oregonians,

You're time and attention in this matter is greatly appreciated.

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This is a compact street about 500 feet long with 18 apartment/duplex units bordering SE 52nd Avenue (zoned R2) as well as the 13 single family homes referenced above. Three of these homes are flag lots, which add to housing density. This block is already highly dense and congested. It is at capacity.

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Thank you, and have a wonderful day!

*Warm Regards,*

*Jessica*

**Jessica Hearn, CCRP**  
**5407 SE Henry ST**  
**Portland, OR 97206**  
mobile: +1-971-645-2734

**From:** amycm1983@gmail.com [mailto:amycm1983@gmail.com]  
**Sent:** Sunday, April 03, 2016 10:02 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Arlene Williams <awilliams222@outlook.com>  
**Subject:** Zoning

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Amy Miller  
5312 SE Henry St  
Portland, Oregon

**From:** Joshua Hearn [mailto:hearnje25@gmail.com]

**Sent:** Sunday, April 03, 2016 8:16 PM

**To:** BPS Comprehensive Plan Testimony <cputestimony@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Planning and Sustainability Commission <psc@portlandoregon.gov>

**Cc:** awilliams222@outlook.com

**Subject:** Fwd:

**Subject:** Lots on SE Henry Street numbered: 5312, 5316, 5320, 5404, 5412, 5424, 5430, 5401, 5407, 5415, 5421, 5427, 5433

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Thank you,

Joshua Hearn  
5407 SE Henry ST  
Portland, OR 97206  
mobile: [971-645-2797](tel:971-645-2797)

**From:** Aesha Lorenz AlSaeed [mailto:eyez\_Lorenz@mail2world.com]  
**Sent:** Saturday, April 02, 2016 3:19 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Copy of my testimony at the community meeting Dec 2015

Greetings, thank you for this forum.

I am Aesha Lorenz Al-Saeed here to give a statement about our property at 5920 SW Patton Road, 97221. My grandfather Max Lorenz of Lorenz Brothers Construction purchased it from Shaver Transportation about 70 years ago as a rental income property. At that time it was approximately 5 acres I believe. In the 70's my father sold half of it, leaving the remainder as one parcel. Several of my offspring are interested in living there. At one time I agreed with the rest of the family that it would ruin the natural environment to develop it. However every year I see that there are more people requiring housing in Portland. Prayer led me to reconsider more density of development. Instead of one home, and adding a few more, it could actually be possible to build 5 or 6 additional homes besides renewing the original if we make use of the concrete foundations of several outbuildings already on the property, which are slightly on the end of the environmental zone. Tearing out the existing foundations is more invasive and environmentally destructive.

I would like to clarify that we have never experienced erosion or landslides on our property. Water runoff goes down to the creek and we use natural methods of pulling non native ivy and mechanically pushing blackberries. I am interested in maintaining as much as possible of the natural vegetation for stability of the earth as much as possible and support of the ecosystems and creatures that make up that. Our land is a haven for racoons, moles squirrels, cats, dogs, field mice, rabbits and birds. These are creatures that naturally like to roam, and are an intrinsic part of a truly natural environment. Some like cats keep down species that may otherwise populate too extensively.

Often times natural creatures in semi-rural developments have not been provided for or considered, and I would like to pioneer this in a planned unit development with perhaps a tree house or two, and some nesting boxes up high.

The name of my PUD would be "Lorenz Peace of Patton" spelled as P E A C E which is what we need be mindful to cultivate within ourselves and the environment in which we live. For that I would need or request the R-10 zoning which is currently in place to remain so, instead of being changed to R-20 which is being proposed.

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

From: Philip Cox [mailto:philipcox10@me.com]

Sent: Friday, April 01, 2016 1:08 PM

To: Planning and Sustainability Commission <psc@portlandoregon.gov>

Subject: PSC Residential Zone Testimony

As a resident who will be directly impacted by this proposed zoning change, I am vehemently opposed. I urge the Commission to reject the proposal.

Philip A. Cox  
2333 SE Market St.  
Portland, OR 97214

**From:** Tammy [mailto:tcarp@hevanet.com]  
**Sent:** Friday, April 01, 2016 5:11 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** PSC Residential Zones Testimony

I am disheartened to see the suggested rezoning for our property at 2333 SE 45th Ave., in addition to the surrounding neighborhood. The current zoning for the area is R5 and the proposed zoning is R2.5. The incidence of demolition and rebuilding that is occurring in the inner SE area is staggering. As it is currently, structurally sound homes are being torn down to make way for double or sometimes triple the number of homes on a single lot. Neighbors are losing sunlight, privacy and mature trees. Sometimes there are erosion issues. Neighborhood character is at risk. The proposed rezoning will only amplify the potential for growth. Part of what makes the city a desirable place to live is its distinct neighborhoods with their charm and quirks, but we are slowly (and sometimes somewhat rapidly) losing that. I understand that there is a finite amount of space in this city, but I also think it is short sided to rezone the area to allow for even more development.

Tammy Carpenter  
2333 SE 45th Ave.  
Portland, OR 97215  
503-232-5152



**From:** Susan Nielsen [mailto:sunielsen100@gmail.com]  
**Sent:** Thursday, March 31, 2016 11:46 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Stockton, Marty <Marty.Stockton@portlandoregon.gov>; Nettekoven, Linda <linda@lnettekoven.com>; Scarlett, Director <Director.Scarlett@portlandoregon.gov>  
**Subject:** PSC Residential Zones Testimony: opposition to upzoning on Clay St. in SE Portland

Dear Director Scarlett, Mr. Stockton and members of the planning commission & staff,

I am writing to express my strong opposition to the city's proposal to increase the zoning in inner SE Portland.

We live on the 2800 block of Clay Street, one block south of Hawthorne. We are zoned R5, and the proposal is to upzone us to R2.5. We do understand that property owners can already petition for uses allowed under R2.5 (duplexes, etc). Likewise, we assume that property owners at R2.5 zoning could then petition for even higher density.

I believe this zoning change would have a negative impact on our property values and neighborhood. It would do nothing to solve the city's affordable housing problem, while adding a new risk factor for our street that would compromise our re-sale value.

We live adjacent to the Safeway on Hawthorne and have lived there for 15 years.. We worked with the developer and HAND on the Safeway redevelopment to maximize the positive impact and mitigate community problems. **We love our neighborhood and work hard to deal with existing challenges. Please don't add a new one by trying to encourage more tear-downs through overly aggressive zoning.**

Thank you for your consideration.

With respect,  
Susan Nielsen  
2800 block, Clay St.  
State ID number 1S1E01CB 600

**From:** pbweih@comcast.net [mailto:pbweih@comcast.net]

**Sent:** Wednesday, March 30, 2016 12:48 PM

**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>

**Subject:** rezoning Mt Tabor neighborhood and the Eastmoreland neighborhood

Dear Person,

I appreciate that fact that Portland is growing amazingly fast. However, in the last eight years I have watched the destruction of lovely trees, the filling up of so many yards with skinny and tall houses, and the demolition of smaller houses with replacement by large houses that are absent any yard and that barely fit into the resulting space. These houses do not fit in with the existing one and two story old Portland homes next door. The obliteration of yards that heretofore had been neighborhood green spaces is sad and also makes the neighborhood less healthy with its increase in air and noise pollution because of the diminished plant life.

If everyone had to accept this new reality it would be bad enough, but when I hear that Mayor Hales has opted to increase the spaces for his Eastmoreland neighborhood where he lives by changing his zoning from R5 to R7, but proposes reducing our neighborhood space requirements by changing our zoning from R5 to R2.5, I am outraged. What a blatant self serving act!

I have had the yard across the street from me disappear 7 years ago to be filled with a 3 story spec house that barely fits into the lot; and more recently during this winter and spring, a house and yard with trees got obliterated by a 3 story spec house that looms over our back yard. I have not complained to my elected officials because I felt we ALL had to adjust. Now I know that the level of cronyism in this city has not only affected the water bureau, but has reached the office of the Mayor of Portland.

I oppose this change of Mt Tabor's designation from R5 to R2.5. I also oppose the change in Eastmoreland from R5 To R7.5

Thank you for taking the time to read this email and for your consideration.

