

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

According to the Bureau of Planning and Sustainability's publication Central City 2035

Volume 1 Goals and Policies Proposed Draft June 20, 2016, the Central City area covers 'slightly less than 5 square miles' or slightly less than 3200 acres and accounts for 130,000 jobs.

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

- Central City has 130,000 jobs in slightly less than 3200 acres, or close to 40.625 jobs per acre.
- OHSU's Marquam Hill campus has 12,000 employees in 116 acres, or 103.448 employees per acre.

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Brian Dapp

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

Hello,

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

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

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

Thanks,

N Fast

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

Commissioners:

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

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

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

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

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

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

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

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

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

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

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

To: Portland City Council

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

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

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

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

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

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

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

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

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

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

Klickitat

Fremont – approx. 140 homes

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

Thank you for your consideration.

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



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



October 16, 2016

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

RE: Mixed Use Zons

Portland City Council members:

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

Planning for Civic Corridors

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

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

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

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

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

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

Dear Council,

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

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

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

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

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

Sincerely,

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

(503) 238-1414

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

October 13, 2016

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

Attn: Comprehensive Plan Implementation

Portland City Council members:

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

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

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

1. Support for including Design Overlays on Civic Corridors

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

2. Support for Stepbacks and Stepdowns above the Third Floor

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

3. Support for Design Guidelines for Compatibility and Design Commissions per Quadrant.
We absolutely need to increase our housing capacity. However, as recent evidence has

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

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

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

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

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

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

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

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

Thank you,

Jennafer Furniss
2525 NE 13th Ave
Portland, OR 97212

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

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

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

Please add these to the record.
Thank you,

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

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

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

Sent from [Outlook](#)

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

Mr. Peterson,

I can respond on behalf of Director Anderson.

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

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

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

and

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

- Eric Engstrom, Principal Planner
Bureau of Planning and Sustainability

Begin forwarded message:

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

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

Subject: Fw: Mailing of Comp Plan Task 4 Notice

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

Thank you
James Peterson
Multnomah
Land Use Chair

Sent from [Outlook](#)

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

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

To: Anderson Susan

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

Subject: Mailing of Comp Plan Task 4 Notice

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

Thank you
James Peterson
Multnomah
Land Use Chair

Sent from [Outlook](#)

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

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

Re: Planning for Multnomah Village

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

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

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

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

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

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

Please add this to the record.

Thank you.

(Your Name) David McCarthy

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

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

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

To the Portland City Council,

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

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

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

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

Thank you,
Aaron Clemons
Portland, Oregon 97239

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

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

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

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

Dear City Council,

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

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

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

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

Thank you for taking my testimony.

Betsy Reese
SE Brooklyn St.
Portland Oregon

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

Hi -

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

Thanks,
Christine

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

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

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

Sent from my iPhone

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

Dear City Council,

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

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

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

Thanks for reading,
Jeffrey Yasskin

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

Remove Parking Minimums in the Inner Pattern Area

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

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

Here is the supporting evidence for my position:

Point 1)

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

Point 2)

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

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

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

Point 3)

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

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

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

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

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

Patrick Burke

7006 SE 52nd Ave

Brentwood-Darlington

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

Dear Plan Team,

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

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

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

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

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

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

Thank you for your consideration,

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

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

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

Attn: Comprehensive Plan Implementation

Portland City Council members:

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

1. Support for including Design Overlays on Civic Corridors

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

2. Support for Stepbacks and Stepdowns above the Third Floor

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

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

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

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

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

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

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

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

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

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

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

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

Thank you,

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

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

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

Thank you,

Christine Yun
1915 SE Alder St.
Portland OR 97214

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

Support of Richmond Neighborhood Positions on Comprehensive Plan

Mayor Hales and Commissioners:

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

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

Minimize or eliminate CE zoning in Richmond

RNA prefers more pedestrian-oriented zones CM2 or CM3

Upzone Powell to CM3

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

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

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

Thank you.

Doug Klotz

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

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

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

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

Jackie Phillips
Homestead Resident
4205 SW View Point Terrace

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

To whom it may concern at the city of Portland,

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

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

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

Thank you you accepting our testimony,

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

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

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

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

Thanks,
Kaya Blauvelt
SE Portland

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

Dear Portland City Council,

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

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

Off-street parking requirements:

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

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

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

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

Sincerely,

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

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

Greetings,

Please consider my following comments regarding the above:

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

Thank you for considering my comments.

Regards,

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

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

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

Joe Rowe Portland Oregon 97217 North Portland

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

Dear Council,

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

Best regards,

Scott A. Eaton
Principal

CAIRN PACIFIC LLC

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



Scott Eaton
Cairn Pacific
Portland, Oregon

October 14, 2016

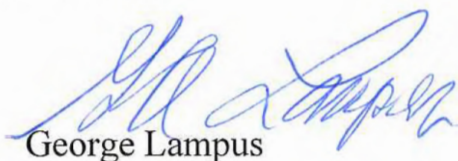
Dear Scott,

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

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

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

Sincerely,



George Lampus

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



October 14, 2016

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

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

Dear Council:

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

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

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

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



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

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

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

Sincerely,

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

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

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

Re: Pdx Comprehensive Plan Implementation – Early & Ongoing

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

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

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

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

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

A. DESIGN ISSUES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

F. Infrastructure - Developer proper share

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

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

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

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

Dear City Council,

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

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

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

Thanks,
Eric Schnell
Portland OR 97239

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

Please eliminate minimum parking requirements in Mixed-Use Zones.

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

- Aaron

[Aaron Kuehn](#)

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

Mr. Manning, Mayor, Counsellors,

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

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

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

Donna Bestwick

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

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

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

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

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

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

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

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

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

Sincerely,

Angel York

7707 N Fiske, Portland, OR 97203

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

To our elected officials,

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

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

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

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

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

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

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

Your Native Oregonian,

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



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

October 14, 2016

Via Overnight Delivery and email: cputestimony@portlandoregon.gov

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

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

Dear Mayor Hales and Members of the City Council,

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

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

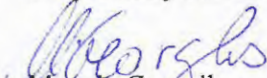
We wish to reiterate the request made by the RTF/ICSC for equitable zoning for auto-accommodating businesses. To that end we request CE zoning for our existing facilities to minimize making them nonconforming. As you know, nonconforming developments are disfavored and present a condition where we are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

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

Please make this letter part of your hearing record.

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

Respectfully Submitted,


 Maggie Georgilas
 Director of Real Estate

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

Dear representatives,

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

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

Sincerely,

Neil Heller

3333 SE Taylor St, Portland, Oregon 97214

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

Hello,

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

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

Thank you,

Rachel Hill
9515 N Lombard Street

--

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

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

Dear representatives,

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

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

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

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

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

Regarding Marquam Hill

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

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

Thank you.

Milt Jones
425 SW Bancroft
Portland, Oregon 97239

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

October 13, 2016

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

Attn: Comprehensive Plan Implementation

Portland City Council members:

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

1. Support for including Design Overlays on Civic Corridors

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

2. Support for Stepbacks and Stepdowns above the Third Floor

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

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

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

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

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

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

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

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

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

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

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

and other fee waivers or reductions, or other bonuses)

