

Moore-Love, Karla

From: Terry Parker <parkert2012@gmail.com>
Sent: Friday, May 18, 2018 4:24 PM
To: Council Clerk – Testimony
Subject: Testimony on Nos. 521-525, Transportation System Plan Amendments.

For many years in Communist China, the only cars on the roads were government vehicles. Instead of replicating Communist China, if our city elected and appointed officials are so intent on reducing VMTs, people not driving, and/or reducing car ownership, an example must be set by the mayor, by city commissioners and on down all the way through city government. This MUST include all city bureaucrats - the mayor, city commissioners, bureau heads, city staff etc. - signing a written public pledge document that states they will only utilize alternative transportation and not drive, ride or be chauffeured in a car, SUV, van, taxi, etc. for their own commute and for ANY type of city activities or city business that takes place outside of their primary office space location. This would include public meetings in the community where city officials and/or staff members are holding an open house or making presentations, and where there is usually one of more city cars parked somewhere near the facility where the meeting or event is taking place. The city could then eliminate the entire fleet of city owned cars since using any of them would be disallowed.

The change must be the way city officials get around first!!! Then make sure bicyclists start paying their own way supporting the costs of specialized bicycle infrastructure and public transit becomes more financially self-sustainable so as any loss of transportation dollars revenue due to the public driving less is captured by alternative user fees. If the city government can not set this type of an equitable example, don't expect the public to live in a different manner.

Respectively submitted,

Terry Parker
Northeast Portland

Moore-Love, Karla

From: Jennings, Gayla
Sent: Wednesday, May 2, 2018 9:41 AM
To: Council Clerk – Testimony
Subject: FW: 3217 N Williams Avenue, 33 N Fargo, North Williams and Cook
Attachments: image001 (2).png

Good morning, Council Clerk,

This testimony was received by Auditor Hull Caballero for what appears to be this Wednesday's afternoon agenda item 427. I'm not sure if you received a separate email from Deborah – my apologies if this is a duplicate.

Thank you!

Gayla Jennings

Deputy Auditor | Office of the City Auditor
City of Portland, Oregon
Phone (503) 823-3560

From: Deborah Parker [mailto:pdeborah157@gmail.com]
Sent: Sunday, April 29, 2018 11:00 PM
To: Wheeler, Mayor <MayorWheeler@portlandoregon.gov>
Cc: Commissioner Eudaly <chloe@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; City Auditor, Mary Hull Caballero <AuditorHullCaballero@portlandoregon.gov>; Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>; Jennifer Nye <jnye@wwarchitects.com>
Subject: 3217 N Williams Avenue, 33 N Fargo, North Williams and Cook

Good Evening Honorable Mayor Wheeler and City of Portland Council Members:

As an introduction, I'm Deborah Parker and am currently living in Southern California.

I formerly attended James Monroe, Concordia High School and graduated from Jefferson High School in Portland, Oregon. I began my first part-time job at KGW while in high school and later working for Pacific Northwest Bell late nights, while pursuing my court reporting training. I became a pro tem court reporter for Multnomah, Washington and Clackamas County Courthouses, as well as the United States District Courthouse in Portland, Oregon. I left Portland in 1985 and first began work in Miami, Florida; then Anchorage, Alaska and Honolulu, Hawaii as a freelance court reporter. I finally ended up in Los Angeles and now Santa Ana United States District Courts. Enough said about me!

My mother, Ms. Lula M. Parker, owned the Tropicana Bar Be Cue Restaurant located at 3217 N. Williams Avenue from 1957 and continuing today's date. She's always been very proud of her accomplishment and everyone seemed to know my mother -- Ms. Lue. Through her fortitude, people skills and a lot of good will and determination, she operated the restaurant many years, employing numerous young women as waitresses when times were very different. Since 2014, the restaurant has been leased to People's Pig. My mother's business was frequented by many from all walks of life -- a community -- sorry to say -- that has now disappeared. Looking back, I'm thankful for what I now know is an enrichment to me and by those individuals who occasionally drop in at People's Pig to speak a kind word of about my mother, sometimes even speaking of the good old times and yet more recently, the City of Portland's own tribute in her honor -- i.e., sidewalk plaque and marker -- commemorating "This Community." Enough said about my mother!

It is and has been my desire to develop the land including and surrounding what's now People's Pig, but it has come to my attention that a small snafu may exist -- my wording, of course -- regarding the a portion of the block which I own changed to an "RH zone." With the map refinement project, all parcels -- except my interests -- will change from RH to CM3 (MU-U). In essence, the properties in my control remain an RH zone. If the RH zone remains, I am restricted to residential use. I had definitely planned on using the ground floor as commercial as that is my trade as a court reporter.

I realize that my request is somewhat late -- very late -- but I would ask that, if at all possible, you would consider placing my parcels in the RH to CM3 (MU-U) zone as the other parcels on the block, making the entire block essentially CM3 (MU-U) for consistency; if not, I would request a delay in your decision until further evidence can be presented and my requests are more artfully stated by Ms. Nye of William Wilson Architects.

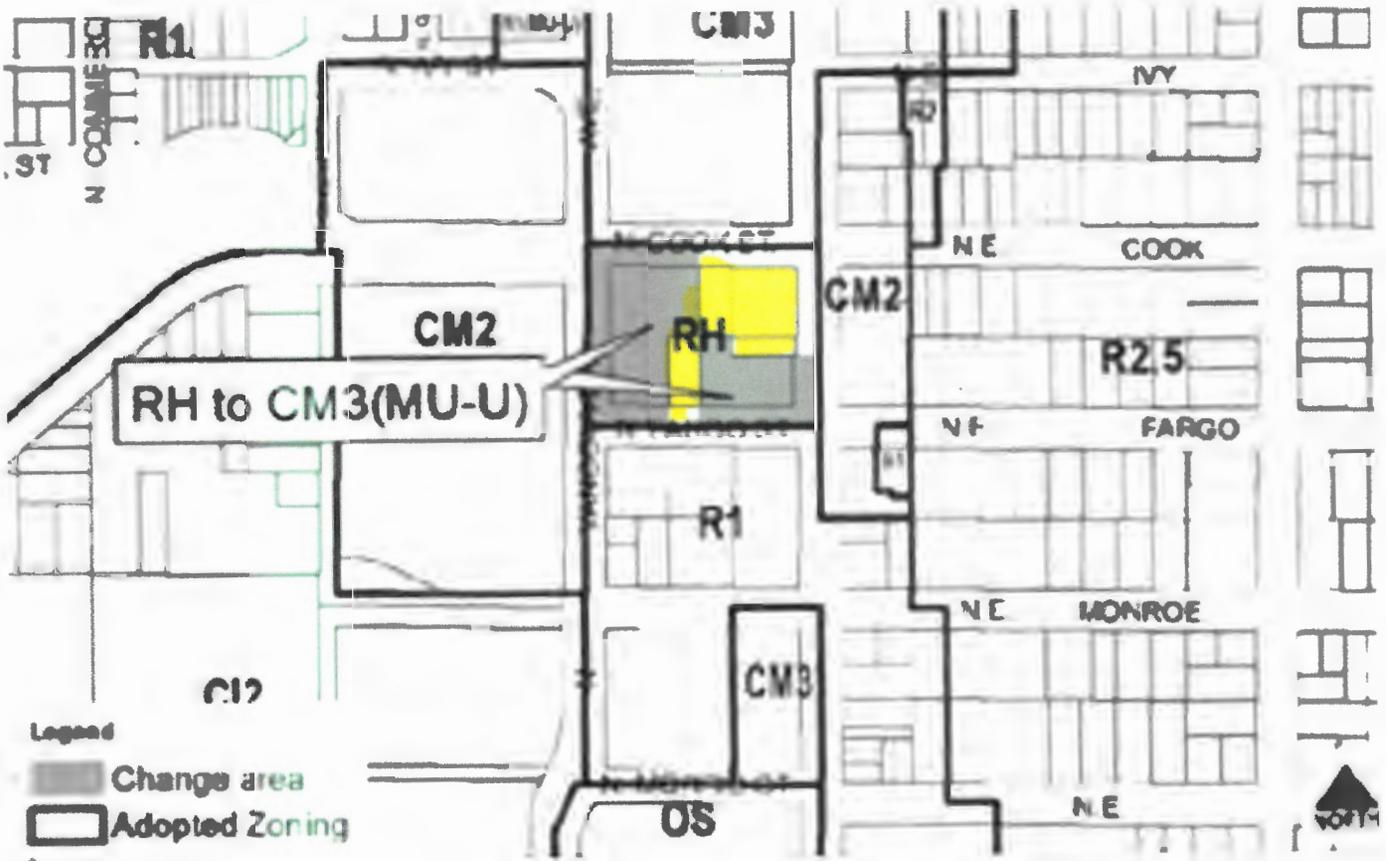
I have attached a snapshot of the property in question.and respectfully would make this request.

Thank you for your time and attention in this matter.

Deborah D. Parker; KDL, LLC and Deborah D. Parker, Trustee for Lula M. Parker

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Deborah D. Parker, CSR, CLR
Licensed in CA - 10342, NV - 803, WA - 2592
United States District Court
411 West Fourth Street
Suite 1-053
Santa Ana, California 92701
(657) 229-4305



Moore-Love, Karla

From: Thomas Karwaki <karwaki@yahoo.com>
Sent: Monday, April 30, 2018 6:15 AM
To: Comp Plan Map Refinement Project; Council Clerk – Testimony
Cc: Commissioner Fritz; Commissioner Fish; Commissioner Saltzman
Subject: Agenda #427 Mapr Refinement Project Council Amendment 17

Mayor Wheeler and Council Members:

The University Park Neighborhood Association Board (UPNA) is proud to SUPPORT development of affordable housing in its territory.

It supports the rezoning from R-5 to R-2 for the parcels north of Syracuse street covered in Amendment 17.

The UPNA Board and Land Use Committee requests that lot 307521 and 6702 N. Syracuse not be included in that rezoning, or that at least lot 307521 not be included.

This land was originally transferred many years ago from the railroad to the City to the Water Bureau as a site for a water storage tower. Most of the land covered in Amendment 17 has been vacant and kept as a quasi park providing the only significant open space on the Mid Peninsula Trail near the railroad cut. It was deemed excess to the Water Bureau's needs in recent years and the Housing Bureau intends to acquire the 11 parcels.

Heritage Tree #329, a Coastal Redwood, is located on lot 307521. It is about 60 feet east of the Mid Peninsula Trail (@55 feet from ROW). The root structure is 54 feet east to west and 70 feet north-south (oblong tree).

The tree is close to or adjacent to the lot line for 6702 N. Syracuse.

Lot 307521 also is the entrance way to this section of the Mid-Peninsula trail and also includes two old Madrona and two smaller (but sizeable) coastal redwoods (36-48 inch diameter).

In 2018 PBOT provided UPNA with a grant to develop a Heritage Tree Trail and the proposed alignment has Tree 329 as the center of this trail, all of which is on public right of way except for a proposed 60 foot spur from the Mid Peninsula Trail to Tree 329, that will also include an informational sign.

In developing the 1980 Comprehensive Plan, and subsequent amendments and the 2035 Comp Plan, the UPNA has consistently requested that Syracuse be a boundary between R-5 south of R-5 and higher residential density development north of Syracuse to Lombard. In the 2035 Comp Plan the UPNA Board has also requested that the lot 30721 and lot R227676 be rezoned to open space to reflect what has been the use for over 60 plus years. The lots adjacent to Amendment 17 along Macrum Ave north of Syracuse are included in the proposed R-2.5 rezoning as part of the Residential Infill Project. South of Syracuse the lots remain R-5. So keeping the current R-5 zoning for these two lots would be consistent.

The UPNA Board does not want to impede development of the 40-48 units of homeowner affordable housing that the Housing Bureau has represented to the UPNA that it wants to develop under the Proud Ground program. It simply wants to protect the Heritage Tree and access to the tree. UPNA wants to work with the Housing Bureau to build a development that provides affordable housing for families while protecting the unique historical, natural and recreational aspects of this site.

Thomas Karwaki
Land Use Committee Chair,
University Park Neighborhood Association
253.318.2075 cell/text

Moore-Love, Karla

From: Rod Merrick <merrick_map@yahoo.com>
Sent: Saturday, April 28, 2018 10:16 PM
To: Mary Ann Schwab; Commissioner Fritz; Crail, Tim
Cc: Council Clerk – Testimony; Grow Lynda; Wheeler, Mayor; Commissioner Fish; Commissioner Saltzman; Commissioner Eudaly
Subject: NO "a" OVERLAY- Truth in Zoning

More pain for negligible results and plenty of damage. Thank you 1000 Friends

Rod Merrick, AIA NCARB
Merrick Architecture Planning
 Portland, OR 503.771.7762

From: Mary Ann Schwab <e33maschwab@gmail.com>
To: Fritz Commissioner Amanda <amanda@portlandoregon.gov>; "Crail, Tim" <Tim.Crail@portlandoregon.gov>
Cc: Moore-Love Karla <cctestimony@portlandoregon.gov>; Grow Lynda <Lynda.Grow@Multco.us>; Wheeler Mayor Ted <MayorWheeler@portlandoregon.gov>; Fish Commissioner Nick <nick@portlandoregon.gov>; Saltzman Commissioner Dan <dan@portlandoregon.gov>; Eudaly Commissioner Chloe <Chloe@PortlandOregon.gov>
Sent: Friday, April 27, 2018 12:11 PM
Subject: District cuts 65 jobs in central administration, Bethany Barnes, the Oregonian, Wednesday 25, 2018, A8

Begin forwarded message:

From: "Nextdoor Sunnyside" <reply@rs.email.nextdoor.com>

Subject: Linda Naslund thanked you for your post

Date: April 26, 2018 at 5:06:01 PM PDT

To: e33maschwab@gmail.com

[Linda Naslund](#) from Sunnyside thanked you for your post:

“Get out the pop corn and watch the [blue](#) link below.

Here is another example where that 'quarter mile mapping overlay' Developer “by-right” blindsided the Neighborhood Association.

And when immediate neighbors finally got to review the Contractor’s renderings — the “reader” had no way of judging the height of the proposed five story building — with a mix to

1-2 bedroom and Single Room Occupancy units. Those individuals who testified yesterday

felt the building is out of scale for their neighborhood and deeply concerns their Tenants would not find adequate street parking in a neighborhood lacking driveways.

I would hope these out-of-state Investors; i.e., would start consider constructing 2-3 bedroom units to house Portland's Work Force. **There is an unintended consequence when BDS/BPS and City Council keep fast tracking building permits for "affordable housing"! Inner-southeast elementary and middle schools are at-risk of closing for lack of families with children living in the inner-southeast and northeast neighborhoods.**

Case in point when 1980, Portland Public School District 1 J, closed Washington-Monroe High School in 1980, then declared 7.61 campus surplus — sold it directly to a friendly Developer, June 1, 2017. My heart was broken, when PP&R was not able to purchase the 1.31 acres open field facing SE Morrison Street between SE 14th and SE 12th Avenues. As a result, long about, October 31, 2019, the Buckman community will be watching 256 MARKET RATE CONDOS under construction on the 1.31 open field.