Phyllis Weih

1130 SE 53rd Ave



March 30, 2016 (Transmitted this day to the e-mails cited)

City of Portland  
Planning and Sustainability Commission- [psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)  
1900 SW 4<sup>th</sup> Ave, Ste. 7100  
Portland, OR 97201

CC: Susan Anderson, BPS Director, [Susan.Anderson@PortlandOregon.gov](mailto:Susan.Anderson@PortlandOregon.gov)  
Joe Zehnder, Long Range Planning Manager, [Joe.Zehnder@portlandoregon.gov](mailto:Joe.Zehnder@portlandoregon.gov)  
Eric Engstrom, Comprehensive Plan Manager, [Eric.Engstrom@portlandoregon.gov](mailto:Eric.Engstrom@portlandoregon.gov)  
Nan Stark, BPS NE District Liaison, [nan.stark@portlandoregon.gov](mailto:nan.stark@portlandoregon.gov)  
Alison Stoll, Executive Director Central NE Neighbors, [alisons@cnncoalition.org](mailto:alisons@cnncoalition.org)

Subject: Residential Zoning Map to reflect RCPNA Provisional Amendments to the 'Recommended Comprehensive Plan Map' for Euclid Heights Subdivision and 60<sup>th</sup> Ave. Station Area

Honorable Chairman Baugh and Commissioners:

RCPNA has been working with Portland City Council and staff in conducting the public involvement for Provisional Amendments for two areas in our neighborhood since December 2015. Sponsored by Mayor Hales, the Provisional Amendments were considered at the City Council's final public involvement hearing on the Recommended Comprehensive Plan Update that took place on Jan. 7, 2016. The Provisional Amendments reviewed by the City Council at that time look substantively the same as the Exhibits for the attached testimony submitted to the City Council on March 30<sup>th</sup>. The RCPNA Board recommended these amendments on March 1<sup>st</sup> after the LU & TC conducted large public meetings on Jan. 21<sup>st</sup> and Feb. 18<sup>th</sup>.

The Provisional Map areas:

- 1) Down zone of Euclid Heights Subdivision from R2.5 to R5
- 2) Redesign 60<sup>th</sup> Ave. Sta. Area zoning to account for poor air quality from I-84

As RCPNA Chairwoman I bring this to the attention of the Planning and Sustainability Commission because of your pending public hearing on April 12<sup>th</sup> regarding the review of the Residential and Open Space Zoning Map.

Property owners in these impacted areas recently received very confusing public notices for this hearing that let them know their property was being rezoned to the 'Existing Plan Map'

designation. Nothing in the notice referenced the Provisional Plan Amendment process nor did it propose that the zone that would correlate with these Plan Amendments. This has created a lot of angry e-mails and a huge credibility gap for both the neighborhood association and the city staff.

It is my hope that you will honor the Provisional Plan Map Amendments as you conduct your deliberations on the Zoning Map for these areas. With this action you will support the public review process on the Plan Map that has been conducted by RCPNA together with BPS, PBOT, and ONI by supporting, attached.

The LU & TC met on March 17<sup>th</sup> to discuss the proposed rezoning of these same affected properties to Comprehensive Plan Density. On behalf of RCPNA, the Committee used the Provisional Plan Amendments in recommending: "Leave the R-5 zoning the same with the exception where there are non-conforming and pre-existing densities higher than allowable in R-5 zone. Properties already developed to higher densities than allowed in the R5 zone should be up-zoned."<sup>1</sup>

Thank you for your time and consideration.

My Best,



Tamara DeRidder, AICP  
Chair, RCPNA  
1707 NE 52<sup>nd</sup> Ave.  
Portland, OR 97213  
503-706-5804

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<sup>1</sup> The RCPNA Board will be reviewing this LU & TC recommendation at their meeting on April 5, 2016.



March 30, 2016 (Transmitted this day to the e-mails cited)

City of Portland  
City Council <cctestimony@portlandoregon.gov>  
1221 SW 4th  
Portland, OR 97204

CC: Susan Anderson, BPS Director, [Susan.Anderson@PortlandOregon.gov](mailto:Susan.Anderson@PortlandOregon.gov)  
Joe Zehnder, Long Range Planning Manager, [Joe.Zehnder@portlandoregon.gov](mailto:Joe.Zehnder@portlandoregon.gov)  
Eric Engstrom, Comprehensive Plan Manager, [Eric.Engstrom@portlandoregon.gov](mailto:Eric.Engstrom@portlandoregon.gov)  
Nan Stark, BPS NE District Liaison, [nan.stark@portlandoregon.gov](mailto:nan.stark@portlandoregon.gov)  
Alison Stoll, Executive Director Central NE Neighbors, [alisons@cnncoalition.org](mailto:alisons@cnncoalition.org)

Subject: Recommend Map Amendments to the 'Recommended Comprehensive Plan Update for Euclid Heights Subdivision and 60<sup>th</sup> Ave. Station Area

Honorable Mayor Hales and City Commissioners:

Thank you again for the opportunity to testify on the Recommended Comprehensive Plan Map. On March 1<sup>st</sup>, 2016, the RCPNA Board reaffirmed the Land Use & Transportation Committee's (LU & TC) recommendations from Feb. 18<sup>th</sup> that state:

1. Euclid Heights Subdivision is to be down-zoned from R2.5 to R5, except for two parcels zoned R2, as shown in Exhibit A; and
2. The 60<sup>th</sup> Ave. Station Area is to be redesigned with the relocation of the high density residential focus away from the toxic air next to I-84 and, instead, clustered along NE 60<sup>th</sup> Ave. with Dispersed Mixed Use for added vibrancy, as shown in Exhibit B/Option 2, with the following criteria:
  - a. The recommended changes are to the Recommended Comprehensive Plan Map only. The decision on changing the Zoning Map has not been considered at this time.
  - b. That heritage structures in this area receive support for preservation.

History.

At the City Council hearing on Jan. 7<sup>th</sup>, 2016, RCPNA recommended Provisional Amendments for each the Euclid Heights Subdivision and the 60<sup>th</sup> Ave. Station Area with the understanding that adequate public involvement had not yet been conducted. Mayor Charlie Hales generously agreed to sponsor these amendments on our behalf.

## Reasoning for the proposed amendments:

1. Euclid Heights Subdivision has remained zoned R5 over the past 35-years and contains homes built on 5,000+ sq. ft. lots. This subdivision is riddled with steep slopes that impact the buildable nature of these lots at a R2.5 Plan designation and should, instead, match the current R5 zoning of the site. In addition, retaining the R5 zone will encourage stabilization of property values.
2. The 60<sup>th</sup> Ave. Station Area land use designations had been established shortly after the Max Light Rail station was completed, in 1980. At that time planning did not consider the health consequences of clustering high density residential next to Interstate I-84. In addition, this part of the neighborhood has remained a hodge-podge of development as very few of the properties have up-zoned to the comprehensive plan densities. It is our goal to work with the residents and property owners in this area to design a 'red carpet' of uses leading to the access at the 60<sup>th</sup> Ave. Max Station while supporting the working class home owners that populate the majority of this area.

## Public Process.

Since January 7th, the LU & TC has conducted two public meetings on the Provisional Amendments together with PBOT's proposed traffic improvements for the area. The neighborhood generated and distributed 400 fliers for the first meeting on Jan. 21<sup>st</sup>. PBOT generated 800 fliers that were then distributed by both neighborhood and PBOT volunteers prior to the Feb. 18<sup>th</sup> Open House/Meeting.

The February Open House was set up with one option for Euclid Heights rezone and three rezone options for the 60<sup>th</sup> Ave. Station Area, which had been the result of the January discussion. Over 50 residents participated. Each of the participant were given three color dots to cast their vote, red=no, yellow = maybe, and green = yes. The Euclid Height's proposed rezone from R2.5 to R5 received unanimous support from the residents present.

The 60<sup>th</sup> Ave. Station area votes that were cast showed 90% voted "Yes"/green for option 2(Exhibit B), the "Maybe" was Option 3. (Note: Option 3 was the same as Option 2 without the additional mixed use along 60<sup>th</sup> Ave.) Over 95% of the "No" votes were cast for the existing land use design, Option 1.