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

Thank you,

Patrick E. Hilton

1717 W. Burnside #9, Portland, OR 97209

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

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

Sincerely,
Andrew Seubert
Rose City Park resident

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

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

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

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

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

Sent from my iPhone

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

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

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

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

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

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

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

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

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

Architecture and Town Planning

3432 SE Carlton Street - Portland, Oregon 97202

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

Email: lqamar@comcast.net

Web site: www.qamararchitecture.com

Recent work: www.seabrookwa.com

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

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

Mark Whitlow | Perkins Coie LLP

PHONE: 503.727.2073

FAX: 503.346.2073

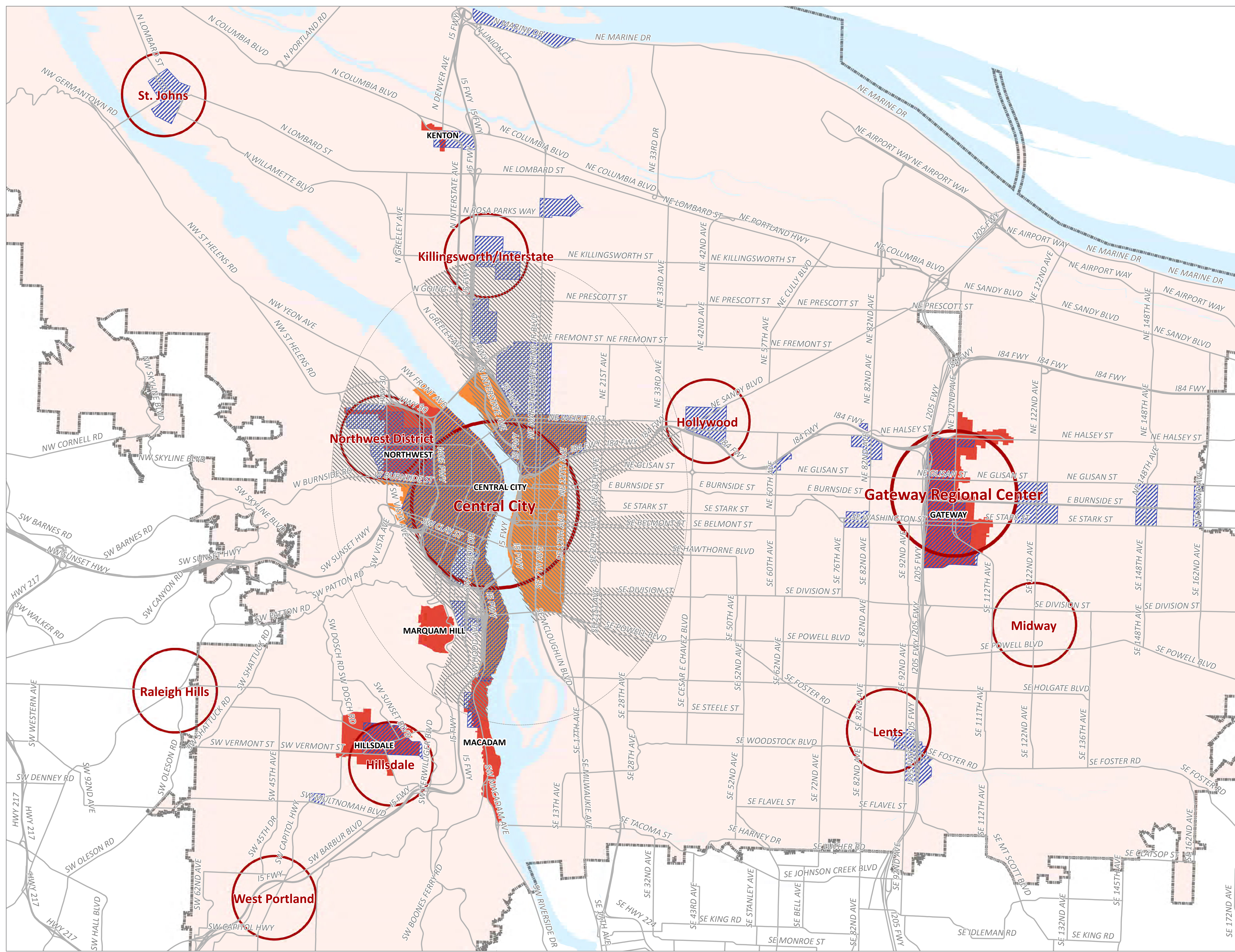
E-MAIL: mwhitlow@perkinscoie.com

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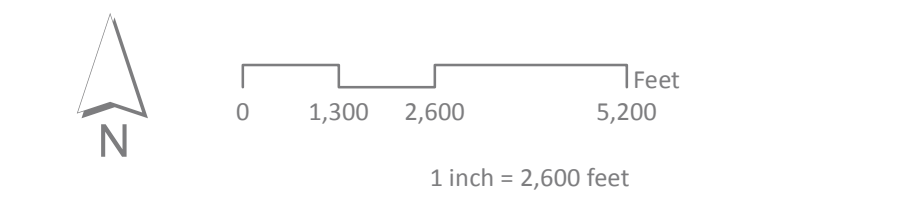
COMP PLAN DRIVE-THROUGH POLICY PROHIBITION AREAS MAP Portland, Oregon

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

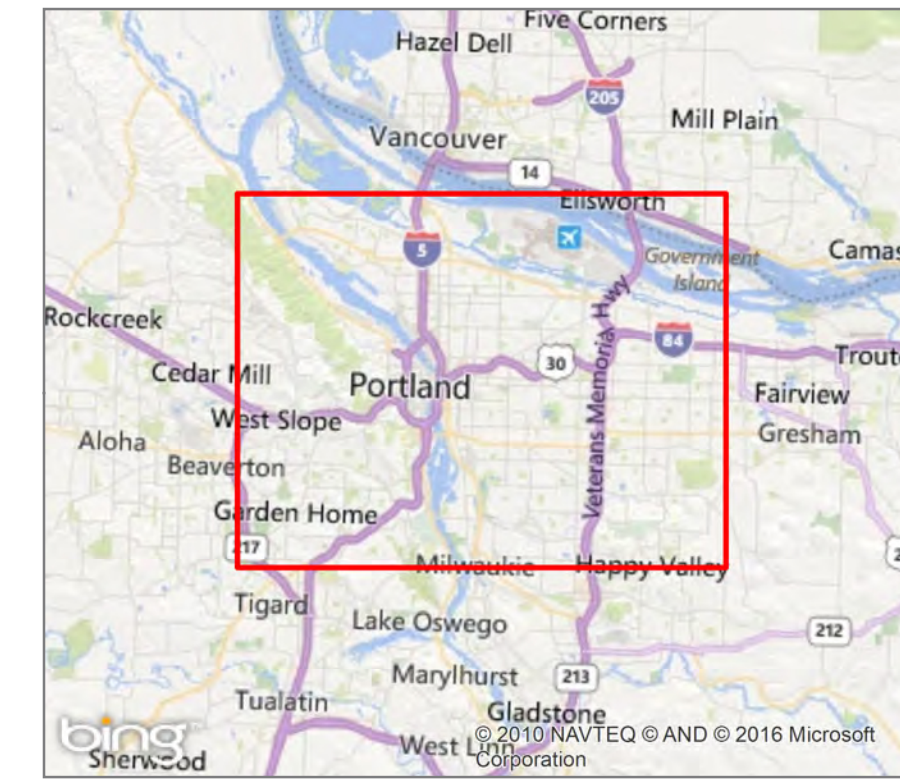
Notes:
DTs prohibited in mapped areas
DTs allowed elsewhere per Chap 33.224



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



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

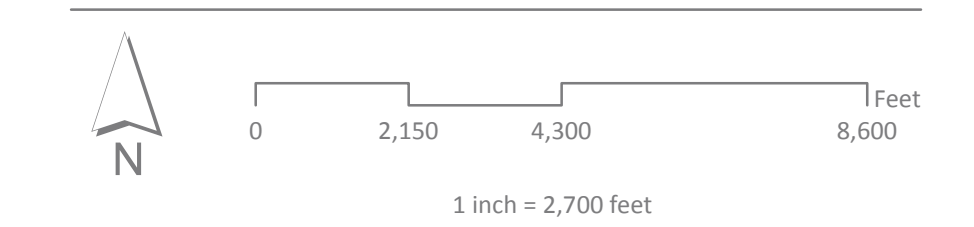


CE ZONE & NON-CMSO RECOMMENDATIONS Portland, Oregon

LEGEND

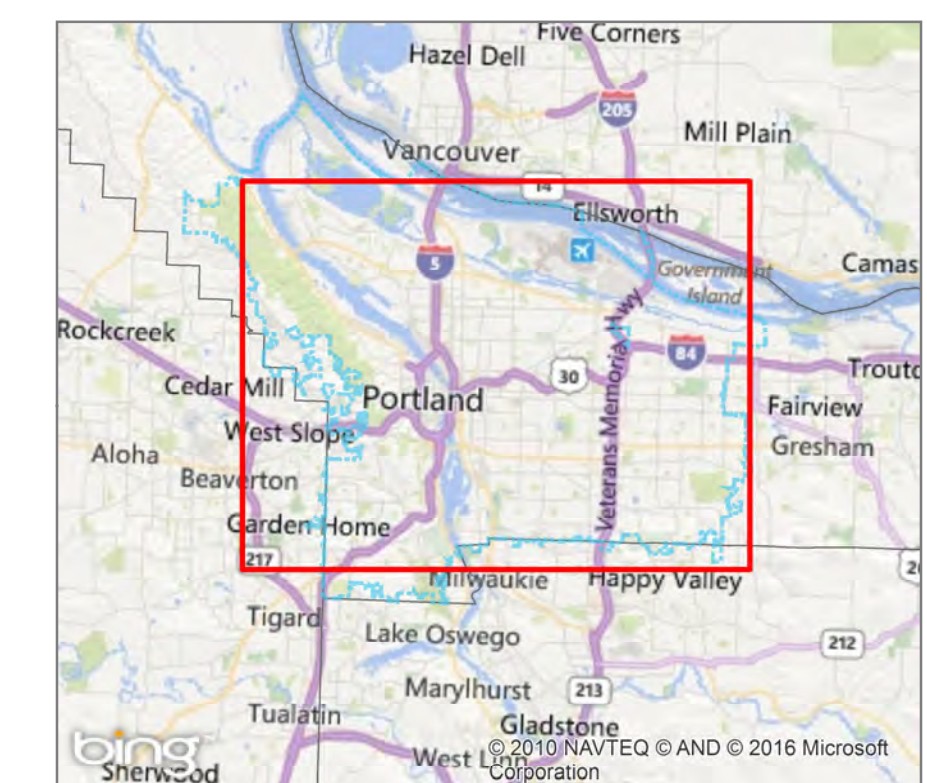
- Recommended CE Areas
- Recommended CMSO removals
- Proposed CMSO
- Proposed Zones**
- CM1 - Mixed Commercial
- CM2 - Commercial Mixed Use 2
- CM3 - Commercial Mixed Use 3
- CE - Commercial Employment
- Current Zones**
- CG (If no hatch, changing to other comp plan desig.)
- Traffic Classifications**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