Here's the link to Wednesday, April 25th — 90-minutes — afternoon session.

Simply slide the link to where Agenda 397 starts.

Thanks to Commissioner Amanda Fritz suggestion, the we-the-public have until Monday, April 30th to respond in writing.

Be sure to sign off with your name and US Postal Address to be entered into the records.

<https://www.portlandoregon.gov/video/pla...>

Who knows those living in the Eastmoreland Neighborhood may be next watching MARKET RATE CONDOS under construction?"

[View or reply](#)

[Private message](#)

This message is intended for e33maschwab@gmail.com

[Unsubscribe or adjust your email settings](#)

Nextdoor 875 Stevenson Street, Suite 700, San Francisco CA 94103

Moore-Love, Karla

From: Neil Heller <neilheller.pdx@gmail.com>
Sent: Thursday, April 26, 2018 2:12 PM
To: e33maschwab@gmail.com
Cc: Gisler, Julia; Tracy, Morgan; Manning, Barry; Council Clerk – Testimony; Stockton, Marty
Subject: Re: [SNA Board] Agenda 397, April 25, 2018 Neighbor's issues with 5-story condo fearing it in none compliance in scale and lack of street parking... the public-at-large has until Monday, April 30th to submit written testimony

Thanks, Mary Ann -

I would love to see market rate condos built in East Moreland. Unfortunately our current zoning does not allow it.

Best,

~ Neil Heller, SNA LUTC Co-Chair

On Thu, Apr 26, 2018 at 1:43 PM Mary Ann Schwab <e33maschwab@gmail.com> wrote:

Here is another example where that '**quarter mile mapping overlay**' Developer "by-right" blindsided the Neighborhood Association.

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I would hope these **out-of-state Investors** would start consider constructing 2-3 bedroom units to house **Portland's Work Force**. There is an unintended consequence when BDS/BPS and City Council keep fast tracking building permits for "affordable housing"! Inner-southeast elementary and middle schools are at-risk of closing for lack of families with children living in the inner-southeast and northeast neighborhoods.

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Here's the link to yesterday's afternoon session — 90-minutes. Simply slide the link to where Agenda 397 starts. Thanks to Commissioner Amanda Fritz suggestion, the we-the-public have until Monday, April 30th to respond in writing.

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<https://www.portlandoregon.gov/video/player/?tab=council>

Who knows those living in the Eastmoreland Neighborhood may be next watching MARKET RATE CONDOS under construction?

Happy Spring,

Mary Ann Schwab, Community Advocate

[605 SE 38th Avenue](#)

[Portland, OR 97214](#)

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You received this message because you are subscribed to the Google Groups "SunnysideBoard" group.

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sunnysideboard+unsubscribe@googlegroups.com.

To view this discussion on the web visit <https://groups.google.com/d/msgid/sunnysideboard/B8433502-8CE6-434C-B2B3-9BCBFE2C0A5B%40gmail.com>.

For more options, visit <https://groups.google.com/d/optout>.

--

Neil Heller

Portland, Oregon | 503.915.4616

Moore-Love, Karla

From: Mary Ann Schwab <e33maschwab@gmail.com>
Sent: Thursday, April 26, 2018 1:42 PM
To: Manning, Barry; Gisler, Julia; Tracy, Morgan; Stockton, Marty
Cc: Council Clerk – Testimony
Subject: Agenda 397, April 25, 2018 Neighbor's issues with 5-story condo fearing it in none compliance in scale and lack of street parking... the public-at-large has until Monday, April 30th to submit written testimony

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Happy Spring,

Mary Ann Schwab, Community Advocate
 605 SE 38th Avenue
 Portland, OR 97214

Item # 397

TESTIMONY

Amend the 2035 Comp Plan map & Zoning map

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email (optional)
✓ RUTH RODGERS	220 NW 881 AVE 97209	
✓ Jacquie Walton	5034 NE Rodney Ave, 97211	
✓ Elizabeth Deal	5045 NE Mallory Ave. 27211	
✓ Ashley Lakovic	5035 NE Mallory Av 97211	
✓ Tom LAKOVIC	5035 NE MALLORY 97211	
✓ ART ALEXANDER	5021 NE Rodney	
✓ Margaret O'Hartigan	5001 NE (Gartiga Con Alberta) 97211	
✓ Ursula Kienbaum	5114 NE Mallory Ave 97211	
✓ Marika Naito	5124 NE Mallory Ave, 97211	

Date 4-25-2018Page 1 of 1

Portland's Bureau of Planning and Sustainability opposes a developer's request to re-zone residential property in Walnut Park to allow a 60-foot tall commercial/mixed use behemoth into this quiet neighborhood. Now the developer is asking the Portland City Council to give his project special treatment by claiming to provide affordable housing. The Council is scheduled to vote on the matter April 25.

Walnut Park residents' objections to the proposed re-zoning of the Alberta Abbey property has everything to do with opposing this 21st-century version of red-lining – and little-to-nothing to do with NIMBY-ism or lack of support for affordable housing. But to understand why that's true, you need to know something about Walnut Park, our history, and our people.

Walnut Park is approximately 80 acres, platted in 1904 and bounded on the north by Killingsworth, on the south by Alberta, on the west by Commercial and on the east by Martin Luther King, Jr. Blvd.

Unlike Irvington, Alameda, Laurelhurst and most other Portland neighborhoods, Walnut Park never had exclusionary ethnic clauses written into our property deeds. Consequently, Walnut Park has a long – LONG – history of welcoming minorities discriminated against by the majority of Portlanders and Oregonians who were white, Anglo-Saxon and Protestant. For example, Irish Catholics comprised a significant portion of our population in the early decades of the 20th century even as the Ku Klux Klan was promoting – and passing – anti-Catholic legislation against us.

And as Portland's African-American population increased 10-fold during the '40s, racist city officials, racist bankers and the racist Portland Realty Board used red-lining and other discriminatory housing practices to restrict African Americans to Walnut Park and Albina neighborhoods. As a result, Walnut Park has one of the most diverse, integrated neighborhoods in Oregon history. And contrary to claims of gentrification, we still have many Black families, Catholics, and other minorities.

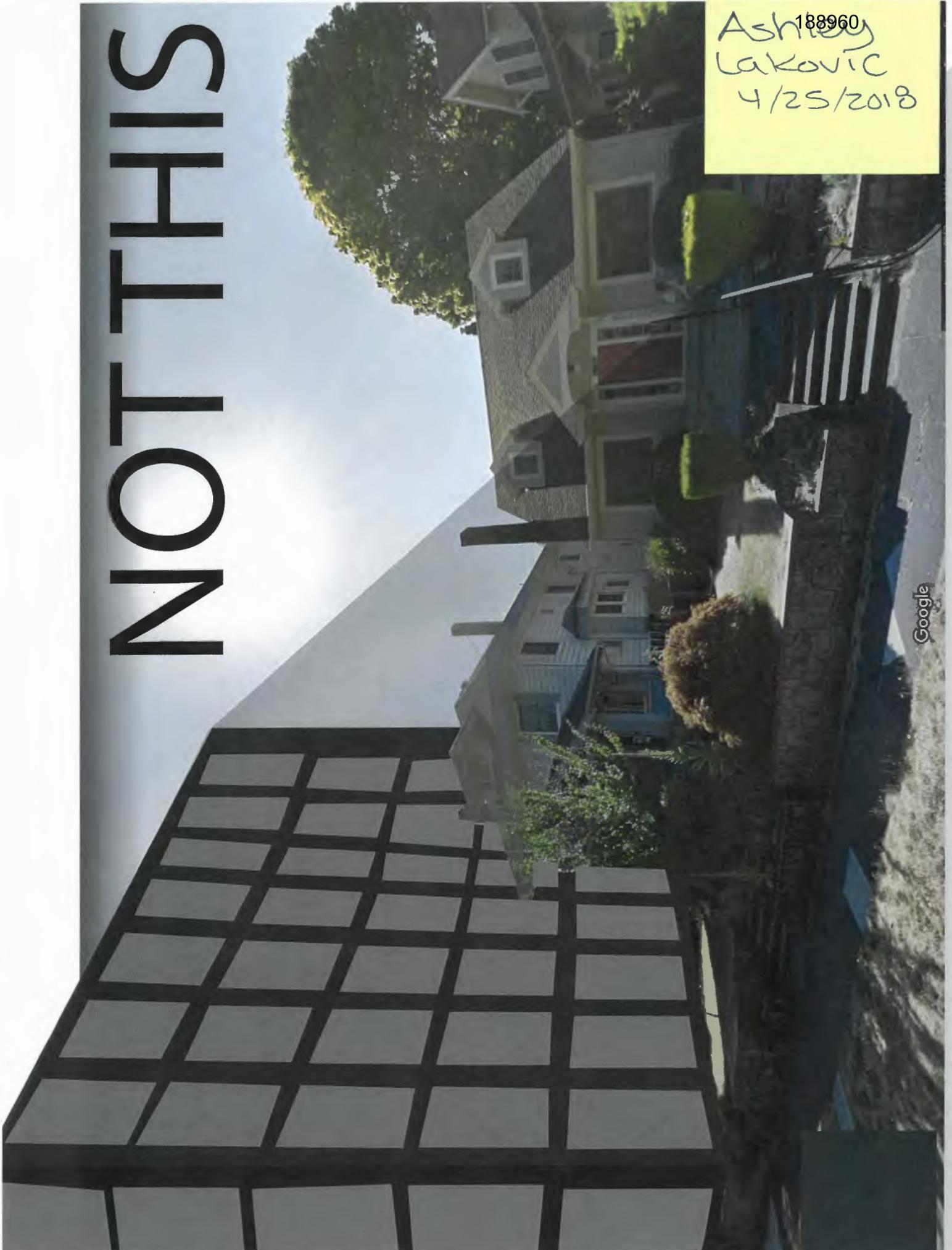
Then there's Walnut Park's long-standing support of affordable housing. Out of our neighborhood's 24 square blocks, four blocks' worth is devoted to subsidized housing. That's one-sixth of our neighborhood. Compare this to Irvington, or Alameda, Laurelhurst, Grant Park, Overlook or University Park. Getting the picture yet? Include the full block taken up by Multnomah County services (including Meals on Wheels and senior services), the full block occupied by the state unemployment office, and the nearly full block of Salvation Army facilities – and nearly a third of Walnut Park's surface area is devoted to those in need.

I have heard nothing but support among my neighbors for affordable housing going in at the Alberta Abbey site. What we object to – strenuously – is our neighborhood once again being singled out for discriminatory treatment by Portland politicians in order to allow affluent neighborhoods to continue to shirk their responsibility to provide fair housing to all.

Margaret O'Hartigan is an 18-year resident of Walnut Park, and author of a walking guide entitled "Walnut Park Revealed".

NOT THIS

188960
Ashley
LAKOVIC
4/25/2018



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Margaret O'Hartigan is an 18-year resident of Walnut Park, and author of a walking guide entitled "Walnut Park Revealed".

**Jacquie Walton's
Testimony Against Amendment #19 with Supporting Documents**

FIGURE 1: Alberta Abbey parking lot at 126 NE Alberta St. as it appears today.



FIGURE 2: The developer's design concept for a five-story apartment building, which he posted on the Facebook group "PDX YIMBY (Yes, In My Back Yard)."

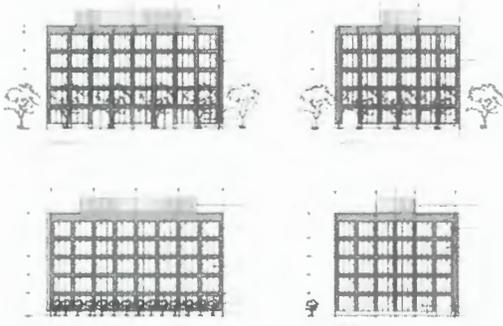


FIGURE 3: Bungalow directly adjacent East of the site (5026 NE Mallory).



FIGURE 4: Bungalow directly adjacent West of the site (5014 NE Rodney).



FIGURE 5: Bungalow directly adjacent West of the site (105 NE Alberta St.).



FIGURE 6: The following photo shows a tall tree on the lot immediately adjacent East of the site (5026 NE Mallory) as viewed from the North on NE Mallory Ave. The tree gives you an idea of the scale of the proposed apartment building.



FIGURE 7: The width of NE Rodney from Alberta St. north to NE Killingsworth is only 24 feet, effectively making it a one-way street when cars are parked on both sides of the street. A neighbor measured the width of NE Mallory, and it too is only 24 feet. The red box on the map below shows the location of 126 NE Alberta St.