One significant revelation was disclosed in these public discussions about the 60<sup>th</sup> Ave. Station Area. This Station Area is located in the 1<sup>st</sup> Addition of the Rose City Park Subdivision. There are a number of single dwelling homes that are over 100 years old and many that could be considered for the Historic Register. The neighborhood's recommendation for more moderate density will, hopefully, cause less loss of this historic character.

It is with deep gratitude that we are able to submit these recommendations. These efforts for change could not have been completed without the support of Mayor Charlie Hales, Eric Engstrom –BPS, Zed Wagoner- PBOT(Growing Transit Communities), Nan Stark – BPS, Brian Hoop – ONI, and Ronda Johnson – Central NE Neighbors along with a dozen or so volunteers and the good will of the participating neighbors in these areas.

Please let me know if you have any questions.

My best,

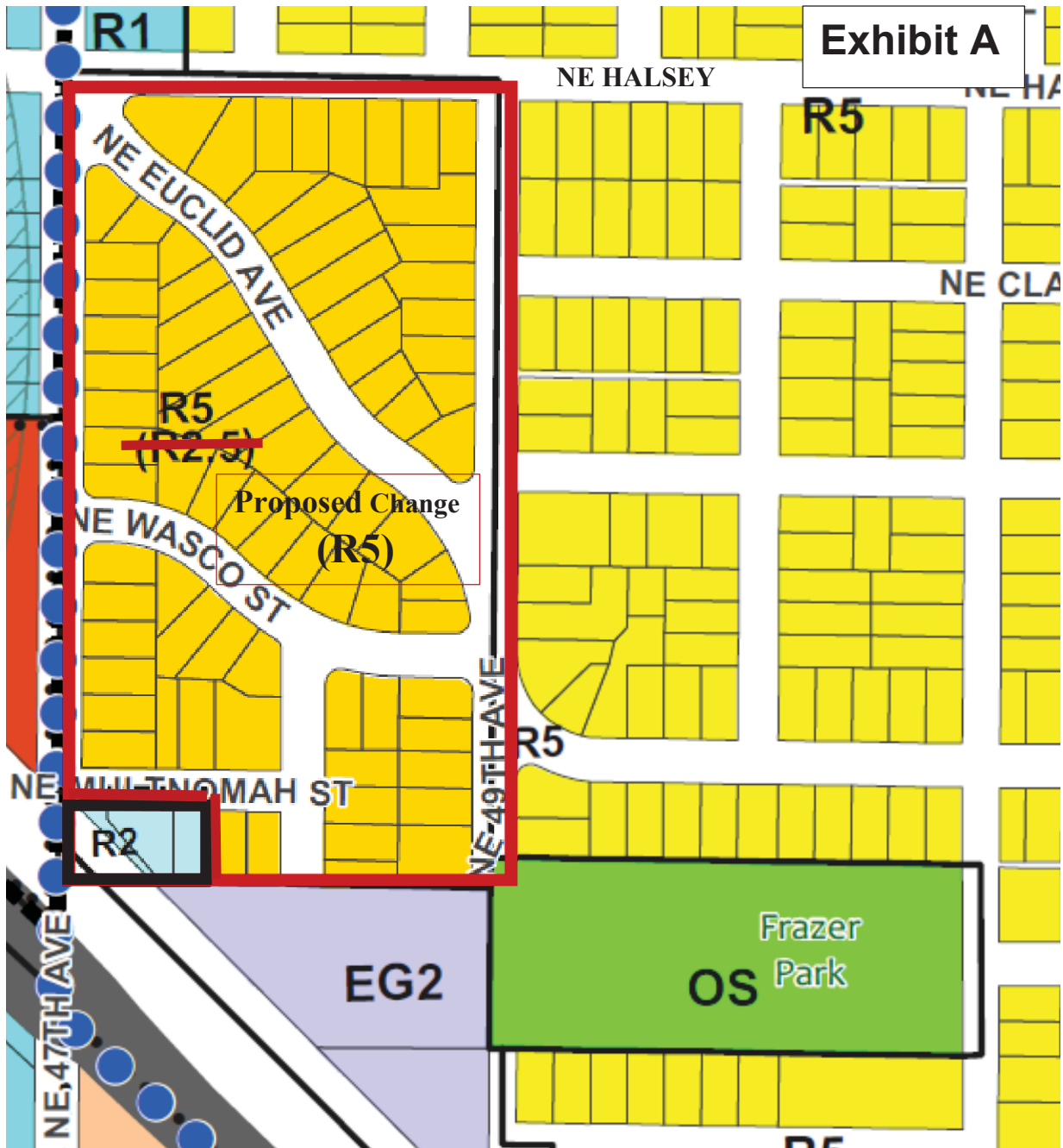
A handwritten signature in black ink, appearing to read "Tamara DeRidder". The signature is fluid and cursive, with a long horizontal stroke at the end.

Tamara DeRidder, AICP  
Chair, RCPNA  
1707 NE 52<sup>nd</sup> Ave.  
Portland, OR 97213

Exhibits:

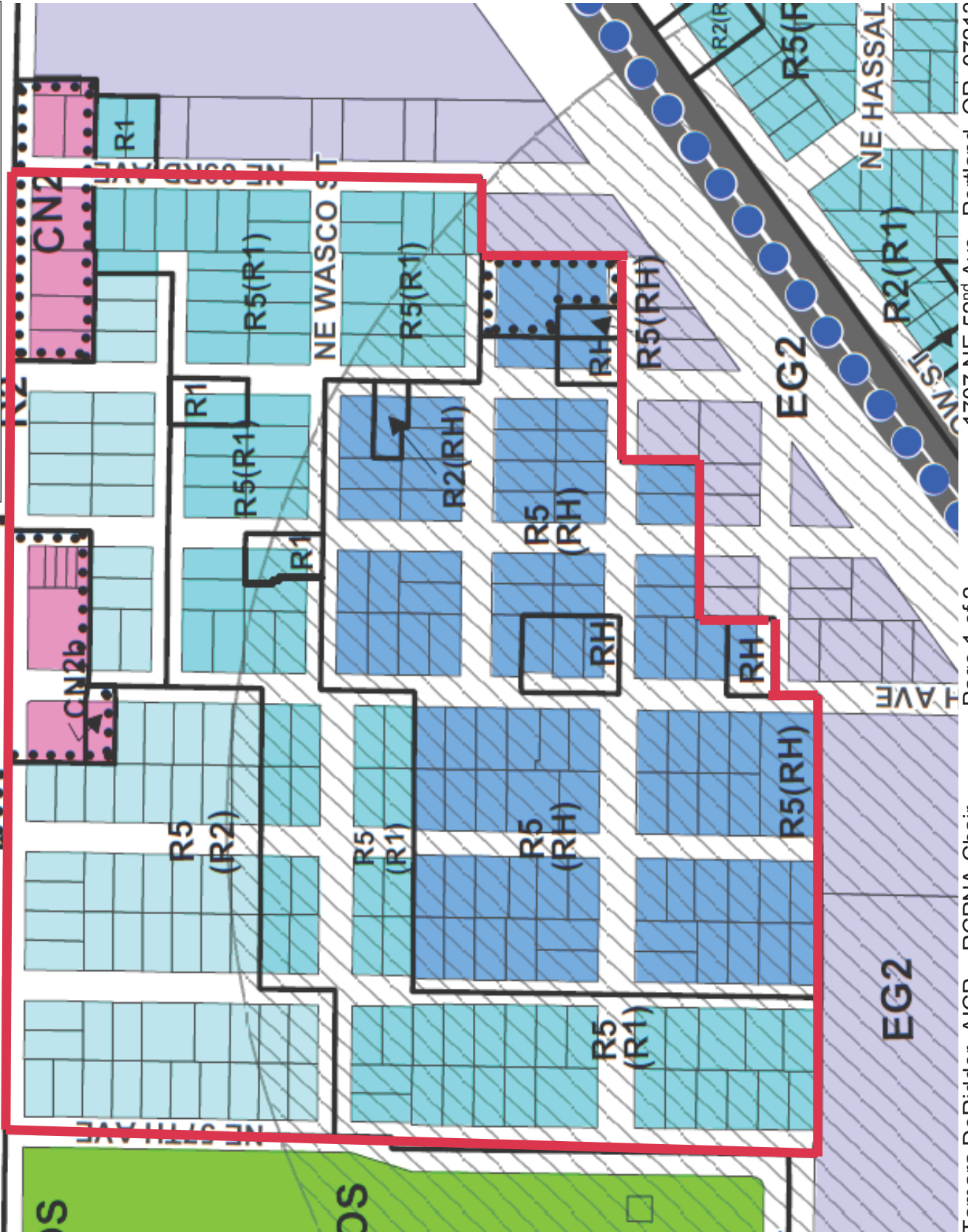
- A. Recommended Plan Map Amendment down-zoning Euclid Heights Subdivision from R2.5 to R5, except for two lots zoned R2.
- B. Recommended Plan Map Amendment for the Re-Design of the 60<sup>th</sup> Ave. Station Area – Option 2.