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



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

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

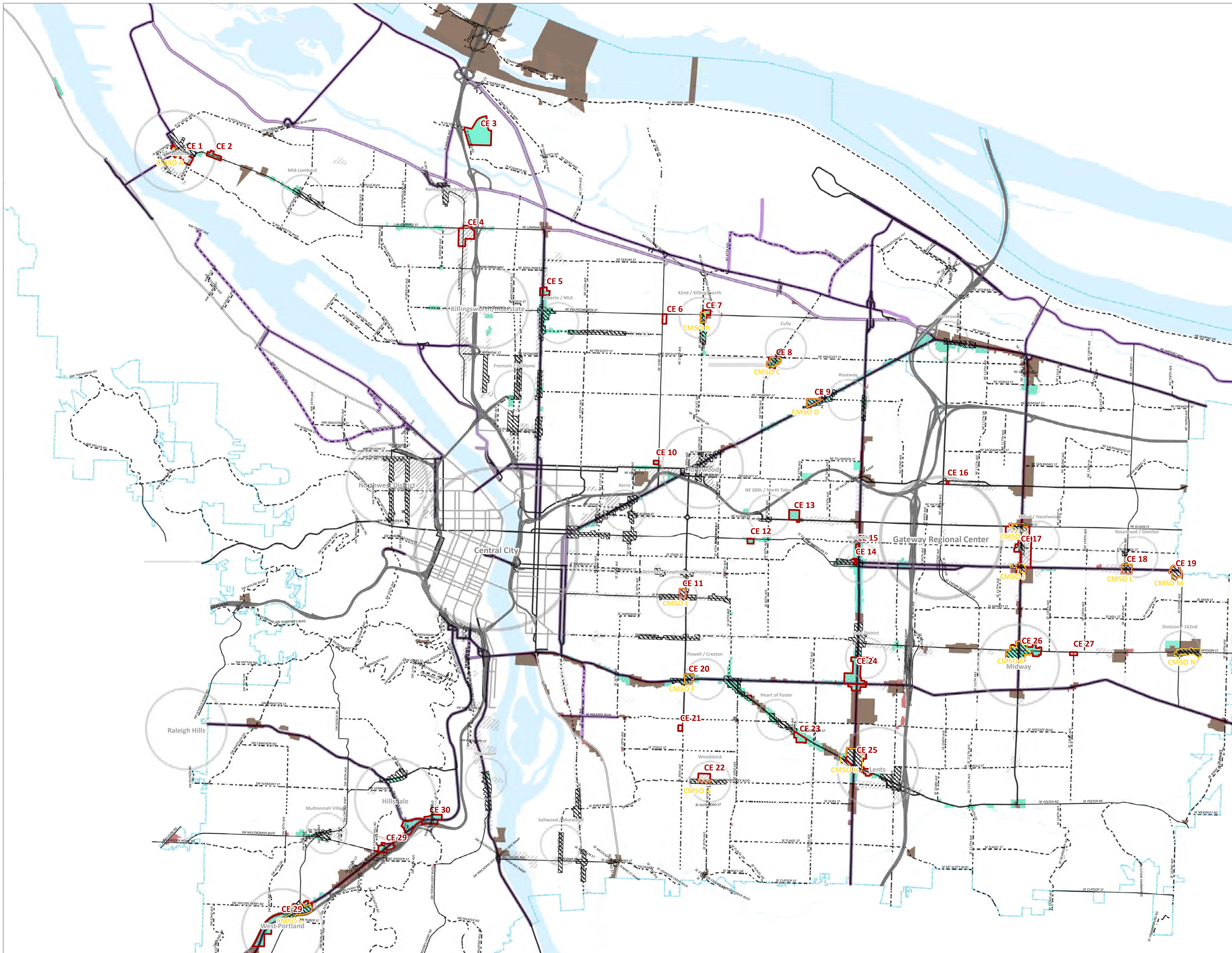


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From: [Elmore-Trummer, Camille](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: FW: Support for 2:1 FAR in Alphabet District
Date: Friday, October 14, 2016 9:15:15 AM

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

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

Mayor and Commissioners:

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

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

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

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

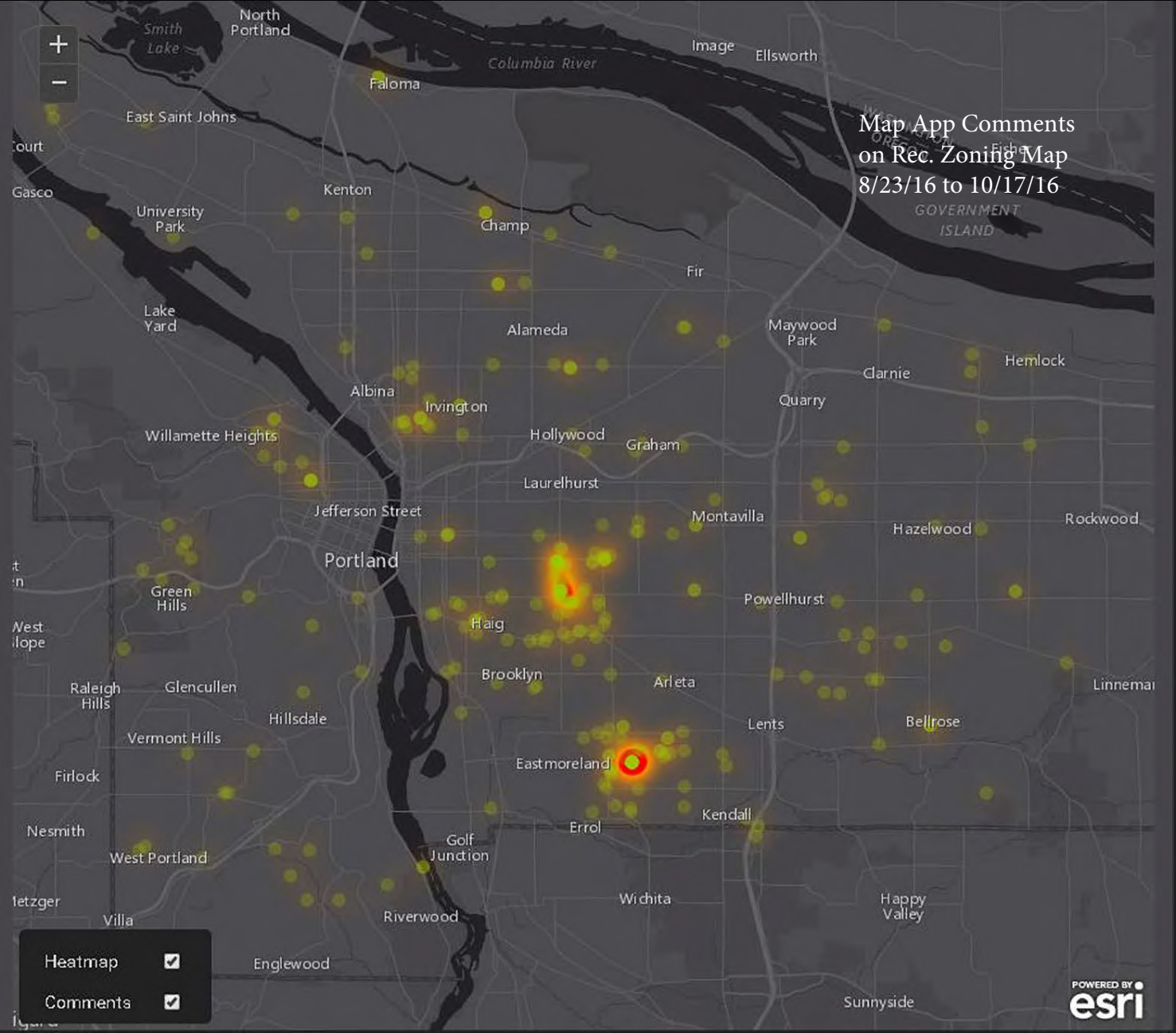
- Beyond the land value, costs for this project should be comparable to costs for other similar projects in the metropolitan Portland area. If two other recent Northwest Housing Alternatives senior housing projects were recently constructed with 45 units each on considerably larger sites, it seems reasonable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

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

Thank you,

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

Map App Comments
on Rec. Zoning Map
8/23/16 to 10/17/16



- Heatmap
- Comments

Map App Comments on Major Public Trails 8/23/16 to 10/17/16



- Heatmap
- Comments

Map App Comments
on TSP Bike Classifications
8/23/16 to 10/17/16



- Heatmap
- Comments

Map App Comments
on TSP Street Design Classifications
8/23/16 to 10/17/16



Heatmap

Comments

ID	Name	Date	Comment	Feature	Neighborhood
21573	Doug Klotz	10/16/16	It is logical to fill in the remaining R-2.5 zoning here, to complete the block facing Clinton St. There are already a duplex on the north side of Clinton, and many of the lots in this area are 4000 s.f. instead of 5000. this rezoning makes sense, especially since the Comp Plan designation has been R-2.5 for decades.	residential_os-592-1357	Richmond
21572	Adam Herstein	10/16/16	I support the upzoning of these lots. We need greater densities to accommodate all the people moving to Portland. Changing these lots to 2.5 will improve the neighborhood by allowing more people to live here and avoid the replacement of a single house with another single house situation that is common to Richmond.	residential_os-1339-3984; residential_os-932-3489; mixed_use-1074-1209	Richmond, Creston-Kenilworth
21565	Doug Klotz	10/16/16	Upzoning this gas station site to CM-3 increases the possibility that a large development will come in (perhaps in conjunction with the surrounding property to the northeast, with the funds to pay for any needed remediation in this lot.	mixed_use-1074-1209	Creston-Kenilworth
21564	Doug Klotz	10/16/16	I support this change, which will bring more neighborhood-oriented, even housing-oriented, development to this stretch of 50th, rather than the scattered auto-repair and other businesses now too prevalent.	mixed_use-1072-3028	Richmond
21563	Doug Klotz	10/16/16	I will repeat my earlier comments. It is odd that the north side of Powell from McLoughlin to 11th is zoned EX, which allows and encourages housing at a high density, yet the south side is zoned more for drive-in and auto-oriented businesses. If anything, the south side should have the most pedestrian-friendly zoning. It should be CM-2 at least.	mixed_use-1073-75	Brooklyn Action Corps
21562	Doug Klotz	10/16/16	I will reiterate my earlier comments that the south side of Powell from Milwaukie to 17th deserves a more pedestrian-friendly zone than CE. This is adjacent to the Brooklyn Neighborhood, on a busy bus line, and near to two Max stations. This stretch should be CM-2 and/or CM-3.	mixed_use-1073-74	Brooklyn Action Corps
21561	Doug Klotz	10/16/16	I support zoning these properties EX. This is near the Clinton Max station, and abuts the Brooklyn neighborhood, so would work well with this zone.	cc_employment-1156-3877	Hosford-Abernethy
21560	Doug Klotz	10/16/16	I support the rezone to EX here, to help continue the Grand Ave. street wall, and bring life to a parking lot "dead zone". This could be a good complement to the planned multi-story building on the east side of Grand.	cc_employment-1274-4255	Buckman