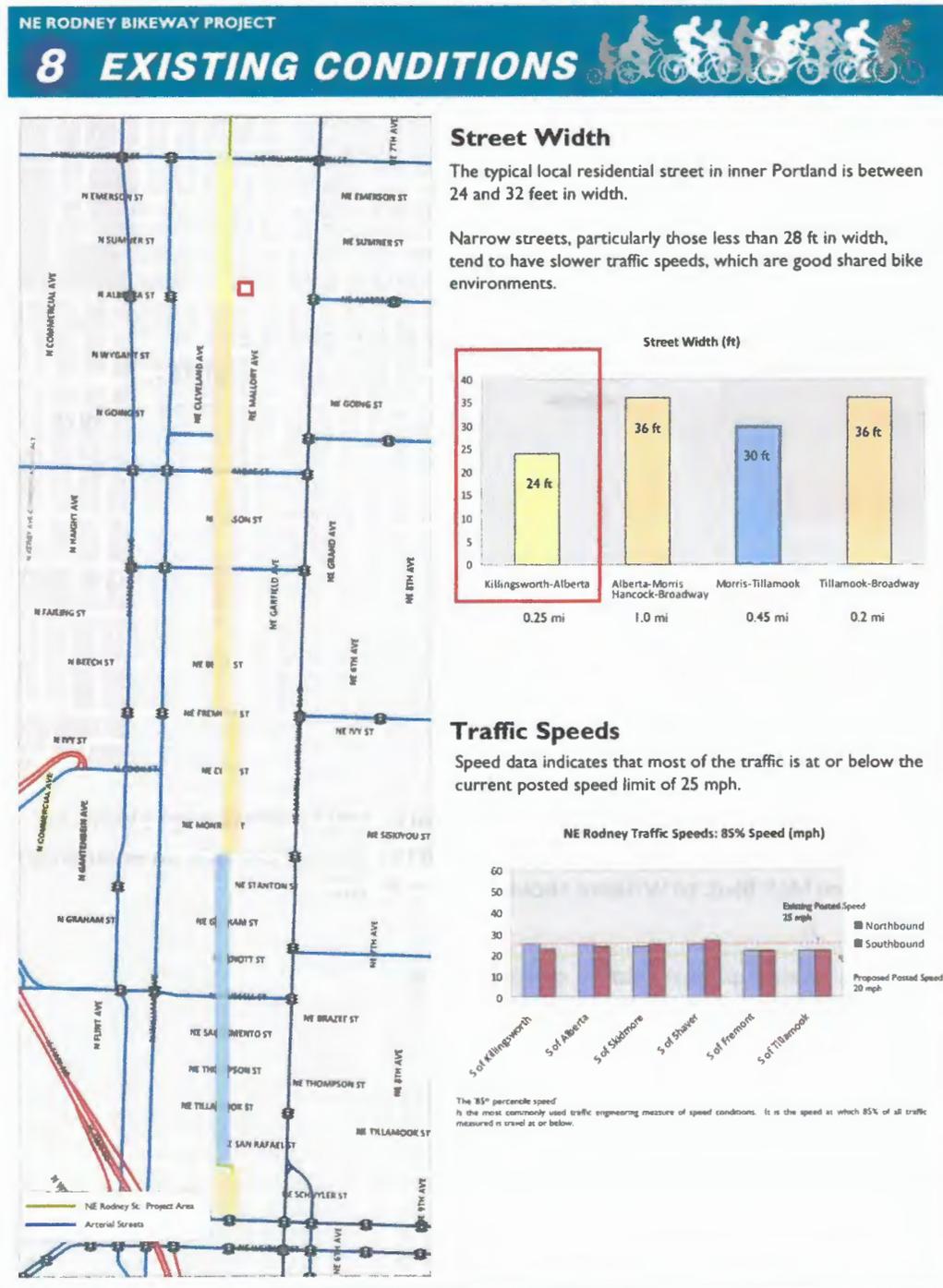


FIGURE 8: The developer says that rezoning 126 Alberta St. “stitches together” the commercially zoned lots at the corner of NE Alberta St. and NE MLK and NE Alberta St. and N. Williams. The following diagram was created by the developer to illustrate this point. Please notice that there are **seven blocks of residentially zoned properties between these two locations**, making the developer’s assertion preposterous.

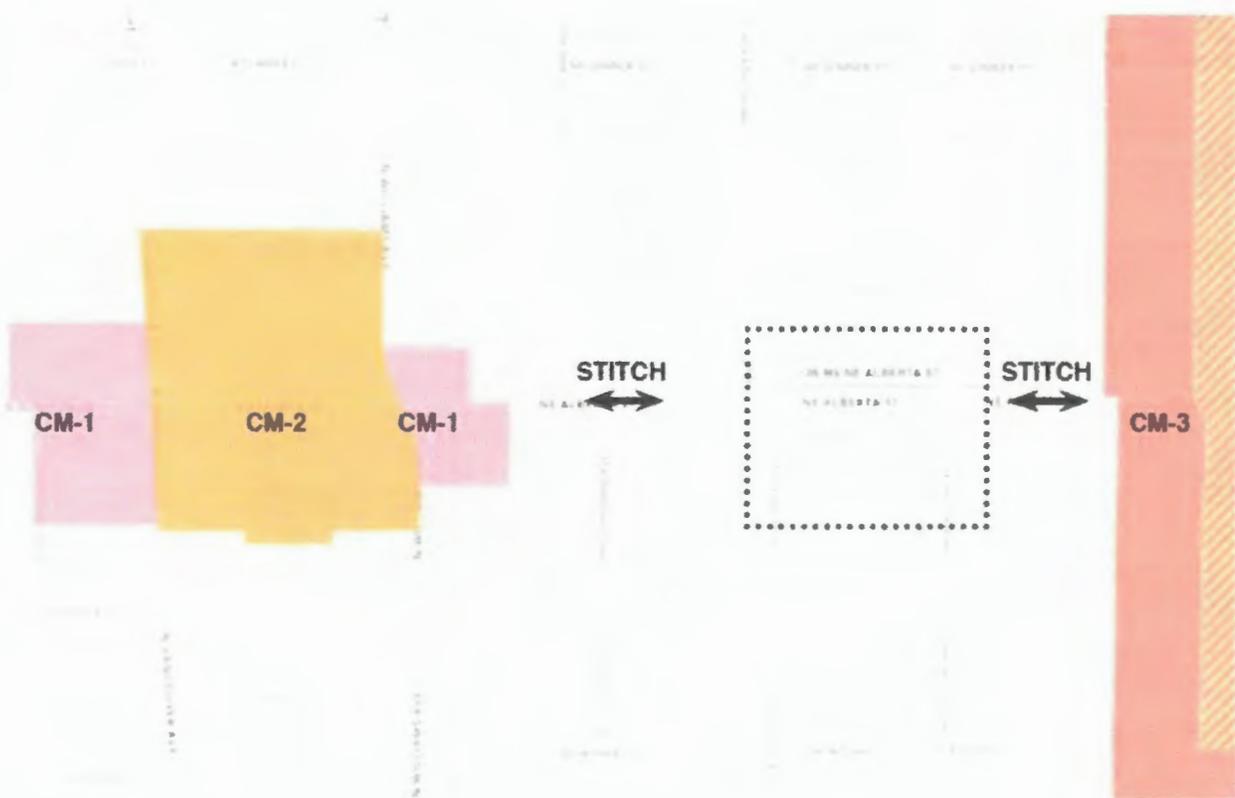


FIGURE 9: Rich Rodgers’s remarks on the PDX YIMBY (Yes, In My Back Yard) Facebook page (where he solicited support from people who do not live in the neighborhood to influence the vote on Amendment #19), stating that Alberta from MLK Blvd. to Williams should be zoned CM2.



Rich Rodgers I think district planning staff is overplaying the spot zoning argument. It's one block from CM3 and two blocks from CM2, I think, in the other direction. On Alberta. You could argue that whole stretch should be CM2.

Like 1w



1

FIGURE 10: Excerpt from the Early Assistance Summary Memo from the BDS, October 23, 2017.

- ***What is the likelihood of an approval for a comprehensive plan map amendment and zoning map amendment to a zone that would accommodate these uses without Conditional Use Review?***
The site is surrounded by Residential 2,500 zoning and Comprehensive Plan designation. It would be difficult to write findings to demonstrate that rezoning this site to a commercial zone is equally or more supportive of the Comprehensive Plan than the current designation, given that it would in effect be “spot zoning” parcels that are surrounded by single-dwelling residential Zoning Map and Comprehensive Plan Map designations.

Hello, my name is Jacquie Walton, and I live in the King neighborhood.

I'm here today to talk about Commissioner Eudaly's Amendment #19 to the Map Refinement Project.

While I enthusiastically support R1 zoning for the Alberta Abbey church, I cannot endorse CM2 zoning for the Alberta Abbey parking lot.

Instead, I'm asking the Council to approve R1 zoning for both the church and the parking lot.

I'm not alone in this opinion. The experts at the BPS also endorse R1 zoning for the parking lot.

So why aren't we listening to our experts at the BPS?

Rezoning to CM2 would allow the developer, Community Development Partners, to build a five-story, 50-unit, mixed-use apartment building.

A commercial building of that height and mass does not fit the residential character of the neighborhood, which is zoned R2.5. In fact, a building of that size would tower over the neighborhood's modest bungalows.

Similarly, the local infrastructure, which includes narrow 24-foot roads, is not designed to handle the density that a 50-unit mixed-use apartment building would bring.

On the other hand, with R1 zoning, a smaller residential building could be constructed that is in harmony with the neighborhood and still provide the much-needed affordable housing that the developer says he wants to create.

For the record, I also want to state how deeply disappointed I am in the City, and in this developer, for a complete absence of community outreach and engagement.

The City let us down by not telling us about the proposed zoning changes and not giving us adequate time to provide testimony. Only neighbors within 100 feet of the parking lot received notices from the BPS, and those notices were so vaguely worded that they didn't even identify the address of the site or the zoning code.

For its part, Community Development Partners did not notify the King Neighborhood Association of its plans. And, to make matters worse, during the past few weeks the developer has repeatedly insulted neighbors on social media and in misleading flyers.

If not for the vigilance of a few neighbors, no one in the neighborhood would have known about this project until construction began.

In conclusion, we need residential solutions for residential neighborhoods, not spot zoning of commercial buildings to cater to a developer's need to make a project "pencil out."

Please listen to the City's own experts, not a developer, and implement R1 zoning on the Alberta Abbey parking lot.

Thank you.

Moore-Love, Karla

From: Thomas Karwaki <karwaki@yahoo.com>
Sent: Tuesday, April 24, 2018 2:50 AM
To: Comp Plan Map Refinement Project; Council Clerk – Testimony
Cc: Commissioner Fritz
Subject: Map Refinement Project Testimony Council Agenda #397 Amendment 17

Mayor Wheeler and Council Members,

The University Park Neighborhood Association's (UPNA) Board and its Land Use & Transportation Committee following the input from its General Membership Meeting of 4.23.18 is very concerned about Amendment 17 dealing with 6631 N SYRACUSE and OBJECTS to this change from R-5 to R2 in particular to the land south of Syracuse and R227676 to the north and along the Mid Peninsula Trail. Due to the RIP zoning notices, the 4.23.18 meeting was the second most attended UPNA General Membership meeting in the past ten years so there was great concern about Amendment 17 as it relates to the impact of RIP on public open spaces and parks.

The Housing Bureau staff met with the UPNA Board in late 2017 and in January 2018 and clearly stated that the Housing Bureau would not request a change in the zoning for this property which it plans to acquire from the Water Bureau this year. The Housing Bureau stated that it would develop the property into @40-45 units of homeowner housing consistent with CURRENT zoning, which is R-5. Changing the zoning to R-2 might be considered to show less than full candor by the Housing Bureau to the community and the UPNA. Notice of this amendment was not sent to the UPNA, and so the UPNA Board thanks Commissioner Fritz for keeping the record open to get community input on Council Amendments.

The UPNA understands that there is an affordable housing crisis and would like to see the parcels NORTH of Syracuse developed into home-owner occupied housing while protecting as many of the large trees as possible. UPNA requests that amendment #17 be slightly tweaked to consider and reflect the special nature of a Heritage Tree on the southern edge of the site covered by Amendment #17 and that R227676 not be included in Amendment 17 due in part to this tree and the parcel's proximity to the Mid Peninsula Trail.

Heritage Tree #329 (Coastal Redwood) is located south of Syracuse on parcel R307521 and its foliage and root system are also on 6702 N Syracuse which lies to the south of the Syracuse right of way and R227676 (part of this amendment) to the north of Syracuse.(the tree's root zone is @ 54-60 feet). R227676 is also the location of two groves of trees that give the Mid Peninsula Trail a park like setting and is within 40 foot buffer from this trail that the UPNA has requested and which its membership feels is important to protect.

Heritage Tree #329 is also the center of the proposed University Park/North Portland Heritage Tree Urban Trail that is being funded in part and will be recognized by PBOT. This trail which uses public ROW will also require access from the Mid Peninsula Trail to this Heritage Tree on 6702 N Syracuse.

In conclusion, the UPNA Board & Land Use Committee supports the concepts laid out by the Housing Bureau and can support Amendment 17 as long as it does not include the parcels south of Syracuse which are R-5 and where Heritage Tree #329 is located. The UPNA Board & Land Use Committee would prefer that R227676 not be changed to R-2 but instead remain R-5.

Please feel free to contact me if you have any questions, and I will be at the 2PM City Council meeting on Wednesday April 25 representing UPNA's Board.

Thomas Karwaki
Chair, Land Use Committee
University Park Neighborhood Association
253.318.2075 cell / karwaki@yahoo.com

Moore-Love, Karla

From: Jane Beebe <jmbpdx@icloud.com>
Sent: Monday, April 23, 2018 7:31 PM
To: Council Clerk – Testimony
Subject: [User Approved] Buffer Zone St Helens Rd

While steam lining and making consistent Zoning makes sense, the mapping needs to primarily serve the best interest of the citizens and the citizen's properties ...even if it means including some variances in the mapping.

Given the history and geology of the Willamette Heights neighborhood it makes sense to retain the buffer which in the long run be much less expensive for the city and her citizens.

Sincerely, Jane Beebe

Sent from my iPhone

Agenda Item 257

TESTIMONY

2:00 PM TIME CERTAIN

MAP REFINEMENT PROJECT

If you wish to speak to City Council, PRINT your name.

Each person in line may sign up for ONE 2-minute testimony slot.

Number	Name (please print)	Address & Zip Code	Email
✓1	DAVID COLE	3548 N ALBINA, 97227	dave@dave-cole.com
✓2	Doug Klotz	1908 SE 35th Pl. 97214	dougorb@gmail.com
✓3	Django Amerson	4404 NE HOLMAN 97218	django.amerson@gmail.com
✓4	Jeffrey Clair	5238 SE 33rd Ave 97202	jbcclair@yahoo.com
✓5	Dana Krawczuk	760 SW 9th Ave st 3000	dana.krawczuk@steel.org
✓6	ROBERT JOHNSON	TERWILLIGER PLAZA	rjohnson@terwilligerplaza.com
✓7	Jon Ross & UNIDENTIFIED	3543 N. Albina Ave. 97227	jonmontgomery@gmail.com
✓8	John Brunton Greater Portland Bible Church	2374 SW Vermont St 97219	jbrunton@pdxchurch.org
✓9	Samuel Eckhart	1478 NE Killingsworth St 97211	samuel@habitatportlandmetro.org
✓10	DEAN VANDERBUSH	4120 Field Stone Ct Eugene OR 97404	dvanderbush@gmail.com

Agenda Item 257

TESTIMONY

2:00 PM TIME CERTAIN

MAP REFINEMENT PROJECT

If you wish to speak to City Council, PRINT your name.

Each person in line may sign up for ONE 2-minute testimony slot.

Number	Name (please print)	Address & Zip Code	Email
✓ 11	Gina Vanderbush	4924 N. Albina Ave. Portland, OR 97217	gvanderbush@gmail.com
✓ 12	Lou Montgomery	4931 SW 26 th Ave PMB 211 Portland, OR 97225	loum@ezpermits.biz
✓ 13	Gary St Scott Dougherty	1809 NW Davis St Portland, OR 97209	sdough12@gmail.com
✓ 14	Gary Okamoto	5505 SE 28TH PDX, OR 97202	gary.okamoto@gmail.com
✓ 15	Gary Daniels	5523 SE 28TH Ave. Portland, OR 97202	mdaniels39@comcast.net
✓ 16	Julie Cantonwine	"	juliannx22@gmail.com
✓ 17	Penelope ^{Mae} MaeLyn (Mae) Smith	2125 N. W. 3rd Ave PDX, OR 97210	maesmithes@aol.com
✓ 18	RICH RODGERS	220 NW 8th Ave PORTLAND 9729	rich@communitydevelopment.com
✓ 19	Van Full / Jeff Carr	424 NE 22 nd Ave 97234	vanf@AlbertinaKerr.org
✓ 20	Jason Leonard	3587 NE Prescott 97211	jasonleonard@gmail.com

Agenda Item 257

TESTIMONY

2:00 PM TIME CERTAIN

MAP REFINEMENT PROJECT

If you wish to speak to City Council, PRINT your name.