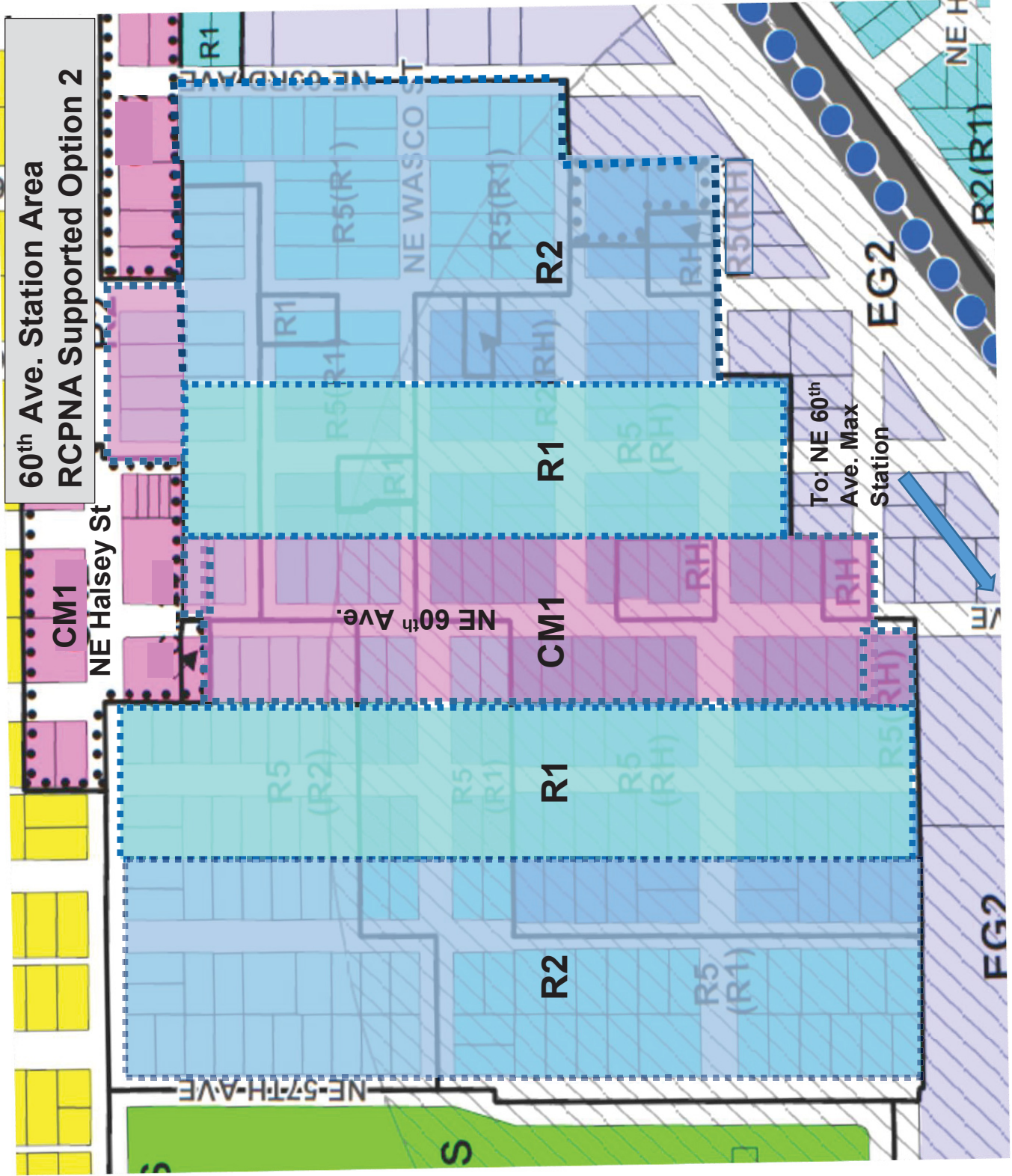
RCPNA - Rezoning Plan Map of Euclid Heights Subdivision from R2.5 to R5  
Except for 2 parcels zoned R2





**Exhibit B**  
**RCPNA 60<sup>th</sup> Ave. Station Area**  
Existing Comprehensive Plan Map





60<sup>th</sup> Ave. Station Area  
RCPNA Supported Option 2

CM1

NE Halsey St

NE-57TH-AVE

NE 60<sup>th</sup> Ave.

NE WASCO ST

R2

R1

CM1

R1

R2

EG2

To: NE 60<sup>th</sup>  
Ave. Max  
Station

EG2

NE

R2(R1)

NE/H

**From:** April Haberly [mailto:aprilhaberly@gmail.com]  
**Sent:** Wednesday, March 30, 2016 8:06 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** awilliams222@outlook.com  
**Subject:** Comprehensive Plan Testimony SE Henry St

Re: Lots on SE Henry Street numbered: 5312, 5316, 5320, 5404, 5412, 5424, 5430, 5401, 5407, 5415, 5421, 5427, 5433

In the 2035 Comprehensive Plan, I am asking the City of Portland to remove the recommended single-dwelling 2,500 (R2.5) and restore single-dwelling 5,000 (R5) zone for the lots referenced above. There are compelling reasons for you to honor my request: 1) This dead end block is already mixed zoning with high density, and 2) public safety demands it.

#### 1: EXISTING HIGH DENSITY

This is a compact street about 500 feet long with 18 apartment/duplex units bordering SE 52nd Avenue (zoned R2) as well as the 13 single family homes referenced above. Three of these homes are flag lots, which add to housing density. This block is already highly dense and congested. It is at capacity.

In many ways this is what the City of Portland is looking for, density that is still livable. It offers affordable housing. There is diversity: ethnic diversity, age diversity, and there are many families with children. On-street parking is already at a premium, though, with apartment dwellers consuming much of the street parking space, especially nights and weekends. People find it very hard to enter and exit driveways at times because of the cars parked on the street. Tri-met has already classified this as a congested street and will not send its small LIFT vans to pick up a visually-impaired woman who lives here. Also, because of the nearby peak service transit corridor, builders will be allowed to remove off-street parking such as driveways when developing new construction. If you start dividing up lots and allow developers to eliminate off-street parking, the resulting congestion will turn a street that is livable into one that is a density nightmare.

#### 2: PUBLIC SAFETY

A major reason to deny this zoning change is that there is no turnaround at the dead end. The street ends abruptly in a block wall and tall chain link fence. It is an existing condition apparently allowed by the City of Portland in the past. Garbage trucks, large delivery trucks, and fire trucks have to back all the way down to SE 52nd and then try to back out onto a very busy street.

Current Fire Code prohibits this type of street for new development, and the City of Portland should not allow more density on a street that is substandard with regard to its own public safety code. The Portland Fire code states: "Dead end fire apparatus access roads in excess of 300 feet in length shall be provided with an approved turnaround (OFC 503.2.5 & D103.1)." This dead end block of SE Henry Street qualifies as an access road, and there is nothing anywhere along its length that meets approved turnaround standards of any type.

Planning staff has argued that adding fire sprinklers to any new construction will solve the problem. Yes, if the fire code violation is caught during the permitting process, the builder can appeal, and the Fire Marshal can agree to fire sprinklers as an alternative to the approved turnaround. That does not solve

the access problem, and in fact, it increases the risk to people already living on this block when up-zoning to a denser R2.5. Adding fire sprinklers project by project in this situation is an inadequate piecemeal approach that increases density without solving the public safety issue because: a) the missing turnaround will not be built (houses are in the way); b) there will be more congested parking on the streets (see #1 above) for the fire trucks to maneuver around, which can slow response time; c) adding sprinklers does not address emergency situations that are not fire-related where fire trucks, ambulances, and police can all respond to an emergency situation and need access; d) the rest of the already tightly packed homes will not have a sprinkler system so they will still need rapid emergency access without congestion/access issues; and e) the only public safety criteria used by staff to evaluate for up-zoning was response time, but not having adequate fire apparatus access can slow response time.

