

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

From: Thomas Karwaki [mailto:karwaki@yahoo.com]
Sent: Wednesday, December 30, 2015 5:03 PM
To: Planning and Sustainability Commission <psc@portlandoregon.gov>
Subject: Institutional Campus Zone Comments Revised by UPNA

The University Park Neighborhood Association submits the following comments that expand on its previous comments and testimony on this matter. The UPNA supports the University's position that the CUMP should be allowed to operate under its full term, and that it should be up to the Institution and Neighborhood as to whether to use a CUMP or Institutional Zone.

Thomas Karwaki
253.318.2075

UNIVERSITY PARK NEIGHBORHOOD ASSOCIATION Board Approved Comments December 2015

RE: Campus Institutional Zoning Project

The UPNA Board approved these comments at its September 14 meeting and reviewed and approved them again at its December 14 meeting.

The UPNA has a thirty five year experience working with the University of Portland. University Park was platted, sold and developed initially to fund a Methodist college which closed after 10 years after moving to Tacoma (becoming the University of Puget Sound). For over one hundred years the neighborhood has welcomed and had issues with college students. UPNA was able to participate in the advisory group that helped create the document based on its collaborative experience in developing the current University of Portland Conditional Use Master Plan. However, the UPNA has several concerns with the document in its current form and cannot support it until 33.150.050 is amended to REQUIRE Good Neighbor Agreements.

First, it is inherently not in the interest of a neighborhood association to be in favor of this document and the policy of institutional zones whereby the neighborhood has little if any recourse to influence the actions or development of an institution. The current conditional use process does provide a mechanism for neighborhoods to raise concerns in a collaborative or adversarial manner. For instance, in the most recent University of Portland CUMP over 100 University Park neighbors were able to constructively raise their concerns about student behavior and public safety, development of certain parcels of land and the rampant growth of off-campus student housing.

As a result, the approved CUMP addressed public safety (the first time in a master plan), delayed and limited construction on University lands adjacent to two residences, and the University committed to house 75% of the undergraduates on campus. As a result of these changes, the UPNA Board unanimously supported the final Master Plan proposal, and has since supported a proposed street vacation and demolition of houses along Willamette Boulevard for student dorms. This would not happen under an Institutional Zone.

UPNA feels strongly that short of intense media exposure, there is no other mechanism for REQUIRING institutions to work with their neighborhoods in a formal manner. Therefore, the UPNA OPPOSES a single Institutional Campus Rezone, unless there is a formal mechanism for regular (5 or 10 year maximum timer period) reviews and negotiations with the neighborhoods.

Second, the document assumes that educational institutions are stationary. In fact these institutions do relocate as did the Methodist college that was the original institution at what is now the University of Portland, and as Heald College recently did. Higher educational institutions need the freedom and flexibility to develop their resources and adjust their business plans to meet future needs. The current

document, places too many restrictions on the ability of an educational institution (p.24-37 or 33.150.100). It assumes that only small retail would benefit a neighborhood, when in fact offices, labs, warehouses, parking, outdoor recreation and religious facilities might provide benefits and should not be apriori prohibited. The University of Portland provides significant parks and open space, religious and community facilities under its Master Plan but would be prohibited or restricted from doing so under Table 150-1.

Why should the Comprehensive Plan and Zoning Map limit potential public-private or community-business-institutional partnerships? Nationally, many universities are developing labs, offices, senior and assisted living facilities and mausoleums or columbariums which would be limited or prohibited under the proposed rules.

Third, creation of these institutional zones may make it difficult to redevelop surplus properties. An institution may need to sell land, and this new set of zones restricts the potential uses, purchasers and value of such land in a manner that discriminates against the institution as opposed to commercial, industrial or residential zones. A neighborhood has a vested interest in such decisions.

Fourth, the UPNA supports the intention of the proposed Neighborhood Contact and Outreach (33.150.050) as a good minimal standard. However, the steps called forth require only notification to the community of an institution's development plans. It does not require any meaningful dialogue or recourse if a neighborhood disagrees with an institution's plans. All of the power rests with the institution. Therefore, the UPNA calls for a mechanism for dialog with the neighborhood or for resolving disputes beyond annual meetings.

Good Neighbor and Community Benefit Agreements are recommended, but not required under the proposed 33.150.050. Such agreements should be required. Until this section is changed, the UPNA cannot support this institutional zoning proposal.

The UPNA notes that Map 150-2 reflects the approved University of Portland Conditional Use Master Plan, and will create a clear delineation of the campus while providing a reasonable transition to the single family neighborhood across Willamette Boulevard. 3

Sincerely,
Thomas Karwaki
UPNA Vice Chair and Land Use Committee Chair
7139 N. Macrum Ave.
Portland, OR 97203
253.318.2075 cell

December 30, 2015

Michael C. Robinson
MRobinson@perkinscoie.com
D. (503) 727-2264
F. (503) 346-2264

VIA EMAIL

Mr. André Baugh, Chair
City of Portland Planning and Sustainability Commission
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201

Re: Proposed Campus Institutional Zoning Project; Comments by Providence Health & Services - Oregon on Proposed CI-2 Zoning District Land Use Regulations;

Dear Mr. Baugh:

This office represents Providence Health & Services – Oregon (“Providence”). Prior to the conclusion of the initial evidentiary hearing before the Planning and Sustainability Commission (“PSC”) on the legislative amendment, the PSC left the written record open for all parties to submit argument and evidence until December 31, 2015 at 5 p.m. This letter is Providence’s submittal during the open record period.

Please find enclosed as **Exhibit 1** to this letter a copy of my oral testimony to the PSC on December 15, 2015. In addition to my oral testimony, my letter dated December 15, 2015 and prior letters, Providence wishes to make three (3) points for the PSC to consider as it deliberates on the amendment.

First, as the PSC noted in some of its questions to staff, there should be a path for the institutions to work with the City on Transportation Demand Management (“TDM”) requirements. Since the meeting, staff has provided a copy of the proposed Title 17 TDM draft to Providence and other institutions and has scheduled a meeting on the topic for January 14.

Second, the PSC asked staff to explain why early termination of a vested Conditional Use Master Plan (“CUMP”) permit would not be a taking, as Providence explained in its December 15, 2015 letter. The two (2) institutions that testified before the PSC—Providence and the University of Portland—said that they want their CUMPs to remain valid for the original life of the CUMPs.

Finally, Providence asked in its May 12, 2015 letter that the land use regulations be amended to include a provision for one (1) extension of a valid CUMP (**Exhibit 2**). Because the existing CUMP should be retained until its expiration date and because the institutions have relied on their CUMPs for capital planning, a single extension of a CUMP is warranted.

Mr. André Baugh, Chair
December 30, 2015
Page 2

Providence urges the PSC to consider its testimony and to recommend to the Portland City Council that the CI-2 land use regulations be amended as proposed.

Thank you for your consideration of Providence's testimony.

Very truly yours,



Michael C. Robinson

MCR:rsr
Enclosure

cc: Ms. Karen Weylandt (via email) (w/ encl.)
Ms. Michelle Bernard (via email) (w/ encl.)
Mr. Jeff West (via email) (w/ encl.)
Ms. Krista Farnham (via email) (w/ encl.)
Mr. Trent Thelen (via email) (w/ encl.)
Ms. Marty Stiven (via email) (w/ encl.)
Ms. Julia Kuhn (via email) (w/ encl.)

TESTIMONY OF MIKE ROBINSON ON BEHALF OF PROVIDENCE HEALTH & SERVICES – PORTLAND AT DECEMBER 15, 2015 PORTLAND PLANNING AND SUSTAINABILITY COMMISSION (“PSC”) PUBLIC HEARING ON THE PROPOSED CI-2 LAND USE REGULATIONS

Good evening, Chair Baugh.

My name is Mike Robinson. My mailing address is 1120 NW Couch Street, Tenth Floor, Portland, OR 97209-4128.

I am here on behalf of Providence Health & Services-Oregon, which owns and operates Portland Providence Medical Center (“PPMC”).

I have submitted a letter to the PSC dated today. Please review it before you deliberate and make a recommendation to the City Council.

Providence appreciates the time that staff has given them and addressed many of Providence’s issues and we appreciate their assistance and professionalism. There is a lot that is right with the land use regulations and Providence appreciates that.

Providence would like you to consider two (2) issues:

1. Eliminate the proposed code language that terminates the CUMP before its 2022 expiration date. PPMC’s CUMP is valid through 2022 and Providence wants the CUMP to remain valid for its entire 10 year period.
2. Eliminate the proposed code language requiring a new Transportation Demand Management Plan until we have seen how that requirement will be implemented by PBOT. Providence’s Comprehensive Transportation Plan for PPMC is attached to our letter.

Thank you for your time tonight.

Notwithstanding that the proposed uses and dimensional standards for CI-1 zoning district might encompass the extent of the allowed CUMP development, Providence requests that the land use regulations include a provision providing that uses and development that are consistent with the approved CUMP but not with the CI-1 land use regulations will not become nonconforming situations. Providence's suggested language is as follows:

"33. __, Nonconforming Development. Existing and proposed development and uses in conformance with an approved CUMP shall not be subject to the regulations of Chapter 33.258, Nonconforming Situations."

Exhibit 2 is a comparison of the proposed CI-1 land use regulations with the CUMP approval. As you can see, most of the proposed CI-1 land use regulations match or exceed what is allowed by the CUMP. However, maximum building setbacks, minimum first floor glazing and direct pedestrian access in the proposed CI-1 land use regulations are more restrictive than the CUMP. The above-suggested language provides that the CUMP regulations will control development on the PPMC campus so as not to create nonconforming situations.

2. CUMP Amendment and Extension.

Because Providence relies upon the 2012 CUMP for its capital planning, Providence wants assurance that the CUMP will remain effective notwithstanding the adoption of the CI-1 zone and that Providence, if it chooses to do so, may apply for either an extension of the 2012 CUMP or apply for another CUMP approval upon expiration of the current CUMP in 2022. Accordingly, Providence suggests that the CI-1 land use regulations include the following language:

"33. __, Existing CUMP. A CUMP approved by the City prior to ____, 2016 will continue to be in effect until its expiration date. An approved CUMP may be amended until its expiration date, and an approved CUMP may be extended for one (1) ten-year period pursuant to the regulations in Chapter 33.820 in effect as of ____, 2016."

3. CUMP Amendment Does Not Allow Additional Review.

Providence requests that the CUMP regulations in PCC Chapter 33.820 be amended to specify that existing CUMPs for areas planned and zoned for Campus Institutional uses may be amended without meeting the requirements of the CI-1 zoning district. Providence requests that the City consider the following language:



Dec. 15, 2015 (Transmitted this day via e-mail to the following)

City of Portland

Planning and Sustainability Commission - psc@portlandoregon.gov

& John A. Cole, Senior Planner - John.Cole@portlandoregon.gov

1900 SW 4th Ave, Suite 7100

Portland, OR 97201

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

Subject: RCPNA Support of Campus Institutional Zone with Amendments

Honorable Chairman Baugh and Commissioners:

Thank you for the opportunity to testify on the Proposed Campus Institutional Zone Draft on behalf of Rose City Park Neighborhood Association. I served on the Campus Institutional Zone Advisory Committee for most of the year and have great respect for the work that John Cole has done to try to balance all the interests as we developed policy. Although we had major concerns with the original draft of the CIZ the Proposed Draft contains much more certainty for on-going neighborhood involvement with the institutions as they change and grow over time.

The RCPNA Board met on Dec. 1, 2015, and approved recommendations from their Land Use and Transportation Committee to support the Proposed Campus Institutional Zone with amendments, as follows:

1. RCPNA still has concerns that satellite campus facilities for the institutions represented by the CIZ are not included in the transportation analyses. It is our experience with Portland Providence Medical Center that the proximity of their office complex developed at 4400 NE Halsey and warehouse at 6500 NE Halsey increase the number and frequency of vehicles between these locations and the Portland Providence Hospital, located at NE 47th and Glisan. We recommended that Transportation Impact Review and Demand Management include factoring in the frequent travel between satellite facilities located within a one-mile of the primary institution.

The following amendments are proposed:

Additions = **bold and underlined**

Deletions = ~~strikethrough~~

2. **“33.150.050 Neighborhood Contact and Outreach”**

“D. Annual meeting. Colleges and Medical Centers must conduct at least one community meeting per year:

1. The meeting must provide the following information:

a. The status of and any updates to the College’s or Medical Center’s Transportation Demand Management Plan, Transportation Impact Analysis, and related mitigation measures, **including the Good Neighbor Agreement(s);”**

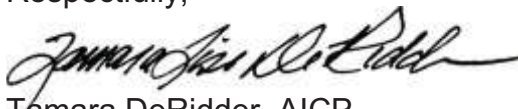
3. **“33.852.110 Approval Criteria for Transportation Impact Review”**

“D. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.”¹

<New Language> E. CIZ Good Neighbor Agreement (GNA) with neighborhood(s). A Good Neighbor Agreement shall be developed between the Institution and neighborhoods contiguous to the facility that shall be reviewed annually in a public meeting with the impacted parties. The GNA shall serve as the guiding document to help all parties monitor transportation impacts and stimulate possible changes to the demand management strategies and/or phased development.

Proposed Chapter 33.150.050 A. Purpose states “The requirements of this section promote ongoing communication between campus institutions and their surrounding communities.” Our proposed amendments, stated above, provide the implementation language needed for requiring a Good Neighbor Agreement (GNA) be established between the Institutions and the surrounding communities. In the Conditional Use process, which is being traded for the CIZ, Good Neighbor Agreement have always been a condition of approval for institutional developments. It is vitally important that we do not lose the GNA tool as we work together to improve the overall process for expediting institutional development. Thank you again for the opportunity to comment on this important policy document for our community. We look forward to continuing our work together in building a livable and vibrant community.

Respectfully,



Tamara DeRidder, AICP
Chair, Rose City Park Neighborhood Association
1707 NE 52nd Ave.
Portland, OR 97213

¹ Campus Institutional Zoning – Proposed Draft. PP111-112
RCPNA Testimony Page 2 of 2
Proposed CIZ

Dec. 15, 2015

December 15, 2015

Michael C. Robinson
MRobinson@perkinscoie.com
D. (503) 727-2264
F. (503) 346-2264

VIA EMAIL

Mr. André Baugh, Chair
City of Portland Planning and Sustainability Commission
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201

Re: Proposed Campus Institutional Zoning Project; Comments by Providence Health & Services - Oregon on Proposed CI-2 Zoning District Land Use Regulations

Dear Chair Baugh and Members of the Planning and Sustainability Commission (“PSC”):

1. Introduction.

This office represents Providence Health & Services-Oregon (“Providence”). I am writing on behalf of Providence to comment on the proposed CI-2 land use regulations. I have asked Mr. Cole to place this letter and its exhibits before you at the initial evidentiary hearing on December 15, 2015 and to place them in the official file and record for this application. I have also attached four (4) letters that represents the cumulative comments Providence has provided to the PSC and staff over the last thirteen months regarding the CI land use regulations (**Exhibit 1**).

Providence operates the Portland Providence Medical Center (“PPMC”) located around the intersection of NE 47th Avenue and NE Glisan Street (**Exhibit 2**, Map 11 to November 2, 2015 Campus Institutional Zoning - proposed draft; “CI-2 Draft”) PPMC is subject to a 2012 Conditional Use Master Plan (“CUMP”) that is valid until 2022. (**Exhibit 3**, decision of the City of Portland Land Use Hearings Officer approving the CUMP for a ten (10) year period, effective July 16, 2012).

Providence appreciates the City’s acknowledgement of the importance of institutions to the City and its regional economy. Providence also appreciates the time spent on this matter and the professionalism of your staff, including John Cole and Tom Armstrong. Providence has previously provided the comments in this letter to Mr. John Cole and Mr. Tom Armstrong.

2. Summary of Testimony.

Providence has the following comments as explained in more detail in the remainder of this letter:

- The PPMC CUMP is “vested” and valid through 2022, another seven (7) years. The draft land use regulations proposes that the CUMP be terminated in 2020 prior to its approved expiration date. No party will know until at least 2016 if the CI-2 land use regulations are effective and “acknowledged”. Until the CI-2 land use regulations are effective and acknowledged, Providence will not be able to fully rely on the CI-2 land use regulations. Additionally, the vested CUMP is a property right. Terminating the CUMP early unlawfully takes this property right.
- The PPMC CUMP includes a successful Transportation Demand Management (“TDM”) plan that has reduced single occupancy vehicle (“SOV”) trips to PPMC every year since its inception. Providence has created a position of a PPMC Bicycle/Pedestrian Coordinator. Providence has prepared a Comprehensive Transportation Management Plan (“CTMP”) in order for PPMC to maintain its emphasis on TDM strategies. **(Exhibit 4)**.
- The CI-2 land use regulations should not require a new TDM based on unknown and unadopted Portland Bureau of Transportation (“PBOT”) rules. If the current TDM is effective, as is PPMC’s TDM, it should be allowed to continue. Even if a new TDM is ultimately required, the CI-2 land use regulation should not require a new TDM until the PBOT rules are reviewed by the public, including the institutions, and approved in a public process.

3. The PPMC CUMP is vested and may not be terminated early without the taking of a property right.

The CI-2 land use regulations propose to terminate the PPMC CUMP no later than December 31, 2020. PCC 33.700.110.B.2.b.(1) (CI-2 draft, page 85). *See also* PCC 33.820.060. The commentary to PCC 33.700.110.B.2.b(1) recognizes that the PPMC CUMP is valid until 2022 (CI-2 draft, commentary on PCC 33.700.110, page 84). The commentary assumes that this five year period will be a sufficient amount of time to transition from the CUMP to the CI-2 land use regulations. However, even assuming that the CI-2 land use regulations and the Portland Institution Comprehensive Plan policies are approved in 2016, if they are appealed, their effective date and acknowledgement will be far less than five years. The City’s argument that PPMC and other institutions will have roughly five years to implement the CI-2 land use regulations fails to consider the impact of an appeal.

Additionally, Providence has always operated under the expectation that it could extend or amend the existing PPMC CUMP. PCC 33.700.110.2.b(1) effectively prohibits an extension of the PPMC CUMP and explicitly prohibits an amendment to the PPMC CUMP. Providence requests that the PSC recommend the amendment of this section to allow for extensions and amendments to the PPMC CUMP.

The PPMC CUMP is approved through 2022. This time period is consistent with current PCC 33.820.03.060, “Duration and the Master Plan”, which provides that “an approved master plan remains in effect until development allowed by the plan has been completed or the plan is amended or superseded” (**Exhibit 5**). Early termination of a vested land use permit such as the CUMP takes a property right. Providence has expended significant time and money in developing the CUMP and is entitled to the full 10-year life of the CUMP in which to implement it.

4. Transportation Demand Management.

Providence has an approved and effective TDM. However, PCC 33.266.420 proposes that a new TDM be required for institutions. Nothing in the commentary for the proposed land use regulations in PCC 33.266.420 explains how the TDM rules will be adopted, what they will require, the review standards for a new TDM, how often the TDM will have to be updated or revised and how institutions and the public can comment on the draft regulations. *See also* PCC 33.852.105.G. Until the new TDM provisions are available for public review, Providence opposes PCC 33.266.420.

Providence also opposes PCC 33.150.300. The commentary to this section provides that the TDM will supersede the clear and objective parking and loading standards in PCC Table 266-2 (CI-2 draft, page 68). Parking and loading standards should be clear and objective so that adequate off-street parking and loading is provided.

5. Providence Cannot Support the CI Comprehensive Plan Policies.

Providence testified as early as 2014 that the land use regulations should be finalized before the Comprehensive Plan policies are adopted. Until the issues identified in this letter are addressed, Providence cannot support the Comprehensive Plan policies.

6. Conclusion.

Providence respectfully requests that if the PSC recommends approval of the CI-2 land use regulations to the Portland City Council, that it recommend the deletion of PCC 33.700.110.B.2.b(1), 33.820.060 and 33.266.410 and .420, and 33.852.105.G and that the PSC recommend the amendment of PCC 33.700.110.B.2.b(1) to allow for CUMP extensions and amendments.