Each person in line may sign up for ONE 2-minute testimony slot.

Number	Name (please print)	Address & Zip Code	Email
✓ 21	LARISA ZIMMERMAN	3543 N ALBINA AVE PORTLAND, OR 97227	OHBOY@HEVANET.CO
✓ 22	Mel Hafsos	1135 SE 80th AVE	
✓ 23	CHRISTYHER ROESING	9130 N Lombard 97203	roesingApe@gmail
✓ 24	Miles Sisk	1339 SW 12 th Ave apt 34 97202	MilesSisk@gmail.
✓ 25	Barry Smith	715 SW Morrison	bavvg@barrysmith.com
✓ 26	ROSS CORNELIUS	812 NW Summit Ave Portland 97210	RwCornelius88@gmail.com
✓ 27	DOUG CAPPS	2260 NE 32nd Ave	CappsDoug@ WRK.COM
✓ 28	Silas Beebe	2146 NW 33 Ave	silasbeebe@hotmail.com
✓ 29	ERIK OJALA	17100 SW RIDER LN. BEAV.	erkki.ojala@zgf.com
✓ 30	STU SMUCKER	2133 NW 33 AVE	

Agenda Item 257

TESTIMONY
MAP REFINEMENT PROJECT

2:00 PM TIME CERTAIN

If you wish to speak to City Council, PRINT your name.

Each person in line may sign up for ONE 2-minute testimony slot.

Number	Name (please print)	Address & Zip Code	Email
✓ 31	Sam Noble	420 SE 62 Ave 97215	samuelnoble@gmail.com
✓ 32	Tad Everhart	539 SE 59 th Ct 97215	tad.everhart@comcast.net
33			
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Agenda Item 257

TESTIMONY
MAP REFINEMENT PROJECT

2:00 PM TIME CERTAIN

If you wish to speak to City Council, PRINT your name.

Each person in line may sign up for ONE 2-minute testimony slot.

Number	Name (please print)	Address & Zip Code	Email
41	Christyne Marten	3435 NW Vaughn Street 97210	ctmarten@yahoo.com
42			
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March 13, 2018

Re: Map Refinement Project Testimony, 511 SE 60th Avenue (Change No. 1662)

Dear City of Portland Mayor Ted Wheeler and Councilors,

I write on behalf of the West Tabor Subdivision Association (WTSA), an Oregon mutual benefit nonprofit corporation whose members are the owners of the ten homes in the West Tabor subdivision on Southeast 59th Court, immediately West of property recently transferred to the Portland Housing Bureau (PHB) at 511 SE 60th Avenue. We understand that the comprehensive plan designation and zoning of this PHB property at 511 SE 60th Avenue may be changed by the map refinement project and subsequent related land use decisions.

After meetings of our members and consulting with counsel, we have strong concerns about the City of Portland's map refinement project and potential zoning and use of PHB's property. Accordingly, we are submitting this letter as testimony and comment on proposed changes to this site, including but not limited to the map refinement and the proposed zoning change from R5 to CM1.

On paper, this may look like a very good site for increased use. But based on first-hand familiarity with the area we have deep concerns regarding the intensity of use contemplated by a CM1 zoning and whether this site can support that intensity. For clarity, **we do not oppose the addition of affordable housing to this site, which we have heard from sources including the current tenant is the PHB's ultimate intent.** We recognize the critical need for affordable housing in Portland and commend the City for its efforts to find appropriate sites.

Nonetheless, **we believe any housing and development on this site should be of a scale compatible to the neighborhood, street access, street safety, topography, and our homes;** as a neighborhood, we do not believe this is not an appropriate site for, by way of example, a large apartment building. We are very concerned about the negative impacts of such a development both on our neighborhood (SE 59th Court) and the wider neighborhood. We are satisfied with the current level of development and activity on PHB's property, but worried about what might come.

While we have a number of causes of concern, including loss of outdoor play space for children at the YMCA daycare and a lack of parking for increased development, the most prominent causes of our concern are:

1) Topography and Compatibility

The topography of this location amplifies the impact of building size on our homes. The entire Mt. Tabor vicinity is sloped, but our street is below a particularly steep bank from the property in question. The result is that even a one-story building is well above our homes. See Fig. 1 below showing current structure heights.



Fig. 1: The current 1-story building at 511 SE 60th Avenue is at the left. The houses on the right are one and 2-story houses on SE 59th Court. The height difference and its impact is material.

The CM1 zoning and other mixed-use zones “require building heights to transition to the scale of adjacent residential zones...” Further, in the CM1 zone “[d]evelopment is intended to be pedestrian-oriented and generally compatible with the scale of surrounding residentially zoned areas.” (See *What’s the main difference between the current zones and the proposed zones?*, <https://www.portlandoregon.gov/bps/article/571013>; and *August 2016 Mixed Use Zones Project—Recommended Draft*, p. 7, available at <https://www.portlandoregon.gov/bps/article/588563>).

The height difference between 511 SE 60th Avenue and the homes on SE 59th Court stands in the way of achieving these objectives. We fear that allowing further height on this site adjacent to our street will result in an imposing cliff wall of building towering over our homes.

2) Traffic Congestion and Hazards:

The property is on a street and at an intersection that are already both congested and dangerous. While serving as a motor vehicle commuting route to downtown and the freeway, limited lines of sight, steep inclines, a misaligned intersection, and narrow lanes make the streets here hazardous and difficult to traverse. Despite the proximity to Mt. Tabor Park, bicycle access is already impossibly hazardous on SE 60th.

Moreover, this is a major pedestrian commuting route for students and families at schools including Mt. Tabor Middle School, less than one block away across Stark; Glencoe Elementary, less than ten blocks away; Franklin High School, a little over one mile to the South; and the YMCA daycare located at this property itself. Accidents are frequent, including a recent incident of a car crashing into and through the walls of the YMCA daycare building on the property in question.



Fig. 2: Map of the vicinity (Source: Portlandmaps.com). 511 SE 60th Ave. is the property in the lower right labeled "Mt. Tabor Annex." Mt. Tabor Middle School is in the upper right.

Our Position

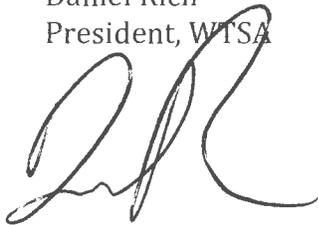
- We have a cohesive and pleasant community here on SE 59th Court directly adjacent to and approximately two stories below the property in question at 511 SE 60th Avenue.

- We have been content with the International School and Y's Choice daycare on this property. They serve the neighborhood and their impacts do not impair our enjoyment of our homes and community.
- A large building looming over our homes and community would be incompatible with our neighborhood and the greater neighborhood as a whole. It would impair our enjoyment of our homes and community by its gross incompatibility in size, scale, and mass, not to mention visual and aesthetic incompatibility. It would interfere with our solar access, fresh air, privacy, and views.
- A large building that mixes commercial use and housing, even if it is the YMCA with housing, would create more traffic, compounding the clear and present dangers of SE 60th Ave and the 60th/Stark intersection.
- The additional vehicle traffic to, from, and in and out of the property by residents and employees of a full-scale CM1 development would bring congestion on SE 60th and hazards at the intersection of SE 60th and Stark far beyond acceptable levels. It will be a matter of time until tragedy strikes.
- This property is fundamentally inappropriate for large-scale development for a multitude of reasons. It doesn't work for a large, mixed-use apartment building.

Please consider our concerns in making your decisions.
Thank you.

Sincerely,

Daniel Rich
President, WTSA

A handwritten signature in black ink, appearing to be 'DR', written over the typed name 'Daniel Rich'.

Doug Klotz
1908 SE 35th Pl.
Portland, OR 97214
March 14, 2018

Mayor and City Council
1221 SW Fourth Ave.
Portland, OR 97204
Re: Map Refinement Project

Mayor Wheeler and Commissioners:
Thank you for the opportunity to testify on this project.

This letter regards Item #1717 (and related item #1800) located at 4265 -4275 NE Halsey St., 4325 NE Halsey St., 4341, 4353 NE Halsey St., 4400 NE Broadway, and 1511 NE 45th Ave.

All of these parcels are currently zoned RX, a zone which is now to be reserved for Central City and Gateway. The recommendation by Planning and Sustainability Commission is that all these parcels be rezoned RH with 4:1 FAR. I agree with that recommendation.



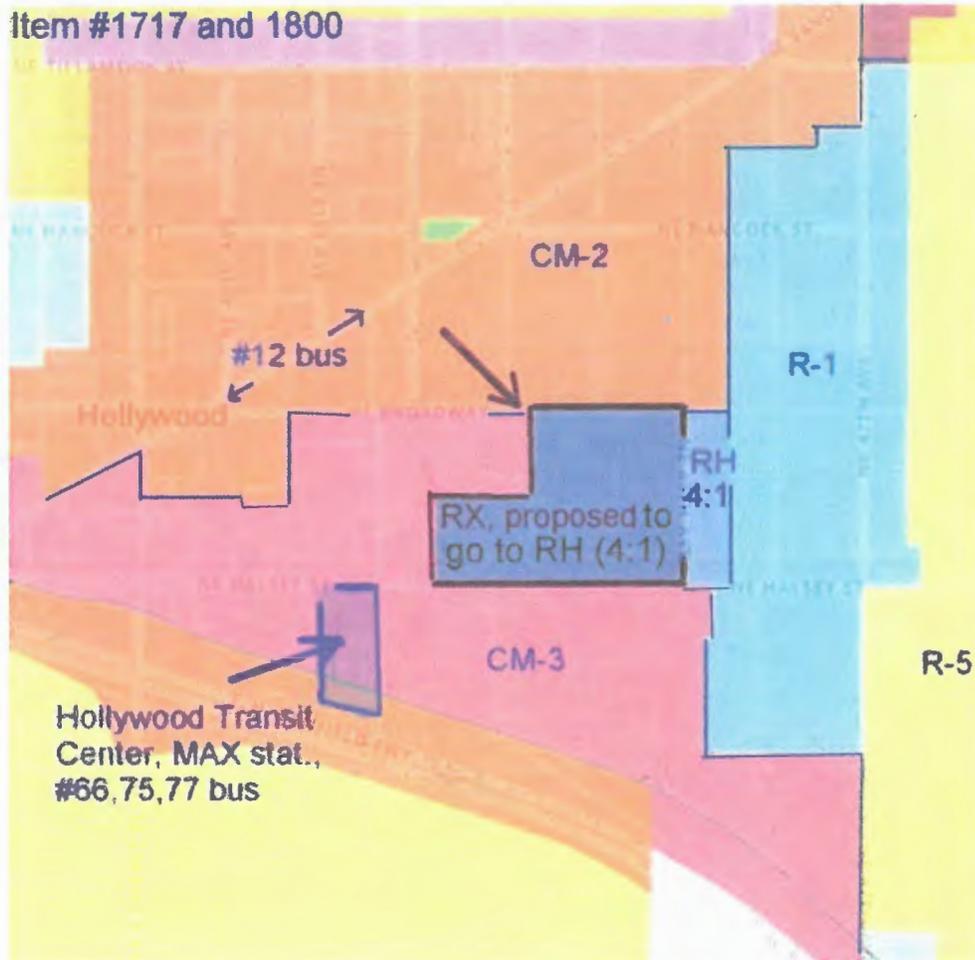
This section includes the 14-story Hollywood East apartments, the 8-story Hollywood Townhouse apartments, as well as three two-story courtyard apartments. Directly to the south is the 6-story Providence Office Park building.

The proposed RH zone with 4:1 FAR is a “high-density multi-dwelling zone”. In 33.120.030: “Allowed housing is characterized by medium to high height and a relatively high percentage of building coverage. The major types of new housing development will be low, medium and high-rise apartments and condominiums. Generally, RH zones will be well served by transit facilities or be near areas with supportive commercial services.”

The RH zone is consistent with the types of buildings there now, and those anticipated in the future. The section is within one block of the Hollywood Transit Center, served by Red, Blue and Green line MAX trains as well as the #66, 75 and 77 buses. There is also the #12 bus on Sandy Blvd, and numerous businesses and a theater within two blocks. This Town Center has more transit and amenities than even Gateway.

These parcels are in the Hollywood Plan District, and the maximum height on them is 100’, on map 536-2. The existing Hollywood East tower is 176 feet (from Emporis.com), which is higher than allowed today. The 100’ allowance is the tallest in Hollywood.

The Comp Plan zoning map shows the RH proposal in context. It is consistent with the maximum height (100’) and FAR (5:1) of the CM3 zoning which surrounds it on three sides.



Some residents seek R-1 or RH (2:1) zoning on these parcels, as well as those east of 45th. This is inconsistent with the surrounding zoning, with what's on many of the parcels today, and with the desire for higher density within several blocks of the Max station, and within the Hollywood Town Center. The existing RH (4:1) which will remain on the east side of 45th is consistent with the higher-intensity zoning north and south of it, leaving the change to R-1 in the midblock between 45th and 46th, as is true north and south of the site. I urge you to keep the RH (4:1) zoning on the lots in this item, as recommended by Planning and Sustainability Commission. Thank you.

Doug Klotz

Moore-Love, Karla

From: Chisek, Kyle
Sent: Sunday, March 18, 2018 3:52 PM
To: Council Clerk – Testimony
Cc: Plambeck, Michelle
Subject: FW: City Council Item next Wednesday: Map Refinement Project: Trinity Episcopal Cahedral
Attachments: trinity zone change letter to P&SCommission.pdf

Kyle Chisek
 Director of Bureau Relations & Policy
 Office of Mayor Ted Wheeler
 1221 SW Fourth Ave Rm 340 | Portland, OR 97204
 ☎: 503-823-1126 | ✉: kyle.chisek@portlandoregon.gov

Aut viam inveniam aut faciam.

The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities.

From: DOUG CAPPS [mailto:CAPPSDOUG@msn.com]
Sent: Tuesday, March 13, 2018 10:22 AM
To: Howard, Nathan <Nathan.Howard@portlandoregon.gov>; Chisek, Kyle <Kyle.Chisek@portlandoregon.gov>
Cc: Plambeck, Michelle <Michelle.Plambeck@portlandoregon.gov>
Subject: Re: City Council Item next Wednesday: Map Refinement Project: Trinity Episcopal Cahedral

Hi,

For your convenience, here's the letter submitted by Trinity Episcopal Cathedral to the Planning and Sustainability Commission requesting inclusion in the Map Revision project.