The Fire Code is there for a reason, to protect life and property. Substituting fire sprinklers instead of adequate fire access turnaround on dead ends is not in the code. It is a compromise brought up in an appeal situation. Yes, it would be great for newly constructed homes on this street to have fire sprinklers, but that can be achieved with newly constructed homes in R5, if zoning is left as is, not just homes in R2.5. However, homes with sprinklers can still burn from the outside in, and by adding more homes on an already crowded street, that creates more homes that may need the attention of firefighters during an event and puts more people at risk because there is only one evacuation route on the dead end street.

Please do not up-zone these lots from R5 to R2.5. In fact, these lots should have the R2.5 designation completely removed from the Comprehensive Plan Map for the same reasons, and please do not approve the Staff Amendment for 5433 SE Henry Street and 5430 SE Henry Street (page 84 of Amendment Report, Map ID B110) for these reasons as well. You will not gain much in density by up-zoning because the houses are already packed tightly on very narrow lots or piggy-backed in flag lots. Up-zoning this dead end block to R2.5 will make an existing public safety hazard worse. It is unwise and irresponsible for the City of Portland to add more density on this substandard street.

Other substandard streets across the city were recommended for exemption from up-zoning (examples are: B94, B93, M75, B120, F68) or congestion was sometimes considered for down-zoning (B88, M51). Residential areas without public safety hazards or even no service considerations, such as Eastmoreland (M74) and Buckman (S21 and S22), were given proposed amendments to stop up-zoning or to down-zone. Please give this dead end block the same consideration. Make public safety, street congestion, and livability a priority and decide to deny the up-zone proposal for this little, dead end street.

April Haberly  
5412 SE Henry ST Portland OR 97206

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

From: Vivian Solomon [mailto:solomons4@comcast.net]

Sent: Monday, March 28, 2016 11:19 AM

To: Planning and Sustainability Commission <psc@portlandoregon.gov>

Subject: PSC Residential Zones Testimony

I am testifying in favor of the proposed zoning map changes that may affect the permissible use of my property at 2112 SW Luradel St., changing the base zone from R10 to R20. My neighborhood is near Maricara Park, and not too far from Marshall Park. There is an environmental overlay zone in my backyard and my neighbors' backyards. There are at least two people on my street who participate in the Audubon Backyard Habitat program. The proposed zone change fits in with the Audubon program in preserving green spaces for birds and other animals. This is a positive goal, and one that I support.

Vivian Solomon

From: Kathleen Martin [mailto:k.dehen@comcast.net]  
Sent: Monday, March 28, 2016 9:08 PM  
To: Planning and Sustainability Commission <psc@portlandoregon.gov>  
Subject: PSC Residential Zones Testimony

RE: 1350 SW Maplecrest Dr., Portland, OR 97219 State ID#: 1S1E28CA 1400 current base is R10 the Proposed base zone for this property is R20

My name is Kathleen Martin and my husband, John Martin and I are owners of this property and currently reside here. We have been the owners and residents of this property since October 1999. I disagree with changing the zoning on this property. Though we do not have current plans to divide our lot, I do not agree with the city changing our zoning such that we will not be able to divide this property. We are in the City of Portland and very close to downtown and we are surrounded by smaller and smaller lots. Our property is 0.50 of an acre which is quite large by city standards these days, it is also a lot to maintain - should we decide to divide and make changes to the property it should be up to us not to the city. Some new homes have been built on divided lots on or just off of Maplecrest drive - all very nice and raise the value to this properties. Currently where we are on Maplecrest we are surround by and our own current house is quite modest small ranch homes on large lots - some of the homes have not been well maintained which reduces that value of all of our homes - and by limited these properties of R20 could restrict high valued improvements to the neighborhood.

Please do not change the zoning from R10 to R20.

Thank you,  
Kathleen Martin  
503-939-7924



March 27, 2012

Planning and Sustainability Commission  
1900 SW 4th Avenue, Suite 7100  
Portland, OR 97201-5380

Dear Commissioners,

On behalf of the Eliot Neighborhood Association (ENA), I am writing to reaffirm that our proposal to down-zone properties in residential Eliot from R2 to R2.5 is based on the assurances that we have received about the properties not being wholly reassessed as a part of this process. It is our understanding that properties that are being down-zoned from R2 to R2.5 will be taxed as if no change has occurred. If this is not the case, The ENA is opposed to the rezoning and this effort should revert to the existing conditions for these affected properties.

If the Multnomah County cannot guarantee that the zone change from R2 to R2.5 to properties in the Eliot Neighborhood will not trigger reassessments of properties then the ENA Land Use Committee withdraws its support of the change in zoning and wishes that all of these properties would remain in the R2 zone. The ENA is strongly opposed to wholesale reassessment and are concerned that this would cause displacement of existing residents.

Sincerely,

A handwritten signature in cursive script that reads "Allan Rudwick".

Allan Rudwick  
Land Use Chair, Eliot Neighborhood Association  
228 NE Morris St  
Portland, OR 97212

From: Laura Miller [mailto:drlamiller@earthlink.net]  
Sent: Friday, March 25, 2016 1:05 PM  
To: Planning and Sustainability Commission <psc@portlandoregon.gov>  
Subject: PSC Residential Zones Testimony

Portland Planning and Sustainability Commission  
1900 SW 4th Ave, Suite 7100  
Portland, Oregon 97201

March 25, 2016

To whom it may concern,

I am very much opposed to the zoning in my neighborhood being changed from R5 to R2.5 for multiple reasons. Some months back I noticed that a perfectly good home a few blocks from me across the street to the north from the Loyola retreat center was being destroyed and I wondered what was happening. Subsequently two huge houses replaced it. I went over there today to look at them. They tower over the neighboring houses. Nearby houses lose privacy in their backyards. Two houses means twice as many people and cars, but there is now only room for 1 car to park in front of the 2 houses because of the driveways. Those houses have virtually no backyard for children to play in. Certainly no room for having a vegetable garden and they block out sunlight anyway. People who have landscaping near them with plants that require sunlight could find they have to put in shade plants. More people on the street means more traffic, more noise. There is less possibility of enough ground to grow trees. Cities tend to be "heat islands," ie the building and concrete absorb more energy when it is hot and are slow to release it at night, making it hotter for residents. Then people will run their air-conditioning more because of it.

I find it interesting that while some want to cut the required size of lots in Richmond from 5000 sq ft to 2500, the Oregonian reports that our mayor who lives in the not far away "affluent enclave" of Eastmoreland wants it changed from 5000 to 7000 there. I happen to be a family physician who bought my house in Richmond 21 years ago. I could have bought a house in Eastmoreland, in which case I would still be working to pay for it. Instead, I consciously chose to buy a more modest home where I am. That has enabled me to retire early and now I volunteer my time doing free patient care through venues such as Compassion Connect and the Good News Community Health Center. I don't think downgrading the quality of life in my neighborhood is any way for Portland to thank me for my benevolence.

Laura Miller, MD  
4042 SE Franklin  
Portland, Oregon 97202  
503 238-2921



**From:** Rachel Hill [mailto:hill.rachel@gmail.com]  
**Sent:** Thursday, March 24, 2016 9:50 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** PSC Residential Zones Testimony

Hello,

My name is Rachel Wynn Hill. My address is 9515 N. Lombard Street, Portland, OR 97213

I oppose the zoning change on my property from R1 to R2.5. I disagree with this zoning change along the corridor of Lombard from Catlin, north to Bruce.

This is a small scale commercial street with a mix of residential and commercial establishments. This proposed zoning is incongruous with the current street's land use. It is also incongruous with the transportation plan proposal (St Johns Truck Strategy, Phase 2) to increase truck traffic on this street. What will result is a hodge podge of lots developed by savvy developers getting in their permits before the change, existing residential homes that will become less desirable as single family homes because of the truck route, and thus often going to lower rent rentals. It does not encourage a more appropriate urban land use which would ENCOURAGE a more urban and dense street, not decrease it. Truck traffic does not coincide with low density/single family residential zones.