Mr. André Baugh, Chair
December 15, 2015
Page 4

Very truly yours,



Michael C. Robinson
MCR:rsr
Enclosures

cc: Mr. John Cole (via email) (w/ encls.)
Mr. Tom Armstrong (via email) (w/encls.)
Ms. Dana White (via email) (w/encls.)
Ms. Karen Weylandt (via email) (w/encls.)
Ms. Michelle Bernard (via email) (w/encls.)
Mr. Jeff West (via email) (w/encls.)
Ms. Krista Farnham (via email) (w/encls.)
Ms. Marty Stiven (via email) (w/encls.)
Mr. Trent Thielen (via email) (w/encls.)
Mr. Dave Ellis (via email) (w/encls.)



Real Estate and Construction

November 3, 2014

Mr. Andre Baugh, Chair
City of Portland Planning and Sustainability Commission
City of Portland Bureau of Planning and Sustainability
1900 SW Fourth Avenue, Suite 7000
Portland, OR 97201

Re: Proposed Comprehensive Plan ("Plan") Amendments; Proposed Policies 6.53-6.58

Dear Chair Baugh and Members of the Commission:

I am writing this letter on behalf of Providence Health & Services - Oregon to comment on the proposed Plan policies. The purpose of the proposed Plan policies is to recognize and support campus institutional uses, including medical centers. Providence appreciates the City's recognition of the importance of campus institutions in supporting the region's economy.

There are several issues Providence would like the Commission to consider before making a recommendation to the Portland City Council.

- 1. The Plan policies should expressly state that existing Conditional Use Master Plan ("CUMP") decisions remain valid pursuant to the terms of a CUMP approval.**

In the case of the Providence Portland Medical Center CUMP, Providence spent a considerable amount of time seeking approval for this 10 year master plan. Providence's capital plan is based upon the CUMP approval. CUMP approvals should remain valid and unaffected by land use regulation changes. Providence does not want the Providence Portland Medical Center uses and development to become nonconforming. The proposed Plan policies should include specific implementation direction that existing CUMP decisions shall remain valid.

- 2. Medical institutions should have the option of retaining and using the CUMP process or seeking a quasi-judicial zoning map amendment.**

The CUMP process has a number of benefits, including not constituting a post-acknowledgment amendment to the City's acknowledged land use regulations. Unless the City's Transportation System Plan ("TSP") is amended to reflect the proposed Plan policies supporting campus institutions, an applicant for a quasi-judicial map amendment will be

Mr. Andre Baugh, Chair
November 3, 2014
Page 2

required to address the Transportation Planning Rule ("TPR"). This places a substantial burden on a quasi-judicial applicant to solve what are, in many cases, region-wide transportation issues.

The proposed Plan policies should include specific direction that they may be implemented either through the CUMP process, or a quasi-judicial map amendment, at the Applicant's choice.

3. The City should adopt the proposed Plan policies and the land use regulations concurrently.

While Providence supports the proposed Plan policies acknowledging the importance of campus institutions to the region's economy, once the Plan policies are adopted and acknowledged, the City will implement those policies with land use regulations. These land use regulations as adopted may not be satisfactory to campus institutions. Therefore, because implementation is so important, the City should act on the proposed Plan policies and the implementing land use regulations concurrently so that all of the affected parties, including neighbors, have an opportunity to review and comment on the entire amendment package.

Please place this letter in the official file for this legislative amendment and provide me with written notice of the Commission's recommendation to the Portland City Council.

Very truly yours,



Dana White

Cc: Ms. Karen Weylandt (via email)
Ms. Marty Stiven (via email)
Mr. Michael C. Robinson (via email)

March 13, 2015

Michael C. Robinson
MRobinson@perkinscoie.com
D. (503) 727-2264
F. (503) 346-2264

Mr. André Baugh, Chair
City of Portland Planning and Sustainability Commission
City of Portland Bureau of Planning and Sustainability
1900 SW Fourth Avenue, Suite 7000
Portland, OR 97201

Re: Portland Comprehensive Plan (“Plan”) Update; Proposed Policies 6.53-6.58

Dear Chair Baugh and Members of the Commission:

This office represents Providence Health & Services—Oregon (“Providence”). I am writing on behalf of Providence to comment on proposed Plan policies 6.53-6.58 concerning Campus institutions and to offer additional comments on the Plan update concerning Campus institutions. I have attached Providence’s previous letter dated November 3, 2014.

Providence continues to support the concepts found in proposed Plan policies 6.53-6.58 for recognition of the importance of Campus institutions to the Portland economy. Providence believes, as it said in its November 3, 2014 letter, that the Plan policies should expressly provide for the following:

- The proposed Plan policies should provide for the implementing land use regulations to allow use of approved Conditional Use Master Plans (“CUMPs”) by Campus institutions, such as Portland Providence Medical Center, for existing CUMPs to be modified, and for new CUMPs to be adopted as an alternative to development under a new zoning district.
- The proposed Plan policies should expressly provide that the Campus institution Plan map designation may be achieved through either legislative, or quasi-judicial implementation. Providence believes that a legislative implementation by the City is preferable to quasi-judicial implementation for a number of reasons. However, if the City proceeds with a legislative amendment, a major institution should be able to “opt out” of the legislative amendment, or if it “opts in” to the legislative amendment, that it be allowed to continue to rely upon an approved, modified or new CUMP.
- The proposed Plan policies and mapping should be adopted concurrently with the implementing Campus institution land use regulations. The City will implement the Plan policies through land use regulations. The land use regulations as adopted may not be satisfactory to major institutions. Concurrent implementation allows major institutions the opportunity to review the land use regulations before the Plan policies are adopted.

Mr. André Baugh, Chair
March 13, 2015
Page 2

Thank you for your consideration of these comments. Please place this letter in the official file for the legislative amendment and provide me with written notice of the Commission's recommendation to the Portland City Council.

Very truly yours,



Michael C. Robinson

MCR:rsr
Enclosure

cc: Ms. Dana White (via email) (w/ encl.)
Ms. Karen Weylandt (via email) (w/ encl.)
Ms. Michelle Bernard (via email) (w/ encl.)
Ms. Marty Stiven (via email) (w/ encl.)

May 12, 2015

Michael C. Robinson
MRobinson@perkinscoie.com
D. (503) 727-2264
F. (503) 346-2264

VIA EMAIL

John Cole, Senior Planner
City of Portland Bureau of Planning and Sustainability
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201

Re: Proposed Urban Campus ("CI-1") Land Use Regulations; Comments by Providence Health & Services-Oregon

Dear Mr. Cole:

This office represents Providence Health & Services-Oregon ("Providence"). I am writing on behalf of Providence to thank you for the time that you took on Wednesday, April 29, 2015 to meet with Jeff West, Michelle Bernard, Marty Stiven and me to discuss the proposed CI-1 land use regulations and how they will affect the Portland Providence Medical Center ("PPMC"). Providence very much appreciated the information you provided to us regarding the proposed land use regulations.

We understand that the proposed CI-1 land use regulations are not available for public review now but will be available for public review about June 15, 2015 following an internal review. In advance of our review of the draft land use regulations, Providence has asked me to send you this letter that describes land use regulations that Providence would like the City to consider adopting in the CI-1 zone.

Providence has also reviewed the proposed Campus Institution Comprehensive Plan map designation for PPMC. (**Exhibit 1**) Providence agrees with the proposed mapping because it includes all of the PPMC property now owned by Providence and subject to the 2012 PPMC Conditional Use Master Plan ("CUMP").

Providence would appreciate the City including the following provisions in the CI-1 land use regulations.

1. A "Safe Harbor" Provision for Nonconforming Development, and Uses.

Providence will rely on the 2012 CUMP for its capital improvement planning for the 10-year life of the CUMP. The CUMP includes adjustments to Portland Land Use Regulations. We understand that the City Attorney's office has concluded that the adjustments run with the land.

Notwithstanding that the proposed uses and dimensional standards for CI-1 zoning district might encompass the extent of the allowed CUMP development, Providence requests that the land use regulations include a provision providing that uses and development that are consistent with the approved CUMP but not with the CI-1 land use regulations will not become nonconforming situations. Providence's suggested language is as follows:

“33. ___, Nonconforming Development. Existing and proposed development and uses in conformance with an approved CUMP shall not be subject to the regulations of Chapter 33.258, Nonconforming Situations.”

Exhibit 2 is a comparison of the proposed CI-1 land use regulations with the CUMP approval. As you can see, most of the proposed CI-1 land use regulations match or exceed what is allowed by the CUMP. However, maximum building setbacks, minimum first floor glazing and direct pedestrian access in the proposed CI-1 land use regulations are more restrictive than the CUMP. The above-suggested language provides that the CUMP regulations will control development on the PPMC campus so as not to create nonconforming situations.

2. CUMP Amendment and Extension.

Because Providence relies upon the 2012 CUMP for its capital planning, Providence wants assurance that the CUMP will remain effective notwithstanding the adoption of the CI-1 zone and that Providence, if it chooses to do so, may apply for either an extension of the 2012 CUMP or apply for another CUMP approval upon expiration of the current CUMP in 2022. Accordingly, Providence suggests that the CI-1 land use regulations include the following language:

“33. ___, Existing CUMP. A CUMP approved by the City prior to _____, 2016 will continue to be in effect until its expiration date. An approved CUMP may be amended until its expiration date, and an approved CUMP may be extended for one (1) ten-year period pursuant to the regulations in Chapter 33.820 in effect as of _____, 2016.”

3. CUMP Amendment Does Not Allow Additional Review.

Providence requests that the CUMP regulations in PCC Chapter 33.820 be amended to specify that existing CUMPs for areas planned and zoned for Campus Institutional uses may be amended without meeting the requirements of the CI-1 zoning district. Providence requests that the City consider the following language:

“PCC 33.820.090 (after existing language):

C. Amendments to CUMPs in Campus Institution zones. An amendment to an existing CUMP does not allow reconsideration of the entire CUMP and shall consider only the specific amendment requested.”

Additionally, you said in our April 29, 2015 meeting that CUMPs may be addressed either in the CUMP section, or in the enacting ordinance for the CI-1 land use regulations. Either method can achieve Providence’s goal but the virtue of placing the CUMP provisions in the CI-1 land use regulations is that the provisions will be readily apparent to the reader, whereas including them only in the enacting ordinance will make it more difficult to find the provisions.

4. Setback and Building Envelope Where Campus Perimeter is Across Street From or Adjacent to Different Zones.

Page 11 of the public draft “Campus Institution Zoning Update Project Concept Report” dated April 2015 (the “April Concept Report”) (**Exhibit 3**) describes how setbacks and building envelopes in the CI-1 zoning district will be achieved. Providence asked how the setback and building envelopes will be regulated if a building is across a public right of way from two (2) zones, both a residential zone and a commercial zone, in which case setbacks and building envelopes are proposed to be treated differently. To avoid confusion, Providence suggests that the City consider language similar to the following:

“33.____, Setback and Building Envelope. In those situations where a structure in the CI-1 or CI-2 zoning district is across the public right-of-way or adjacent to a property line where both a residential zone and a non-residential zone are located, the setback and building envelope for the proposed building shall comply with the requirement for the zone with the greatest percentage of frontage on the building. In those situations where an existing CUMP is in effect, the CUMP shall control the setback and building envelope.”

5. Add Example of Guest Housing.

Page 9, Table 1 of the April Concept Report (**Exhibit 4**) lists residential uses as allowed in the CI-1 zone if the residential use is accessory to the institutional use. Page 10 of the April Concept Report lists examples of such uses (**Exhibit 4**). Providence would like “guest housing” to be included as an example of such accessory uses. Providence’s guest housing development at NE

John Cole, Senior Planner
May 12, 2015
Page 4

Glisan Street and NE 44th Avenue is under construction. Providence wants to be assured that guest housing is included as an allowed use in the CI-1 zone.

6. Conclusion.

Providence appreciates your consideration of the suggested land use regulations contained in this letter. Please feel free to contact us if you would like to discuss this language further. We look forward to reviewing the public draft of the proposed CI-1 zoning district when it is available.

On behalf of Providence, thanks again for your courtesy and assistance in discussing this matter.

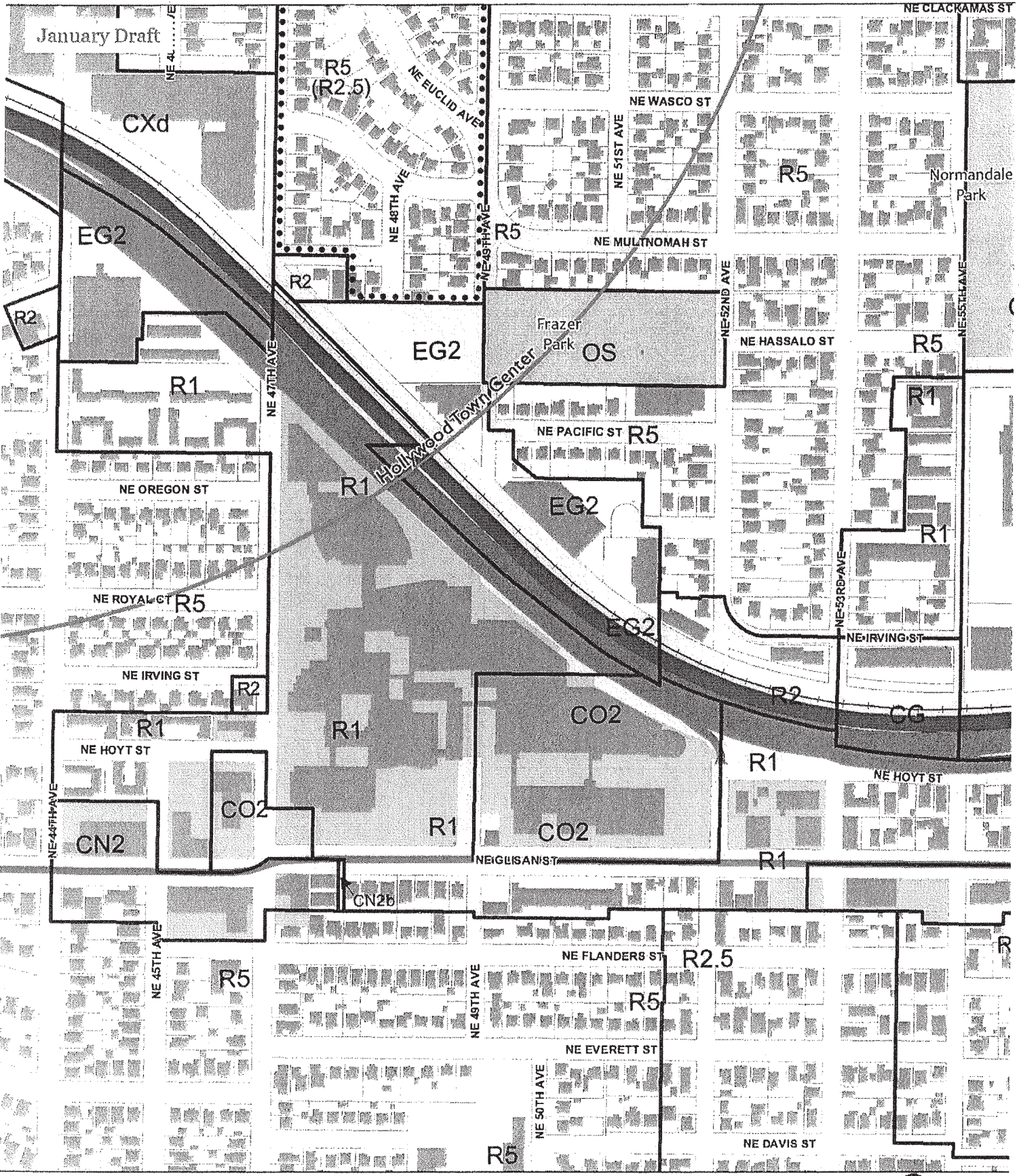
Very truly yours,











Michael C. Robinson

MCR:rsr
Enclosures

cc: Ms. Michelle Bernard (via email) (w/ encls.)
Mr. Jeff West (via email) (w/ encls.)
Ms. Marty Stiven (via email) (w/ encls.)



Providence Portland Medical Center

-  Campus Institution
-  Zoning Line
-  Adopted Town Center
-  Comp Plan Line
-  Building Footprint
-  Neighborhood Corridor
-  Park
-  Frequent Service Transit

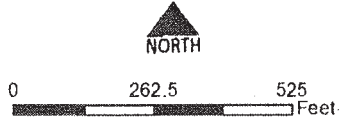


Exhibit 1

Comparison of Proposed CI-1 Land Use Regulations and CUMP

(ZGF Architects, May 4, 2015)

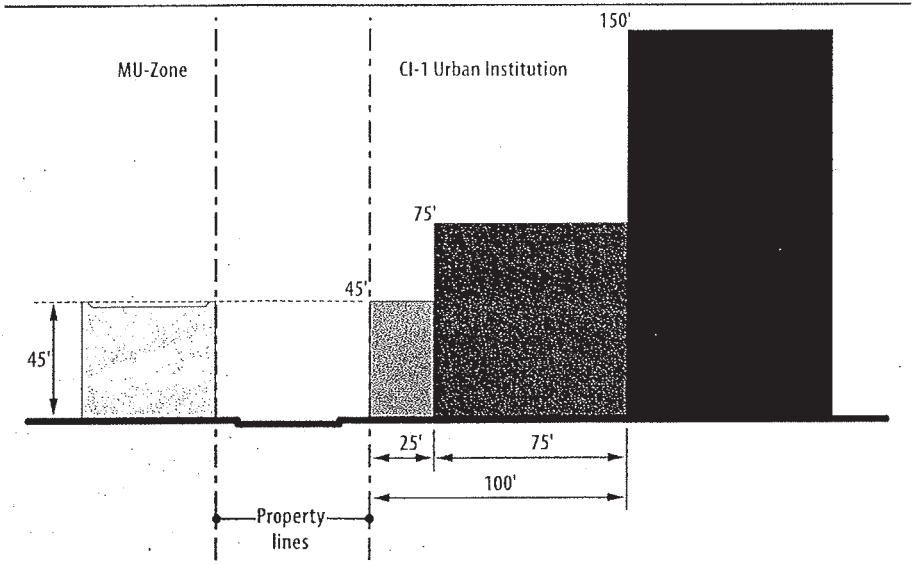
	CI-1 Urban Campus	PPMC CUMP
Building Height	Up to 150	Up to 150
Minimum Set Back	Similar to perimeter zones.	8' to 11' (R1), 0' (CO2)
Floor Area Ratio	3 to 1	2.75
Maximum Building Coverage	85%	78%
Required Landscape adj. Res.	5 ft. at L3	5 ft. at L3
Required Landscape adj. Street.	5 ft. at L1	5 ft. at L1
Maximum Building Setback	10 ft. at CO2 &CN2 20 ft. at R1	340' (R1 at East Inpatient Building), 30' (CO2) East Professional Plaza Building.
Minimum first floor glazing	30-60% TBD	None (R1), Ground Level Window Area standard (CO2) 25% glazing of the ground level
Direct Pedestrian Access	50' – 100' along transit streets (NE Glisan)	One main entrance to each separate building along NE Glisan will provide direct access to and from the street

Setback and Building Envelope

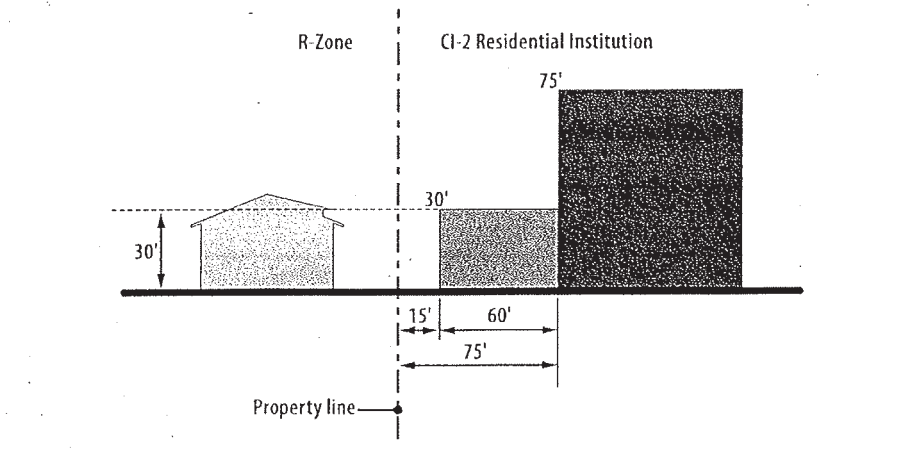
– Building setback requirements for both zones are designed to match their surrounding neighborhoods. Taller buildings in both districts are pushed towards the interior of the campus (or towards freeways) limiting building height along the perimeter of the campus to that of the adjoining zone. Maximum building setbacks are incorporated into the CI-1 Urban Campus zone where campuses abut identified neighborhood commercial streets.