See the section starting on p. 5 relating to the un-feasibility of housing on this site, along with Trinity's needed parking--our #1 objective.

I'm sending this to you to avoid your having to dig through a mountain of materials in the record included in this agenda item.

Let me know if you have any follow up questions. We sure appreciate your attention to this!

Doug Capps

503-281-2642

From: DOUG CAPPS
Sent: Monday, March 12, 2018 6:05 PM
To: Howard, Nathan; Chisek, Kyle
Cc: Plambeck, Michelle
Subject: Re: City Council Item next Wednesday: Map Refinement Project

Many thanks for your note, Nathan, and to you and Kyle, for your time on Friday for Trinity Episcopal Cathedral to explain the request for the Mayor's support relating to an upcoming Council agenda item this coming Wednesday 3/14/2018, (Amending the Comprehensive Plan Map and the City Zoning Map to carry out Portland's 2035 Comprehensive Plan.)

You suggested I follow up with a summary of that communique, that might be passed along to Mayor Wheeler.

I've attached a one-page explanation of the support we're hoping that Mayor Wheeler can provide, along with an explanation of the "why not housing?" for that site in NW Portland, or more accurately where to find a thorough response to that question in the record.

Thanks again.

Doug Capps

503-281-2642

Portland Planning and Sustainability Commission
 Map Refinement Project Testimony
 1900 SW 4th Avenue, Suite 7100
 Portland, OR 97201

October 12, 2017

Re: Map Refinement Project Testimony-Proposed Map Changes

Dear Commission Members:

On behalf of vestry of Trinity Episcopal Cathedral, this letter requests that the Planning and Sustainability Commission (PSC) consider a Comprehensive Plan and Zoning Map change for a half block property owned by Trinity located directly across NW 19th from the Cathedral. The property is currently used as a commercial parking lot. The Comprehensive Plan Map change is proposed from High Density Multi-Dwelling to Mixed Use-Urban Center. The Zoning Map change is proposed from High Density Multi-Dwelling Residential (RH) to Commercial Mixed Use 3 (CM3). Figure 1 shows zoning in the vicinity under the current code and updated with changes under the new Comprehensive Plan.

Trinity also proposes an amendment to Map 562-9 in the Northwest Plan District adding the Trinity campus properties as an area where a NW Master Plan is required.

Trinity is aware that this request for a Comprehensive Plan Map and Zoning Map change is being made at the very end of the City of Portland's 2035 Comprehensive Plan process. While Trinity has been aware of the Comprehensive Plan update, it has only recently formed a working group to assess the Cathedral's long-term growth prospects and parking needs.

Trinity completed a 5-year capital planning and fundraising plan in 2015, addressing deficiencies in the existing physical plant. Improvements included replacement of the failing slate roof, improved bathrooms and addition of a front accessibility ramp. Once these projects of immediate concern were underway, Trinity was able to start a visioning process to better understand and plan its needs for program growth. This process included reviewing potential uses for its real estate holdings to support its growth, mission and long-term sustainability.

Over the past several months, the working group studied a wide range of options, formed conclusions as to how to best meet church parking needs and tested whether existing RH zoning on the half block across NW 19th Avenue from the Cathedral will provide the redevelopment flexibility the church needs. This map change request is being made now because it has only recently been concluded that a mixed-use zone that permits commercial parking and office uses is key to Trinity's parking solution.

The working group has been made aware by City staff that the Planning and Sustainability Commission will consider formal public testimony on the 2035 Comprehensive Plan Map Refinement Project Proposed Draft on October 24, 2017.

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Trinity respectfully asks that the PSC consider these proposed map changes as part of the Map Refinement Project.

Below is a more complete discussion of why Trinity is requesting these map changes.

REASONS FOR THE PROPOSAL

Neighborhood Context

Trinity Cathedral is located at the intersection of NW 19th and Everett, and owns three additional properties in the vicinity of the Cathedral; the “East Lot”, a 20,000 square feet half block between NW Everett and Davis streets facing the Cathedral, is used as the primary surface parking lot for the church with 68 parking spaces; a 10,000 square feet surface parking lot just south of the Cathedral on NW 19th with 27 spaces and a 10,000 square feet parking lot on the west side of NW Trinity Place behind the Cathedral with 23 spaces. The Cathedral sits on a 51,826 square feet parcel, making the total Trinity properties a 91,836 square feet campus. All of the properties owned by Trinity are zoned RH and have a Comprehensive Plan map designation of High Density Multi-Dwelling. Figure 2 shows Trinity’s property holdings and surrounding institutions.

The East Lot was approved by the City for commercial parking which started operation in October. On the eastern portion of the block facing NW 18th is a condominium on NW Everett, and Dougherty Dental, a dentist office/parking lot on the NW Davis side.

North of NW Everett, the east side of NW 19th is already zoned for commercial mixed-use development. Immediately north of the NW Everett/Davis lot is the NW Cultural Center (NWCC) which, along with a parking lot immediately north of the NWCC is zoned CM2. The full block north of NW Flanders east of NW 19th is also zoned CM2, and includes a number of older residential/office structures and hostel/guest houses. The half block north of NW Glisan east of NW 19th is developed as an apartment building and office, and is zoned CM3.

South of the Cathedral are surface parking lots owned by Trinity and Active Auto Body on the west side of NW 19th, and an apartment building and Active Auto Body’s operations on the east side. Further south on W. Burnside, the uses are primarily auto-oriented including Kiss Car Wash and McDonald’s.

NW Trinity Place borders the Cathedral to the west. This street extends from W. Burnside to NW Everett and includes a number of older masonry apartment buildings and Trinity’s surface parking lot which is used primarily by Trinity staff. As with most of the older residential and commercial buildings in this area, tenant parking is limited to on-street spaces.

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SW Corner of the NW District:

This southeast corner of the NW District is home to a variety of major religious and educational institutions in addition to a wide range of office, residential and commercial uses. Within a few blocks of Trinity Cathedral, Congregation Beth Israel and Couch Park/Metropolitan Learning Center are located to the north, NW Children's Theater and School housed in the NWCC building is immediately across NW Everett from the Cathedral, and St. Mary's Roman Catholic Cathedral and Cathedral School are east of NW 18th between NW Couch and Everett. To the south, Providence Park and the Providence Park LRT station are within 1,000 feet of the Cathedral.

Many of these institutions, including Trinity, St. Mary's and the NW Children's Theater and School, have relied on surface parking lots for their operations for decades. These institutions and attractions serve the entire region and are well placed and connected to the regional transportation network including W. Burnside and US 26 via the NW 19th/18th couplet, and I-405 via the NW Everett/Glisan couplet. In many ways, this corner of the NW District has stronger connections to the region and the regional transportation network than it does to the heart of the NW District to the north. There are also considerable redevelopment opportunities in this corner of the neighborhood if parking solutions can be found that would allow existing surface parking lots to be used for higher and better uses.

2035 Comprehensive Plan

The proposal supports Policy 9.58 and 9.59 of the 2035 Comprehensive Plan by proposing necessary but not excessive new off-street parking capacity, and maximizing the efficient use of limited urban space while pursuing a project sharing parking spaces to the benefit of a variety of different neighborhood users throughout the week. The project also seeks to arrive at higher and better uses for the site which are compatible with the neighborhood, and is compatible with recent resolutions to the NWDA parking policies promoting shared use of underutilized off-street lots to increase parking capacity.

Trinity's Long-Term Viability**Membership Trends:**

Trinity Episcopal Cathedral is the seat of the Bishop for the Oregon Diocese, and is a major cultural and hospitality center. Trinity was established as an Episcopal parish in 1851, and has been located at its current campus since 1906. Trinity hosts a number of musical events open to the public, as well as educational and cultural events, church school, summer youth service camp, art expositions, twelve step meetings, food ministry and outreach, and other gatherings. It is home to the Pacific Youth Choir. Members attend services at Trinity on Sunday mornings from 20 different zip codes around the metro area.

Trinity's membership and average Sunday attendance has been flat to slightly declining for several years. The chart shows membership and attendance for the

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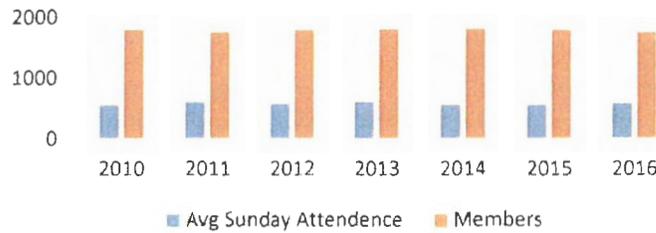


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most recent data available. The nature of the membership is also changing, with traditionally generous elder parishioners passing on, and younger households and families with more limited budgets taking their place. Trinity’s long-term sustainability is tied to growing its new membership.

Table 1
Trinity Cathedral -
Membership and Attendance



Parking Needs and Forecasts:

While several activities occur on the Trinity Campus throughout the week, the main services occur on Sunday mornings. The Cathedral’s capacity for services held in the main sanctuary is 850, including all participants. On Sunday mornings, 60 members of the choir, 4 clergy, 12 non-clerical staff members, and about 500 parishioners attending the 8am or 10am church services and Sunday school.

On Sunday mornings, Trinity’s parking lots are completely full, and parking spaces are difficult to find in the surrounding neighborhood. Services held at St Mary’s Catholic Church a block away add to the area Sunday parking congestion. Surveys of Trinity’s membership over several years show a lack of available parking as a reason for not attending services or further engaging in Cathedral activities.

Initial analysis of Trinity’s current Sunday services shows 112 stalls needed after mode splits and utilizing current off-street stalls owned by Trinity. This extra demand is accommodated though street parking, paid lots, drop-offs and utilizing other locations. Trinity is looking to expand its parking capacity to accommodate currently under-parked Sunday services, allow capacity for growth in membership and attendance, and position other Trinity-owned parcels for redevelopment in support of Trinity’s mission in the neighborhood. Our projections show the need for new parking capacity of 220-250 stalls.

The mode split for travelling to and from Sunday services is estimated at 90% auto, with the remainder walking, biking or taking transit. Most indicate they will be running errands or going to other activities after church, requiring an automobile. Typically, a third of the attendees for Sunday service include families with children, and nearly 40% are parishioners over 65 years of age. Through observation, about

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two occupants per vehicle arrive for services on Sunday. More refined parking and transit characteristics of how attendees get to and from church on Sundays will be the subject of member surveys undertaken by the Cathedral.

Financial Capabilities Related to Added Parking:

The subject of this zoning request is Trinity's East Lot, which is owned free and clear with no debt. Trinity does not have the financial wherewithal to independently fund a new parking structure on the lot. The zone change will allow pursuit of a mixed-use development which the current entitlement does not permit. Medical office and clinics are a synergistic use with the Cathedral because of the need for parking to service patients during business hours. This pattern compliments Trinity's high demand for parking on Sunday mornings when the offices and clinics are closed.

With the recent changes in parking regulations in the NWDA allowing accessory, off-street lots to be operated as shared-use parking facilities, additional revenue to fund the garage is anticipated from daily, short-term commercial parking use, special events from nearby venues, and from monthly stalls rented to residents or employees within the NWDA.

Parking meters have also had an impact on parking dynamics in NW Portland. Recent studies of on-street parking demand by Lancaster Engineering show high utilization of metered stalls in the vicinity during the work week. The lack of available on-street stalls relative to permits issued in the NWDA indicates the garage will be utilized for revenue-producing short-term visits. The more nearby parking capacity will provide a positive benefit to nearby institutions such as the NW Cultural Center and St. Mary's Cathedral.

Shared parking is best accomplished with the synergies of weekday commercial/medical office use and Sunday church use and evening/event demand. Numbers show the more medical office the better, because office users (patients and providers) will pay for parking during the weekday and thereby support debt service on the garage. That synergy does not occur with other uses, particularly housing. And Trinity can't support debt service from parish operations, is not in a position to charge parishioners to park, and does not have capital to build out of pocket. We don't believe a parking garage is financially feasible or bankable without a complimentary economic activity to generate revenue and share risk. We haven't seen any stand-alone parking garages built recently by either the public or private sector sponsors.

Options Analyzed Maintaining RH Zoning

Several options were pursued to produce the needed parking capacity for Trinity under the existing RH zoning. Discussions with a prominent market-rate residential developers confirmed their need to provide parking for residents throughout the week. Since requiring residents to remove vehicles on Sunday mornings was not

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practical, providing parking for both uses required several floors of underground parking, made more expensive by the tight dimensions of the site.

Market-rate Senior Housing was considered, since it generates less parking demand. This use was not pursued because Senior Housing by itself does not generate commercial parking revenue to support the extra spaces needed by the Cathedral, and the value of the land does not offset the cost of building the stalls to serve Trinity's Sunday morning needs. Affordable housing was also considered, and similarly found not able to generate the extra capital or ongoing cash flow to support additional parking capacity.

Finally, a "medical center" use, allowed under the RH zoning, was reviewed. Trinity received a proposal from a "Specialty Hospital" developer willing to build a specialized overnight hospital targeted to specific procedures, such as orthopedic surgeries. While the economics may have supported this type of development, the proposal was not pursued because permitting necessary from the State was uncertain, the developer required Trinity to sell the land, and the use was deemed not optimal at the location for both Trinity and the neighborhood.

While commercial parking is permitted in the Northwest Plan District in the RH zone, it must be accessory parking for the primary use and is subject to a number of conditions and approvals including the Portland Bureau of Transportation and the NW Parking Management Plan Stakeholder Advisory Group. As noted earlier, Trinity has secured approvals for shared use parking on its surface parking lot east of the Cathedral. Trinity is concerned, however, that financing for a new multi-floor 230 space structured parking facility could be made significantly more complicated or even unrealistic given the limitations and allowable uses in the RH zone. Shared-use commercial parking is permitted in the CM3 zone without these limitations.

Other uses allowed under the RH zoning were deemed infeasible, including school and daycare uses.

CONCLUSIONS

- Trinity Episcopal Cathedral is the seat of the Bishop for the Oregon Diocese, and is a major cultural and hospitality center. Members attend services at Trinity on Sunday mornings from 20 different zip codes from throughout the region.
- Trinity's membership and average Sunday attendance has been flat to slightly declining for several years. The nature of the membership is changing, with traditionally generous elder parishioners passing on, and younger households and families with more limited budgets taking their place. Trinity's long-term sustainability is tied to growing its new membership.
- Surveys of Trinity's membership shows a high proportion of elder parishioners and families with children who often do not attend services due to limited parking capacity.