21559	Doug Klotz	10/16/16	I agree with the owners, that this is an appropriate site for CM-3. It is at a transit-rich intersection, a block from a under-construction grocery store, and across from planned multifamily as well as existing multifamily.	mixed_use-1168-86	Buckman
21558	Alan Kessler	10/15/16	Please replace all CE on Powell with CM3.	mixed_use-1073-4109	Creston-Kenilworth
21557	Alan Kessler	10/15/16	Please zone CM3 rather than CM2 on Powell. If any street can handle the density, it is Powell Blvd, which has a huge right-of-way and excellent transit access.	mixed_use-1166-4144	Creston-Kenilworth
21556	Alan Kessler	10/15/16	This corner (the node at Cesar E Chavez and Division) ought to be upzoned to CM3.	mixed_use-1110-518	Richmond
21555	Alan Kessler	10/15/16	This corner (the node at Cesar E Chavez and Division) ought to be upzoned to CM3. This property currently has a RiteAid store, which is designed as an auto-oriented development. Because that company is merging with Walgreens (which has a store just a few blocks north) it would not be surprising to see this develop soon. It is a prime area to add substantial housing, and help stretch the pedestrian-oriented zone across Division.	mixed_use-1110-518	Richmond
21554	Alan Kessler	10/15/16	This corner (the node at Cesar E Chavez and Division) ought to be upzoned to CM3. In particular this lot, which has a gas station will need to be given a high-density zone in order to incentivize someone to replace the gas station and clean up the soil.	mixed_use-1110-518	Richmond
21553	Lynn Feinstein	10/15/16	The only portion of the proposed plan that wouldn't cause too much of an overcrowding and safety issue would be to allow ADUs in the area we live in. That would be a reasonable compromise. On SE Alder there already exists multifamily units next to 2 private residences.	residential_os-1334-1653	Mt. Tabor

21552	Lynn Feinstein	10/15/16	<p>My husband and I live in a small pocket of homes built between 1900 and the 1970's. This small "pocket neighborhood" includes families of various demographics. Each house currently occupies a significant percentage of their lots, but we have been able to maintain a significant amount of privacy due to the preservation of many old and established trees. And the significantly varied elevations of the lots.</p> <p>Our opposition to the change from R5 to R2.5 is both from a quality of life and a public safety perspective.</p> <p>From a quality of life perspective: Our neighborhood is what we would consider dense already. While there is privacy attributed to the thoughtful preservation of trees, our residences are already close quarters. we do not see how the types of buildings allowed in R2.5 could be built without significant removal of established trees, which would materially alter the neighborhood character and privacy. Parking is already problematic due to the width and curve of Washington St (the dog-leg Washington, not the main Washington) and the fact that 74th is single lane gravel with no possibility of on-street parking. With the current layout of 74th and dog-leg Washington, getting on the main Washington during busy times is challenging with the current density. We generally feel that any altering of the neighborhood with the addition of homes allowed in R2.5 would reduce our current property values due to the impact of both density increases and aesthetic destruction.</p>	residential_os-1334-1653	Mt. Tabor
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			<p>From a public safety perspective: Access in and out of our neighborhood is already challenging when on-street parking is maximized. We have often been concerned that emergency vehicles may not be able to get to specific residences given the layout. Adding density will exacerbate this issue.</p> <p>We are close to a church\school. During high activity church and school times, the residents adjacent to the school\church see quite a bit of traffic which at "prime time" is overly congested. Adding density will only increase the tension as well as the probability of an accident</p> <p>We strongly feel that this proposed zoning change is in nobody's interest and hope that this is not approved.</p> <p>Thank you for your time and consideration</p>		
21551	Doug Klotz	10/14/16	I support upzoning this section to R-2.5 This will rationalize the patchwork of zoning in this block, creating consistency and allowing for an incremental increase in density in this well served area.	residential_os-1339-1778	Richmond
21550	Doug Klotz	10/14/16	I support upzoning this section to R-2.5 This will rationalize the patchwork of zoning in this block.	residential_os-592-1358	Richmond
21549	Doug Klotz	10/14/16	I support upzoning to R-2.5. This makes sense with the existing development and zoning pattern.	residential_os-1339-2944	Richmond
21548	Alan Kessler	10/14/16	Please upzone this to CM2 or CM3. This is a crucial node on two major transit routes. This is a 20-minute location. It would be a shame to see low-density luxury townhouses go in here and be stuck with that development for the next 50 years, when this location could accommodate many more homes than that. Please review the Richmond Neighborhood Association's testimony to council to understand the preference for CM2 or CM3 and higher density at the nodes.	residential_os-1529-4411	Richmond
21547	Alan Kessler	10/14/16	It's really a shame that the city is proposing only R1, which is not a particularly dense zoning given the width and transit-friendliness of this stretch of Cesar E Chavez. Please consider upzoning to CM2 or CM3 as is supported by the Richmond Neighborhood Association's testimony to council.	residential_os-1340-2400	Richmond

21546	Alan Kessler	10/14/16	I want to express my strong support for upzoning this strip to R2.5. This will bring it into symmetry with the zoning on the south side of division, and provide more options than 1-for-1 replacements of old small houses with giant mansions. The strip designated is close to the 4 and the 75 bus lines, and would allow for much needed homes near some of the best public transit in the city.	residential_os-1339-3271	Richmond
21545	Alan Kessler	10/14/16	I want to express my strong support for upzoning this strip to R2.5. This will bring it into symmetry with the zoning on the south side of division, and provide more options than 1-for-1 replacements of old small houses with giant mansions. The strip designated is close to the 4 bus line, and would allow for much needed homes near some of the best public transit in the city.	residential_os-1339-4278	Richmond
21544	Alan Kessler	10/14/16	I want to express my strong support for upzoning this strip to R2.5. This will bring it into symmetry with the zoning on the south side of division, and provide more options than 1-for-1 replacements of old small houses with giant mansions. The strip designated is close to the 4 and the 75 bus lines, and would allow for much needed homes near some of the best public transit in the city.	residential_os-1339-1778; residential_os-1339-3984	Richmond
21542	Alan Kessler	10/14/16	I want to express my strong support for upzoning this strip to R2.5. This will bring it into symmetry with the zoning on the south side of division, and provide more options than 1-for-1 replacements of old small houses with giant mansions. The strip designated is close to the 4, the 14, and the 75 bus lines, and would allow for much needed homes near some of the best public transit in the city.	residential_os-1339-4277	Richmond
21541	Roger Jones	10/14/16	Along with agreeing with PSC that CM1 is an appropriate zone for all neighborhood commercial on Hawthorne Boulevard east of 50th, it is recommended that the Design "d" overlay be extended to those 8 lots. Neighbors and others need better LU management tools for sensitive uses that somewhat encroach on the predominantly residential context of that area.	mixed_use-1281-4289	Mt. Tabor

21540	Patrick Burke	10/13/16	<p>This should not be CE, it should be CM1. CE allows drive-thrus, etc. This is transit friendly area (2 buses serve this intersection). There is currently construction to build the Lennox Apartments here.</p> <p>Lennox apartments description from permit: New mixed use building, ground floor retail, 64 units, on-site parking, landscaping and utilities.</p> <p>So please explain why this is being zoned CE?</p>	mixed_use-1070-52	Creston-Kenilworth
21539	Dani Zeghib	10/13/16	<p>You really want to DECREASE density right ON BURNSIDE, along a MAX line?? Given how out of control housing costs have risen and how many people have been pushed out of housing?? You're trying to do this on NE Glisan too. Why on earth does anyone in the City think this is a good idea? We should be INCREASING density everywhere it makes sense (like on Burnside) and not decreasing it anywhere. I fear Portland is going to become like Boulder CO, where only the affluent will be able to live, and all the workers who serve them will commute from Washington state.</p>	residential_os-1220-4215	Hazelwood

21537	Patrick Burke	10/13/16	<p>The commercial areas on 52nd Ave in Brentwood-Darlington serve as a perfect example of what happens when the city requires small storefront areas to each have their own separate parking pods. The result is that you get a collection of pot shops, convenience stores, and other undesirable businesses separated by unsightly concrete lots that only contain a few spaces and sit empty most of the time.</p> <p>
</p> <p>This area is bicycle and pedestrian friendly in terms of the street layout. It has complete bike lanes, mostly completed sidewalks, and curbed parking on both sides of 52nd. Many locals would choose to walk or bike here if a storefront character emerged and the 1970's era mini-strip malls were replaced. I think the solution the city needs to help dispersed areas like this is to adapt more of a carrot than a stick approach to required parking. Instead of the stick approach of requiring parking for small shops (say less than 5000 sq ft of floor space), try providing bonuses to those developments that add spots and make those spots available for other businesses in the area to use. Without such an approach, dispersed areas like this will continue to be eyesoars instead of community centers.</p> <p>
</p>	mixed_use-1091-296; mixed_use-1091-299	Brentwood-Darlington
			<p>The city also should realize that parking is really not much of a concern in 'Mixed-Use Dispersed' areas like this in the same way it is in the Neighborhood and Civic Corridor areas like Division and Woodstock and likely never will be. The city should be careful not to regulate problems that do not exist. Most of the curbed public spaces on 52nd sit empty throughout the day even when the few businesses nearby are open. The more salient concern in the 'Mixed-Use Dispersed' areas is attracting businesses that add character and act as local access points that bind micro-neighborhoods together.</p>		