Floor Area Ratio (FAR) – A maximum 3:1 Floor Area Ratio assigned to the CI-1 Urban Campus zone combined with the available building heights allows for significant development potential on all of the urban campuses. The 0.5:1 FAR allowed for CI-2 residential campus zones is a reduction from existing development allowed in the IR zone but still results in significant development potential beyond what is currently built on these residential campuses. Together the proposed zones will meet the City’s Goal 9 obligation to provide for additional campus institution development capacity.

Commercial Edge Standards – Minimum ground floor window requirements, maximum setbacks, pedestrian access requirements and required articulation of building walls for the CI-1 Urban Campus zone will coordinate with the mixed use zoning update standards. These edge standards, in combination with an expanded list of allowed commercial uses in the CI-1 zone, will promote hospitals’ and colleges’ participation in the development of active neighborhood commercial districts. Final standards will be coordinated with the mixed use zoning project.



CI-1 Urban Institution, mixed use zone abutting right-of-way



CI-2 Residential Institution, single-dwelling residential abutting property line

New Land Use and Development Standards Proposed for Institutions

The tables on the following pages highlight allowed use and development standards associated with the two proposed zones. The use allowances, height, FAR, and other code features are conceptual and require additional refinement, testing and development that will take place during the code development phase of this project.

Allowed Use Highlights

The CI-1 Urban Campus zone allows a range of retail and office uses in addition to institutional uses. The CI-2 Residential Campus zone allows for the full range of institutional uses and limited neighborhood commercial activity as a conditional use. Language describing accessory uses will clarify that an expanded list of group living, research and development and manufacturing uses can occur on institutional campuses supporting their role as centers of innovation.



Reed College, coffee shop on campus

Table 1: Allowed Use

	CI-1 Urban Campus	CI-2 Residential Campus
Scale and Character	Urban healthcare and higher education	Residential academic and open space
Commercial Uses	Retail, service and office uses allowed	Limited retail, service use allowed as conditional use
Residential Uses	Accessory to institutional use only	Accessory to institutional use only
Employment / Industrial Uses	Limited manufacturing, research and development allowed over and above accessory use	Limited manufacturing, research and development allowed over and above accessory use
Institutional Uses	Allow	Allow

Commercial Uses – Retail sales and services are allowed uses in the CI-1 Urban Campus zone. Buildings fronting civic or neighborhood corridors will be designed for active ground floor uses facing the street. Retail sales and service in the CI-2 Residential Campus zone are considered accessory uses if they are to serve the on-campus population and not oriented to the perimeter of the campus such as a cafeteria or bookstore. In the CI-2 zone limited retail sales and service up to 5,000 square feet in size that is oriented towards the perimeter of the campus (total) can be allowed. Retail activity of this size is unlikely to generate additional traffic into a residential neighborhood but may provide a neighborhood serving commercial amenity such as a coffee shop. Additional externally focused retail and service uses may be permitted as a conditional use.

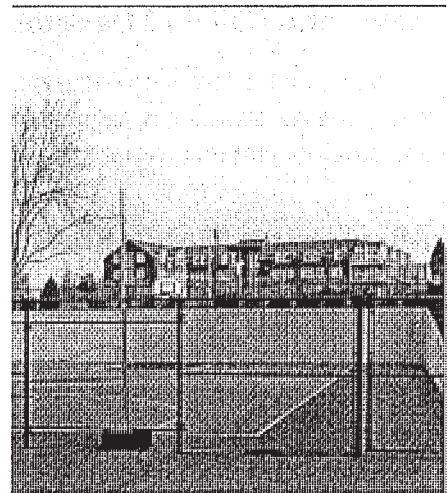
Office uses that are not accessory to the primary institutional mission are permitted in the CI-1 Urban Campus zone while all office uses in the CI-2 Residential campus zone must be accessory to the institutional use.

Exhibit 4

Residential Uses – Dormitories and similar student, patient or employee housing are considered accessory uses to institutions. Additional residential uses such as assisted living facilities may also be permitted as accessory uses but other multifamily residential uses are prohibited in order to preserve development capacity on campuses for institutional uses.

Employment and Industrial Uses – Limited light manufacturing and production facilities are permitted in both the CI-1 and CI-2 zones to accommodate commercial research and business incubator activities that may be associated with but not strictly accessory to colleges and hospitals. Such facilities are limited to 10,000 square feet as an allowed use (by right) with an option to increase the size of such facilities in the CI-1 Urban Campus zone through a conditional use review. This is similar to size limitations placed on manufacturing and production facilities located within existing urban and general commercial zones.

Major Entertainment Uses – Uses that draw large numbers of the public to specific events such as performance halls and organized athletic facilities will remain a conditional use in both zones.



Student housing and recreation courts at Reed College, SE Portland

Development Standard Highlights

The distinction in character between the urban and residential campus zones is reflected in their allowed development standards while both attempt to provide incentives for the institutions to build up not out into their surrounding neighborhoods. Specific standards are subject to change.

Table 2: Development Standards

	CI-1 Urban Campus	CI-2 Residential Campus
Maximum Building Height (Campus Interior)	Up to 150' within prescribed building envelope or as allowed by CUMP/IMP	Up to 75' within prescribed building envelope or as allowed by CUMP/IMP
Minimum Setback and Building Height Transition	Match adjoining district setback and height at perimeter	Match adjoining district setback and height at perimeter
Floor Area Ratio (FAR)	3 to1	0.5 to1
Maximum Building Coverage	85%	50%
Required Landscaping adjoining Res Zone	5 ft. at L3	15 ft. at L3
Required Landscaping Across ROW from Res Zone	5 ft. at L1	15 ft. at L1
Maximum building Setback	Yes, along transit streets	No
Minimum first floor glazing	30-60% TBD	No
Direct Pedestrian access	Required 50-100' along transit streets	No
Building Wall Articulation	Yes	No

Building Height – Building heights of up to 150' towards the interior of campuses or adjacent to freeways are allowed in the CI-1 Urban Campus zone to support modern in-patient nursing tower design. Educational campus buildings are less likely to exceed four stories in height but a maximum building height of 75' (based on the existing IR zone allowance) in the CI-2 Residential Campus zone will allow for signature buildings at the interior of these campuses.

September 14, 2015

Michael C. Robinson
MRobinson@perkinscoie.com
D. (503) 727-2264
F. (503) 346-2264

VIA EMAIL

Mr. André Baugh, Chair
City of Portland Planning and Sustainability Commission
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201

**Re: Proposed Campus Institutional (“CI-2”) Land Use Regulations; Additional
Comments by Providence Health & Services-Oregon (“Providence”)**

Dear Chair Baugh and Members of the Planning and Sustainability Commission (“PSC”):

This office represents Providence Health & Services-Oregon (“Providence”). I am writing on behalf of Providence to comment on the public review draft of the proposed CI-2 land use regulations.

Providence sent a letter to Mr. John Cole dated May 12, 2015 containing five (5) requests for language to be included in the proposed land use regulations (**Exhibit 1**). The public review draft of the proposed land use regulations addressed some but not all of these requests. This letter provides additional comments by Providence regarding the proposed CI-2 land use regulations.

**1. Provide a “Safe Harbor” Provision for Development Consistent with the Providence
Portland Medical Center Conditional Use Master Plan.**

Proposed PCC 33.150.295 provides that development in the CI-2 zone may be subject to PCC Chapter 33.258, “Nonconforming Situations”.

Providence understands that adjustments granted in conjunction with the Providence Portland Medical Center Conditional Use Master Plan (“CUMP”) run with the land. Nevertheless, not all of the proposed development standards in the CI-2 zone reflect current or allowed development under the CUMP.

Approved development standards in the CUMP should be recognized in the CI-2 zone. Proposed CI-2 development standards, such as building entrance requirements, may make the Providence Portland Medical Center Campus a nonconforming development.

Providence requests that the proposed land use regulations include a standard providing a “safe harbor” so that as long as the Providence Portland Medical Center complies with CUMP standards, it need not comply with the CI-2 zone development standards.

The PSC should add the standard recommended on page 2 of its May 12, 2015 letter, which is as follows:

“33.____, Nonconforming Development. Existing and proposed development and uses in conformance with an approved CUMP shall not be subject to the regulations of Chapter 33.258, Nonconforming Situations.”

2. Allow Existing CUMPs to be modified and new CUMPs to be submitted.

The public review draft, Section IV, “Analysis”, at page 16, refers to a “required quasi-judicial zone change application on institutions own time schedule”. This statement says nothing about whether an amendment to an existing CUMP, or adoption of a new CUMP, will be allowed. Providence understands that the proposed land use regulations do not prohibit amendments to existing CUMPs, or adoption of new CUMPs.

Providence requests that the PSC make this clear by adding new section 33.150.320 as follows:

“33.150.320. Conditional Use Master Plans. Nothing in this Chapter prohibits the modification of an existing Conditional Use Master Plan nor a submittal of a new Conditional Use Master Plan.”

3. Guest Housing as an Accessory Use in PCC 33.150.110.

Providence requested in its May 12, 2015 letter that the proposed land use regulations include guest housing as an example of a residential use accessory to the institutional use. The Providence Portland Medical Center CUMP provides for guest housing and the guest housing building for the campus has been constructed.

Providence understands that the absence of guest housing in the proposed land use regulations was an oversight and that guest housing will be listed as an accessory use.

4. Height of Buildings Adjacent to I-84 Should Be Addressed.

Proposed PCC 33.150.210 addresses building heights in the CI zoning districts. The maximum building heights for the Providence Portland Medical Center are shown in Map 150-1. I-84 is not a "street" because interstate highways are excluded from the definition of “street” in PCC Chapter 33.910. The proposed maximum building height standards relative to streets do not apply to building heights adjacent to I-84.

Providence requests that the proposed land use regulations include a provision expressly addressing heights for buildings adjacent to I-84, and allowing the maximum height provided for in the existing CUMP as shown on Map 150-1.

John Cole, Senior Planner
September 14, 2015
Page 3

Further, the proposed land use regulations should provide that when the CI-2 zone is applied to the Providence Portland Medical Center, the height regulations in proposed PCC 33.150.210 shall supersede those in Map 150-1.

5. TDM and TDMP Measures Do Not Apply until the CI-2 Zone is Applied to the Providence Portland Medical Center Campus.

Section IV, "Analysis", at page 16, discusses transportation issues. This section explains that the proposed land use regulations will require an updated Traffic Impact Analysis ("TIA") and Transportation Demand Management Plan ("TDMP") as part of a complete rezoning application.

Providence wants to confirm that until the Providence Portland Medical Center is zoned CI-2, the new TDM strategies and TDMP requirements do not apply, even in the event of a modification to the existing CUMP, or approval of a new CUMP. Because the Providence Portland Medical Center is subject to an existing CUMP, which includes a requirement for a "Good Neighbor Plan" and a TDMP, there should be no requirement for new TDM strategies or a new TDMP. Proposed PCC 33.266.420 appears to provide that a Transportation Impact Review ("TIR") will not be required until the CI-2 zone is in place.

6. Conclusion.

Providence asks that the PSC incorporate the requested amendments into the proposed land use regulations.

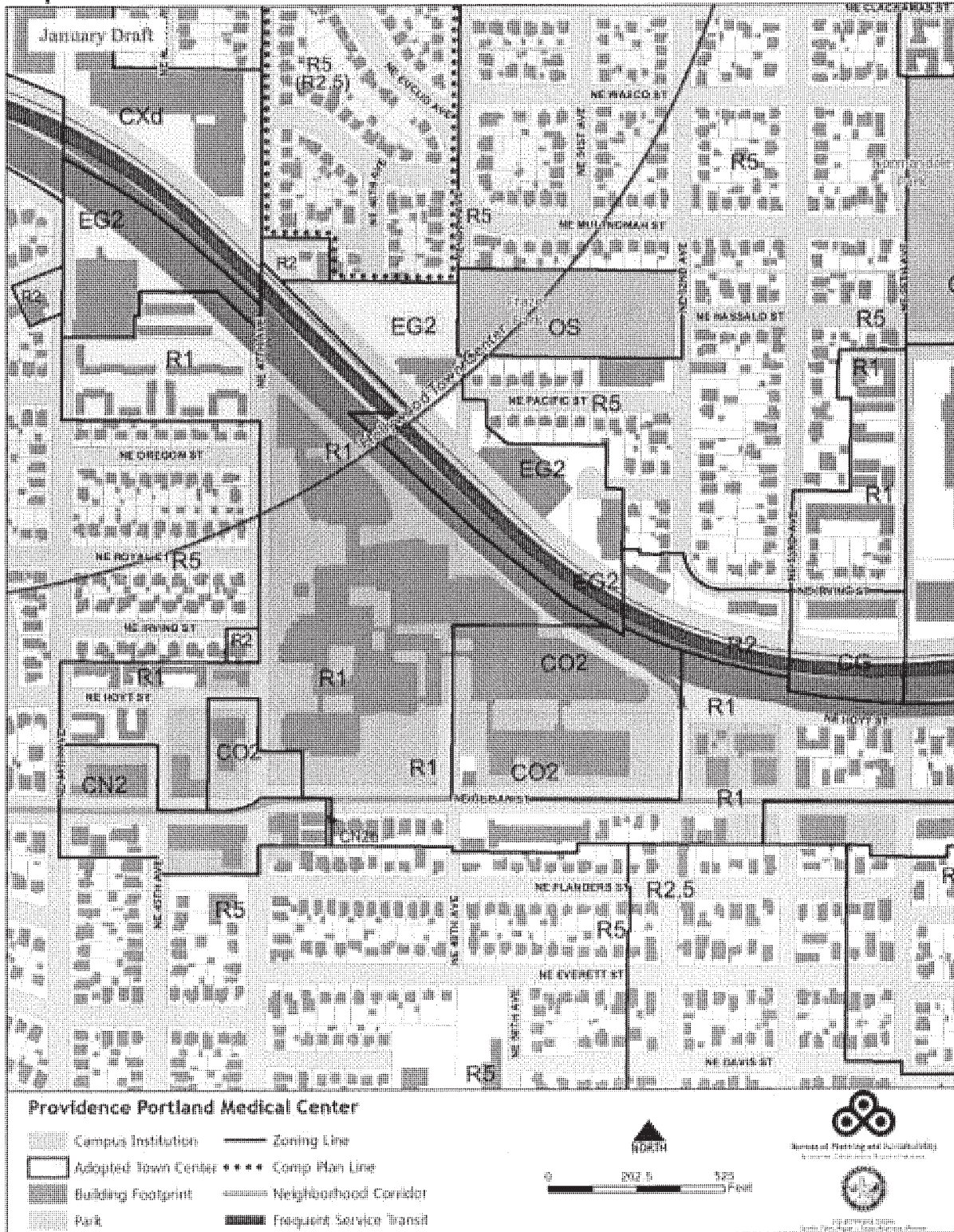
Very truly yours,



Michael C. Robinson
MCR:rsr
Enclosure

cc: Ms. Karen Weylandt (via email) (w/ encl.)
Ms. Michelle Bernard (via email) (w/ encl.)
Mr. Jeff West (via email) (w/ encl.)
Mr. Trent Thelen (via email) (w/ encl.)
Ms. Marty Stiven (via email) (w/ encl.)
Mr. John Cole (via email) (w/ encl.)
Mr. Tom Armstrong (via email) (w/ encl.)
Mr. Dave Ellis (via email) (w/ encl.)

Map 11: Providence Portland Medical Center





CITY OF PORTLAND

Office of City Auditor LaVonne Griffin-Valade



Hearings Office

1900 SW 4th Avenue, Room 3100

Portland, OR 97201

phone: (503) 823-7307 - fax: (503) 823-4347

web: www.portlandoregon.gov/auditor/hearings

DECISION OF THE HEARINGS OFFICER

I. GENERAL INFORMATION

File No. LU 11-183413 CU MS AD (HO 4120006)

Applicant: Dana White, Chief Executive
Regional Real Estate/Property Management
Providence Health and Services - Oregon
4400 NE Halsey Street, Building 1 #160
Portland, OR 97213

**Applicant's
Representatives:** Martha Stiven, Planning Consultant
Stiven Planning and Development Services
8 North State Street #200
Lake Oswego, OR 97034

Michael Robinson, Attorney
Perkins Coie
1120 NW Couch Street, 10th Floor
Portland, OR 97209

Karl Sonnenberg, Architect
Zimmer Gunsul Frasca Architects
1223 SW Washington, Suite 200
Portland, OR 97205

Julia Kuhn, Transportation Consultant
Kittelson & Associates
610 SW Alder Street, Suite 700
Portland, OR 97034

Matt Dolan, Engineer
KPF Consulting Engineers
111 SW Fifth Avenue, Suite 2500
Portland, OR 97204

Hearings Officer: Gregory J. Frank

Bureau of Development Services (BDS) Staff Representative: Douglas Hardy

Site Address: 4805 NE Glisan Street

Legal Description: BLOCK 1 INC PT VAC ST LOT 5&6 EXC PT IN HWY, CENTER ADD; BLOCK 1 LOT 2&3&4 TL 3400, CENTER ADD; BLOCK 1 LOT 2-6 TL 3200, CENTER ADD; BLOCK 3 LOT 1-7 INC PT VAC ST LOT 20-26 EXC PT IN ST, CENTER ADD; BLOCK 3 LOT 8-13 INC PT VAC ST LOT 15-19, CENTER ADD; BLOCK 5 LOT 1 EXC PT IN STS E 1/2 OF LOT 2 EXC PT IN ST, CENTER ADD; BLOCK 5 W 1/2 OF LOT 2 EXC PT IN ST, CENTER ADD; BLOCK 5 LOT 3 EXC PT IN ST, CENTER ADD; BLOCK 6 LOT 1&2 EXC PT IN ST, CENTER ADD; BLOCK 6 LOT 3-5 EXC PT IN ST LOT 6 EXC PT IN STS, CENTER ADD; BLOCK 6 N 34' OF E 30' OF LOT 11 N 34' OF LOT 12, CENTER ADD; BLOCK 2 LOT 1 EXC PT IN ST, CENTER ADD ANX; BLOCK 2 LOT 2, CENTER ADD ANX; BLOCK 2 LOT 3, CENTER ADD ANX; BLOCK 2 LOT 5&6, CENTER ADD ANX; BLOCK 2 LOT 7-9 EXC PT IN ST, CENTER ADD ANX; BLOCK 2 LOT 10 EXC PT IN ST, CENTER ADD ANX; BLOCK 2 LOT 11 EXC PT IN ST LOT 12 EXC PT IN STS, CENTER ADD ANX; LOT 1 EXC PT IN ST LOT 2, FOSTER; BLOCK 1 LOT 1-5 NLY 19' OF LOT 9&10, MAPLE HILL PL; BLOCK 1 LOT 6-8, MAPLE HILL PL; BLOCK 1 S 81' OF LOT 9&10, MAPLE HILL PL; BLOCK 2 LOT 5-10 LAND & IMPS, MAPLE HILL PL; BLOCK 4 LOT 1-5, MAPLE HILL PL; BLOCK 4 LOT 6, MAPLE HILL PL; BLOCK 4, CANCEL INTO R212348 / MAPLE HILL PL, BLOCK 4, LOT 5; BLOCK 3 LOT 17&18, NORTH LAURELHURST; TL 4200 1.80 ACRES, SECTION 31 1N 2E; TL 4100 9.54 ACRES, SECTION 31 1N 2E; TL 4000 0.23 ACRES, SECTION 31 1N 2E; TL 3600 0.41 ACRES, SECTION 31 1N 2E; TL 4300 0.27 ACRES, SECTION 31 1N 2E; LOT 21, FOSTER

Tax Account Nos.: R145800010, R145800030, R145800090, R145800270, R145800340, R145800700, R145800720, R145800730, R145800830, R145800850, R145800960, R146000290, R146000310, R146000330, R146000390, R146000410, R146000470, R146000490, R293500010, R533200020, R533200090, R533200100, R533200190, R533200340, R533200380, R533200420, R612100910, R942312630, R942310140, R942311020, R942312620, R942310090, R293500410

State ID Nos.: 1N2E31BD 03300, 1N2E31BD 03400, 1N2E31BD 03200, 1N2E31BD 03800, 1N2E31BD 03700, 1N2E31DB 21400, 1N2E31DB 21500, 1N2E31DB 21600, 1N2E31DB 11200, 1N2E31DB 11300, 1N2E31DB 11900, 1N2E31AC 06300, 1N2E31AC 06200, 1N2E31AC 05900, 1N2E31AC 05600, 1N2E31AC 05700, 1N2E31AC 06000, 1N2E31AC 06100, 1N2E31CA 17900, 1N2E31BC 06300, 1N2E31BC 06200, 1N2E31BC 06100, 1N2E31BC 06500, 1N2E31CB 00100,

1N2E31CB 00200, 1N2E31CB 01800, 1N2E31BC 06000, 1N2E31BD 04200,
1N2E31BD 04100, 1N2E31BD 04000, 1N2E31BD 03600, 1N2E31BD 04300,
1N2E31CA 15900

Quarter Section: 2935, 2936, 3035, 3036

Neighborhood: North Tabor

Business District: None

District Neighborhood Coalition: Southeast Uplift

Zoning: CO2 Office Commercial 2
CN2 Neighborhood Commercial 2
R1 Multi-Dwelling Residential 1,000
R5 Single-Dwelling Residential 5,000

Plan District: None

Land Use Review: Type III, Conditional Use Master Plan (CU MS), Adjustment (AD)

BDS Staff Recommendation to Hearings Officer: Approval with conditions

Public Hearing: The hearing was opened at 9:01 a.m. on April 25, 2012, in Room 2500A, 1900 SW 4th Avenue, Portland, Oregon, and was closed at 2:00 p.m. At the conclusion of the hearing the Hearings Officer kept the record open for submission of written documents/testimony for specified times. Rose City Park Neighborhood Association requested that the open-record period be extended (Exhibits H.40/H.40a and H.46/H.46a). The Applicant objected to the open-record extension (Exhibits H.52 and H.54). The Hearings Officer agreed to extend the open-record period (Exhibit H.63). The record was closed at 4:30 p.m. on June 13, 2012.