Additionally, for those of us who live on it, it a lose/lose. We get the increased traffic, yet the development options for our properties are decreased because of less flexible zoning.

Most lots (with the exception of my neighbor, who, knowing this zoning change may happen, applied for permits to max out her lot and put SEVEN units on what will become a less dense, single family focused zone. I don't disagree with her development. I do think it will feel out of context with what is proposed.

If this zoning change goes through I will be a single family house, on property zoned for less density, sandwiched between a restaurant, a 7 unit apartment complex, on a truck route. This is an awful solution.

I encourage you to leave the zoning as it is, allowing for flexibility in development options as the street evolves. Do not fossilize a poor transportation and zoning choice. Yes, I understand it is complex (the Port, and the increasingly urbanizing St. Johns will be grappling with this for a long time). For this reason, allow for flexibility. Do not cement people and their properties in this incongruous land use/transportation situation.

If this can not be done, please consider leaving my property - 9515 N Lombard - as existing zoning (R2). I am attaching a graphic that shows where I live. It shows that I will be sandwiched between a commercial establishment and a dense apartment complex, across from another commercial establishment. And yet, my property will have great restrictions on what can happen in the future. This will be an odd condition.

Overall, this decision further sacrifices N Lombard, north of St. Louis. We already have accepted increased diesel fumes, decreased safety due to trucks being funneled onto Lombard, reduced parking (to make it easier for trucks), noise pollution and general reduction in livability. Please do not also sacrifices our personal properties to poor decisions.

Kind regards,

Rachel Hill

[hill.rachel@gmail.com](mailto:hill.rachel@gmail.com)

Portland, OR  
503.849.8337

EXHIBIT TO ACCOMPANY TESTIMONY OF RACHEL HILL  
 LAND USE DECISION 190 - CHANGE OF ZONING ON N LOMBARD STREET,  
 NORTH OF CATLIN  
 3/15/2016

CURRENT - Medium Density Dwelling  
 PROPOSED - Mixed Use Development



N. Lombard - street that acts as  
 "spine" of St. Johns

9525 N. Lombard - neighboring property, 7 units to be built on it

9515 N. Lombard - my home, single family residence

March 24, 2016

Karla Moore Love, City Clerk  
Portland City Hall  
1221 SW 4<sup>th</sup> Ave., Rm. 130  
Portland, OR 97204

Dear Mr. Fish,

As a resident of the Collins View Neighborhood, and in fact someone who lives close to Lewis & Clark College, I'm very concerned about what I've recently discovered is happening with their campus institutional designation. We put up a very strong fight about seven years ago when the college tried to extend their reach into our neighborhood during the review of their 10-year plan. All of a sudden we find they seem to be doing it again, only in a far less public manner.

My understanding is that Lewis & Clark's campus institutional zone was intended only to encompass the properties that are located within the college's master plan. **The five properties it is currently trying to include are NOT located within those boundaries.**

These are the same properties Lewis & Clark was denied adding in a 2009 land use case (#08-180498). The hearings officer agreed wholeheartedly with the neighborhood on all the arguments against inclusion. **All those reasons still exist today.**

Truly the only change from 2009 is the even greater influx of traffic flowing up from Lake Oswego through the already failed intersection design at Terwilliger and Boones Ferry. To put any development on college property at the top of Maplecrest Drive and along Boones Ferry Road will be literally putting lives in danger.

Lewis & Clark did not raise this request during work on the Comprehensive Plan, or on further review of the plan by the Planning and Sustainability Commission. To do so now clearly indicates a desire to circumvent the public process Portland is lauded for. This cannot be allowed to happen.

I believe a representative of Lewis & Clark fully participated in related work to the campus institutional zone where the boundary change to include these properties was considered. No objection was raised then about not including them. By that inaction, the college has let pass the opportunity to bring these properties into the discussion again. They need to be held to that measure.

As neighbors of the college and residents of the city, we appreciate the focus by Portland and state of Oregon in wanting to encourage economic development, but our Collins View neighborhood would be irreparably damaged by allowing Lewis & Clark to include these properties into their campus institutional zone. We strongly believe economic development is best kept close to business institutions, such as hospitals.

Sincerely,



Anna Browne  
809 SW Maplecrest Ct.  
Portland, OR 97219

**From:** Hedlund, Barb (164-Extern-Barb)  
**Sent:** Wednesday, March 23, 2016 12:21 PM  
**To:** 'psc@portlandoregon.gov'; 'cputestimony@portlandoregon.gov'  
**Cc:** 'Stockton, Marty'; 'Lisa Huston'; Luis Ubiles  
**Subject:** Amendment Request

Hello,

My name is Barbara Hedlund and I own the property at 1223 SE Cora Street, Portland, OR 97202 along with my sister Lisa Huston . This property is currently a duplex, and we are planning on turning this into a triplex in the future. We had planned on using the additional rental income to assist with retirement, and if that is not possible it would have a pretty significant impact on our future plans. The zoning proposed (from R1 to R2.5) would prevent us from making this change, and we are hoping that we can be added to the Tentative Amendment List for consideration by City Council. There are two properties on our street that are already on the Amendment List – 1226 and 1214 SE Cora Street. We appreciate your considering this request to retain the R1 Comprehensive Plan map and Zoning Map designations for our property. Please feel free to contact me with any questions or concerns you may have about this request.

Thanks,  
Barb Hedlund  
[Barb.Hedlund@Daimler.com](mailto:Barb.Hedlund@Daimler.com)  
503.236.8484  
503.847.1862 (mobile)

4405 NE 99<sup>th</sup>  
Portland, OR 97220

**From:** andrew augustin [mailto:andrew60660@gmail.com]  
**Sent:** Monday, March 21, 2016 11:52 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Proposed new zoning from R5 to R2.5

Good morning,

I am writing to express my concerns with this new proposal, and that I am adamantly AGAINST this new zoning idea.

The reason that we bought our home, was the charm of the neighborhood and the fact that the neighborhood is "original" and has not been redeveloped. Converting our area into an R2.5 would destroy not only the look of the neighborhood, but the overall feeling as well.

With Providence right down the street on 47th, we already have employees parking on the street as overflow parking which makes it difficult for the residents to park our own cars from time to time. We have a neighborhood of long term residents who cherish the current original vibe of our area.

Again, I am against any zoning changes.

Thank you,  
Andrew Augustin  
1303 NE Euclid Avenue

**From:** Dave Gill [mailto:gill0402@comcast.net]  
**Sent:** Wednesday, March 16, 2016 4:41 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** 5 story apartments on 38th & SE Powell

To Whom it may concern,

33.130  
of the zoning code clearly states:

- 7. The zone's development standards promote attractive development, an open and pleasant street appearance, and compatibility with adjacent residential areas. Development is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves.**

A FIVE story 30 unit apartment complex is being slated for the CG area right next door to my house, at 3621 SE 38th Ave.

As there are NO 5 story structures, nor any Apartment buildings-of any kind-- directly on Powell street, it is my contention that there is NO way that this proposal, in any way shape or form can be compatible with our "ADJACENT residential areas"

As you can see. thats my house there...the picture is an "artists" rendering...but this is what a FIVE story apartment right next to my house might look like.



Its also a little like this:



I respectfully submit that the ZONE change of my Creston neighborhood from R5 to R1 is capricious and irresponsible.

While the RICH neighborhoods get changed from R5 to R7, my neighborhood of single family housing has been targeted for extinction.

I oppose all of this in the strongest possible way.

Thank you,

Dave Gill  
[gill0402@comcast.net](mailto:gill0402@comcast.net)  
503-235-3001



**From:** Katie Petersen [mailto:katiebentley22@gmail.com]  
**Sent:** Tuesday, March 15, 2016 5:11 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** PSC Residential Zones Testimony

To Whom it may concern,

I'm writing to voice my concern with the rate at which Portland's neighborhoods are being changed (and it's not for the better). We are seeing classic homes demolished, only to be replaced with multiple units that lack any sort of character, and that stick out like a sore thumb in our neighborhoods.