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- Trinity is looking to expand its parking capacity to accommodate currently under-parked Sunday services, allow capacity for growth in membership and attendance, and position other Trinity-owned parcels for redevelopment. Our projections show the need for parking capacity of 220-250 stalls.
- Primary uses permitted in the RH zone including market, senior and affordable housing, cannot financially support added parking needed by Trinity, and pose shared parking conflicts on Sundays and evenings important to Trinity. Non-residential uses are limited in the RH zone.
- Trinity does not have the financial wherewithal to independently fund a new parking structure, and a synergistic mixed use is needed. The proposed map changes will allow pursuit of a mixed-use development which the current entitlement does not permit.
- Medical office and clinics are a synergistic use with the Cathedral because of the need for parking to service patients during business hours. This pattern compliments Trinity's high demand for parking on Sunday mornings when the offices and clinics are closed.
- Shared-use parking is an additional revenue source necessary to fund the structured parking as well as adequate parking for Trinity in a mixed-use development. Use is anticipated from daily, short-term commercial parking, special events from nearby venues and from monthly stalls rented to residents or employees within the neighborhood.
- While the RH zone permits structured commercial parking, it must be accessory parking for the primary use and is subject to a number of constraints. The proposed CM3 zone permits shared-use parking outright, residential uses and a wide variety of office/commercial uses. This increase in flexibility is very important to Trinity as it seeks development partners.
- The southeast corner of the NW District is home to a variety of major religious and educational institutions in addition to a wide range of office, residential and commercial uses. Because of its proximity, this area has stronger connections to the Burnside Corridor, nearby retail and commercial districts, and the regional transportation network than it does to the heart of the NW District to the north. The proposed map changes provide more flexibility to respond to opportunities inherent in this location.
- Many of these institutions, including Trinity, St. Mary's and the NW Children's Theater and School, have relied on surface parking lots for their operations for decades. There are considerable redevelopment opportunities in this corner of the NW District if parking solutions can be found that allow existing surface parking lots to be used for higher and better purposes.
- North of NW Everett, the east side of NW 19th is already zoned for commercial mixed-use development. The proposed map changes would continue that land use pattern south of NW Everett.
- There is already precedence for shared-use parking and medical office uses at this location. The East Lot was approved by the City for use as commercial parking which started operation in October. The adjacent Dougherty Dental

parcel is currently a medical office use, although zoned RH, and it's parking lot is used by Trinity parishioners on Sunday mornings.

THE PROPOSAL

The proposal is for a Comprehensive Plan and Zoning Map change for a half block property owned by Trinity located directly across NW 19th from the Cathedral and currently used as a commercial parking lot.

- The Comprehensive Plan Map change is proposed from High Density Multi-Dwelling to Mixed Use-Urban Center.
- The Zoning Map change is proposed from High Density Multi-Dwelling Residential (RH) to Commercial Mixed Use 3 (CM3).

Table 2 provides a comparison of the RH and CM3 zones and a summary of the use categories permitted in each zone and selected development standards associated with each zone.

Table 2

Comparison of RH and CM3 Zones

	Existing RH Zone	Proposed CM3 Zone
USE CATEGORIES		
Residential	Allowed	Allowed
Retail/Service	Not Allowed at Trinity Site (1)	Allowed
Office	Not Allowed at Trinity Site (1)	Allowed
Commercial Parking	Allowed (2)	Allowed
DEVELOPMENT STANDARDS		
Maximum FAR	4 to 1	3 to 1
Maximum FAR with Bonus	5 to 1	5 to 1
Base Height	75 Feet	65 Feet
Maximum Height with Bonus	100 Feet(3)	75 Feet
Minimum Landscape Area	15% of Site Area	15% of Site Area

(1) Within 100 feet of a streetcar alignment, 20% of net building area is allowed

(2) Commercial parking is allowed for accessory parking with approvals

(3) Sites within 1,000 feet of a transit station

The primary advantage of the proposed CM3 zone to Trinity is that a full range of residential, retail and office uses are permitted, as is commercial parking. As noted earlier, medical office and clinics are synergistic uses with the Cathedral because of the need for parking to service patients during weekday business hours, and Trinity's high demand for parking on Sunday mornings when the offices and clinics are closed.

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Commercial parking is a key factor in financing structured parking within a mixed-use development.

Development standards for the proposed CM3 zone will allow slightly lower but similar building massing compared to the RH zone, especially if bonuses are considered. Without bonuses, the CM3 zone permits significantly less building massing and lower building heights.

In considering structured parking especially above grade parking floors, Trinity is mindful of long-term trends for shared and automated vehicles that might impact parking needs. Trinity will design parking floors that are level and with adequate floor to ceiling heights to be convertible to other uses as appropriate and timely.

MASTER PLAN:

Trinity is also very aware that a proposed zone change from RH to CM3 may raise a host of questions and concerns from nearby residents and the NWDA concerning neighborhood impacts associated with commercial zoning. At this time, Trinity does not have a specific development program to propose for the East Lot or for the other two parking lots owned by the church. In order to address those concerns, and to give Trinity and its neighbors a meaningful process to define future development programming for all of its properties, Trinity proposes that the entire campus be added to the sites where a Northwest Master Plan is required. See Title 33.562.300 and Map 562-9, and Figure 3.

Following approvals for the proposed map changes, Trinity will initiate a master planning effort as outlined in 33.562.300, incorporate opportunities for neighborhood input, consider the addition of adjacent properties, and proceed through the approval process involving public hearings before the Design Commission and Land Use Hearings Officer. We are confident that the NW Master Plan requirement will benefit Trinity by focusing efforts to define and refine future development options for its properties, assess feasibility, understand impacts and solutions, and to engage the neighborhood so that this corner of the NW District will benefit and prosper.

Thank you for the opportunity to provide testimony and to request that the PSC consider these map changes.

Sincerely,

Nathan LeRud

Dean, Trinity Episcopal Cathedral

Susan Lindauer

Sr. Warden, Trinity Episcopal Cathedral

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Attachments:

Figure 1: Zoning in the vicinity

Figure 2: Trinity Property and Nearby Institutions

Figure 3: Proposed Master Plan Area Map Amendment

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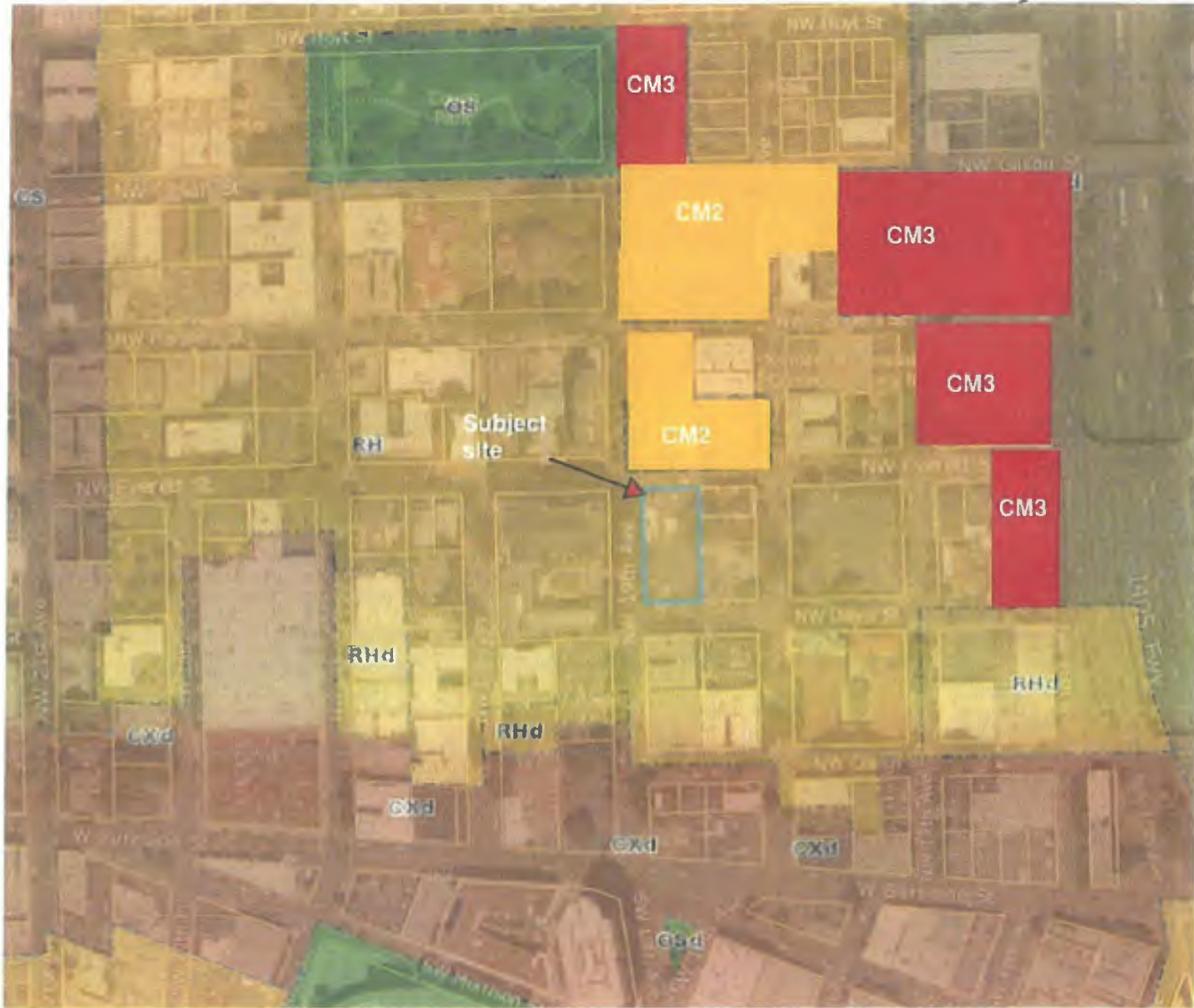
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Trinity Cathedral – Zoning in the Vicinity

FIGURE 1



TRINITY - Property Holdings and Surrounding Institutions

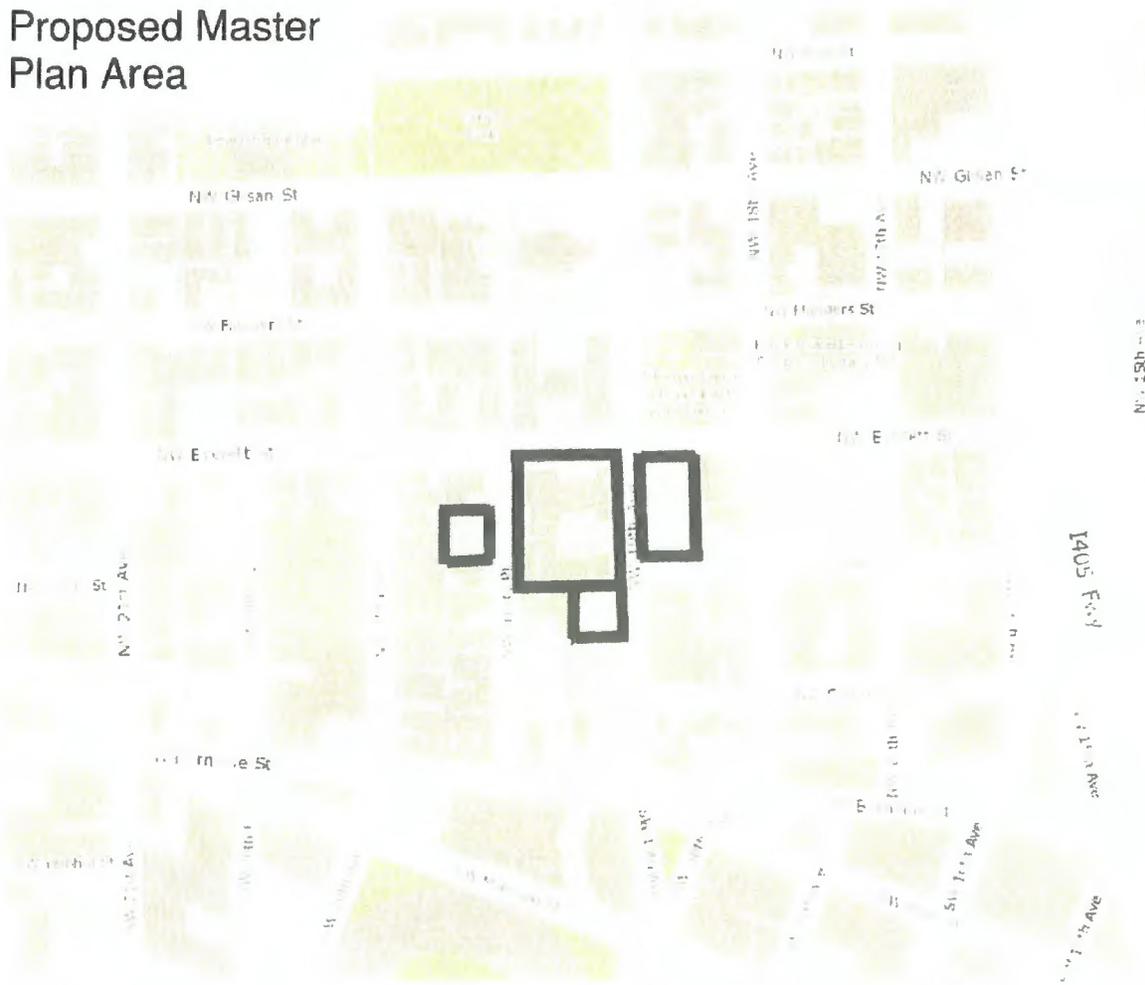
FIGURE 2



Trinity Cathedral – Proposed Map Amendment

Figure 3

Proposed Master Plan Area





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DANA L. KRAWCZUK
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 dana.krawczuk@stoel.com

March 12, 2018

VIA EMAIL (CPMAPREFINEMENT@PORTLANDOREGON.GOV)

Portland City Council
 1221 SW 4th Avenue
 Portland, OR 97204

Re: Map Refinement Project (Agenda Item 257, Ordinance 188177)

Request to Correct Base and Overlay Zoning Designations for Block 16 in the XPO Master Plan (2169 NW Thurman)

Dear Mayor Wheeler and City Councilors:

This office represents XPO Properties Inc., the owner of 2169 NW Thurman Street, which is referred to as Block 16 in the approved XPO Master Plan (fka Conway Master Plan, aka Slabtown) ("Block 16")¹. Block 16 is approximately 26,830 square feet, has frontage on NW Thurman Street and NW 22nd Avenue, which are improved streets, as well as the unimproved NW Upshur right of way.

We request that Block 16 be rezoned CM3 with Design Review (d) and Centers Main Street (m) overlays.