Testified at the Hearing:

Douglas Hardy, BDS Staff Representative, 1900 SW 4th Avenue, Portland, OR 97201
Michael Robinson, Perkins Coie, 1120 NW Couch Street, 10th Floor, Portland, OR 97209
James Arp, Providence, 4805 NE Glisan Street, Portland, OR 97213
Karl Sonnenberg, 1223 SW Washington Suite 200, Portland, OR 97205
Gary Naylor, 3527 NE Couch, Portland, OR 97232
Jim Edelson, 415 NE Miramar, Portland, OR 97237
Lisa Hersch, 5325 NE Flanders, Portland, OR 97213
James Parker, 4327 NE Glisan Street, Portland, OR
Ryan Sexton, 4246 NE Hoyt Street, Portland, OR
Susan Gustavson, 211 NE 43rd Avenue, Portland, OR
Shawna Gore, 5212 NE Flanders St., Portland, OR
Oliver Cartmel, 4621 NE Royal Court, Portland, OR 97213
Julia Kuhn, Kittelson and Associates, 610 SW Alder, Suite 700, Portland, OR 97205

III. CONCLUSIONS

The Applicant is requesting approval of a ten-year Conditional Use Master Plan for the PPMC campus. Development proposed under the Master Plan will result in a net increase in 256,000 square feet of new floor area over what was previously approved for development on the site, with on-site parking to be provided at the rate of 1.77 spaces per 1,000 square feet of floor area. Table 5 of the Applicant's Master Plan document (Exhibit A.1, page 22) details existing development on the campus, development that was previously approved but not yet built, floor area to be demolished, and new projects to be approved under the proposed Master Plan. As was the case in the 2003 Master Plan, the Proposed Master Plan seeks to concentrate the tallest, highest density buildings and activity within the interior of the Main Campus. Lower density development will be located closer to the street, including new development proposed for the West Campus. The Applicant has generally demonstrated that the approval criteria have been met, but several conditions of approval are recommended to ensure that the criteria are fully met.

The current Master Plan also includes a request for a variety of Adjustments, several of which are being carried forward in whole or part from the 2003 Master Plan. These include requests to increase the maximum allowed FAR for portions of the campus in the CO2 and R1 zones; increase the maximum allowed building height within the core of the Main Campus and for the new West Medical Office building; and increase the maximum allowed transit street setback along NE Glisan for three buildings.

Opponents expressed many concerns with the proposals in this application. A significant number of opponents indicated that the Applicant's traffic/parking analysis was based upon incomplete data resulting in inaccurate/incorrect conclusions. The Hearings Officer reviewed the opponents' comments with care. The Hearings Officer also carefully reviewed the Applicant's traffic evidence. In this case the Applicant submitted extremely detailed data in response to opponents' perceived traffic and parking issues. The Hearings Officer found that the Applicant's traffic and parking analysis was credible and correct.

Opponents also expressed concerns with the Applicant's requested height adjustment for the West Medical Office building. The Hearings Officer found that the Applicant's requested height adjustment request met all relevant approval criteria.

The Hearings Officer concluded that with conditions of approval, the Applicant's proposal (with the exception of the Applicant's request for a pedestrian bridge – Project #11, Exhibit C.1) met all relevant approval criteria. Any impacts associated with these requests have been mitigated to the extent practical.

IV. DECISION

Approval of a 10-year Conditional Use Master Plan for Portland Providence Medical Center, which will allow up to 2,138,230 square feet of (existing and proposed) floor area on the Main and West Campuses. Development approved under this Master Plan will be limited to the projects identified on the Applicant's site plan (Exhibit C.1 as modified by Exhibit H.55s), and as described in Section 4 of the Master Plan document (Exhibit A.1) excepting that the proposed pedestrian bridge (project #11, Exhibit C.1) is denied.

Approval of an Adjustment to increase the maximum allowed floor area ratio for R1-zoned portions of the site from 2:1 to 2.75:1.

Approval of an Adjustment to increase the maximum allowed floor area ratio for CO2-zoned portions of the site from 2:1 to 2.75:1.

Approval of an Adjustment to increase the maximum allowed building height for R1-zoned portions of the site between NE Glisan Street, NE 47th Avenue, I-84, and NE 53rd Avenues (Main Campus) from 75 feet to 150 feet, beginning at a point 60 feet from the street lot line, continuing upwards at a rate of one foot for every two feet of additional setback, reaching 150 feet at 210 feet from the street lot line. The 150-foot height is allowed along I-84 if setback 25 feet from the property line.

Approval of an Adjustment to increase the maximum allowed building height for CO2-zoned portions of the site between NE Glisan Street, NE 47th Avenue, I-84, and NE 53rd Avenues (Main Campus) from 45 feet to 50 feet at 10 feet from the street lot line, continuing upwards at a rate of one foot for every two feet of additional setback, reaching 150 feet at 210 feet from the street lot line. The 150-foot height is allowed along I-84 if setback 25 feet from the property line.

Approval of an Adjustment to increase the maximum allowed building height from 45 feet to 55 feet for the West Medical Office Building (Building 10).

Approval of an Adjustment to increase the maximum transit street setback along NE Glisan Street in the R1 zone from 20 feet to 30 feet for the East Medical Office Building (Building 3).

Approval of an Adjustment to increase the maximum transit street setback along NE Glisan Street in the CO2 zone from 10 feet to 30 feet for the East Medical Office Building (Building 3).

Approval of an Adjustment to increase the maximum transit street setback along NE Glisan Street in the R1 zone from 20 feet to 340 feet for the East Inpatient Building (Building 6).

Approval of an Adjustment to increase the maximum transit street setback along NE Glisan Street in the CO2 zone from 10 feet to 340 feet for the East Inpatient Building (Building 6).

Approval of an Adjustment to decrease the minimum required building setback from 15 feet to 11 feet along NE Glisan Street for the Ambulatory Services Building Expansion (Building 12).

Approval of an Adjustment to decrease the minimum required building setback from 20 feet to 8 feet along NE Glisan Street for the West Medical Office Building (Building 10).

The above approvals being subject to the following conditions:

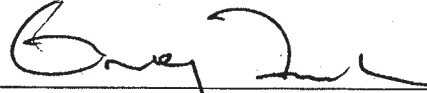
- A. As part of the building permit application submittal, the following development-related conditions (B through T) must be noted on each of the four required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 11-183413 CU MS AD." All requirements must be

graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

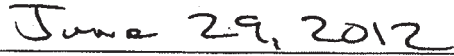
- B. Buildings must remain substantially in the location as proposed on the site plan (Exhibit C.1). Buildings may not move more than 10 feet closer to any perimeter street lot line beyond the locations indicated in Exhibit C.1.
- C. The PPMC Design Standards (Exhibit A.4) shall apply to development in the areas of the campus identified in Exhibit C.3.
- D. PPMC shall seek approval from the City Traffic Engineer to modify the NE 49th Avenue/NE Glisan Street traffic signal to include protected/permissive phasing for the eastbound left-turn movement. The Applicant must apply to PBOT for this modification prior to the development of the East Medical Office Building (Building 3) on the Main Campus.
- E. The potential for a right-in-right-out access on NE 47th Avenue into the West Medical Office Building shall be evaluated at the time of building permit application to ensure that the proposed access operations will not conflict with potential queues from the nearby traffic signal.
- F. PPMC shall coordinate work with the City of Portland as part of the 50s Bikeway project to identify striping modifications that can enhance the sight distance at the NE 53rd Avenue/NE Hoyt Street intersections.
- G. Based on existing parking demand, a parking ratio of 1.77 parking spaces per 1,000 square feet of total building space on-campus shall be established. Additional floor area cannot be added unless parking meeting the ratio is provided prior to construction or is constructed concurrently with the additional floor area. This ratio results in a total campus need of 464 new parking spaces in addition to the 31 planned for the Guest Housing facility.
- H. PPMC shall continue to operate a 24-hour telephone hotline that neighbors can call to report parking problems. PPMC shall investigate any reported parking problems and respond to the person reporting the problem within eight hours of the time the citizen reports the incident. The intent of this condition is to reduce PPMC's employee parking on neighborhood streets by providing a process that neighbors can use to report situations to PPMC directly. This condition requires that PPMC investigate the reported incident, and if it is determined that an employee is involved, PPMC will attempt to contact the employee and direct the employee to move their vehicle into the appropriate off-street parking facility in a timely way. This condition shall not be implied to prohibit PPMC employees from parking on neighborhood streets. Rather this condition is intended to encourage PPMC and its employees to park on-site in PPMC supplied parking facilities within the approved Master Plan Growth Boundary.
- I. PPMC shall continue to operate and consider expansions to the on-campus valet parking program to ensure efficient utilization of parking on-campus.

- J. PPMC shall continue to utilize the TDM measures described in Section 5 (pages 50-51) of the Transportation Impact Analysis (Appendix H of the Master Plan), and consider opportunities to enhance the TDM measures to ensure employees, patients and visitors are provided with multimodal options to access the campus. PPMC shall consult with the PBOT Transportation Options section to identify potential additional TDM measures on a biennial basis.
- K. As part of the building permit review for projects approved in this Master Plan, PPMC shall coordinate with PBOT to ensure appropriate sight lines are maintained. This shall include analyzing sight triangles, and locating landscape improvements, above-ground signs and utilities, and on-street parking accordingly.
- L. The pedestrian connections and easements through the PPMC campus (between NE 47th and NE 52nd Avenues) which were required by Condition F of LU 02-120615 CU MS AD must be maintained.
- M. Main entrances to all new buildings shall be located no farther than 300 feet from a surface parking lot or a pedestrian entrance to a parking structure.
- N. PPMC shall continue to actively pursue a goal of neighborhood involvement and cooperation which is generally described in the existing Good Neighbor Agreement (Exhibit A.3), and through mutual agreement between PPMC and the involved neighborhood associations make revisions to that agreement.
- O. At the time of building permit review and/or public works permit review related to any new structures proposed to be located over a BES sewer – such as the proposed East Inpatient Building – the Applicant will be required to demonstrate that adequate clearance and accessibility is in place for the needs of BES to inspect and maintain the sewer, to the satisfaction of BES. Agreements between PPMC and BES, such as a public easement or an Agreement to Encroach, may be required by BES at that time.
- P. The conditions of approval associated with the previously approved Guest Housing facility (LU 10-201861 CU MS) shall continue to apply to this facility.
- Q. On the Main Campus, construction staging, equipment storage, and stockpiling areas must remain at least 25 feet from any perimeter property line abutting a street or adjacent parcel in non-PPMC ownership, and must be located within 80 feet of each specific building construction area.
- R. On the West Campus, construction staging, equipment storage and stockpiling areas shall be limited to development projects occurring on the West Campus. These areas shall be located no more than 80 feet from the specific building construction area.
- S. This Master Plan will expire 10 years from the date of final decision. Permits for development approved under this Master Plan will not be issued after the 10-year period without a Type II Conditional Use Master Plan amendment to extend the term of the plan.

T. Within three months of the date of final decision, the Applicant shall submit to BDS Land Use Services three bound copies of the Master Plan that includes any changes and all conditions of approval included in the final decision.



Gregory J. Frank, Hearings Officer



Date

Application Determined Complete:	March 1, 2012	
Report to Hearings Officer:	April 13, 2012	
Decision Mailed:	June 29, 2012	
Last Date to Appeal:	4:30 p.m., July 13, 2012	
Effective Date (if no appeal):	July 16, 2012	Decision may be recorded on this date.

Conditions of Approval. This project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term "applicant" includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appeal of the decision. ANY APPEAL OF THE HEARINGS OFFICER'S DECISION MUST BE FILED AT 1900 SW 4TH AVENUE, PORTLAND, OR 97201 (503-823-7526). Until 3:00 p.m., Tuesday through Friday, file the appeal at the Development Services Center on the first floor. Between 3:00 p.m. and 4:30 p.m., and on Mondays, the appeal must be submitted at the Reception Desk on the 5th Floor. **An appeal fee of \$5,000 will be charged (one-half of the application fee for this case, up to a maximum of \$5,000).** Information and assistance in filing an appeal can be obtained from the Bureau of Development Services at the Development Services Center.

Who can appeal: You may appeal the decision only if you wrote a letter which is received before the close of the record on hearing or if you testified at the hearing, or if you are the property owner or applicant. If you or anyone else appeals the decision of the Hearings Officer, only evidence previously presented to the Hearings Officer will be considered by the City Council.

Appeal Fee Waivers: Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

Recording the final decision.

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record an approved final decision as follows:

- **By Mail:** Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- **In Person:** Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

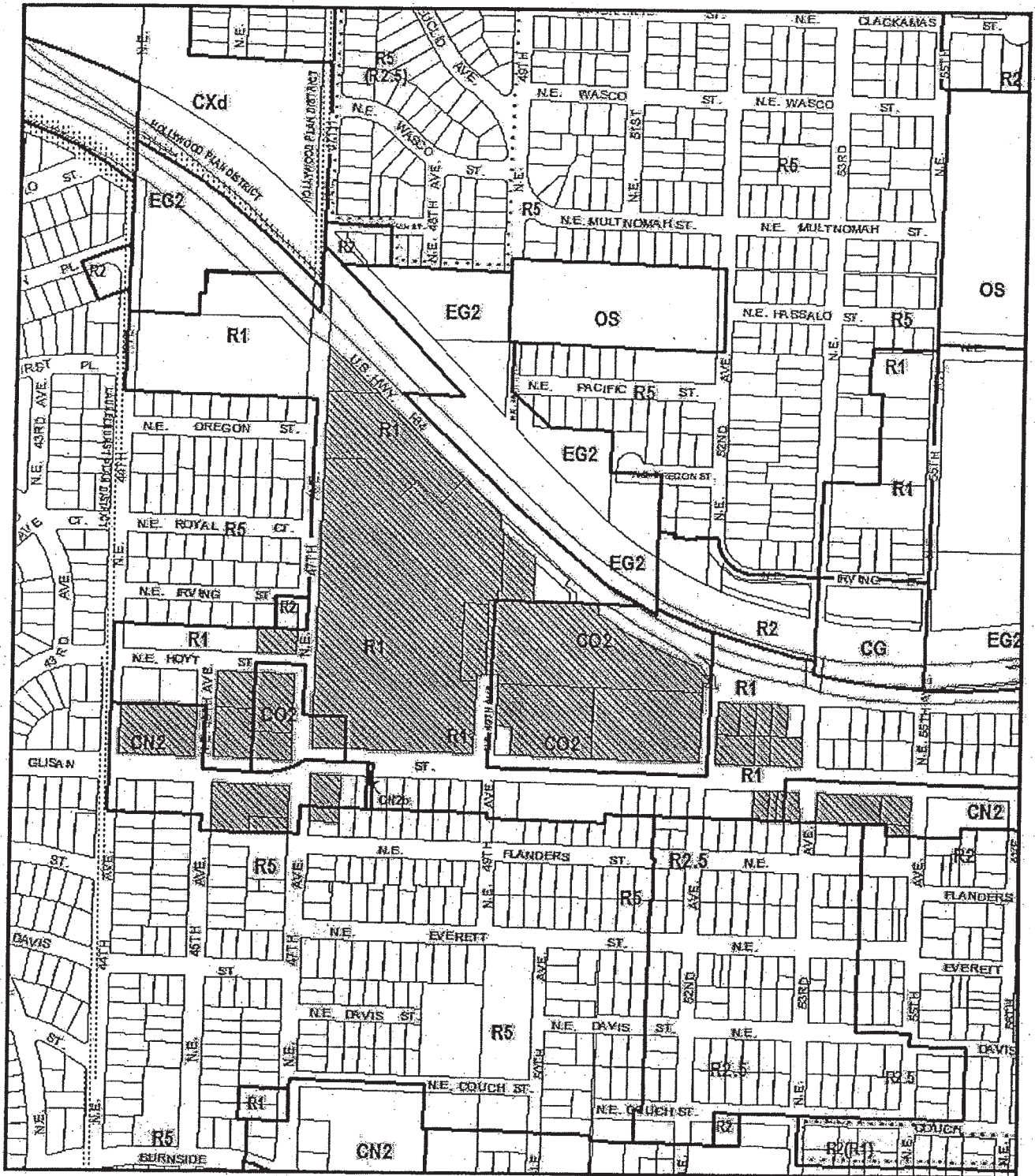
For further information on recording, please call the County Recorder at 503-988-3034
For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. Conditional Use Master Plans and any concurrent reviews remain in effect until:

- All development allowed by the plan is completed; or
- The plan is amended or superseded; or
- As specified in the plan; or
- As otherwise specified in the final decision.

Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.