The city loves to say that they're doing this to create affordable housing for our citizens, but what they're actually doing is crowding schools, streets, and neighborhoods to the brim (there is nothing affordable about the homes they're building). I live off of 48th and SE Division. Since I've moved to this house (I grew up in Portland in another part of SE) two MASSIVE condo complex have gone in, with another (future home of the Green Zebra) on the way. NO parking has been added, forcing over crowding of our streets. Division street is always backed up for blocks, which in turn funnels traffic down our side streets. Drivers use this as a "short cut" and end up speeding down our street, where many kids are usually playing. It is beyond dangerous.

I'm SO sick of watching the Portland I grew up in be handed over to big development companies. It's like the City leaders have no regard for what actually makes (or MADE) Portland unique. We are supposed to be trying to hold on to that, not let our town become some hell hole made up of row homes, and condos. We are trying to squeeze so many homes onto a single lot that we're having to essentially clear cut the lot to make room for a bunch of tiny, poorly constructed homes. Goodbye yards, and goodbye trees.

Portland was once a city that prided itself on being environmentally conscious. So why is it that we are letting developers tear down existing homes that could easily be converted into multi-unit dwellings (if affordable housing really is at the heart of the matter), in order to build four crappy homes in it's place? The Greenest home is an existing home. I can't imagine how many perfectly good homes are sitting in a landfill now. It is also concerning that we are putting so many homes in that we have no place for rainwater to soak into the ground. It is causing major runoff issues.

What you're allowing developers to do to this city is unconscionable. It has to stop. At the rate it's going we are going to LOSE the Portland we all love.

There has been a big "win" for the Eastmoreland neighborhood to reverse the zoning that was designated R5, back to R7. I'm happy for the folks that live in this neighborhood, but can't help but find it all too coincidental that Charlie Hales lives there. He has to understand that other home owners outside of Eastmoreland feel the same way about our neighborhoods. We'd like them to remain as they are. Homes with yards and trees. We don't want to be crammed house to house. That is not the Portland I grew up knowing.

Please, I ask that rezoning Portland be reconsidered. We are growing too quickly. And sadly these growing pains are coming at a cost of charming old homes, and family neighborhoods disappearing.

Please, Please, Please don't do this to Portland.  
Thank you for your time, and for listening to my rant.

Sincerely,  
Katie Petersen  
2621 se 48th ave.  
503-696-0948

**From:** Dan Hoyt [<mailto:hoyt100@gmail.com>]

**Sent:** Sunday, March 13, 2016 7:34 PM

**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>

**Subject:** PSC Residential Zones Testimony

Generally I favor zone changes that allow more density as the new plan progresses. I believe decades of planning are bearing fruit now. Let's hold the line on the UGB and take every opportunity to remind people that as cities grow the car becomes less a convenience/necessity and more a nuisance as the community makes room for people and the urban amenities they enjoy.

Dan Hoyt  
4327 SE Ash Street 97215.

**From:** anne snedecor [mailto:asnedecor@yahoo.com]  
**Sent:** Saturday, March 12, 2016 10:21 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** "PSC Residential Zones Testimony"

Anne Snedecor  
5308 SE Tolman Street  
Portland, Oregon 97206

I am at the understanding that you are proposing to change my lot (address listed above) from an R5 zone to an R2.5. I would like it if you did not do that to our lot or our surrounding neighbor's lots. This is a quiet street with limited off street parking. If you were to allow multiple dwellings on these lots it would increase the noise and the congestion. It would also erode the livability of this street and these lots.

We and our neighbors purchased these homes on this street because of the quietness and the size of the lots, allowing us to have a decent size home for families and to allow some personal outside space for gardening, safe environment for children to play, a backyard for a dog and for BBQs for friends and family.

By allowing multiple dwellings to be built on these lots, the new homes would lose the family size home and surrounding green space. Making the new homes less desirable by individuals who would want to purchase and live here for a period of time (more then 3 years). These new dwellings would become rentals and there would be no sense of ownership or pride to the lots and it would become a transient type of street - losing it's sense of neighborhood charm.

I don't understand why the city did not look harder at the housing that was lost when the new New Season's grocery was built or the new retail/office building that is going up on the corner of 52nd and Woodstock. Both of these locations had mixed use buildings on them before (housing on second floors), which is now lost.

If the city wants more density, they should concentrate more on the already zoned areas for that and make sure housing is provided in these new developments.

Making quiet streets in neighborhoods across Portland into denser areas will take away the livability and charm of these neighborhoods that is attracting individuals to come and live here in the first place.

Again please do not change the zone of our lot.

Anne & Donald Snedecor

**From:** Lynn Shirey [mailto:lcshirey100@gmail.com]  
**Sent:** Thursday, March 10, 2016 12:11 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** PSC Residential Zones Testimony State ID 1N2E31BA 10300

Hello,

My husband and I are residents of 1321 NE Euclid Ave, Portland, 97213. From attending Rose City Park Neighborhood Association Meeting, it's my understanding that zoning change was to ensure that all of Euclid Height be R5.

**Euclid Heights needs to be R5.** It a unique Portland neighbor and the character would be destroyed if this zoning change takes place. This is a well established neighborhood with houses built in the 1920s. Allowing split lots and changing the density will also cause exacerbate growing parking and congestion problems.

We urge the city planners to help preserve Portland neighborhoods including our own where we have lived and paid taxes for over a decade.

Thank you for listening and taking our concerns as Portland citizens into consideration.

Sincerely,

Lynn and Daniel Shirey

March 10, 2016

City of Portland  
Bureau of Planning and Sustainability  
1900 SW 4<sup>th</sup> Ave., Suite 1700  
Portland, Oregon 97201

To Whom it May Concern,

We live at 5611 SW Brugger St., Portland Oregon 97219. We have again received notice that our property at this address is being considered for zoning map changes. The zoning map changes being considered for our property are to change the current zone of R10 to the proposed zone of R20.

The proposed zoning changes effectively cut the value of our property in half. We have 2 ½ acres at this location. Currently that would be 11 lots. With the new zoning that would reduce the amount of available lots to 5. To put that into monetary terms we can go to the vacant piece of property directly across the street from us that sold for \$525,000.00 in the last three months. The lot size of that piece of property allows for 3 lots at \$175,000.00 each. When we do the math and multiply \$175,000.00 by six that will decrease the value of our property by \$1,050,000.00 dollars. This is just the property value and does not even consider the added value that we would receive after building and selling the homes, perhaps doubling that number or more. And, the value is only going up.

I have been in construction all my life. My wife and I bought this piece of property 20 years ago to build a home to raise our family in, which we have done. Our family is now grown and our intent has always been to develop this property as a retirement project. I am nearing retirement and have counted on this for many years to help us in our retirement.

As an added note, the area in which we live is seeing explosive growth. Homes come on the market and are sold in days not weeks. For the city to try and take away potential home sites seems counterproductive. My assumption would be that the city would take the path that was laid out when we bought the property. It was zoned as R10 with an R7 overlay.

If you at this point are going to decrease the value of our property as noted above we would expect to be compensated fairly for the amount of the loss. We don't want to fight city hall but we also cannot allow a change like this to occur to our property without being compensated fairly. Please contact me at your earliest convenience so we can discuss the options.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Gunderson".

Mark Gunderson

Cc Joe Trippi P.C.

**From:** Robert Rounseville [mailto:realproperties@gmail.com]  
**Sent:** Tuesday, March 08, 2016 9:03 AM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** PSC Residential ZonesTestimony

Dear Commissioners,

I fully support the proposed base zone of R2.5 for my property at 3103 SE 52nd Ave. The reasons are as follows:

As everyone is well aware of, Portland is growing at a rapid rate and it is becoming increasingly difficult to find housing to rent or purchase closer in. The rents are incredibly high and there is much competition to even get into a home. I read that in the next couple of decades, there is expected to be a huge population increase in Portland. How will we accommodate that influx?

The Comprehensive Plan states that it wants to focus growth on centers and corridors. 52nd Ave between Hawthorne and the Woodstock neighborhood to the South is a major corridor.

The SE 52nd Ave corridor between Woodward and Powell is zoned R2.5 on the East side of the street. The other side (West) of the street has a zoning of R5 with a Comp plan designation of R2.5. There are also two houses diagonally to the West of me that have a zoning of R2.5. This is a two home R2.5 zoned island in the middle of a R5 zone making for an incongruous plan.