21536	Dani Zeghib	10/13/16	<p>How can the City justify *decreasing* density in some of the few remaining parts of the city that are still affordable to first time homebuyers and lower income renters? Has the city allowed NIMBYism to dictate zoning? There is *absolutely no excuse* for residential areas that have been some of the last bastions of affordability for those who have otherwise been pushed out of closer-in areas to DECREASE density, and to do so demonstrates a real disconnect between what the city SAYS it wants to accomplish, and what it is ACTUALLY facilitating. If the city wants to increase affordability and density without sprawl, there is no reason why areas that are currently R10 to become R20. This reduces allowable density by almost 50% in those areas and pushes working people even farther away from their jobs and schools and childcare. I've heard that the city's rationalization for reducing allowable density is something about school capacity and not wanting to overload schools in certain areas. Really? Portland used to be a model of city planning for urban planners and designers the world over. Making long term zoning decisions based on the capacity of existing schools is short-sighted and backwards. But I suspect that the "school capacity" excuse is just that, and that the real reason has to do with NIMBY. In a time when rents have increased 10-14% year over year and immigration is exploding, the only suitable zoning change in the City of Portland is to increase density, not decrease it.</p>	<p>residential_os-233-1047; residential_os-418-1338; residential_os-413-1175; residential_os-424-1558; residential_os-424-996; residential_os-234-926; residential_os-170-2516; residential_os-170-1132; residential_os-165-1133; residential_os-175-1391; residential_os-176-1321; residential_os-175-929; residential_os-173-928; residential_os-1220-4197; residential_os-380-1140; residential_os-418-1174</p>	<p>Pleasant Valley, Powellhurst-Gilbert, Lents, Marshall Park, Collins View, Sylvan Highlands, Southwest Hills, Bridlemile, Ask Creek, Hillsdale, Hazelwood, Reed, Centennial</p>
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21518	Dani Zeghib	10/13/16	<p>Increasing density is good. It is necessary to address our housing crisis in Portland. Question: why increase density (R5 to R2.5) in this small pocket consisting mostly of low income residents, but decrease density in the more upscale neighborhoods closer to downtown in NE Portland near Williams and Broadway (R2 to R2.5)? Why decrease density in gentrified areas of SE Portland such as SE 62nd near Duke or in Hazelwood, which happens to also be very close to a MAX line, where density should increase rather than decrease?</p> <p>Increasing density is important and necessary, but doing so mostly in lower income areas (or busy corridors where it can't be escaped) is transparent and irresponsible. Portland should be fighting against NIMBYism, not pandering to it.</p>	residential_os-1354-3832	St. Johns
21517	Dani Zeghib	10/13/16	<p>Lombard is a major truck traffic corridor. Have you been there during the weekday? It is loud from truck traffic. It's not a "single family" residential zone. By decreasing density here, the city is not only further exasperating the affordable housing issue, but they are zoning for a development type that simply doesn't make sense on this busy street. If anything, the area should be upzoned to R1, not downzoned to R2.5.</p>	residential_os-190-1291	St. Johns

21515	Dani Zeghib	10/13/16	<p>This stretch of Columbia Blvd has many historic low density residential homes on smaller lots. People live here, and the lots are too small to be useful for industrial purposes. I understand the need to preserve industrial land, but many properties with certain existing nonconforming uses (such as medium density residential buildings in low density residential zones) are being rezoned to correspond with their existing uses. By further limiting land use in this swath of homes on small lots in this area, the City would further alienate property owners whose homes have been their longer than the proposed zone, and it would provide them even less incentive to maintain and upkeep the buildings on this highly visible stretch of Columbia. A more graceful and less authoritarian solution that would accommodate the needs of both the existing property owners and the city's wants would be to designate that stretch of residential properties as both IG2 and mixed use. This would promote maintenance and upkeep of buildings on the street frontage, in addition to creative alternative uses that could promote small scale manufacturing (e.g. live/work places for makers).</p>	Prime Industrial (I)	Sunderland
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21502	Don Stephens, BAC B	10/13/16	<p>Comprehensive Plan Implementation Testimony Portland City Council, c/o Council Clerk 1221 SW Fourth Ave., Room 130 Portland OR, 97204</p> <p>Honorable Mayor and City Commissioners: October 11, 2016</p> <p>The Brooklyn Action Corps (BAC) is submitting the following testimony on anticipated zoning to comply with the 2035 Comprehensive Plan for the Brooklyn Neighborhood.</p> <p>(1) Retain current R2.5 zoning for two residences at 1126 SE Reynolds and 1138 SE Reynolds (Proposed Change # 257). (2) As an alternative, only CM1 should be allowed, not CE.</p> <p>?We justify these requests below:</p> <p>Brooklyn is a small neighborhood surrounded by major transportation arteries (SE McLoughlin, SE Powell, and Brooklyn Yards Intermodal). Brooklyn has a high percentage of rental properties (>60%), relative to the surrounding neighborhoods of Sellwood/Moreland, Hosford Abernathy and Creston-Kenilworth. In addition, the MAX Orange Line has brought about the conversion of three Brooklyn homes to a commercial self storage facility on SE 17th. We are protective of the residential nature of our shrinking neighborhood.</p>	mixed_use-257-930	Brooklyn Action Corps
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			While we support the proposed up-zoning of the properties along SE Milwaukie from SE Center to SE Holgate (Proposed Change # 1559) from R1 to CM1 as an appropriate change, the BAC is concerned with further encroachment of commercial property into existing residential areas. After the Comprehensive Plan was approved, we became aware of what we feel is the inappropriate inclusion of two residences into the CE zoning of SE Holgate Blvd (Proposed Change # 257). The residences, at 1126 and 1138 SE Reynolds, now zoned R2.5 are not on Holgate and, in fact, have R2.5 residences on the opposite three corners of the intersection of SE Reynolds and SE 12th. None of the adjacent homeowners received notice of this change.		
21501	Alan Kessler	10/13/16	CM1 and certainly CE structures are not compatible with th	mixed_use-1074-1209	Creston-Kenilworth
21500	Alan Kessler	10/13/16	Please upzone this to CM3.	mixed_use-1074-1209; mixed_use-1074-1209; mixed_use-1074-1209	Creston-Kenilworth
21497	Alan Kessler	10/13/16	Please eliminate CE on this corridor and replace with CM3.	mixed_use-1073-4109	Creston-Kenilworth

21493	Dani Zeghib	10/13/16	<p>This area is proposed to get down-zoned from R2 to R2.5. This area between NE Fremont and NE Knott and between Williams and MLK is very close to downtown, near transit, near a hospital and many other amenities, and the City is proposing to *reduce* density. How can the city reduce density--especially in such a close-in and sought-after location when they purport to want to increase the availability of affordable housing and increase density in the central city and near transit corridors? If anything, these areas close to downtown should be upzoned to R1 from R2, not downzoned to exclude those people who need access to transit and services the most. Allowing NIMBYism to dictate terms to the City is contrary to everything Portland purports to stand for. Don't downzone. Upzone.</p>	<p>residential_os-140-1125; residential_os-140-1124; residential_os-140-1123</p>	Eliot
21490	Douglas Challenor	10/13/16	<p>Following are my comments on the proposed zoning changes (R5 to R1) to my neighborhood.</p> <p>I have three points of serious concern with the proposal.</p> <p>1. Parking – not sustainable: With the description provided for R1, it is difficult to see how the residential parking needs arising from an increase in housing density can be accommodated within the proximity of the new “one to four story condominiums, apartments, duplexes and townhouses” without significant disruption to current residence.</p> <ul style="list-style-type: none"> - This area is close to the NE60th Street Max Station. As a result we already get people parking in this neighborhood and leaving their car for the work day or in some cases the work week. This already consumes available car parking spaces limiting parking spaces for current residents. Increasing the number of residents and cars in this area will considerably compound this issue. - NE 60th Avenue is a Trimet bus route with a bus stop at NE Wasco & 60th. Maintaining the bus stop on this street restricts this space for residential parking, which will compound the problem of limited space for increased parking needs. This bus stop provides is a key stop for the residents of this neighborhood. 	<p>residential_os-1474-4421</p>	Rose City Park

			<p>Commercial Vehicle Access: Increased parking density on surrounding streets, e.g. NE Wasco, will make commercial vehicle access to the industrial area increasing more difficult. Many trucks including large semi-trucks use NE Wasco to access the industrial area. Turing in from NE60th will become near impossible with cars parked up to the corners. This will result in traffic congestion and invariably lead to accidents.- Bicycle access – with greater car parking density on NE60th, a main route to the Max station, this will restrict the available width of NE60th, therefore making cycling along this key route more difficult and dangerous.- Egress from side streets (NE Wasco & NE Hassalo) to NE60th will become more dangerous for drivers and cyclists due to increased parking density and cars parking up to street corners. - Egress from current residential drive ways onto streets that have many more cars parked either side of driveways will cause pedestrian issues and possible accidents due to oncoming traffic being obscured by parked cars. 2. Pedestrian Access – increased traffic increasing possibility of accidents:</p>		
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			As mentioned above, NE60th is a main route to the Max Station and as such is a well-used pedestrian thoroughfare. The increase in parking will make visibility for pedestrians crossing the cross streets (NE Wasco & NE Hassalo) more difficult and dangerous resulting in more traffic accidents and potential injuries. The proximity to Rose City Park School will mean likely increase in children walking to school. With pedestrian access being constricted by increased car parking density, and more residential traffic, possibility for children being hurt will exist. The above are general concerns for the good of the neighborhood, my third point is of a more personal nature.3. Livability and impact to my property: Having just finished a significant renovation and remodel to the home we have lived in for the last 20 years, it is very worrying that the current aspect/view and available sunlight might be totally obscured by a 4 story dwelling. It goes without saying, the possible negative impact to the value of my property a change of this magnitude may have is also of serious concern to a current tax paying resident.		
21489	Chris Eykamp	10/13/16	I can be contacted to discuss the points in further detail if required.	mixed_use-1133-441	Northwest District
21488	Chris Eykamp	10/13/16	Given the amount of existing residential in close proximity to this area, the zoning needs to reflect limit the use and exposure of hazardous materials and high levels of diesel emissions so we don't negatively impact the health of residents.	Prime Industrial (I)	Brooklyn Action Corps, Reed
21486	Chris Eykamp	10/13/16	Increasing density along this corridor only makes sense if the infrastructure is upgraded. Sidewalks are narrow and unpleasant, and the impact of the street is high. This proposal should only be considered in the context of a larger project to improve the street; rezoning before the infrastructure is ready will make future upgrades more difficult. Also, R5 to R1 is a huge change; this should only go forward if residents are supportive.	residential_os-1340-2400	Richmond
21485	Chris Eykamp	10/13/16	This does not exactly fit the criteria for CR zoning, but does seem to match the larger intent. This might be a good candidate for CR, even if the definition needs to be stretched a little.	mixed_use-1087-251	Mt. Tabor