ZONING



File No. LU 11-183413 MS AD
 1/4 Section 2935, 2936, 3030, 3035, 3036
 Scale 1 inch = 400 feet
 State Id 1N2E31BD 3700
 Exhibit B (Oct 11, 2011)

Proposed 2011 CUMP
Projects

Providence Portland
Medical Center

ZGF ARCHITECTS LLP

October 2011, revised February 2012



LEGENDA PROPOSED PROJECT SITES

1. WEST HOUSING IMPROVED 09/2011
2. PROSTATE NE 2ND AVENUE
3. PROVIDENCE PROFESSIONAL PLAZA - EAST MEDICAL
4. OFFICE BUILDING & PARKING
5. SOUTH AVENUE APPROXIMATELY
6. PARKING NE 2ND AVENUE & PROPOSED EXISTING
7. PERISTYLE PLAZA
8. EAST HOUSING BUILDING
9. HOSPITAL MAIN ENTRY PLAZA
10. EAST MEDICAL BUILDING REPLACEMENT
11. PARKWAY NE 4TH AVENUE
12. WEST MEDICAL OFFICE BUILDING & PARKING
13. PROSTATEWALK EDGE
14. AMBULATORY SERVICES BUILDING EXPANSION

Providence Property Ownership
Approved Master Plan Growth
Boundary

KEY: 1/2010 - Existing Spot Elevation
*2011 - Proposed Spot Elevation

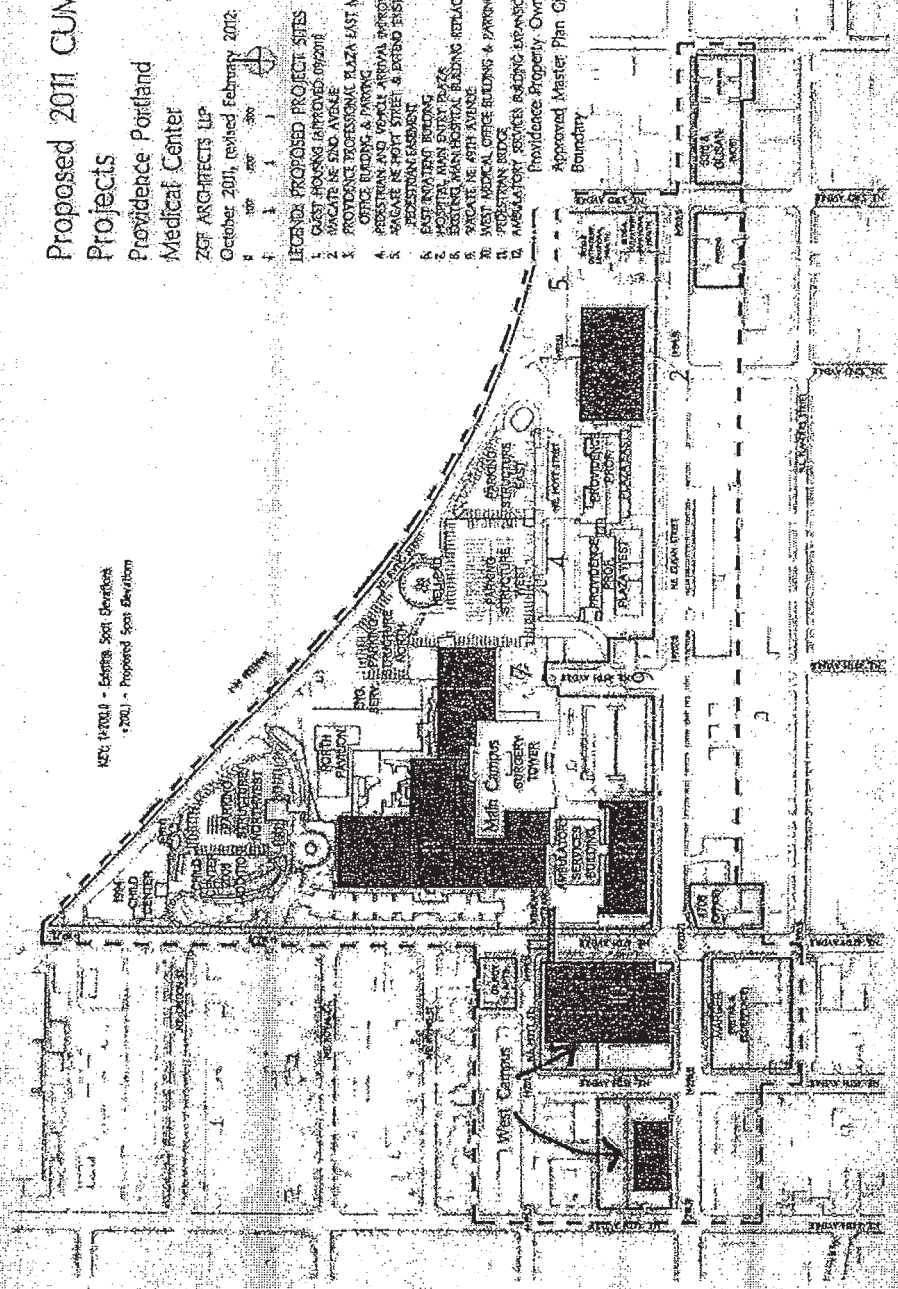
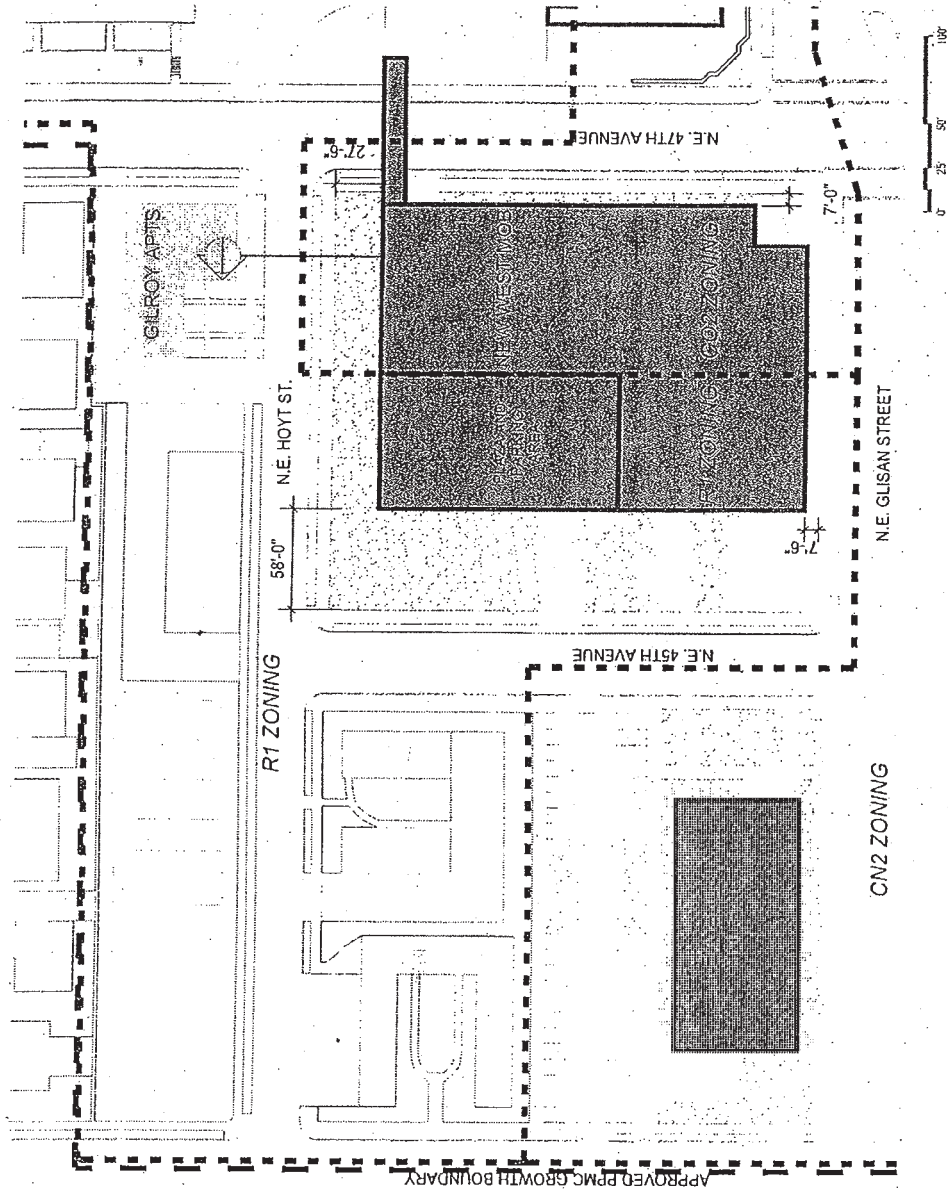


exhibit 1 page 42

LU 11-183413 CUMS AD
C.1



Revised West MOB with increased set back at NE Hoyt St.

Providence Portland Medical Center
West MOB Studies, 2010 CUMP
May 2012

RECEIVED
MAY 30 2012
HEARINGS OFFICE

CITY OF PORTLAND
HEARINGS OFFICE
Exhibit #H-55s
Case # 4120006
Bureau Case # 11-183413 CU MS

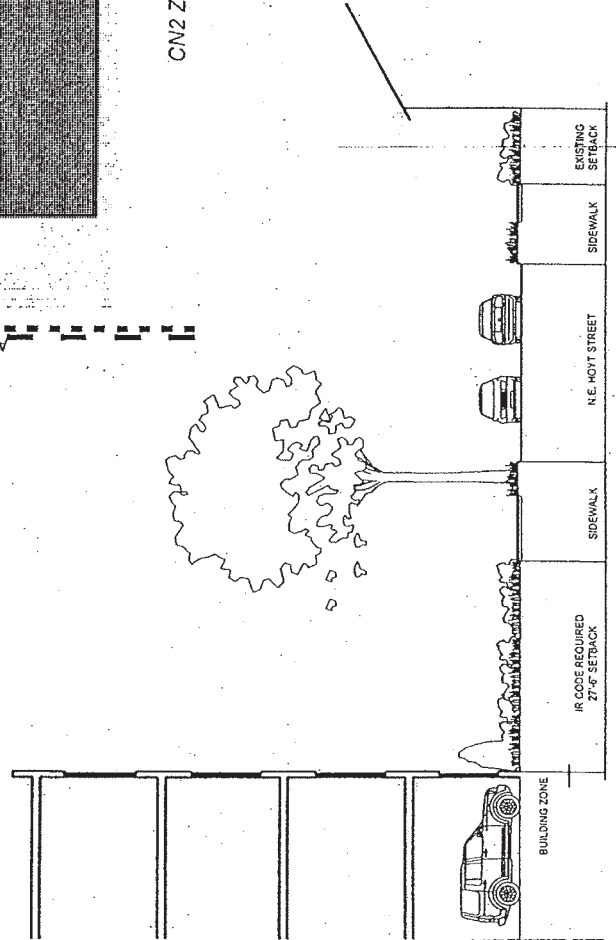


EXHIBIT 15

Section at NE Hoyt St.



COMPREHENSIVE TRANSPORTATION MANAGEMENT PLAN

EXHIBIT 4

Ord. 188177, Vol. 2.3.Q, page 11021



PROVIDENCE'S VISION

CREATING HEALTHIER
COMMUNITIES

PROVIDENCE'S MISSION

As people of Providence, we reveal God's love for all, especially the poor and vulnerable through our compassionate service.

Providence Health & Services is a not-for-profit health system committed to providing for the needs of our communities across Alaska, California, Montana, Oregon, and Washington. With a system of over 76,000 caregivers, we strive to provide compassionate care to our patients in places of healing ranging from large hospitals and medical centers to private residential homes. In creating places of healing, we strive to minimize our impact to those who live near our campuses by developing trusting and lasting relationships with our community partners as we continue to expand our care to those who need it most.

This Comprehensive Transportation Management Plan (CTMP) exemplifies our vision to create healthier communities by identifying ways we can continue to reduce single-occupancy vehicle trips to our Providence Portland Medical Center (PPMC) and Providence Office Park (POP) campus through both education and the creation of alternative transportation resources. As stewards of our environment, we have developed this CTMP in the hope of influencing how our employees, visitors, and staff frequent our campuses. Additionally, we hope this plan continues to bridge our relationships between our communities as strategies develop and evolve.



OUR COMPREHENSIVE TRANSPORTATION MANAGEMENT OBJECTIVE

TO DEVELOP A PLAN
THAT WILL IMPROVE
ACCESS FOR ALL MODES
OF TRAVEL TO THE RPMC
AND POP CAMPUSES, WHILE
RECOGNIZING THE UNIQUE
NEEDS OF EACH

TO DEVELOP FUTURE
STRATEGIES THAT
WILL REDUCE SINGLE
OCCUPANCY VEHICLE
DEMANDS TO BOTH
CAMPUSES


TO ENSURE THESE
STRATEGIES CONTINUE
TO ENHANCE THE
OVERALL PATIENT
EXPERIENCE

TO APPLY
PROVIDENCE'S MODEL
OF INNOVATION IN
LEADING DYNAMIC
CHANGE IN HEALTH CARE
TO OUR TRANSPORTATION
EFFORTS.


TO UPHOLD THE
PROVIDENCE CORE
VALUES OF RESPECT,
COMPASSION, JUSTICE,
EXCELLENCE AND
STEWARDSHIP

PRINCIPLES THAT GUIDE OUR FUTURE ACTIONS AND DECISIONS

Our CTMP is based on a set of “Guiding Principles” that will help us prioritize how we invest our transportation resources (time and dollars) over time. These principles are based on our commitment to provide our patients, visitors, physicians and employees the ability to walk, bike, ride public transit, ride our shuttle, use carshare or use technology to travel to the PPMC and POP campuses.




Enable users to choose and easily use the mode of travel they desire to access our campuses.



Reduce automobile trips to our campuses by providing alternative options that are convenient and practical.




Provide convenient parking for patients and visitors.




Ensure that access and circulation within our campuses is safe, well lit, and easily understood by all.



Promote transportation options that value sustainability and reduce greenhouse gas emissions.



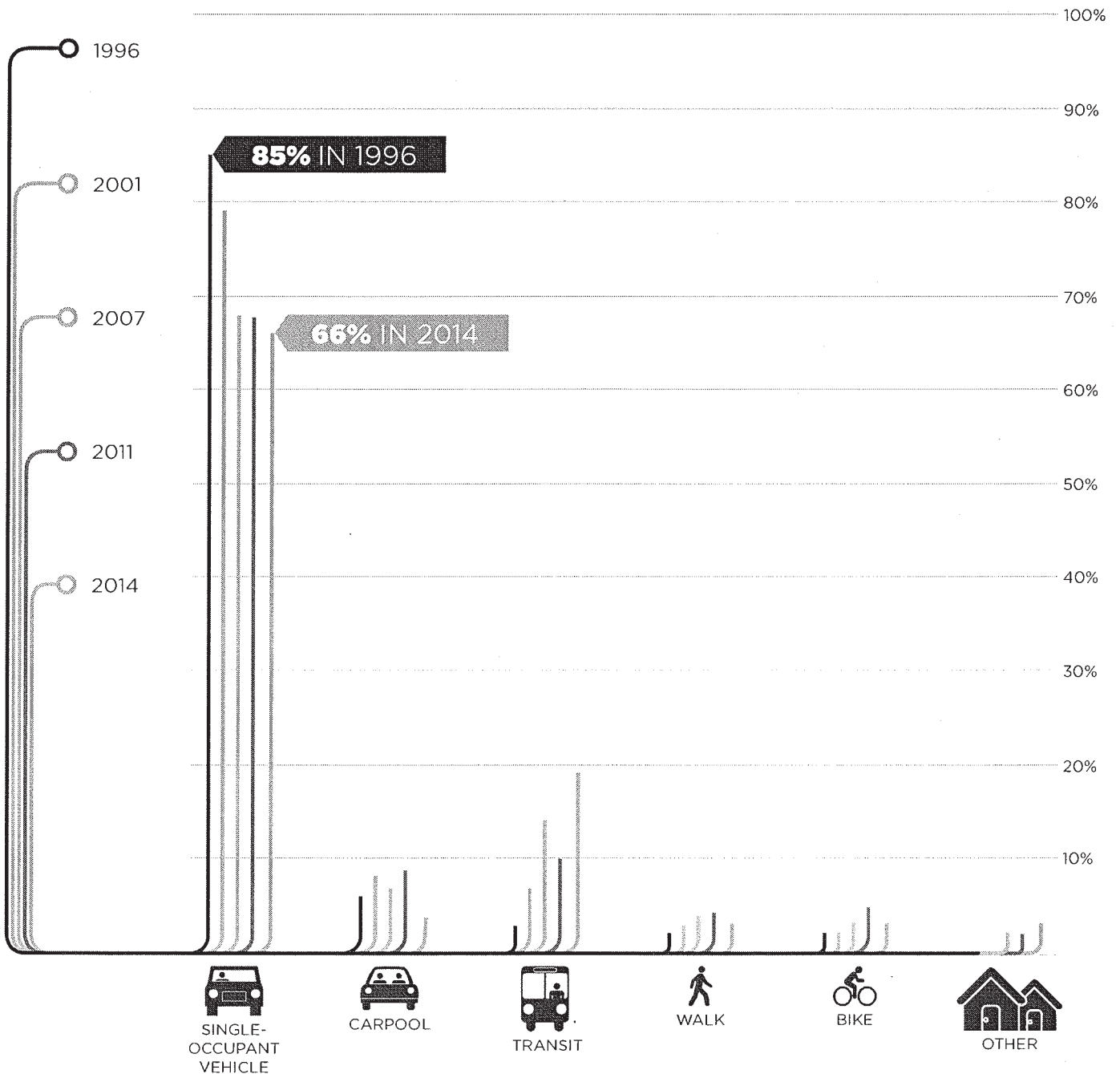
Support transportation options that enhance individual and community health and well-being.



Collaborate with the neighborhoods and the city to provide a transportation system that is convenient, comfortable, and environmentally and fiscally responsible.

WHERE HAVE WE BEEN?

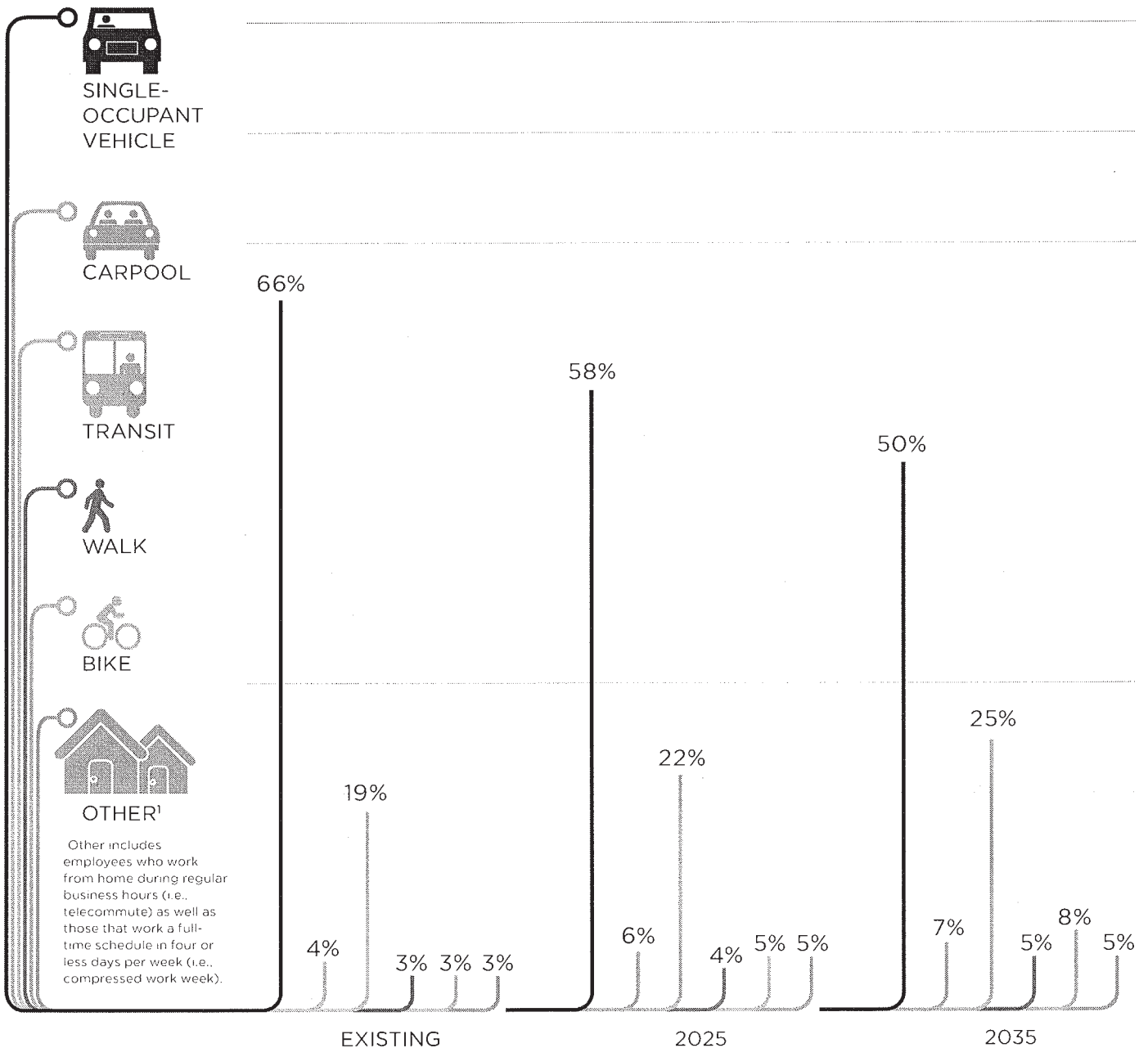
Since 1996, PPMC and POP have made significant progress toward reducing the percentage of people that drive alone to campus from 85% in 1996 to 66% today. This significant reduction in drive alone trips has occurred through collaboration with TriMet and the City of Portland as well as commitments to sustainability by physicians and staff. Despite this progress, a more deliberate approach is needed to continue decreasing auto trips to campus.