Our request brings Block 16 into conformance with the its newly adopted Comprehensive Plan Designation (Mixed Use-Urban), corrects a split-zoned site and apparent error, and avoids creating a nonconforming use and development. These reasons are consistent with the Map Refinement Project categories, including (2) reconciling land use and zoning maps; (3) avoid the creation of nonconforming development; and (4) other technical and policy related map changes, including overlay zone corrections and split zones.

Current Designations and Master Plan Approval

Block 16 is currently designated Industrial Sanctuary (IS) on the Comprehensive Plan and is zoned General Industrial 1 (IG1). However, Block 16 is within the Northwest Plan District, so it was included in the 2012 approved Conway Master Plan (the "Master Plan"). LU 12-135162 MS.

¹ Block 16 is also referred to as Blackstones Addition, Block 16; R 116963 and tl 1600.

Portland City Council
 March 12, 2018
 Page 2

The Master Plan did not rezone Block 16, but expanded the allowed uses to also include all allowed uses in the EXd zone. The Master Plan also imposed design review on Block 16, which includes the Master Plan-specific design guidelines. The Master Plan set Block 16's maximum height as 150 feet, imposed a minimum FAR of 1.5:1, and the only upper limits on FAR are maximum height and maintaining a 3:1 FAR over the entire Master Planned area. The transportation impacts of the intensity of use allowed in the Master Plan, including Block 16, was mitigated by a variety of transportation improvements, including the "jughandle" project that is underway pursuant to a local improvement district and rigorous Transportation Demand Management ("TDM") measures.

Adopted Comprehensive Plan and Zoning Map Designations

Block 16's Comprehensive Plan designation has been amended to Mixed Use-Urban (MU-U), but a corresponding base zone Zoning Map designation was not adopted. However, the Centers Main Street (m) overlay has been applied to the southern half of Block 16. Exhibit A.

Therefore, Block 16's will be split zoned IG1 and IG1m, despite its MU-U Comprehensive Plan Designation and Master Plan entitlements.

The balance of the approved Master Plan has a MU-U Comprehensive Plan designation and is zoned CM3dm.

Reasons to Rezone All of Block 16 CM3dm

Our request to zone all of Block 16 CM3dm brings the property into conformance with the its newly adopted Comprehensive Plan Designation (Mixed Use-Urban), corrects a split-zoned site and apparent error, and avoids creating a nonconforming use and development.

1. Consistency with adopted Comprehensive Plan designation, adopted overlay zone and the surrounding land use pattern

Block 16's adopted Comprehensive Plan and zoning designations are in conflict. The IGI base zone is inconsistent with the MU-U Comprehensive Plan designation. CM3 is the most appropriate zone of the several zones that correspond to the MU-U designation because the balance of the Master Plan is zoned CM3.

Block 16 IG1 base zone and m overlay zone are also in conflict. The portion of Block 16 that has the Centers Main Street overlay zone (m) cannot be developed² in compliance with both the

² Development of Block 16 will be pursuant to the Master Plan during its duration (2012-2022). Following the expiration of the Master Plan, Block 16 will be subject to the regulations in its base and overlay zones.

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Page 3

IG1 base zone (which limits retail use) and m overlay. The m overlay requires ground floor active commercial areas, but the IG1 zone strictly limits the amount of non-industrial uses on site. This irreconcilable conflict can be solved by changing Block 16's base zone to CM3 through the Map Refinement Project, and eliminating the split-zone by imposing the m overlay over all of Block 16. Finally, imposing a Design Review (d) over all of Block 16 will ensure consistency with the surrounding land use pattern.

2. Recent development activity and land use history

As detailed above, Block 16 was included in the Master Plan, which encourages office, residential and retail mixed use development and requires high quality design and development that actively engages with pedestrians. This mix of uses is not allowed in the IG1 zone, and the design elements are not characteristic of the IG1 zone.

While a design review application has not yet been filed for Block 16, when the property develops in accordance with the Master Plan, the project will not conform to IG1 use limitations. So that any development on Block 16 is not shrouded by the uncertainty created by nonconforming status, the base zone should be amended to CM3.

3. Infrastructure availability

The Master Plan was subject to extensive City and public review, and among the most closely analyzed issues was the transportation system's ability to accommodate the intensity of development allowed by the Master Plan. A detailed traffic impact study evaluated street capacity, level of service in the Master Plan vicinity and the greater plan district area, on-street parking impacts, access requirements and needs, impacts and access to transit, impacts on adjacent streets and neighborhood livability, and multi-modal safety. Based upon input from the City, ODOT, Northwest District Association (NWDA) and public, the Master Plan was required to make significant improvements to the transportation system, including the "jughandle" improvement, and robust TDM measures were imposed to reduce traffic generation. Block 16 is subject to the adopted TDM plan and the LID that is funding the jughandle.

The intensity of development allowed by the CM3d zone is comparable to that allowed by the Master Plan, so the transportation mitigation required by the Master Plan is adequate to address amending Block 16 CM3dm. Therefore, there will be no impact to the transportation system if Block 16 is rezoned CM3dm.

Conclusion

The Master Plan authorizes Block 16 to be developed with a mixed use project up to 150 feet in height, so long as it complies with Master Plan-specific design guidelines that emphasize ground

Portland City Council

March 12, 2018

Page 4

floor engagement with pedestrians. This intensity of development is consistent with Block 16's MU-U Comprehensive Plan designation, and the design expectations are consistent with the m overlay. However, Block 16's zoning is out of synch. Our requested rezone of Block 16 to CM3dm brings Block 16 into conformance with the its newly adopted Comprehensive Plan Designation (Mixed Use-Urban), corrects a split-zoned site and apparent error, and avoids creating a nonconforming use and development.

Thank you for your consideration of these requests.

Very truly yours,



Dana L. Krawczuk

DLK:dlk

Enclosure: Exhibit A

cc: Russ Marzen (via email) (with enc.)
Hank Bartos (via email) (with enc.)
Marty Stockton (via email) (with enc.)

Exhibit A – Adopted IG1/IG1m Split Zoned Site

The screenshot shows a web browser window with the URL <https://portlandmaps.com/ig1mapapp/mx>. The browser's menu bar includes File, Edit, View, Favorites, Tools, and Help. The address bar shows 'Map App'. The browser toolbar includes icons for Home, Back, Forward, Page, Safety, and Tools. The page title is 'Map App'. The browser window also shows 'Explore Proposals', 'Read Public Testimony', and 'About the Map App' links.

The map application interface includes a 'Map App' button, zoom controls (+, -, and a list icon), and a map showing a split-zoned site. The site is labeled '2169 NW THURMAN ST' with a close button. The map shows a yellow hatched area above and a red hatched area below. The text 'COLUMBIA RIVER HWY' is visible on the map. The Esri logo is in the bottom right corner of the map area.

The right sidebar contains the following information:

BASE ZONE CHANGES

There is no change to the base zone(s) for property R116963.

Existing Base Zone(s)	General Industrial 1 (IG1)
-----------------------	----------------------------

OVERLAY CHANGES

Council Amendment ID #	N/A
New Overlay(s)	Centers Main Street (m)
Existing Overlay(s)	None
Overlay(s) Removed	N/A

CENTERS MAIN STREET (M)

The recommended Centers Main Street (m) overlay zone adds requirements for active ground floor commercial uses and ground floor windows in new development, requires minimum floor areas, and limits certain auto-oriented uses. This overlay is recommended in the commercial core of all Town Centers and Neighborhood Centers in order to foster continuity of the commercial district and emphasize pedestrian and transit-oriented design.

PLAN DISTRICT CHANGES

Plan District Addition	N/A
------------------------	-----

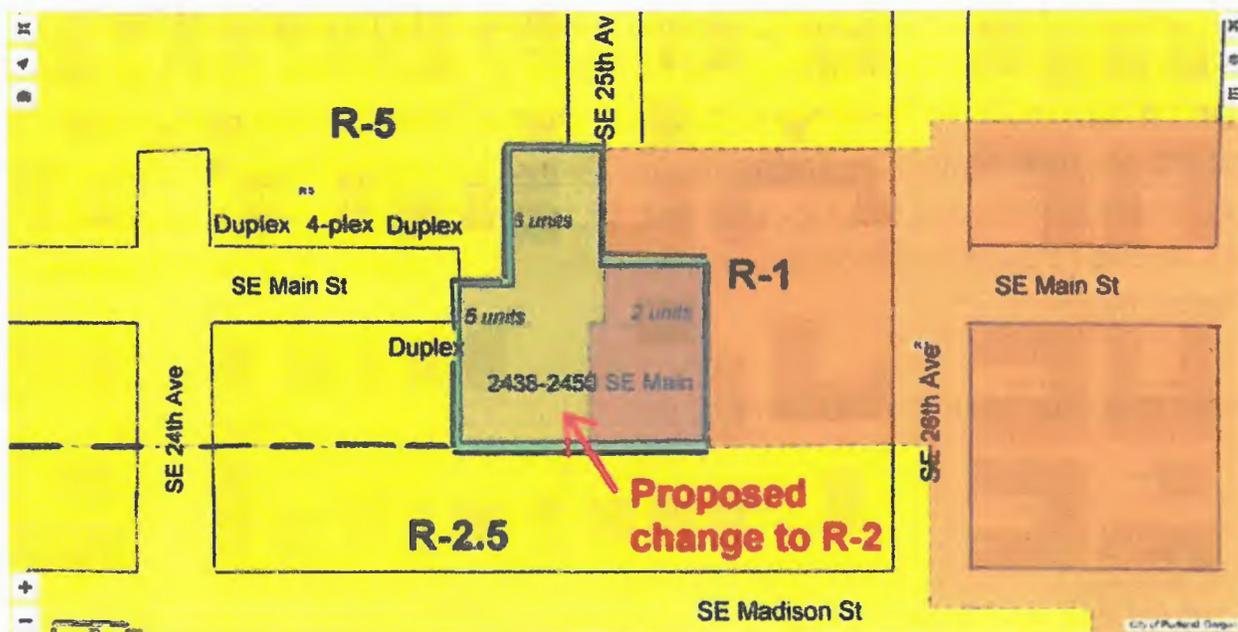
Doug Klotz
 1908 SE 35th Pl.
 Portland, OR 97214
 March 11, 2018

Mayor and City Council
 1221 SW Fourth Ave.
 Portland, OR 97204
Re: Map Refinement Project

Mayor Wheeler and Commissioners:

This testimony concerns **Item #1777**, a large lot at 2438-2450 SE Main St.

This lot is currently split-zoned R-5 and R-1. On the east it abuts several blocks of courtyard apartment buildings that are zoned R-1. On the west it abuts a cul-de-sac of SE Main, (which extends as a private road, into the site). On SE Main, which is zoned R-5, there are three duplexes and a four-plex in addition to four single-family houses. (A 6 unit building and a 5-unit building that are on the site also abut the Main St. roadway extension into the site.) So the street is already majority multi-family.



On the site itself, which is 34,848 S.f., there are a duplex, a -5-plex and a 6-plex, for a total of 13 units. As shown here, there are apartment buildings to the east, and many “missing middle” units to the west:



Mapping the site R-2 would be a conservative approach, and allow for a modest increase of 4 units above the 13 already on the site. However, given its location two blocks from the high frequency #14 bus, access to two streets, and convenient shopping and cycling routes, the R-1 zone would seem more suitable for the entire site, and would allow an increase of 21 units. While the zone descriptions in 33.120.010 describe R-2 as one to three stories and R-1 as one-to-four stories, in practice most R-1 buildings top out at 3 stories. The zone descriptions also call for R-2 to be located near Major City Traffic Streets, District and Neighborhood Collectors and local streets, whereas the R-1 is to be located near District and Neighborhood Collectors and local streets. In this case, as Hawthorne, a District Collector, is nearby, and the R-1 seems to fit the description better.

Thank you for your attention to these two items.

Sincerely,

Doug Klotz

Moore-Love, Karla

From: Brett Schwartz <brettschwartz15@gmail.com>
Sent: Friday, March 02, 2018 8:39 AM
To: Comp Plan Map Refinement Project; Council Clerk – Testimony; Lum, Leslie
Subject: Code Reconciliation Project Testimony - Map Refinement Plan
Attachments: Post Feb Refinement Zoning.pdf; Pre-Feb Refinement Zoning.pdf; Map Refinement Plan - Appendix C - Table 4.pdf; Zoning notice.pdf

City of Portland Officials

I am receiving drastically different and confusing information about my property. I have already been extraordinarily worried and burdened with the zoning of my primary residence (detached single family home) at 9811 SE Foster Rd.

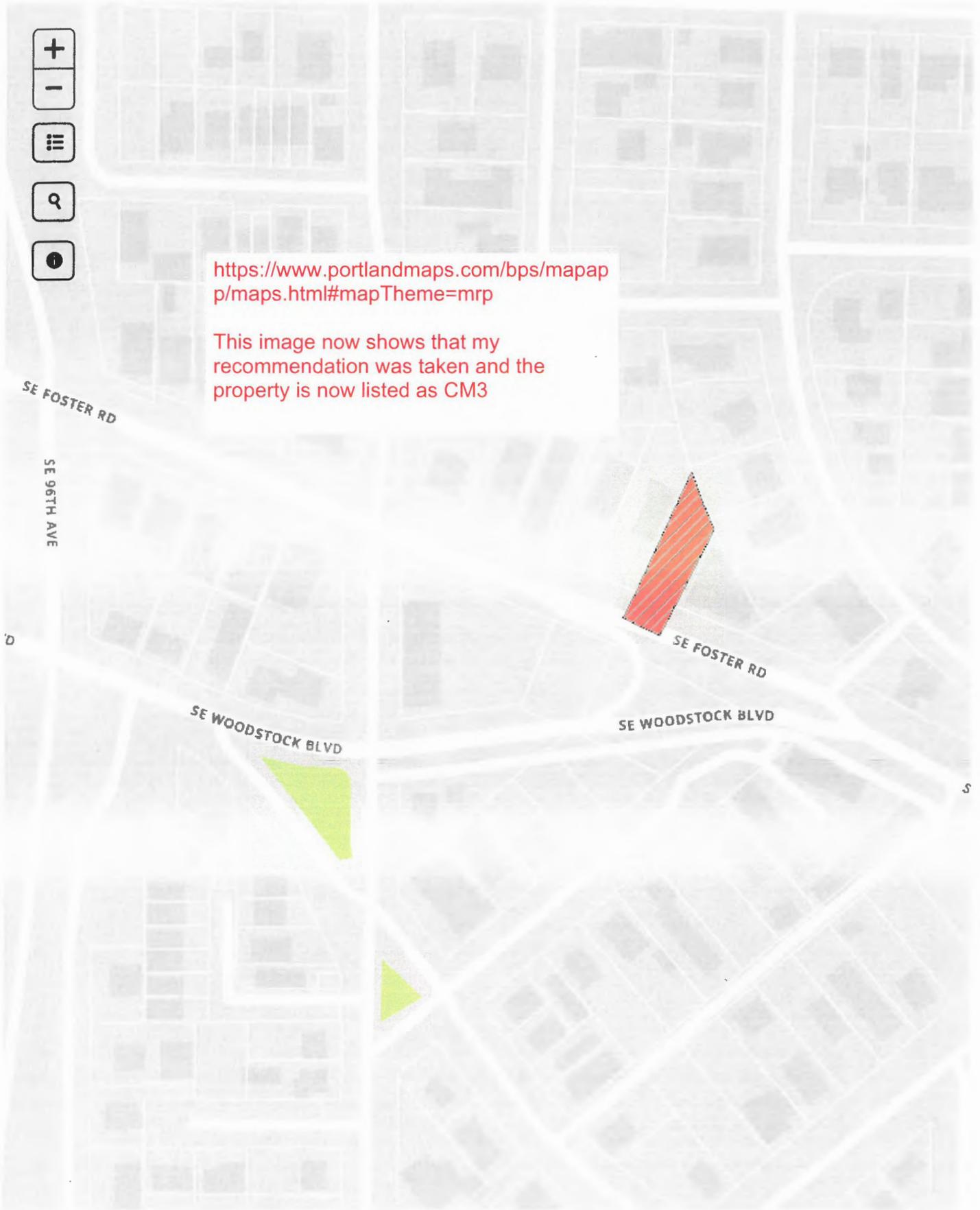
After writing an email and testifying at a public hearing to state my concerns over changing my property to EG1 which does not allow for residential use, the Feb 2018 Map Refinement Project Recommended Draft was released. In Appendix C Table 4 it states that my concerns have been heard and my recommendation of zoning as CM3 would move forward. This would allow me to continue to have my house as an acceptable building on the property and if something horrible were to happen and the house be destroyed, I would be able to re-build a house on the lot. The fear of natural disaster leading to myself becoming another homeless member of the community is a looming thought with a zoning of EG1, so I can't express my concerns enough over the importance of zoning my house with the other 4/5 neighboring properties as CM3.