21484	Chris Eykamp	10/13/16	This parcel should be considered for CR instead of CM1; it is surrounded by residential uses, and CR would be a better fit in this context.	mixed_use-89-806	Creston-Kenilworth
21483	Chris Eykamp	10/13/16	I oppose this change; CR zone is an improvement over earlier CM1 proposal, but CR still lacks protections offered by current nonconforming use regulations. CR allows more noise, and would permit the site to be redeveloped to a higher density than currently allowed with no requirement that any commercial function continue. This creates redevelopment pressure that would remove the site from commercial use, which would be a blow to the surrounding residential areas. Please see the HAND testimony about CR zoning for a more thorough discussion of these points. If CR proposal is improved, I would support this change.	mixed_use-923-2452	Richmond
21482	Chris Eykamp	10/13/16	I oppose this change; CR zone is an improvement over earlier CM1 proposal, but CR still lacks protections offered by current nonconforming use regulations. CR allows more noise, and would permit the site to be redeveloped to a higher density than currently allowed with no requirement that any commercial function continue. This creates redevelopment pressure that would remove the site from commercial use, which would be a blow to the surrounding residential areas. Please see the HAND testimony about CR zoning for a more thorough discussion of these points.	mixed_use-922-1714	Richmond
21481	Chris Eykamp	10/13/16	I am opposed to changing the zoning when it is not supported by current residents and property owners. If those who are most affected do not support this proposal, it should not move forward.	residential_os-1339-4277	Richmond
21480	Chris Eykamp	10/13/16	Please see comments opposing this proposal submitted by the HAND Board.	residential_os-1338-2395; residential_os-1203-4283	Hosford-Abernethy

21478	Bjorn Warloe	10/13/16	<p>We live to the north of this property. Upzoning it to an increased height and coverage seems out of character with our properties R7 zoning. We believe that the zoning should remain more like what it is now with a 30 foot height limit and more reasonable lot coverage for this neighborhood corner, CM1 is excessive.</p>	mixed_use-1055-369; mixed_use-1055-369	Cully
21474	Mt. Tabor Neighborhood	10/12/16	<p>MTNA appreciates the City Council adoption of the Mixed Use-Dispersed and Single-Dwelling – 2,500 designations on the Comprehensive Plan Map and retaining the split designation nature of the site. MTNA continues to strongly support the Planning and Sustainability Commission’s recommendation for implementing zoning of Commercial Mixed Use-1 (CM1) and R2.5 here.</p> <p>Additionally, we support the recommended zoning code change within Section 33.120.100 Primary Uses that allows retail nurseries as conditional uses in single-dwelling zones. This change is completely appropriate and will be good for the continuing success of a beloved neighborhood business.</p>	mixed_use-423-1000	Mt. Tabor

21473	Mt. Tabor Neighborhood	10/12/16	<p>MTNA requests Commercial Mixed Use-1 (CM1), which is the corresponding new mixed use zone for the current commercial zones of Neighborhood Commercial 1 (CN1) and Office Commercial 1 (CO1) for all properties at this intersection. In August, the Planning and Sustainability Commission recommended Commercial Mixed Use-2 (CM2) for just the property at the NE corner of SE 60th & Belmont St (R221949), while the adjacent commercial properties are recommended for CM1.</p> <p>We encourage City Council to re-consider the CM1 zone to this entire commercial node, as was originally recommended by City Staff Planners, because the intersection at SE 60th and SE Belmont is not just failing, but dangerous: It is the second most dangerous intersection in our neighborhood by Vision Zero data, and it fails to function with current demand loads. Development should follow infrastructure, or at the very least, the two should grow concurrently, but the improvements needed in this area are not even being considered for funding (Project # 70006, "60th Avenue Corridor Improvements"). The existing properties here consume all of the intensity this infrastructure can bear, so at this point high-density CM2 development should not be allowed here.</p>	mixed_use-1568-950	Mt. Tabor
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21472	Mt. Tabor Neighborhood	10/12/16	<p>MTNA supports a zoning map designation of Commercial Mixed Use-1 (CM1) for all of the properties within the Mixed Use-Neighborhood Comprehensive Plan Map designation that are along Hawthorne east of SE 50th to just past SE 51st (for a total of 8 lots).</p> <p>This step down in commercial zoning aligns with the step down in transportation classification – two steps, down, actually, from District Collector past Neighborhood Collector to Local Service Collector – at this notable transition point where Hawthorne passes SE 50th. It also maintains the harmonious relationship between these commercial buildings and the residential node they are in. All properties affected would be able to redevelop and add floors even with this less dense zoning designation, allowing any of them to turn a profit at CM1. The lower intensity commercial zone here limits the effect on the surrounding properties and their solar access.</p> <p>We also request a Design ‘d’ overlay for these specific lots lining both sides of Hawthorne between 50th and 51st. We acknowledge that affixing the ‘d’ overlay differs from the Planning and Sustainability Commission recommendation, but ask that this be considered because we also understand that City planners would ideally prefer this overlay for any of those especially sensitive locations, such as this one, where commercial abuts residential.</p>	residential_os-1336-2603	Mt. Tabor
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21471	Mt. Tabor Neighborhood	10/12/16	<p>MTNA supports a zoning map designation of Commercial Mixed Use-1 (CM1) for all of the properties within the Mixed Use-Neighborhood Comprehensive Plan Map designation that are along Hawthorne east of SE 50th to just past SE 51st (for a total of 8 lots).</p> <p>This step down in commercial zoning aligns with the step down in transportation classification – two steps, down, actually, from District Collector past Neighborhood Collector to Local Service Collector – at this notable transition point where Hawthorne passes SE 50th. It also maintains the harmonious relationship between these commercial buildings and the residential node they are in. All properties affected would be able to redevelop and add floors even with this less dense zoning designation, allowing any of them to turn a profit at CM1. The lower intensity commercial zone here limits the effect on the surrounding properties and their solar access.</p> <p>We also request a Design ‘d’ overlay for these specific lots lining both sides of Hawthorne between 50th and 51st. We acknowledge that affixing the ‘d’ overlay differs from the Planning and Sustainability Commission recommendation, but ask that this be considered because we also understand that City planners would ideally prefer this overlay for any of those especially sensitive locations, such as this one, where commercial abuts residential.</p>	mixed_use-1281-4289	Mt. Tabor
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21470	D. Ben Henzel	10/12/16	<p>Please consider a zone change to the real property located at 4606 SW Corbett Avenue, Portland, OR 97239. This property is included in the Comprehensive Plan with a designation change from R2 to CM2. However, the zoning designation remains at R2. If you look at this property, it is an island of residential zoning all by itself and should be changed to CM@ like all the neighboring properties. Because this property sits adjacent to I-5, the R2 zone under-utilizes the property and does not provide quality residential accommodations. Changing the zoning would permit redevelopment consistent with the business character of the neighborhood and could include residential dwellings as well. This is a sensible request and I hope you will give this careful consideration.</p> <p>Thank you,</p> <p>Ben Henzel</p>	mixed_use-1146-502	South Portland
21424	Nate Young on behalf	10/12/16	<p>This is a comment on N Greeley between Lombard and Killingsworth.</p> <p>As the city continues to increase density along this corridor, something must be done to address the worsening problem of dangerous traffic along N Greeley. Just a month or so ago, a man was killed by a hit-and-run motorist crossing Greeley at Bryant, just a block away from Chief Joseph School. This is a main crossing for those elementary students and it is concerning that changes are not being made to make the area safer. We would like to see speed bumps and other traffic calming measures instituted. Obviously the curb bump-outs are not enough.</p>	mixed_use-706-1402	Kenton
21411	Chris Eykamp	10/11/16	<p>This property is an ideal candidate for CR zoning. It is an isolated commercial site, surrounded by residential uses. CM1 offers many fewer protections to neighbors from negative impacts that can arise from unfettered commercial use. Residents in R2 and R1 zones deserve the same protection as residents in R2.5 and R5. Please consider CR zoning for this parcel.</p>	mixed_use-330-2280	Hosford-Abernethy