HOW WE WILL TRACK OUR PROGRESS

We will use quantifiable targets to help define success of our Plan. Progress moving toward these targets can be measured via the Employee Commute Options (ECO) survey that is administered by the Oregon Department of Environmental Quality and TriMet.

DESIRED MODE SPLIT TARGETS



WHAT DO WE HAVE PLANNED?

Below is a summary of what we are doing now, what we want to begin in the next two years, and what we may consider in the longer term to help us achieve our goals.

CURRENT STRATEGIES	STRATEGIES PLANNED IN NEXT TWO YEARS	OTHER MEASURES WE MAY CONSIDER
1. Free TriMet Employee Passes	14. Transit Tracker Displays	20. Bike Sharing Stations
2. Emergency Ride Home Program	15. Bicycle Tune-Up Program	21. Bike Sharing Membership Subsidy
3. Bike/Pedestrian Coordinator	16. Self-Service Bicycle Repair Areas	22. Carsharing Membership Subsidy
4. Preferential Carpool Parking	17. Providence TDM Manager	23. Bicycle Hub
5. Staff Telecommuting Options	18. Dedicated Carsharing Parking	24. Fill Infrastructure Gaps
6. Hollywood Transit Center Shuttle	19. Website Improvements	
7. Electric Vehicle Charging Stations		
8. Cycling Facilities		
9. Reduce On-Street Parking at NE 53Rd and Glisan		
10. Provide Neighborhood Hotline		
11. Good Neighbor Agreement		
12. Partner with Neighborhoods on Requests for Transportation Improvements		
13. Provide Valet Parking on the PPMC Campus		

WHAT WE ARE DOING NOW

We have a number of current strategies in place on our campuses that we plan to continue.

1. FREE TRIMET EMPLOYEE PASSES



WHAT IT IS:

All Providence employees receive an annual TriMet pass as part of their benefits package.

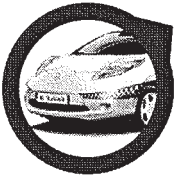
WHAT IT DOES:

Free passes encourage employees to commute by public/mass transit, as there is no out-of-pocket employee cost.

FUTURE PLANS:

Providence will continue to provide this employee benefit.

2. EMERGENCY RIDE HOME PROGRAM



WHAT IT IS:

An employee who commutes by a mode other than via his/her car can receive a free taxi ride from their workplace (within the TriMet district boundary) in case of illness or a family emergency (e.g., sick child at school).

WHAT IT DOES:

The program provides peace of mind for commuters who choose not to drive alone, as they know they can quickly get home in case of illness or family emergency.

FUTURE PLANS:

Providence will continue to provide this employee benefit.

3. PPMC BICYCLE/PEDESTRIAN COORDINATOR



WHO HE/SHE IS:

A designated Providence employee who promotes bicycle and pedestrian commuting to employees in addition to his or her regular duties.

WHAT HE/SHE DOES:

Raises awareness of commuting options among Providence employees. Helps to coordinate activities that incent others to commute via cycling or walking.

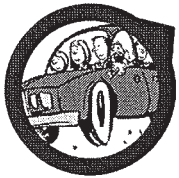
FUTURE PLANS:

This role is planned to become a part of the Providence Oregon Transportation Demand Management Manager position.

WHAT WE ARE DOING NOW

We have a number of current strategies in place on our campuses that we plan to continue.

4. PREFERENTIAL CARPOOL PARKING



WHAT IT IS:

Providence provides close-in parking spaces reserved for designated carpools and vanpools.

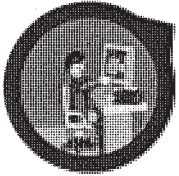
WHAT IT DOES:

Encourages carpooling by providing convenient, consistently located parking spaces for those who participate. Employees benefit from reduced commuting expenses.

FUTURE PLANS:

Providence will continue to provide reserved carpool spaces.

5. TELECOMMUTING OPTIONS FOR SELECT STAFF



WHAT IT IS:

Employees who can perform their job from home do so on selected days.

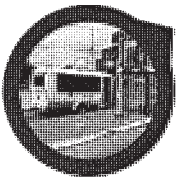
WHAT IT DOES:

Reduces car travel to Providence facilities by allowing employees to perform their functions from home. Employees benefit from reduced commuting time and expense.

FUTURE PLANS:

Providence will continue to provide this option to those employees who are capable of performing their function from home.

6. HOLLYWOOD TRANSIT CENTER SHUTTLE



WHAT IT IS:

Providence provides shuttle service between PPMC and Hollywood Transit Center for use by employees, patients, and visitors.

WHAT IT DOES:

Removes a barrier to using transit, by eliminating the need to walk up to a half-mile from the transit center to the campus.

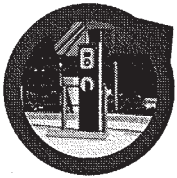
FUTURE PLANS:

Providence will periodically evaluate the schedule for route adjustments.

WHAT WE ARE DOING NOW

We have a number of current strategies in place on our campuses that we plan to continue.

7. ELECTRIC VEHICLE CHARGING STATIONS



WHAT IT IS:

Providence provides 10 charging stations at PPMC, two at POP, and two at the NE 53rd and Glisan parking lot.

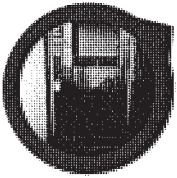
WHAT IT DOES:

Promotes a more environmentally friendly commuting option by allowing vehicle owners to charge their electric car for their return trip from a Providence facility. This measure does not reduce vehicle travel to Providence facilities or the need for on-site parking, but it does help Providence and the region achieve sustainability objectives.

FUTURE PLANS:

Providence will periodically assess the usage of these stations and the need to expand the number of stations.

8. CYCLING FACILITIES



WHAT IT IS:

Providence provides secure bicycle parking, bike racks, and changing and showering facilities for those that commute via walking, running, and cycling, as well as employees who may exercise at lunch.

WHAT IT DOES:

Supports walking and bicycle commuting by providing on-site bike parking and facilities to shower and change into work clothes.

FUTURE PLANS:

Providence will continue to provide these facilities and monitor the need to expand them as demand grows.

9. REDUCE ON-STREET EMPLOYEE PARKING AT NE 53RD AND GLISAN



WHAT IT IS:

Providence is committed to proactively monitoring and addressing employee parking at the 53rd and Glisan medical office building.

WHAT IT DOES:

Focuses employee parking demand on-campus, not in the adjacent neighborhoods.

FUTURE PLANS:

Providence will continue to provide this service to the neighborhood.

WHAT WE ARE DOING NOW

We have a number of current strategies in place on our campuses that we plan to continue.

10. PROVIDE 24-HOUR HOTLINE FOR NEIGHBORS TO REPORT PARKING CONCERNS



WHAT IT IS:

Providence provides a 24-hour telephone hotline that neighbors can call to report parking problems. Reinforces to Providence employees the need to park on-campus.

WHAT IT DOES:

Provides a process for neighbors to report concerns about employee parking directly to PPMC.

FUTURE PLANS:

Providence will continue to provide this service to the neighborhood.

11. GOOD NEIGHBOR AGREEMENT



WHAT IT IS:

As part of the Conditional Use Master Plan, PPMC entered into a Good Neighbor Agreement with the Laurelhurst and Mount Tabor Neighborhoods to establish a process of collaboration on land use and transportation issues.

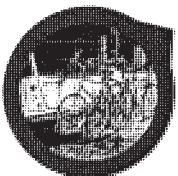
WHAT IT DOES:

Provides a “foundation for on-going communication and collaboration among the parties and the community at large.”

FUTURE PLANS:

Providence has a long-term commitment to the GNA.

12. PARTNER WITH NEIGHBORHOODS ON REQUESTS FOR TRANSPORTATION IMPROVEMENTS



WHAT IT IS:

PPMC has committed to working with the Transportation Working Group (TWG) to identify possible transportation improvements that have mutual benefit to residents, PPMC, and other area visitors and employees.

WHAT IT DOES:

Provides a forum for TWG and PPMC to collaborate on ideas and provide a “mutual ask” to the City of Portland, TriMet, and/or other public agencies.

FUTURE PLANS:

Providence will continue to participate in these activities with the TWG.

WHAT WE ARE DOING NOW

We have a number of current strategies in place on our campuses that we plan to continue.

13. PROVIDE VALET PARKING FOR PATIENTS AND VISITORS ON THE PPMC CAMPUS



🔍 WHAT IT IS:

PPMC operates valet service at the parking garages for patients and visitors.

🕒 WHAT IT DOES:

Enhances the patient experience by minimizing the frustration of trying to find available parking on-campus. Helps PPMC to make more efficient use of existing parking supply.

▶ FUTURE PLANS:

Providence will continue to provide this service, and possibly expand over time.

WHAT WE ARE PLANNING FOR CONSIDERATION IN THE NEXT TWO YEARS

We have a number of strategies we plan to implement between 2015 and 2017.

14. TRANSIT TRACKER DISPLAYS



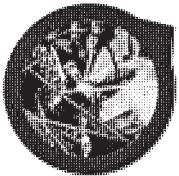
WHAT IT IS:

Video monitors (connected to a computer with Internet access) are placed in high-visibility locations and display the next departure times for nearby TriMet lines.

WHAT IT DOES:

Helps employees, patients and visitors plan their departure from the campuses, particularly during inclement weather or at night.

15. BICYCLE TUNE-UP PROGRAM



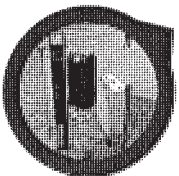
WHAT IT IS:

Providence sponsors a bike mechanic to visit periodically (e.g., twice annually, spring and fall) to provide free bicycle tune-ups for employees.

WHAT IT DOES:

Removes a barrier to bicycle commuting by keeping employee bicycles in good working order, and by providing the service at a time that is convenient for employees. Employees save some money and avoid the need for special trips to a bike shop to drop off and pick up their bicycle.

16. SELF-SERVICE BICYCLE REPAIR AREAS



WHAT IT IS:

A stand for holding a bicycle, with tools for performing minor adjustments and repairs and for inflating tires. Stands would be located at the primary bicycle parking areas at PPMC and POP in areas with video monitoring. In addition to repair equipment, Providence could provide charging stations for electric bicycles.

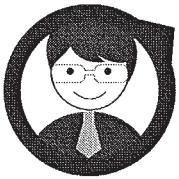
WHAT IT DOES:

Supports bicycle commuting by providing tools for bicycle commuters to make simple repairs to their bicycles on-site, prior to their trip home, rather than having to leave their bike on-site and find an alternative way to get home. Eliminates the need for employees to charge their electric bicycles in their offices or other locations within the PPMC and POP buildings.

WHAT WE ARE PLANNING FOR CONSIDERATION IN THE NEXT TWO YEARS

We have a number of strategies we plan to implement between 2015 and 2017.

17. PROVIDENCE OREGON TDM MANAGER



WHO HE/SHE IS:

A full-time employee responsible for managing, monitoring, and promoting Providence's TDM initiatives. The person should be an active user of non-auto travel modes in order to establish credibility and incent others.

WHAT HE/SHE DOES:

This person could lead employee orientation and training sessions; develop and promote TDM information; work with the neighborhoods, the City and TriMet; monitor existing TDM programs; and identify changes/refinements to the TDM program to ensure its long-term success for all.

18. DEDICATED CARSHARING PARKING SPACES



WHAT IT IS:

Providence dedicates a set number (e.g., 2) of on-site parking spaces to carsharing companies, such as Zipcar, whose model involves returning the car to a designated parking space.

WHAT IT DOES:

Provides staff with an additional on-site mobility option for business travel during the day, reducing the need to drive to work because of an off-site meeting during the day. The cars would also be available for non-Providence carsharing members to reserve.

19. TRANSPORTATION OPTIONS INFORMATION ON PROVIDENCE WEBSITE



WHAT IT IS:

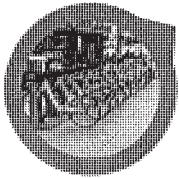
Easy-to-find information for staff and visitors on the available options for traveling to Providence facilities.

WHAT IT DOES:

Particularly for visitors, raises awareness of the various non-auto options available for getting to Providence facilities.

OTHER MEASURES WE MAY CONSIDER IN THE LONGER TERM

20. BIKE SHARING STATIONS



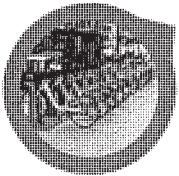
WHAT IT IS:

The City of Portland plans to start a bike sharing program in 2016. The program would likely start in the central city and expand over time. Providence could offer a location at PPMC for a public bike sharing station at the time the program expands eastward.

WHAT IT DOES:

For Providence staff living within the bike sharing program area, a bike sharing station could provide a new commuting option. For all PPMC and POP staff, the station would provide an opportunity to run short errands at lunchtime without using a car. The station would also serve residents of the adjacent neighborhood.

21. BIKE SHARING MEMBERSHIP SUBSIDY



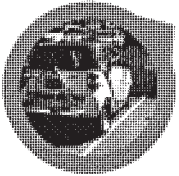
WHAT IT IS:

Providence could sponsor a portion of the cost of an employee's annual membership in Portland's future bike sharing program.

WHAT IT DOES:

Provides unlimited bike rentals for one year (usage beyond a set time, such as 30 minutes per rental, costs extra).

22. CARSHARING MEMBERSHIP SUBSIDY



WHAT IT IS:

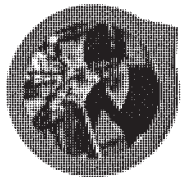
Providence could subsidize a portion of the cost of an employee's membership in a carsharing program.

WHAT IT DOES:

Provides an option for having access to a car when needed makes it easier for employees to own fewer (or no) cars and to use alternative modes for the majority of their commuting.

OTHER MEASURES WE MAY CONSIDER IN THE LONGER TERM

23. BICYCLE HUB



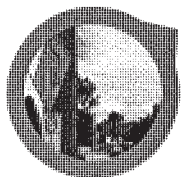
WHAT IT IS:

A staffed facility at PPMC that could offer secure bicycle parking, bicycle repair services, bicycle accessory sales, and bicycle-related training (e.g., flat repair, brake and gear adjustments).

WHAT IT DOES:

Makes it easier for employees to commute by bicycle, by offering a variety of bicycle-related services on-site.

24. FILL INFRASTRUCTURE GAPS ON ACTIVE TRANSPORTATION ROUTES



WHAT IT IS:

Providence would provide financial support for completing missing links (e.g., missing bicycle lanes on NE Glisan Street, signaling difficult street crossings) on active transportation routes to Providence facilities.

WHAT IT DOES:

Removes barriers to active commuting to Providence facilities. Benefits the broader community.

OTHER STRATEGIES WE ARE NOT CONSIDERING AT THIS TIME

As we developed our plan, we also identified a number of strategies that are not under consideration in the near-term but we may re-evaluate in the future. Some examples of these include:

- Vanpool for Providence staff;
- Mode choice incentives for non-auto use;
- Paid parking for employees; and
- Adjusting employee schedules.



WHERE DO WE GO NEXT?

We have formed a dedicated team to continue to evaluate, implement and monitor the strategies outlined in the plan. We look forward to working with the community as we continue to refine our plan over time.

33.820.030 When a Master Plan Is Required

A conditional use master plan is required as part of a conditional use review in the situations listed below.

- A. **Large conditional uses.** The conditional use contains over 500,000 square feet of floor area and either:
 - 1. The use proposes to expand the amount of floor area over 10 percent from the amount that existed at the last conditional use review, or if there was no review, then January 1, 1991 or
 - 2. The use expands its site area beyond the site area that existed on January 1, 1991. For this regulation, site area means all land used by the use and its affiliates including vacant land within the ownership.
- B. **When required as part of a conditional use review.** The review body, as part of a conditional use review, may require a master plan in conjunction with any future expansions of the use if there has been a history of site area expansions and these are likely to continue. Also, the master plan may be required for future expansion of the use if there has been a history of floor area expansions for functions of the use which draw additional people to the site, and these are likely to continue.
- C. **Voluntarily.** An applicant may also voluntarily submit a master plan as part of a conditional use review.

33.820.040 Procedure

Conditional use master plans are processed through a Type III procedure as part of the conditional use review. The applicant is encouraged to work with surrounding property owners, residents, recognized organizations, and City bureaus during the formulation of the master plan.

33.820.050 Approval Criteria

Requests for conditional use master plans will be approved if the review body finds that the applicant has shown that all of the following approval criteria are met:

- A. The master plan contains the components required by 33.820.070;
- B. The proposed uses and possible future uses in the master plan comply with the applicable conditional use approval criteria; and
- C. The proposed uses and possible future uses will be able to comply with the applicable requirements of this Title, except where adjustments are being approved as part of the master plan.

33.820.060 Duration of the Master Plan

The master plan must include proposed uses and possible future uses that might be proposed for at least 3 years and up to 10 years. An approved master plan remains in effect until development allowed by the plan has been completed or the plan is amended or superseded.

Oregon Historical Photo: Intersection of North Williams Avenue & North Russell Street

In the heart of the Albina district, the corner of North Williams and North Russell was once the center of a small yet thriving business district. These businesses were torn down in the early 1970s as part of large-scale urban renewal projects. Photo ca 1962.