There are already major developments in the SE 50th and SE 52nd areas with construction of commercial buildings. Also, with the soon to be started Foster Transportation and Streetscape Plan, the two corridors will become even busier as more people commute thru the area to visit other neighborhoods.

I would like to see the zoning on the West side of SE 52nd changed from R5 to R2.5 to reflect the Comp Plan, match the opposite (East) side of the street, and to enable and encourage sustainable housing growth in the neighborhood.

Sincerely,

Robert A. Rounseville  
2220 SE Spruce Ave  
Portland OR 97214

**From:** Cindy Idler [mailto:ilovelucy244@gmail.com]  
**Sent:** Tuesday, March 08, 2016 1:19 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Cc:** Michael Idler <michbowl275@gmail.com>; David Johnson <david4466@gmail.com>; Cindy Idler <ilovelucy244@gmail.com>  
**Subject:** "PSC Residential Zones Testimony"

Dear Planning and Sustainability Commission,

I agreed with your planning of this 1205 NE 63rd Avenue of the current base zone(s) for this property is R5 changes to the proposal base zone (s) for this property is R1 accepted. My husband and I agreed with your planning and sustainability of development area.

We want moving to another condominium relocates to NE 60th because of transit access at our transit needs. We want Condominium uses on NE 60th Avenue for close to MAX Station at 60th and two transit bus lines. I want know if we can have condominium access with our pets, in laundry in unit as we do not want a paying-coin laundry, so can we bring our existed refrigerator from 1205 NE 63rd to NE 60th Avenue.

Bad house of 1205 NE 63rd Avenue due to crack base around our house, built 1951, bad shape house what we had. We accepted R1 better for 1205 NE 63rd Avenue, so what do you plan paying me relocates to 60th while this house destroys due of old bad shape? or redevelop or what ever, so please call me more questions on 503.924.7498. Please assist with us because of we are deaf that we need know if we can relocate to NE 60th Avenue, possibilities, please.

In addition, we need know exact date for tentatively schedule about between 5 to 10 years later, We want know about question of 1205 NE 63rd would be redeveloping or tear down or change design, but we notice, or we sell the house then if sold house that helps paying mortgage off. If we find new condominium then there mortgage or not, what do we should pay this condominium cost?

If NE 60th Avenue - built new condominium with online bus stop that we want moving there on early bird needs what we want.

Sincerely,  
Cindy Idler

**From:** Anne R Whiting [mailto:[annerw@gmail.com](mailto:annerw@gmail.com)]  
**Sent:** Monday, March 07, 2016 7:21 PM  
**To:** Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
**Subject:** PSC Residential Zones Testimony

Hi,

I am writing to formally oppose the zone change of my property from a zone R2.5 to R5 for the following reasons:

1. I am a Portland native - born and raised in Woodstock neighborhood. I don't like that so many people are moving to Portland and I can hardly afford to stay. My mortgage is the same or less than rentals (which are exorbitant). This proposal will decrease the value of my home when I sell it, and I'll be priced out of Portland. This is my home. Yes, Californians will be able to buy my house and knock it down and put two gawdawful, skinny houses up on my lot. Yes, it would make my skin crawl. But I might not have any other choice. I'm a single woman, almost 30, with no reproductive system (thanks, cancer!), I'm not getting married and I will only have one income for the rest of my life. It's horrifying and my reality. Out-of-state money and its ugly houses might be the only thing that allow me to stay.
2. The reasons listed on the notice do not make sense to me. I'm not located in the David Douglas School District and if overcrowding of the David Douglas School District is a concern, then the proposal is not making it any easier for people to leave the district and move to a neighborhood zoned as Portland Public Schools (such as mine).

Thank you for reading my concerns.

Respectfully,  
Anne R Whiting  
6320 SE 63rd Ave  
Portland, OR 97206

\*If I have omitted any information needed to make this a legitimate testimony, please contact me via email at [annerw@gmail.com](mailto:annerw@gmail.com) or phone at 503.887.0430. Thank you.



**From:** Cameron Denney [mailto:nativealder@gmail.com]  
**Sent:** Monday, March 07, 2016 8:41 PM  
**To:** Planning and Sustainability Commission <psc@portlandoregon.gov>  
**Subject:** Zoning changes in SE Portland

Dear City Staff:

I live on SE 46th Avenue between Stark and Belmont and own my home. My house is new infill (2013) and has a 2500 square foot lot, which appears to match the new zoning proposal.

I am philosophically in favor of increased density in the central city -- we must preserve our farmland and wild places near the city for the well being of human beings as well as other species. However, we must also preserve quality of life for those of us living in the increasingly dense neighborhoods.

I am in favor of the zoning change on my block with the caveat that something needs to be done about the aggressive commuter parking in our neighborhood. It is increasingly difficult for neighbors to park on the street near their homes due to commuter parking, particularly since during weekdays parking is only allowed on one side of the street. I feel that if the city wishes to further increase the housing density, the city should also grant neighborhood parking permits and limits on commuter parking in front of our homes -- otherwise there will be nowhere for my new neighbors to park their vehicles.

I know that philosophically, the City would like more people riding bikes and taking mass transit -- I agree that this is an admirable goal (I commute by bicycle over 80% of my work days), but even regular bike riders are often also car owners and have friends who visit with cars.

At least twice per month, cars are parked in a 5-foot space between my driveway and my neighbors', effectively blocking both driveways. Please take action to allow residents to use on-street parking, rather than having our street just be a parking lot for commuters. It really isn't right!

Thank you for considering my testimony.

Cameron Denney  
707 SE 46th Avenue  
Portland, OR 97215

December 3, 2015

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

Dear Mayor Hales and Commissioners,

I, Lynn Averbeck, am submitting testimony on behalf of my parents, Robert and Mary Demuth, who reside at 3170 SW Fairmount Blvd, Portland, OR 97239. They are opposed to the proposed Comprehensive Plan change from R-10 to R-20 as it affects their property. My parents are both 85 years old and in good health, but they are experiencing much anxiety over the proposed Plan change and its affect on their estate. My parents have given me permission to provide testimony on their behalf, and they have signed this letter below. I have been a professional land use and transportation planner and policy analyst in Oregon and Washington since 1985 in the public sector and also as a private consultant.

My parents purchased their two lots in 1985. They own 1S1E16BA, lot 4600, which has their residence on it and lot 4500, which is vacant. Under the current R-10 designation, both of their lots meet the minimum lot area. Under the proposed R-20 designation, neither lot will meet the minimum. This creates a hardship and financial taking for several reasons:

1. It turns their single family residence into a nonconforming use situation, which will make it much more difficult, time-consuming and costly to remodel, expand or replace their home.
2. Their vacant lot is one of the few remaining available buildable lots on Council Crest. It has access to public right of way, utilities and a view. Because it is on a steep slope at the end of a long narrow road, building on it would be challenging and costly. However, it has much greater value in today's market as a vacant, difficult-to-build-on lot than it would be as a flat-out unbuildable lot due to failure to meet the minimum lot area requirement.
3. They have been paying property taxes on lot 4500 at a buildable lot rate since they purchased it in 1985. Thirty years of paying property tax based on a buildable lot rate should provide them with confidence that their investment will be maintained as buildable.

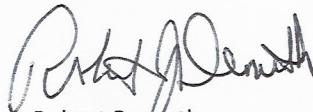
This property is a significant part of my parent's estate. They are counting on the 30 year investment made in their property to ensure that they have sufficient resources to provide for their care as they age. Therefore, they object to the proposed Plan change and request that both of their tax lots remain designated as R-10, unless the City and/or County guarantees them that they will be compensated for the loss of property value to their estate.

Thank you for your careful consideration of this matter.

Sincerely,



Lynn Averbeck  
4907 SW Canterbury Lane  
Portland, OR 97219  
503-956-1074  
[Lynn.averbeck@yahoo.com](mailto:Lynn.averbeck@yahoo.com)



Robert Demuth  
3170 SW Fairmount Blvd  
Portland, OR 97239  
503-244-3107  
[hthumedmb@comcast.net](mailto:hthumedmb@comcast.net)



Mary Demuth  
3170 SW Fairmount Blvd  
Portland, OR 97239  
503-244-3107