21410	Jen Eykamp	10/11/16	This proposal makes no sense; why designate this small group of parcels for a different development intensity than what surrounds it? These parcels have poor access to light-rail. I have heard from neighbors living in this cluster who oppose the changes.	residential_os-1203-4283	Hosford-Abernethy
21409	Jen Eykamp	10/11/16	I oppose this change; CR zone is an improvement over earlier CM1 proposal, but CR still lacks protections offered by current nonconforming use regulations. CR allows more noise, and would permit the site to be redeveloped to a higher density than currently allowed with no requirement that any commercial function continue. This creates redevelopment pressure that would remove the site from commercial use, which would be a big blow to the surrounding residential areas. Until CR offers the same protections to surrounding residential uses as existing non-conforming use does, I oppose this change.	mixed_use-914-3087	Hosford-Abernethy
21408	Chris Eykamp	10/11/16	I oppose this change -- the proposal is based on proximity to Rhine St. transit station, but walking distance is much farther than "as the crow flies" distance. Sewer infrastructure on these properties will not support increased development intensity. Property owners oppose this change. This is a bad proposal.	residential_os-1203-4284	Hosford-Abernethy
21407	Greg LeBlanc	10/11/16	Most of the street, aside from five lots, are detached single family homes on 5,000 SF lots. My home has been there since 1900 and most of the other homes date back to the 1920's. With an R2.5 zoning change, the street will be populated by skinny homes, which are out of character with the street. I ask that you please keep the zoning R5.	residential_os-1339-1778	Richmond
21406	Neil Heller	10/11/16	I support the CM-2 zoning proposed here. These lots are a good place to allow for expansion of the Mixed Use area due to their close proximity to daily/weekly goods and services and frequent transit.	mixed_use-1531-35	Richmond
21405	Neil Heller	10/11/16	I support the CM-2 zoning proposed here. These lots are a good location for Mixed Use as it provides housing close to weekly needs and transit.	mixed_use-1530-4412	Richmond

21377	erik matthews	10/9/16	<p>please consider zoning these lots to CM-2. this stretch of se 39th is unlikely to take advantage of the R-1 zoning being proposed. these lots would likely sit vacant for some time. it is far more likely they will be put to a higher and greater use as CM-2, which is consistent with the zoning across the street to the east as well as the south. map-wise, it just looks odd with this small R-1 peninsula jutting in to what should be CM-2 for consistencies sake. thank you, erik matthews</p>	mixed_use-895-1609	Richmond
21370	Jean Boesl	10/9/16	<p>This would seem to be a good move, allowing for more density but at a less intrusive pace. Yards create green spaces, too; not just parks. By limiting the amount of building footprint, we get to keep a bit of green space and the amount of traffic is less also. I would suggest rethinking keeping the (d) overlay, however. It doesn't seem to benefit an R5 zone and some of it seems pretty restrictive.</p>	residential_os-1220-4197	Hazelwood

21368	James Francis	10/9/16	<p>To the planning board {zone change}</p> <p>No no no the neighborhood is already beyond its density for quality of life and property</p> <p>R5 to 2.5 will change the MT Tabor area to extreme and will not fix the housing problem.</p> <p>In our area we have apartments condos and where the builders could build and put in housing it already has been done with zone change somehow. This area was set up for the MT Tabor housing area. We the old timers made this area popular and desirable. You making these massive zone changes will make more problems than solutions ie power sewer water along with the roads in the are not wide enough for 2.5 housing.</p> <p>If you didn't allow the collage {Portland community collage} to take the already built building with some parking and replace it with more collage buildings and needed parking {77th division} you had it removed instead and across the street in the residential area you want to change the zoning. It seems the rule are not fair for everyone just for the builders who want the area. On the other side the collage {warner pacific collage} wanted to build more parking and classrooms after removing some old dilapidated homes the zoning said no to close to the MT Tabor park. My area is next to them and the park why don't we fall under the same rule. This is a main reason many of us bought homes here and pay the tax that reflexes it.</p> <p>You people are looking in the wrong area the water bureau is located on 68th and division and back is on the MT Tabor park has 20 30 acres and no trees to cut and sewer water and power available. Very buildable area. They need to be relocated to not a such a desirable location and that would solve you housing problem without affecting the existing home owners.</p>	residential_os-1337-3623	Mt. Tabor
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			Remember NO family want to raise a family without a yard and no parking. This is still a family area not a down town condo area. I straw poled the area neighbors they all said NO. The proposed area is not fair to anyone it should be all of MT Tabor or none.If charley haes can change his area because of the same reason ie doesn't fix the housing issues we should have the same courtesy.I voted to put these officials in place to stop these bad decision and to have a sustainable solution to the problems ie {water bureau site} empty lots ect. Not to change for the builders. Changes like this should go to a vote to the home owners in the affected area not by the builders or even the BDS offices. There is many more points NO NO NO leave the zoning to R5.		
21367	Marsha Hanchrow	10/8/16	The proposed zone change for these 3 lots (1524, 1534, 1604 SE 38th) is an improvement on the existing. R-5 makes little sense in the busy environment, and CM-2 fits the current character of the area. If these develop as multi-family residential, the residents will be enviably close to 2 of the best transit lines in town. Since the adjacent residential lots will be zoned R-2.5, CM-2 development here will not be a major transition in scale.	mixed_use-1530-4412	Richmond
21366	Marsha Hanchrow	10/8/16	CM-2 is appropriate zoning for this cluster of lots (1523, 1535, 1605, 1613, and the multi-family 1621-1627, and apartments at 1600-1604 SE Chavez). Chavez at Hawthorne is already a mixed commercial and residential node, and the current comp plan zoning of CM-2 is the right one for the variety of development that could and should happen here.	mixed_use-1531-35	Richmond
21365	Doug Klotz	10/8/16	With the Recommended Draft, I continue to support upzoning the areas chosen by PSC in reviewing the Residential and Open Space project, for upzoning in conformance with the Comprehensive Plan designations. The one block higher density corridor created behind the corridor zoning, will create the stepdown in density that neighbors are asking for, while encouraging the provision of new housing units within short walking distance of shopping, services and transit on the major corridors of Hawthorne, Division, Lincoln and Chavez. I support these upzonings.	residential_os-1339-3984	Richmond

21364	Doug Klotz	10/8/16	With the Recommended Draft, I continue to support upzoning the areas chosen by PSC in reviewing the Residential and Open Space project, for upzoning in conformance with the Comprehensive Plan designations. The one block higher density corridor created behind the corridor zoning, will create the stepdown in density that neighbors are asking for, while encouraging the provision of new housing units within short walking distance of shopping, services and transit on the major corridors of Hawthorne, Division, and to a lesser extent, Chavez. I support these upzonings.	residential_os-1339-4277	Richmond
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21363	Elizabeth Moore	10/8/16	<p>Comprehensive Plan Implementation Testimony Portland City Council c/o County Clerk 1211 SW Fourth Ave., Room 130 Portland, OR 97204</p> <p>RE: Proposed rezoning Concordia neighborhood from R5 to R2.5. This is the area between 22th Ave. on the west, 33rd Ave. to the east, north of Killingsworth and south of Jarrett.</p> <p>Good Afternoon. My name is Elizabeth Moore. I own and reside at 5706 NE 25th Ave. Portland, Oregon.</p> <p>I speak for myself as a home owner and eighteen year resident in the Concordia neighborhood area to be impacted by the proposed Comp Plan 2035. Thank you for the opportunity to address this city council in regard to the proposed rezoning for my neighborhood. I am here today to oppose the zoning change from R5 to R2.5 in this area of Concordia.</p> <p>I have attended the City Residential Infill Proposal sessions, attended the open houses that the city has hosted, attended the Concordia Neighborhood Association meetings and LUTC meetings. I have heard from divergent organizations and have concluded at this point that the intentions of the City of Portland to provide housing affordability are just that. For if we daylight the word "affordability" in Portland you will find only minimal opportunities to become just another renter with little security of rental costs and occupation. Where the popularity of the tear down/ build two expensive homes have been rightly challenged, the urgency or "moral obligation" of providing housing for the influx of thousands in the form of "middle housing" as one group states, has become the new embrace. I have not heard that this proposal is anything more than additional apartment rental units</p>	residential_os-1366-2341	Concordia
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			<p>built with impunity in all residential R5 neighborhoods. And as such would be questionable as “affordable” given the extreme lee way given to property corporations to set rates and evictions. The Concordia Neighborhood Association never canvassed my neighborhood but none the less made recommendations to the city council representing the neighborhood through a letter supporting a land use that does not represent my interests nor do I suspect the majority of my neighbors effected by this proposal. I am concerned with families that are not building equity and stability in our Portland neighborhoods when the only choice is to be renters. I would ask that you consider the missing middle class when the obvious consequence of the removal of our modest homes leave the possibly of homeownership in these neighborhoods out of reach for middle income families. Most of our homes were built in the late 1920’s and would be excluded from the limited protection of the new demolition restrictions. We are fortunate to have an abundance of large trees in our area that should never be available for barter. This neighborhood would be impacted not only by proposed changes to the existing R5 but by further zone change to R2.5. It is an outrage that you would destroy this middle class single residential area in our neighborhood with approximately 84% owner occupied homes by prescribing an R2.5 zoning. I would accept a formal rezoning process and a vote by property owners effected to come to consensus on this very important matter that effects the stability of our neighborhood and the economic health of the residents of our city.</p>		
21362	Doug Klotz	10/7/16	<p>Parts of this section, such as 915 SE 35th Ave., already have a four-story building on them, and several others are also multi-story. CM-2 is appropriate in this area.</p>	mixed_use-1110-534	Sunnyside
21361	Alan Kessler	10/7/16	<p>I support CM2 at this location, it will help to develop the node at Hawthorne and Chavez.</p>	mixed_use-1516-4396	Richmond
21360	Alan Kessler	10/7/16	<p>I support CM2 zoning here (1524, 1534, and 1604 SE 38th Ave..) this helps develop the node at Hawthorne and Chavez.</p>	mixed_use-1530-4412	Richmond
21359	Alan Kessler	10/7/16	<p>I support zoning these lots, at 1523, 1535, 1605, 1613, 1621-1627, and 1600-1604 SE Chavez, as well as 3829 SE Market, as CM-2, to match the Comp Plan designation on the lots, and help build a commercial node at Chavez and Hawthorne.</p>	mixed_use-1531-35	Richmond