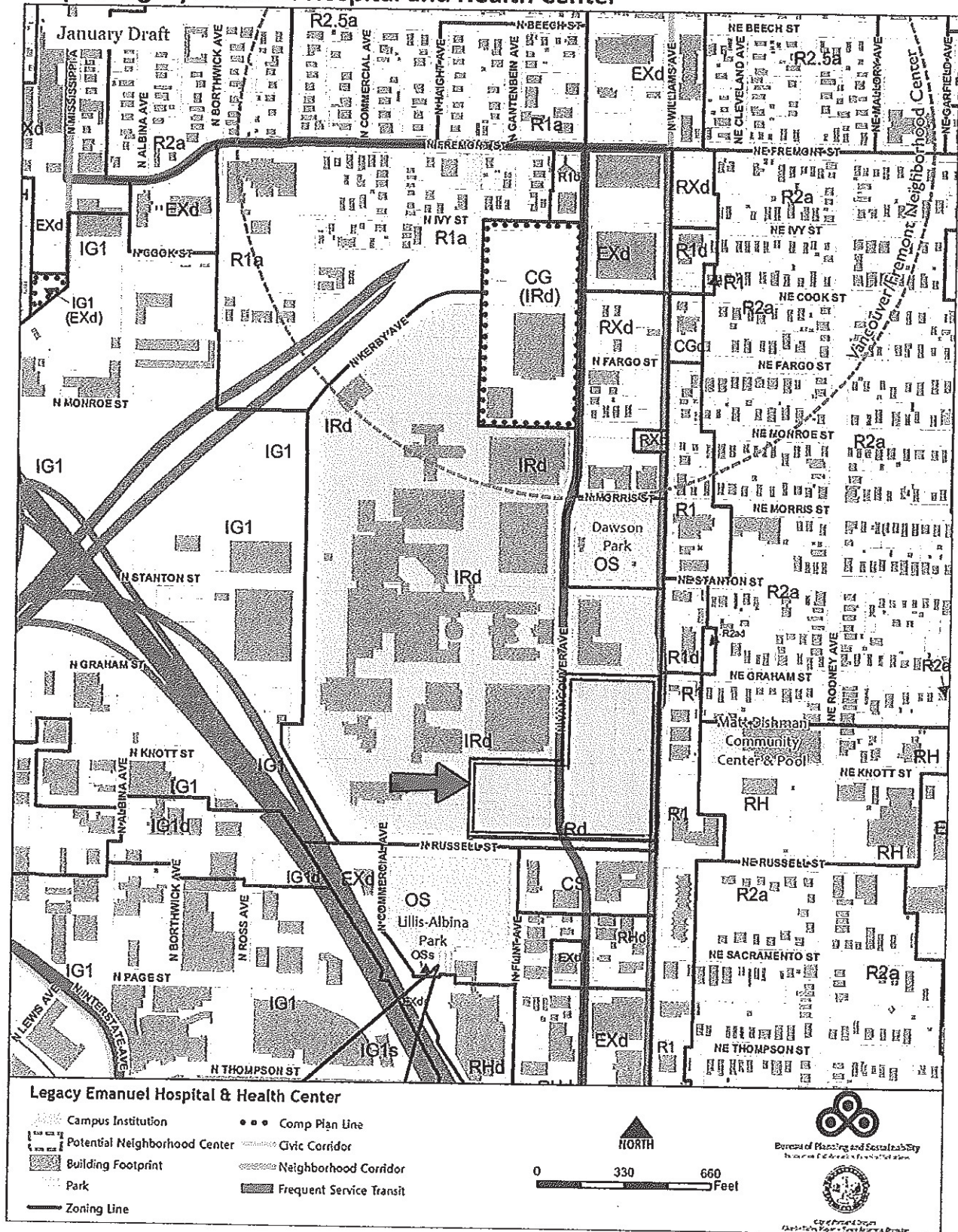
The Oregon Historical Society. #bb009732



by [Jen Bodendorfer OPB](#) | April 20, 2015 8:42 a.m. | Updated: April 21, 2015 10:26 p.m.

Every week, Oregon Experience shares a photo highlighting the state's diverse, exciting history. All photos are courtesy of The Oregon Historical Society. At the turn of the last century, Portland's small African American community of about 2,000 lived near the train station on the west side of Portland. During World War II, more than 20,000 African Americans moved to Portland to work in the shipyards. Many of these workers lived in Vanport, a hastily constructed public housing project. When the Columbia River flooded in 1948, Vanport was destroyed. Due to Portland's discriminatory real-estate and banking practices, most of Vanport's African American residents were forced to relocate across the Willamette River to the inner-northeast district of Albina. Over time, the corner of North Williams and North Russell had become the thriving heart of the Albina business district. However, in the 1960s an urban renewal project to expand Emanuel Hospital displaced many of those living in Albina's central core. Once again, African Americans were forced out of their homes and funneled to neighborhoods further north and east. To learn more about the history of African Americans in Portland, watch the Oregon Experience documentary "Portland Civil Rights: Lift Ev'ry Voice."

Map 2: Legacy Emanuel Hospital and Health Center





900 S.W. Fifth Avenue, Suite 2600
Portland, Oregon 97204
main 503.224.3380
fax 503.220.2480
www.stoel.com

December 15, 2015

STEVEN W. ABEL
Direct (503) 294-9599
steve.abel@stoel.com

BY HAND DELIVERY AND EMAIL

Portland Planning and Sustainability Commission
c/o Tom Armstrong and John Cole
1900 SW 4th Avenue, Suite 7100
Portland, Oregon 97201-5380

Re: Comments on Campus Institutional Zoning Project Discussion Draft - November, 2015
("November 2015 Draft")

Dear Members of the Commission:

Thank you for the opportunity to comment on the November 2015 Draft. This office represents Lewis & Clark College. Lewis & Clark is a member of a coalition of institutions interested in improving the regulatory environment for educational and medical institutions in the City of Portland ("City").

Throughout the Comprehensive Plan Update process, the City has recognized the economic importance of campus institutions to the future of the City and the region. The City has also recognized the fact that lands available for institutional growth are currently deficient.¹ Indeed, due to the importance of campus institutions to the City's economic health and the desire to provide for growth of those campuses as major employers, the November 15 Draft was proposed for review.

Lewis & Clark very much appreciates the City's efforts to prepare a new way of looking at institutions, but believes the following issues require further review and consideration:

¹ To meet institutional employment demand, the City forecasts the need for an additional 380 acres of campus institutional land by 2035. Portland Economic Opportunities Analysis (2012). The City estimates that "[m]ore than one third of the forecast [sic] job growth in Portland over the next 20 years is expected to be in the health care and education sectors, which is particularly concentrated in 19 large college and hospital campuses dispersed throughout the city." Campus Institutional Zoning Project - Proposed Draft at 5.



1. Election to Rezone. The initial issue is one of timing: When will institutions be required to rezone to one of the CI zones? The present draft requires conversion to the new base zone on or before December 31, 2020. Because many of the adopted and vested master plans for the institutions extend beyond that date we recommend a longer runway. Lewis & Clark believes no institution should be obligated to convert prior to the expiration of their now-effective master plans.
2. Non-Conforming Uses and Development. Each institution may have existing buildings or developed land which will not conform to the development standards of the new CI zones. The proposal should state that such uses and development will be “grandfathered” into the new CI zone as legal uses and development. Moreover, the proposal should make it clear that, during future land use reviews, the institutions will not be subject to the non-conforming development upgrade provisions at Portland City Code §33.258.070, which typically require the property owner to spend up to 10 percent of the project cost toward bringing the “site” into conformance with current development standards.
3. College and Conditional Uses in the CI Zones. Our understanding is that new conditional uses in the CI zones will require Type III approval for development. Frankly, we fail to understand why many of these “uses” identified as conditional must remain that way. Swimming pools, sports fields, health clinics open to the public, etc. are clearly institutional uses which are part and parcel of what these institutions do, and to achieve its promise the new zone should make all institutional uses, ordinarily associated with colleges and hospitals, legal uses, without the need for conditional use review. The new regulations should indicate with precision what uses are “college” uses, which are allowed as of right, and what uses fall under other use categories, but we believe the current draft falls short of that mark. For example, in the November 2015 Draft, college uses are allowed outright but certain “parks and open areas” uses (*e.g.* swimming pools and recreational fields for organized sports) require conditional use review. Consistent with the current Zoning Code description of the “college” use category, which includes “health and sports facilities” as accessory uses, we believe swimming pools, sports fields and facilities, and health clinics should be permitted uses on college campuses. Athletics and/or healthy lifestyles are an important part of curriculum at all colleges and universities. These are not elective uses that the institutions can do without. We recommend further clarification regarding the distinction between “college” uses and other uses.
4. Restrictions on Campus Expansions. The November 2015 Draft does not yet provide adequate expansion opportunities for campus institutions to meet the demonstrated need for additional institutional employment land. As we have discussed with planning staff, the proposed CI designation would effectively lock or restrict the institution to the campus boundary



approved in an existing conditional use master plans (“CUMP”) or impact mitigation plans (“IMP”). This is the case despite the fact that many institutions own a number of properties outside and adjacent to the CUMP/IMP boundaries that are reasonable and obvious expansion lands for the institutional campus. Thus, any future expansion of a campus boundary would require a comprehensive plan map amendment and corresponding zoning change, processes that are not well-suited to evaluating deliberate, timely, and orderly campus institutional expansion, and certainly do not encourage the necessary expansion of institutions to meet the identified need for institutional employment land.

To meet the objective for institutions to expand to meet the demonstrated need for additional institutional employment land, we recommend that all land owned by an institution adjacent to the current CUMP/IMP boundary also be given a CI designation. This would help provide for the orderly expansion of the institution over the next several decades, allowing these important institutions to continue to grow as a service provider, center of innovation, and major employer.

Also, Lewis & Clark and other institutions are confused by the bifurcation of processes in which mapping is considered in a separate process from text drafting. It strikes us as fraught with opportunities for mistakes to create map and code in separate processes.

5. Transportation Demand Management. We continue to object to the imposition of transportation demand management requirements on institutions alone, and on no other use in the City. We all believe that we should be doing all we can to reduce single occupancy vehicle traffic to our institutions. However, lack of adequate public transportation, topography, and inadequate city infrastructure make it impossible for some of us to make additional, meaningful change to address increases in traffic; increases which we have not caused. We believe that the City needs to completely rethink how it does transportation infrastructure planning and develop a plan and tools which do not arbitrarily punish institutions for the unregulated growth in population and development off their campuses over which institutions have no control. The strategy should involve all development which impacts traffic generation, and not just institutions. If failed intersections and deficient levels of service caused by others are to be held up as roadblocks to our continued development then the City should understand that it will be challenging to create the jobs and serve the City in the way we otherwise could. We can all support reasonable efforts to mitigate traffic impacts generated by our uses. However, we should not be expected to finance transportation infrastructure which has failed because of other development, nor should our incremental growth and improvements be hamstrung because traffic continues to increase around us.



Portland Planning and Sustainable Commission

December 15, 2015

Page 4

Thank you for this opportunity to comment on the considerable work that has been done to date. We very much hope that this process will lead to meaningful change that Lewis & Clark can support.

Very truly yours,

A handwritten signature in black ink, appearing to read "S. Abel", written over the typed name.

Steven W. Abel

DAVE & DIXIE JOHNSTON
0550 S.W. Palatine Hill Rd.
Portland, Oregon 97219
(503) 636-0959

December 15, 2014

Portland Planning and Sustainability Commission,
1900 S.W. 4th Avenue,
Portland, Oregon 97201-5380

Commissioners:

Re: Campus Institutional Zoning
Nov. 2015 Proposed Draft

We commend the Bureau of Planning and Sustainability for an excellent proposal and urge its approval subject to the following comments.

We have been Land Use Chairs for the Collins View Neighborhood Association for many years and served on the Advisory Committee to develop the Campus Institutional Zoning update. The Neighborhood Association has not voted on these comments so they should not be considered its official position.

1. "Retail Sales and Services in the Campus Institutional zones (33.150.100 B. 1.) on the border of a campus, especially across the street from a residential neighborhood could be extremely disruptive. It is possible to imagine a 24 hour convenience store with constant activity, traffic, and parking in the neighborhood.

If it is allowed it should be a conditional use as currently proposed for the CI 1 zone. This gives the surrounding residents the opportunity to be heard and allows an impartial hearings officer to determine if the use is compatible under the circumstances.

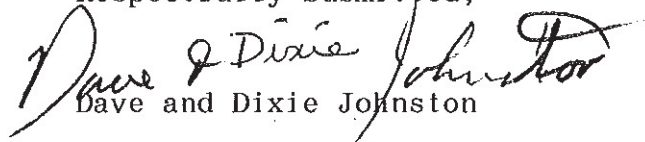
For the long term benefit of the city, colleges and schools should be focused on education and medical centers on health care and not on creating employment as such or providing commercial services to the surrounding areas. Such commercial uses and other services would compete unfairly with local businesses.

2. Small scale energy production from "biological materials" with up to "10 tons per week of biological material or byproducts from other sites" seems a new provision. (33.150.100 B.3.b.) It is not clear what this envisions.

In this connection, we note that an Article in The Oregonian on November 22, page A14 stated that the Energy Department was unable to "slash incentives for feedstocks...namely, cow manure" for biomass energy production due to efforts of "dairy industry lobbyists...and the heavy subsidies continue".

A composting operation with attendant odors and truck traffic, using biomass from off of the campus, would be inappropriate for a residential neighborhood. If permitted, it should be a conditional use to allow an impartial hearings officer to ensure that the activity does not negatively impact the livability of the surrounding area and to give residents the opportunity for input.

Respectfully Submitted,


Dave and Dixie Johnston

Terry Hofferber Moore
17th Harold M. Haynes Citizen Involvement Award
Honoring Outstanding Leadership in Civic Affairs.

Terry Hofferber Moore was nominated for her extensive work in her community and the metro area. Moore, who passed away in 2014, was a long-time resident of Garden Home. She was influential in advocating TriMet to design all light-rail trains and buses in the low-floor style, making stops and vehicles accessible for all users per the Americans with Disabilities Act. This influenced transit design throughout the United States. She was elected to the Metro Council and served from 1992-1995; during this time, she advocated for the Sunset Transit Center Pedestrian Bridge over Highway 26.

As a citizen and Board Member of the Tualatin Hills Park and Recreation District, Moore preserved key sections of the Fanno Creek Trail. She guided the completion of the section from Oleson Road/Garden Home Recreation Center to SW 92nd and Allen Blvd. She also served as the board's president and worked to balance the needs of organized sports and facilities, while providing opportunities for non-organized recreation in open spaces, trails, and natural spaces infrastructure.

In Garden Home, Moore worked tirelessly from 1984 until her death in 2014 to represent her neighborhood in road improvements related to Oleson Road. She spearheaded a group originally named the Garden Home Crossing Committee to prevent this from becoming a cut-through highway and to advocate for the most vulnerable users – bicyclists, walkers, transit users – and local car trips. The committee softened the built environment with plants to make the crosswalks as inviting for vulnerable users as for cars. After Terry's death, the group was renamed Garden Home Gardeners, since the crosswalks are there and they want to continue the legacy of the flowers and vegetation alongside the streets and sidewalks. Mrs. Moore, who passed away in 2014, is being recognized posthumously

Background on the Haynes Award:

The award was initiated in 1998 following the untimely death of Dr. Harold M. Haynes of Forest Grove. Haynes was a citizen statesman and constant advocate for state land use Goal 1, requiring Citizen Involvement in all phases of planning. The CCI serves as Washington County's officially recognized citizen participation resource committee. Each active Citizen Participation Organization (CPO) is represented on Washington County's CCI, whose focus includes, but is not limited to, citizen involvement policy issues.

December 14, 2015

George J. Brown, MD, CEO Legacy Health Systems

Re: Legacy's reconciliation with the Community

Dear Dr. Brown,

It is long overdue for Legacy's reconciliation with the African American and Eliot Community. Rather than dwell on the obvious, the Community and Legacy Health need to heal the wounds that the former residents suffered by Emanuel's actions over 40 years ago. Although, the level of past animosity towards Emanuel Hospital today is not what it was in the past, when the residents and businesses were forcefully displaced, it is time to officially begin negotiations and planning for the land that was promised to the community in 1971.

We are encouraged by your quotes, "We are offering and committing to a process by which the Community can be involved as we consider future development for the Emanuel campus." The only thing different by your quote is that the Community is now taking the initiative and wants to engage in planning for the development of the 300 residential units on the three blocks as described in the November 19th, 2015 letter to the Portland City Council (please see attached letter).

Ten years ago my attempts to work with Legacy's Property Manager, Larry Hill, was to no avail. Today, the Community is very fortunate to have you as the current CEO of Legacy Health Systems. Emanuel Hospital's troubled history documented on placards displayed in Emanuel's dining area is well done and a blessing to the Community. Your words, "We do this because it is the right thing to do. Part of healing is acknowledging past wrongs and ensuring that they are never repeated," couldn't be better said.

Other quotes on display say "Emanuel is currently engaged in reconciliation efforts to acknowledge and honor those affected by the experience of the 1960's and 70's....Legacy Emanuel offers job shadowing and internship opportunities for students from local schools, including Jefferson and Benson Polytechnic high schools." I think our efforts should be strengthened by including a medical/technical school at this location with 300 units of housing and retail to revitalize the once existing black not "blighted" community.

The North Northeast Business Association and the Northeast Coalition of Neighborhoods hope that we will work together to begin the process of healing. We are hoping to hear from you soon.

Sincerely,



Brad Perkins, Transportation/Land Use Chair
North Northeast Business Association
perkinsrealty@comcast.net



Northwest District Association

December 14, 2015

Dear Planning and Sustainability Commissioners:

Our recommendation: REMOVE THE LEGACY GOOD SAMARITAN FACILITY FROM THE CIZP

Thank you for the opportunity to respond to the *Campus Institutional Zoning Project Early Implementation of the 2035 Comprehensive Plan Proposed Draft – November 2015*. The Northwest District Association, through its executive planning committee, offers the following comments based on review of the multiple drafts, membership on the advisory committee, meetings with BPS staff, and multiple work sessions with Legacy Good Samaritan. We have worked to coordinate this initial response with Good Samaritan and to link it to the *Comprehensive Plan*, the *Employment Zoning Project*, the *Mixed Use Zoning Project*, and the *Transportation System Plan*. This reflects our commitment to working with the City and our business community on plans that affect the livability of Northwest Portland.

Our work on the CIZP has led us to conclude, at this stage in the planning process, that the best way to plan for service growth at Legacy Good Samaritan is to not include it in the CIZP. The CIZP, as currently drafted, does not reflect the unique nature of the Good Samaritan campus as it functions in the NW neighborhood. The CZIP does not work for Good Samaritan because it presumes that all institutions can be treated in the zoning code in a similar fashion. We don't find this to be the case with Good Samaritan.

Good Samaritan currently operates under a conditional use master plan within the regulatory guidelines of the City of Portland's *Northwest District Plan* and a good neighbor agreement with the NWDA. This regulatory construct works well for the neighborhood, the institution and the city and is based on decades of work between all stakeholders. It allows for considerable growth at Good Samaritan that helps the city meet its economic development goals, as outlined in the *Economic Opportunity Analysis*.

As drafted, the CIZP ignores the unique characteristics of Legacy Good Samaritan, its integration into the neighborhood, its unique grid development pattern that provides for multiple access and throughways, its building's sizes and locations that respond to the grid and the surrounding built environment and its allowable FAR which is greater than the CIZP permits. By not acknowledging these fundamental characteristics, and also discounting the need for specific transportation, access and parking allowances, the CIZP would not serve the NW community and Legacy Good Samaritan as they continue to grow and evolve together.

The NW District Planning Committee remains committed to further discussion with BPS staff, in cooperation with Legacy Good Samaritan, to find solutions that allow service and employment growth at Good Samaritan. As stated, we find that the CIZP continues to evolve away from a

Board of Directors
2015-2016

President
Tavo Cruz

1st Vice President
Juliet Hyams

2nd Vice President
Tyler Bullen

Secretary
Karen Karlsson

Treasurer
Wayne Wirta

Board Members
Carla Charlton
Wendy Chung
Rodger Eddy
Don Genasci
Kathy Sharp
Page Stockwell
Ron Walters
Bill Welch

solution that embraces the distinctive features of Northwest and Good Samaritan. Our sense is that NW and Legacy Good Samaritan would be better served through amending the NW District Plan to create a sub-district for the Legacy Good Samaritan growth boundary area. The sub-district would incorporate elements of the existing Master Plan, the NW District Plan and the draft CIZP.

We look forward to continuing to work with Legacy Good Samaritan, BPS staff, the PSC and City Council on opportunities to address our concerns while meeting the policy goal for accommodating growth on major campus institutions.

Sincerely,



John Bradley

Chair NWDA Planning Committee



Legacy Health
1919 NW Lovejoy St.
Portland, OR 97209
503.415.5600 phone
50.415.5777 fax

December 14, 2015

City of Portland
Planning & Sustainability Commission
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Re: Campus Institutional Zoning Project

Dear Commissioners:

Legacy Health has reviewed the "Proposed Draft, November, 2015" of the Campus Institutional Zoning Project. We earlier corresponded with the City staff about certain issues and questions in prior draft materials concerning this significant set of land use changes which will affect our Good Samaritan and Emanuel health center locations.

Legacy appreciates the City staff's efforts in attempting to create a new land use approach applicable to Good Samaritan and Emanuel. We concur that it is a challenging process. Legacy believes a clearer picture is emerging from this process, which we feel can lead to further focused and productive discussions about how best to zone Legacy's properties and to apply development standards to them.

Like most urban health care providers, Legacy's situation presents a combination of issues involving the past, present and future. The buildings at both Good Samaritan and Emanuel are a mix of old and new. Much of the core facilities at both locations is decades-old, but remodeled, re-furbished and modernized many times. The old core has been retained, rather than demolished. To do otherwise would neither be cost-effective nor practical. Our core buildings at Good Samaritan and Emanuel will remain our core facilities. These buildings reflect an important investment of resources, as well as the epicenter of offering patient care.

Our present operations at Good Samaritan and Emanuel annually involve rendering health care to more than 257,000 patients, as well as accommodating their families' needs in often difficult and stressful circumstances. Between Good Samaritan and Emanuel, highly specialized pediatric, transplantation, cardiac and ophthalmology services are currently provided. Additionally, Emanuel is the site of one of the two Level 1 (most critical) trauma care facilities in Oregon and the only burn center between Seattle and the Bay Area. These are the type of valuable community and regional resources around which our planning and programs are designed.

Our future is complicated and is in a continual series of flux as health care evolves from technology, regulatory and patient care standpoints. We believe that no field of community endeavor is more globally dynamic, yet more connected to intense personal, human interactions, than the delivery of quality, compassionate health care at major health centers like ours.

In short, we can no longer operate traditional hospitals. We need flexibility. We welcome ongoing discussions with the City about the realities and opportunities we have in serving our community's health care needs.

All this effort is cost-sensitive. As a non-profit health care provider, Legacy is quite aware of the financial consequences of how it uses its properties and facilities. We know these are important to the community.

With the above background comments in mind, let us summarize our major questions and concerns with the November, 2015 Proposed Draft:

- (1) There needs to be a segregation of educational and health care properties. Some of this is accomplished by the two CI zones. But, the dissimilarities between these two large use types are quite marked, especially in terms of the people and situations they deal with. We think we do not have a common profile with educational providers.
- (2) While each of the City's major comprehensive health providers perform similar core functions, each provider functions differently, using different properties/facilities under different locational circumstances. We note that OHSU is not part of the CI process because it is included in a "District Plan." Further discussion is warranted to determine whether similar individual plans for distinct locations like Good Samaritan and Emanuel also have merit. The existing CUMP and IMP processes focus on location-specific plans for health care centers. Are there good reasons to abandon that type of approach in favor of a single zone applicable to all health care centers other than OHSU? Should our facilities be part of a sub-district? How can we utilize the best elements of the Proposed Draft, while tailoring them to the specific circumstances at Emanuel and Good Samaritan?
- (3) It is unclear as to what processes would (or should) apply to new or re-furbished facilities. As we read the proposal, any significant Legacy proposal would undergo reviews for (at least) design, land use, transportation impacts, and transportation demand management (TDM). Are there others? Multiple, separate reviews can create additional cost structures and a series of process thresholds. We have been informed about PDOT's developing effort concerning TDM measures. We look forward to being a part of that process, as access and parking issues are important to our operations. TDM considerations need to be brought forward to mesh those with the planning process. It will be more efficient and comprehensive to consider them concurrently, not separately, so we have the full picture of the City's proposed land use/regulatory structure affecting our two locations.
- (4) The proposed development standards are prescriptive, based on a universal set of standards for all health care centers. Health care facilities are constructed for specific functions, oriented to patient care, regulatory compliance and cost-effectiveness. Matters such as characterizing an entire center as "one site" or focusing on an "up not out" development direction may conflict with the health care purposes for our facilities. We believe that the height limitations, particularly the 150' maximum, may be contrary to both our operational needs and the "up not out" philosophy. The same holds true for the setback, transit street and ground floor requirements. We appreciate the clarification on allowed land uses. However, the reduction in FAR is an example of how tailoring the standards should be considered, as a FAR reduction may unnecessarily limit our options for specific projects.
- (5) The December 31, 2020 outside expiration date for IMPs and CUMPs is unclear about the transition to CI2 Zoning. While we appreciate a five-year lead time, Legacy's long-range planning and the facility financing horizons do not necessarily mesh with the required transition. We would like clarity on the continuation of the projects or project areas presently allowed under the current IMP (Emanuel) and CUMP (Good Samaritan).
- (6) The transition to new development standards raises questions about "non-conforming development." If health care centers are required to retrofit to meet new City standards under the CI2 zone in order to undertake new projects, this introduces another level of cost, timing and disruption in proceeding with new or refurbished facilities. We are anxious to understand how the new standards are intended to apply to existing facilities.

We are most willing to elaborate on the above comments. Our operational personnel have provided several other technical comments and questions, which we have shared with City staff. In this letter, we wanted to surface, by topic, our major inquiries, so that we can work cooperatively to produce a land use approach that takes into account both the very human and very specialized nature of our facilities.

At this point, Legacy believes, that health care centers as a use category, should be detached from the current CI proposal. This will allow a further consideration of alternative approaches and a more detailed assessment of how Legacy and other providers can use their physical assets to best advantage for the community's health care needs. The existing IMP and CUMP will remain in effect in the interim, so incremental changes can still occur.

We are hopeful that the Proposed Plan in whatever form, can directly address our major questions. In our most recent discussions with City staff, we have appreciated staff's acknowledgement that the Proposed Plan needs additional explanatory language to more clearly define the implementation of the Proposed Plan's concepts. We welcome this.

Legacy commits to being a willing and committed partner in this deeper, more rigorous effort to find appropriate balances between the City's planning initiatives and the important role our facilities and properties play in delivering a quality, cost-sensitive and vital element to a growing community's well-being.

Thank you for the opportunity to comment.

Very truly yours,



Everett W. Newcomb III, D.O., FACC, FACP
Chief Operating Officer
Legacy Health



December 9, 2015

Via email (PSC@PortlandOregon.gov)

City of Portland
Planning and Sustainability Commission
1900 SW 4th Avenue, Ste. 7100
Portland, OR 97201

Re: University of Portland Comments on Campus Institutional Zoning Project – Proposed Draft

Dear PSC Commissioners,

We have reviewed the November 2015 Campus Institutional Zoning Project (“CIZP”) Proposed Draft (the “Proposed Draft” or “Draft”) and the December 1, 2015 “Comparison of Conditions” spreadsheet prepared by John Cole of BPS and would like to submit the following comments.

First, we appreciate the analysis and comparison of the new CI provisions with UP’s existing master plan that was approved in 2013 and which will expire in 2023. We understand that this comparison shows how our existing approvals will be treated in a new CI zone, which approvals will continue, which will have to be amended, and which may no longer apply. We also understand however that this comparison is based on the BPS-proposed CI zone and that the CI zone provisions may change over the course of the public review and hearing process. Thus, we recognize that the comparison and analysis may change and we will continue to comment on those changes to the extent they do not meet UP’s expectations about campus development.

Second, UP is mindful of the long hours we have spent with the University Park Neighborhood Association (“UPNA”) coming to agreement on our last master plan. That work resulted in an uncontested hearing before the Hearings Officer and UPNA’s endorsement of the master plan. UP is sensitive to the commitments we made under the 2013-2023 master plan and we intend to honor those commitments. We understand those are 10 year commitments but to the extent the CI zone proposes to alter that agreement, the City will need to explain those changes to UPNA. UP will be mindful of the impacts on, and opinions of, the UPNA.

Conforming Uses. As stated above, UP’s most recent Master Plan was unanimously approved in 2013. All current campus buildings are allowed uses and conforming developments under UP’s current Master Plan, and all previous master plans. If the master planning process is eliminated for UP’s campus, the CIZP must preserve the conforming nature of each of these uses as a

baseline and not subject any of these previously permitted uses to any non-conforming use or development review. Our read of Mr. Cole's Comparison of Conditions chart is that BPS agrees with this comment. For instance, under the height regulations it is stated the "intent is for the building heights to be fully reflected on Map 150-2." We read this to say that all existing heights of buildings and allowed heights under the master plan will continue to be allowed as conforming uses. We assume this same conclusion applies to current and planned uses under the master plan such as athletic facilities and all other college or college accessory uses contained in the master plan.

McCormick and Baxter Site. The current master plan boundary includes the McCormick and Baxter site. UP is in discussions for the use or purchase of this site. The master plan has already approved college uses on the site and assigned a specific floor area ratio to development on that site. Thus, the new CI zone should be applied to the McCormick and Baxter site.

Athletic Fields. UP is an NCAA Division 1 University and is required to host nighttime sports events at its existing Merlo and Joe Etzel outdoor Fields for its NCAA sports teams. NCAA live sporting events require regulation-sized fields, team and training facilities, spectator seating, outdoor lighting, and voice amplification. UP athletes also need practice time on these fields which often require outdoor lighting outside of event hours. The development of Merlo and Joe Etzel Fields was allowed under UP's CUMP. The CUMP also regulates lighting and amplification at these venues. These existing facilities meet the minimum requirements for NCAA sporting events. In order to maintain its status and viability as an NCAA Division 1 University, UP must continue to operate its outdoor sporting fields under the existing baseline with opportunities for reasonable growth.

UP requests that its existing field standards (including the facilities and accessory buildings, lighting, and amplification standards) be incorporated into the CIZP as a baseline for UP's campus. Under this baseline, UP would not be required to obtain a conditional use permit to operate its sports fields in compliance with its existing standards. Again, the Comparison of Conditions report seems to agree with this conclusion by stating "outdoor sports field conditional use requirements carry forward until amended." UP understands this language to mean that our existing uses and approvals will carry forward even after any zone change to CI. Further, only if we apply to expand an outdoor sporting facility use in some measurable way beyond the level approved in the master plan will we be required to apply for a conditional use, if such an application is required under the new CI zone. We also understand that any such conditional use review would apply the existing use as a baseline and not operate to reduce the existing use.

Master Plan Expiration. The CIZP proposes to eliminate all existing campus CUMPs on or before December 31, 2020. After 2020, campuses must apply to rezone their properties to the appropriate CI zone even if their existing CUMP is still valid. UP's CUMP is valid from 2013 until 2023, and under its terms and the current Code, can be extended for an additional term of ten years. The 2020 cut-off will arbitrarily eliminate three years from UP's approved master plan and UP's extension rights. UP requests that the City honor its existing CUMP until its expiration in at least 2023. We recognize that the desire to limit the plan to 2020 is based on a concern that the City would like to see a new traffic study by that date for all institutional uses under the new CI zoning.

UP conducted a 10-year traffic study in 2013 with projections through and past 2023. Thus, all traffic impacts for the ten-year period have already been studied and mitigation is in place to address these impacts, including the three years after 2020. We cannot therefore agree to now limit our traffic vesting to less than the projected timeline but continue to honor our mitigation requirements based on the 10 year timeline.

Parking/Transportation/TDM. UP has built a parking supply and demand, special events and transportation demand management (TDM) program over the decades that both effectively manages its transportation and parking impacts as well as encourages multi-modal trips. We are requesting that any TDM program that comes with the CI zone recognize the unique setting of each of these institutions, including UP, and recognize the success of the existing programs to manage parking and transportation and increase multi-modal trips. If an existing program is effective, the City need not require amendments simply because there is also a desire to adopt a CI zone. In many cases, the CI zone may in effect be use - or density - neutral for the institution. In other words, the CI zone itself will not encourage or result in any more development than would have occurred under the existing master plan. In that way, the new CI zone may not, by itself, justify a more rigorous TDM program.

Thank you for the opportunity to comment on the proposed draft CI regulations. We look forward to participating in the upcoming hearings.

Best regards,



Jim Kuffner, University of Portland
Asst. VP for Community Relations & Special Projects

cc: Christe White, Radler White Parks & Alexander, LLP
Tom Armstrong, BPS
John Cole, BPS
Jim Ravelli, University of Portland

November 19, 2015

To: Portland City Council

Re: Rezone 3 blocks between North Williams Avenue and North Gantenbien Ave., Russell Street and Graham Street from IR to Mixed Use/Residential.

Dear Portland City Council Members,

The North Northeast Business Association (NNEBA), an organization whose goal is to improve the economic and business climate in inner North Northeast Portland since 1977, believes it is long overdue for Emanuel Hospital to follow through with its signed promise it made in March 1971 with the City of Portland and community which was called the Replacement Housing Agreement. NNEBA, not to be confused with NEBBA (NE Broadway Business Association) encourage Portland's City Council to begin this process by rezoning the three block area between North Williams Ave., North Gantenbien Ave., North Russell Street and North Graham Street from IR to a Mixed Use/Residential zone as part of the new Comprehensive Plan.

Our goal is a revival of the once, thriving African American business and residential district by creating a center for a diverse population and uses such as retail, housing and a health care vocational training school for high school and junior college students. This cannot be done with the current IR zone which is for exclusive hospital use. Emanuel could then fulfill its promise to give up the properly rezoned land for the development of 180 to 300 affordable housing units. NNEBA and others wish to heal the wounds that are still felt in our community. Without dwelling too much on the violations of the past it is important to understand the following historical facts in order to move forward.

Portland was no different than many other cities throughout the United States in regards to racist real estate and urban "renewal" actions. Up to 1952 districts were redlined so that minorities could not buy properties in certain neighborhoods. After the Vanport flood in 1948 many black families and individuals purchased and rented properties in designated north and northeast neighborhoods such as Eliot, where Emanuel Hospital was established in 1915. In 1960 Emanuel asked the recently formed Portland Development Commission (PDC) to create a new urban renewal district surrounding the hospital. In 1962 PDC completed a report stating that the area around Emanuel Hospital was unfit for residential rehabilitation and recommended land clearance to make way for Emanuel's urban renewal project.

While planning continued by Emanuel and PDC, residents in neighborhoods adjacent to Eliot took advantage of a popular PDC housing rehabilitation program called Albina Neighborhood Improvement Project (ANIP). In 1967 more than 1000 Eliot citizens petitioned the City Council to extend the ANIP to south of Fremont. PDC denied the request because the area was already targeted for Emanuel's urban renewal efforts.

On February 28, 1967, Emanuel announced its four phase plan for the removal and development of 22 blocks of the nearby properties. Between 1963 and 1969, Emanuel created its own blighted conditions surrounding them by buying 101 properties and cleared the neighborhood of many buildings worthy of rehabilitation.

On May 30, 1970 PDC announced receiving \$5 million from the Federal Government to acquire another 209 households for Emanuel and displace 111 families and 98 individuals. The threat or use of eminent domain powers, reserved only for public jurisdictional use for outstanding public need, not private needs, were illegally used to force some unwilling landowners to capitulate and sell. This process of displacing families, eliminating jobs, demolishing historic properties and clearing 22 blocks of residential and commercial properties tore the heart out of the predominately black community.

A decade of planning by Emanuel Hospital and PDC had occurred before the first public hearing was held on July 29, 1970. Emanuel Displacement Persons Association (EDPA) formed soon thereafter, but it was too late to stop Emanuel's and PDC's plans. EDPA did manage to delay the project via petitioning the Federal Housing and Urban Development Agency in Washington D.C, to intervene and demand a compromise. The hospital project moved forward after EDPA, Emanuel Hospital, Housing Authority of Portland, PDC, Model Cities Planning Board and City Demonstration Agency signed a Replacement Housing Agreement in March of 1971. The Agreement provided for the development of 180 to 300 housing units to replace the demolished homes. Shortly after signing the agreement Emanuel Hospital stated that it would provide land for the replacement housing, but would not be responsible for funding or developing it. Portland's Housing Authority, PDC and the Portland City Councils since then have not offered any housing funds for development in Emanuel's IR zone.

Of the four phased plan of Emanuel Hospital, in the 1960's and 70's only two phases were developed. The most important third phase for the community, which included 180 to 300 low income multi-family units, was never developed because on April 7, 1973, Emanuel announced that the Federal funds they applied for were curtailed. The demolition of buildings continued anyway even though plans for development were dropped.

The IR zone classification of the property has been a detriment to the City of Portland. For 42 years it has been a greater blight to the North Portland community than it was before demolition of the popular historic commercial district. No jobs, property taxes or housing has occurred in this three block location that has become desirable for development. Emanuel Hospital has no interest in developing housing or hospital related uses in the near future on these blocks.

NNEBA and the community encourage the Portland City Council to take a proactive position and change the institutionalized zone to more community based uses. The Portland City Council should also help create a development corporation involving the community, Legacy, Portland Community College, and PDC for a land transfer by Emanuel for 180 to 300 housing units and plan the future use of what remains of the three blocks in question.

Thank you,


NNEBA Board Chair, Joyce Taylor



NNEBA Transportation & Land Use Rep., Brad Perkins

UNIVERSITY PARK NEIGHBORHOOD ASSOCIATION
LAND USE COMMITTEE
September 13, 2015

RE: Campus Institutional Zoning Project

The UPNA Land Use Committee proposes adoption of the following comments by the UPNA Board at its September 14 meeting.



The UPNA was able to participate in the advisory group that helped create this document based on its collaborative experience in developing the current University of Portland Conditional Use Master Plan. However, the UPNA has several concerns with the document in its current form and cannot support it until 33.150.050 is amended to REQUIRE Good Neighbor Agreements.

First, it is inherently not in the interest of a neighborhood association to be in favor of this document and the policy of institutional zones whereby the neighborhood has little if any recourse to influence the actions or development of an institution. The current conditional use process does provide a mechanism for neighborhoods to raise concerns in a collaborative or adversarial manner. For instance, in the most recent University of Portland CUMP over 100 University Park neighbors were able to constructively raise their concerns about student behavior and public safety, development of certain parcels of land and the rampant growth of off-campus student housing.

As a result, the approved CUMP addressed public safety (the first time in a master plan), delayed and limited construction on University lands adjacent to two residences, and the University committed to house 75% of the undergraduates on campus. As a result of these changes, the UPNA Board unanimously supported the final Master Plan proposal, and has since supported a proposed street vacation and demolition of houses along Willamette Boulevard for student dorms.

Second, the document assumes that educational institutions are stationary. In fact these institutions do relocate as did the Methodist college that was the original institution at what is now the University of Portland, and as Heald College recently did. Higher educational institutions need the freedom and flexibility to develop their resources and adjust their business plans to meet future needs. The current document, places too many restrictions on the ability of an educational institution (p.24-37 or 33.150.100). It assumes that only small retail would benefit a neighborhood, when in fact offices, labs, warehouses, parking, outdoor recreation and religious facilities might provide benefits and should not be apriori prohibited. The University of Portland provides significant parks and open space, religious and community facilities under its Master Plan but would be prohibited or restricted from doing so under Table 150-1.

Why should the Comprehensive Plan and Zoning Map limit potential public-private or community-business-institutional partnerships? Nationally, many universities are developing labs, offices, senior and assisted living facilities and mausoleums or columbariums which would be limited or prohibited under the proposed rules.

Third, creation of these institutional zones may make it difficult to redevelop surplus properties. An institution may need to sell land, and this new set of zones restricts the potential uses, purchasers and value of such land in a manner that discriminates against the institution as opposed to commercial, industrial or residential zones. A neighborhood has a vested interest in such decisions.

Fourth, the UPNA supports the intention of the proposed Neighborhood Contact and Outreach (33.150.050) as a good minimal standard. However, the steps called forth require only notification to the community of an institution's development plans. It does not require any meaningful dialogue or recourse if a neighborhood disagrees with an institution's plans. All of the power rests with the institution. Therefore, the UPNA calls for a mechanism for dialog with the neighborhood or for resolving disputes beyond annual meetings.

Good Neighbor and Community Benefit Agreements are recommended, but not required under the proposed 33.150.050. Such agreements should be required. Until this section is changed, the UPNA cannot support this institutional zoning proposal.

The UPNA notes that Map 150-2 reflects the approved University of Portland Conditional Use Master Plan, and will create a clear delineation of the campus while providing a reasonable transition to the single family neighborhood across Willamette Boulevard.

Sincerely,
Thomas Karwaki
UPNA Land Use Committee Chair
7139 N. Macrum Ave.
Portland, OR 97203
253.318.2075 cell