21358	Doug Klotz	10/7/16	I support rezoning 3905 and 3915 SE Main to CM-1. This is a natural expansion of the commercial zoning at this node.	mixed_use-1417-4379	Sunnyside
21357	Doug Klotz	10/7/16	I support the zoning of these four parcels at Chavez and Lincoln as CM-1. These four are already in commercial, and most have been for over 70 years. Especially intriguing is the appearance of a bicycle shop, located on one of the busier Bike Boulevards in the City, SE Lincoln street. I support this zoning.	mixed_use-216-916	Richmond
21350	Peggy Capps	10/7/16	This makes no sense and contradicts the zoning changes just a few blocks away. You'll allow only four stories, up to five, in the heart of the Hollywood business district where there are towers (although those were a mistake and should have been severely restricted to four stories originally), and yet you'll allow a building of 6 stories go up right next to a residential area. Your planners either need to visit here or reach out to the people who live here to understand the reality of what these zoning changes actually mean and the impact they have on the livability and safety of the incumbent residents. Also, you cannot NOT require parking in an area that already feels the pressures of poor planning. Hollywood needs a residential and business parking program, and we'd appreciate it if the city would stop prioritizing the rich influence and focusing all of its energies on NW 23rd. If you want to talk about equity, you should look at the diversity of users, renters, and homeowners in Hollywood and start giving transit users and pedestrians equal and safe access to streets, sidewalks, and essential amenities like grocery stores.	mixed_use-1066-1244	Hollywood

21348	Peggy Capps	10/7/16	<p>Absolutely not. If you actually visit this area, you would see that this is not close to the Central City, nor is it a bustling corridor. It is a heavily residential area that has suffered a kind of "scope creep" by the invasive Providence hospital corporation and the inconsistencies of city policy. Six stories is far too high for buildings. It will take away southern sun exposure and destroy the livability of the neighborhood that is already there. If Providence and/or the city wants to continue to build, it needs to be in a way that is congruent with current buildings and character—i.e., small homes and quaint apartment dwellings. Also, the "no parking" is unreasonable without further policy. Providence needs to stand by their commitment to health, not to mention their good neighborhood agreement, and restrict car use by their obese smoking employees, and the city needs to listen to the residents who have asked for a residential parking program, not to mention better design on 47th to slow down the dangerous traffic on the streets. This zoning will continue to eat away at one of Portland's historic, charming, and unique neighborhoods, where people have lived for decades. Incumbents have rights to quiet neighborhoods and safe streets. Providence and the city must play by these rules or looks somewhere else to build.</p>	mixed_use-1048-21	Hollywood
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21347	Lesley McKinley	10/7/16	<p>Neighborhood identity in many parts of Portland is defined by it's business district or "main street". Brentwood-Darlington's annexation promised something of the sort on 52nd Ave but those promises were not kept. So we are left with very limited and scattered business areas which creates a disconnected feeling, a lack of community gathering space, and a lack of cohesive design and appropriate services for this increasingly young neighborhood filled with families and children. With an over abundance of pot shops, vape shops and convenience stores, neighbors are crying out for more diversity in commercial space. This particular area is small to be sure, and other neighborhoods with robust, walkable and enticing main streets might laugh at this opportunity, for us it would be a kernel of hope to see a coffee shop, a gift shop, a series of shops, We are a diverse neighborhood of 13,000 people. That's bigger than the town I grew up in. It's Brentwood-Darlington's desire to have some things we can call our own. Some places that are unique to the fabric and character of our neighborhood. Without these places, we have to leave our neighborhood for almost every service. It has had the cumulative effect of creating stereotypes about our neighborhood since few Portlanders have reason to venture this way, and a self-esteem issue for our residents. It impacts our ability to form an identity, it impedes unity, and it shows the neglect of this area. And it's something we will push back on much more vocally from here on out.</p>	<p>mixed_use-1096-420; mixed_use-1091-299; mixed_use-1087-230; mixed_use-1087-229; mixed_use-1087-235; mixed_use-1091-300; mixed_use-1087-231; mixed_use-1091-296; mixed_use-1087-236</p>	Brentwood-Darlington
21338	Adam Herstein	10/7/16	<p>I support zoning these lots, at 1523, 1535, 1605, 1613, 1621-1627, and 1600-1604 SE Chavez, as well as 3829 SE Market, as CM-2, to match the Comp Plan designation on the lots, and help build a commercial node at Chavez and Hawthorne.</p>	<p>mixed_use-1531-35</p>	Richmond
21337	Adam Herstein	10/7/16	<p>I support the CM-2 zoning proposed on these lots, at 1524, 1534, and 1604 SE 38th Ave.. This is appropriate for this location, near a major transit node and busy shopping area.</p>	<p>mixed_use-1530-4412</p>	Richmond

ID	Name	Date	Comment	Feature	Neighborhood
21369	David Thompson	10/9/16	<p>This proposal is inappropriate and will cause a serious safety hazard.</p> <ul style="list-style-type: none"> * The road is not wide enough to support additional walking traffic. There is a blind corner at the proposal location and walkers will be seriously in danger. * Because of the narrow road, no place for additional cars to park exists. Additional cars could prevent emergency vehicles from reach over 20 homes located below the alleged path. * The proposed pathway will disturb the delicate ecosystem. Many wild animals and plant species live in the proposed path location and the construction of the path will damage their home. 	trail - 241	Maplewood
21342	Bernice Gevurtz	10/7/16	<p>I strongly object to the Woods Creek proposal. Those of us who live here will lose the privacy of our green space, have to contend with strangers in our back and front yards and deal with the resulting traffic and parking congestion on streets that barely provide 2-way transportation.</p>	trail - 48	Maplewood

ID	Name	Date	Comment	Feature	Neighborhood
21476	Sue Ludington	10/13/16	AGAINST BIKE LANES ON HALSEY STREET AND GLISAN STREET! Both NE Halsey and NE Glisan have become secondary travel routes as I-84 continues to be heavily clogged (due to the flood of people moving to Portland and working jobs in Beaverton or Hillsboro), particularly during morning and evening commutes. The fact that these streets are nearly always reduced to single lanes in either direction already results in, for example, back-ups of 10-12 blocks or more on Halsey as early as 6:45am. BIKE LANES ARE UNNECESSARY ON HALSEY AND GLISAN and would make a difficult situation for drivers even worse. The parallel streets through residential neighborhoods are TWO BLOCKS AWAY MAX (NE Broadway, NE Hancock, NE Hoyt, NE Everett, etc.); why not put bike lanes on those streets that are less-heavily traveled by cars? I am certainly in favor of encouraging bike travel, but please recognize that not everyone has the luxury to bike to work. Some of us HAVE to drive, and hour-long commutes are bad enough as it is. Please don't make it even harder by 'road-dieting' major city streets that autos have traditionally occupied.	TP01-0017041	Rose City Park
21475	Sue Ludington	10/13/16	ABSOLUTELY 100% AGAINST BIKE LANES ON SANDY BLVD! Bike lanes are great but they're taking over the city. With more of us being further displaced due to the housing epidemic, we are having to travel farther and farther to get to work. I'm sorry but I will never be able to bike the 38 miles (one way) to my job! In my view, we need to preserve SOME roadways in this city for drivers. Many of us in cars are there because we are going long distances (from east Portland to Washington County, for example), which can already take 35-45 minutes. To be continually slowed down to 25mph on major thoroughfares like Sandy would significantly add to the time it takes to travel by car. Why do "city bikeways" have to be on major streets? Cyclists have a myriad of routes through safer, less car-heavy locations -- I think those should be considered options instead. I do NOT support the addition of bike lanes on Sandy.	TP01-0015755	Rose City Park
21375	Ted Stonecliffe	10/9/16	Although I like using this road rather than SW Taylor's Ferry Rd, it is on private property and therefore I don't think it should be relied on as a city facility such as a bikeway designation.	TP01-0037689	Mc Unclaimed #11

21374	Ted Stonecliffe	10/9/16	This section of SW Capitol Hwy is very dangerous for bicycles even with the sharrows that are in both directions. A separated multi-use path would be preferred treatment in this segment before it is designated a major bikeway.	TP01-0006150	Hillsdale
21373	Ted Stonecliffe	10/9/16	Without improving SW Capitol Hwy to include bike lanes or a separated multi-use path, I am not in favor of designating this segment as a major city bikeway. I would prefer SW 37th to SW 36th to SW Barbur Blvd.	TP01-0007667	Multnomah
21372	Ted Stonecliffe	10/9/16	SW Luradel Street should be designated a city bikeway since it is a clear connection between SW Barbur Blvd and SW Capitol Hwy.	TP01-0008108	West Portland Park
21371	Ted Stonecliffe	10/9/16	<p>I like the idea of building a city bikeway within the Right of Way of SW Stephenson Street between SW 35th Ave and SW 49th Ave, but I don't know if it is feasible from SW 47th Ave to SW 49th. I believe the City Water Bureau owns property there on the south side of 47th Street and there is a residence blocking this alignment on the west side of SW 47th Ave.</p> <p>I also think it is better for bicycle traffic to use SW Vacuna Street all the way from SW 53rd Ave to SW 39th Ave and not deviate over to SW Vesta Street between 49th and 45th.</p> <p>SW Capitol Hwy between SW Lesser Rd and SW 49th Ave needs bike lanes if it is to be a safe bicycling street since the posted speed limit is 30 mph.</p> <p>A better path for the bikeway would be using SW 58th Ct and a short connecting trail to SW Coronado St; the bikeway would go on SW 55th to Vacuna Street.</p>	TP01-0001294	West Portland Park

ID	Name	Date	Comment	Feature	Neighborhood
21376	Ted Stonecliffe	10/9/16	This segment should be extended all the way to PCC Sylvania so that a future road diet could potentially be made to SW Capitol Hwy and SW 49th Ave between SW Barbur Blvd and the entrance to PCC.	TP01-0002131	West Portland Park