Additionally on Feb 7th when I received the email about the new recommended Comp Plan Map Refinement Project, it stated that there is another public hearing on the March 14th at 1pm. The piece of mail that I received (dated Feb 20th) states that the public hearing is March 21st at 3pm. Please clarify.

I have attached that piece of mail, February's Map Refinement Project Appendix C table 4, and snapshots of the map app showing Portland's proposed zoning to this email for your consideration. I am not looking to waste time of the council and all other citizens attending the public hearings by making additional public testimonies if we are all on the same page. Please let me know what the true status of the proposed zoning for my house at 9811 SE Foster Rd.

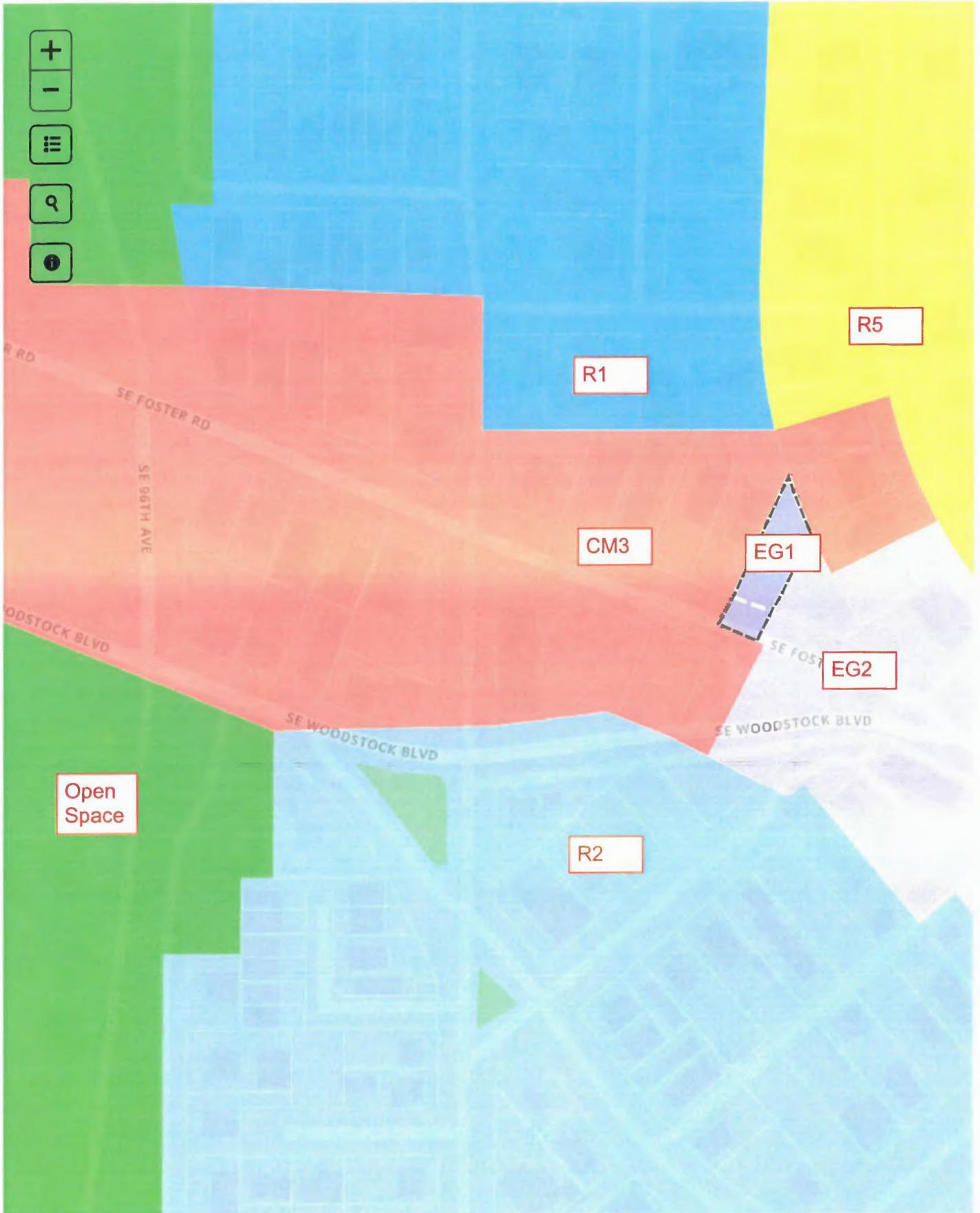
Thank you.

Brett Schwartz
973-356-6995
Brettschwartz15@gmail.com



<https://www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=mrp>

This image now shows that my recommendation was taken and the property is now listed as CM3



Appendix C.

Table 4: Other Technical and Policy-Related Priority Map Recommendations

Underlined text illustrates new changes added by the PSC in the *Recommended Draft* (February 2018) to the tables in Appendix C.

Table 4a: East District – Other Technical and Policy-Related Priority Map Recommendations

Change #	Location	East District -- Neighborhood	Issue to Address	Description of Map Change(s)
#1664	15706, 15724 E Burnside St, 112 SE 157th Ave, R217945, R217946	Glenfair	Incorrect 2035 Comprehensive Plan Map designation	Comp Plan: Mixed Use – Dispersed (MU-D) to Mixed Use – Neighborhood (MU-N) Zoning: CM1 to CM2
#1665	2405 SE 142nd Ave	Hazelwood	Incorrect 2035 Comprehensive Plan Map designation	Comp Plan: Mixed Use – Dispersed (MU-D) to Mixed Use – Neighborhood (MU-N) Zoning: CM1 to CM2
#1666	1421, 1418, 1409, 1406, 1353, 1342 NE 112th Ave	Hazelwood	Modify Gateway Plan District boundary to include these six lots	Comp Plan: No change Zoning: Modify Gateway Plan District boundary to include these six lots
#1667	10322 NE Pacific St	Hazelwood	Split zone	Comp Plan: Multi-Dwelling 2,000 and Single-Dwelling 5,000 to Single-Dwelling 5,000 Zoning: R2ad, R5a to R5a
#1668	13315 and 13333 SE Washington St	Hazelwood	Split zone	Comp Plan: Multi-Dwelling – 3,000, Single-Dwelling – 7,000 to Single-Dwelling – 7,000 Zoning: R3a, R7a to R7a
#1669	530 & 539 SE 135th Ave	Hazelwood	Split zone	Comp Plan: Single-Dwelling – 7,000 and Multi-Dwelling – 3,000 to Multi-Dwelling – 3,000 Zoning: R7a, R3a to R3a
#1670	12434, 12504, 12518, 12604, 12616, 12646, 12650 SE Sherman St	Mill Park	Split zone	Comp Plan: Single-Dwelling – 7,000 and Multi-Dwelling 2,000, to Single-Dwelling 7,000 Zoning: R2a, R7a to R7a
#1671	14324 SE Division St	Centennial	Split zone/non-conforming commercial use	Comp Plan: Multi-Dwelling – 2,000, Mixed Use – Civic Corridor (MU-CC) to Mixed Use – Civic Corridor (MU-CC) Zoning: R2a, CM2 to CM2

Recommended Draft – Map Refinement Project

Change #	Location	East District -- Neighborhood	Issue to Address	Description of Map Change(s)
#1672	2533 and 2539 SE 87th Ave	Powellhurst- Gilbert	Split zone	Comp Plan: Multi-Dwelling – 1,000, Mixed Use – Civic Corridor (MU-CC) to Multi-Dwelling – 1,000 Zoning: R1a, CM1 to R1a
#1673	9230-9257 SE Division Street or Clinton (condos, see R591390)	Powellhurst- Gilbert	Split zone	Comp Plan: Multi-Dwelling – 2,000, Multi-Dwelling – 1,000 to Multi-Dwelling – 1,000 Zoning: R2a, R1a to R1a
#1674	402 and 408 NE 156th Ave, 357 and 401 NE 157th Ave	Glenfair	Add Design “d” overlay zone	Comp Plan: No change Zoning: Add Design “d” overlay zone
#1721	2312 SE 130th Ave, 13012 SE Sherman St, 13120 W/ SE Sherman St (1S2E02CD 3600), 13026 SE Sherman St, 13116 SE Sherman St, 13126 SE Sherman St	Hazelwood	Split zone	Comp Plan: Single-Dwelling – 5,000 and Multi-Dwelling – 1,000 to Single-Dwelling – 5,000 Zoning: R5a, R1a to R5a
#1747	3710 NE 122nd Ave (1N2E23CC 600), 3710 N/ NE 122nd Ave (1N2E23CC 500), E SIDE/ NE 122nd Ave (1N2E23CC 400), SE COR/ 122nd & NE Shaver St (1N2E23CC 300)	Argay	Remove Buffer “b” overlay zone	Comp Plan: No change Zoning: Remove Buffer “b” overlay zone
#1748	6400 SE 101st Ave (1S2E21A 100), 6400 W/ SE 101st Ave (1S2E22BC 100), 6400 W/ SE 101st Ave (1S2E22BB 3200)	Lents	Remove Buffer “b” overlay zone	Comp Plan: No change Zoning: Remove Buffer “b” overlay zone
#1749	7405 SE 83rd Ave, 7401 SE 83rd Ave, 7351 SE 83rd Ave, 7345 SE 83rd Ave, 7335 SE 83rd Ave, 7329 SE 83rd Ave, 7325 SE 83rd Ave, 7304 W/ SE 82nd Ave (1S2E21BC 12000), 7011-7015 SE 83rd Ave, 7023 SE 83RD Ave, 7029 SE 83rd Ave, 7105 SE 83rd Ave, 7115 SE 83rd Ave, 7121 SE 83rd Ave, 7127 SE 83rd Ave, 7203 SE 83rd Ave, 7209 SE 83rd Ave, 7227 SE 83rd Ave, 7215 SE 83rd Ave	Lents	Remove Buffer “b” overlay zone	Comp Plan: No change Zoning: Remove Buffer “b” overlay zone
#1750	7622 SE 82nd Ave, 7766 SE 82nd Ave, 7914 W/ SE 82nd Ave (1S2E21CB 5100, 1S2E21CB 5200)	Lents	Remove Buffer “b” overlay zone	Comp Plan: No change Zoning: Remove Buffer “b” overlay zone

Recommended Draft – Map Refinement Project

Change #	Location	East District -- Neighborhood	Issue to Address	Description of Map Change(s)
#1751	8105 SE 86th Ave, SE Harney St (1S2E21CC 1800)	Lents	Remove Buffer "b" overlay zone	Comp Plan: No change Zoning: Remove Buffer "b" overlay zone
#1752	10323 SE Foster Rd, 10207 W/ SE Foster Rd (1S2E15CC 8301)	Lents	Remove Buffer "b" overlay zone	Comp Plan: No change Zoning: Remove Buffer "b" overlay zone
#1783	1045 SE 122nd Ave, 1048 SE 122nd Ave, 1105 SE 122nd Ave, 1110 SE 122nd Ave, 1117 SE 122nd Ave	Mill Park	Nonconforming commercial uses	Comp Plan: Multi-Dwelling 3,000 to Mixed Use – Civic Corridor (MU-C) Zoning: R3a to CM1
#1808	<u>9811 SE Foster Rd</u>	<u>Lents</u>	<u>Acknowledge a single-dwelling in an employment zone</u>	Comp Plan: <u>Mixed Employment (ME) to Mixed Use – Urban Center (MU-U)</u> Zoning: <u>EG2 to CM3d</u>
#1910	11050 E Burnside St	Hazelwood	Affordable housing provider (Central City Concern) owned property; split zoned site	Comp Plan: <u>High Density Residential to Mixed Use – Civic Center (MU-C)</u> Zoning: <u>RHD to CM3d</u>
#1841	<u>Along Freeway ROW in Parkrose Heights & Woodland Park Neighborhood</u>	<u>Parkrose Heights and Woodland Park</u>	<u>Property line clean up along Right-of-Way (ROW)</u>	Comp Plan: <u>Single-Dwelling 7,000 to Open Space</u> Zoning: <u>R7 to OS</u>
#1846	<u>7102 SE Terrace Trails Dr, 10813 SE Henderson St, 10821 SE Henderson St, 10839 SE Henderson St</u>	<u>Lents</u>	<u>Split zone and removing Open Space (OS) designation from private property</u>	Comp Plan: <u>Open Space, Single-Dwelling 7,000 to Single-Dwelling 7,000</u> Zoning: <u>OS, R7 to R7</u>

NOTICE OF A PROPOSED ZONING CODE CHANGE THAT MAY AFFECT THE PERMISSIBLE USES OF YOUR PROPERTY AND OTHER PROPERTIES

Why am I receiving this notice?

You are receiving this notice because the Portland City Council is considering a proposed Zoning Code change which, if adopted, may affect the permissible uses of your property as well as other properties with the same zoning map designation. These changes, in turn, may affect the value of your property.

One of the properties that may be affected is your property at:	9811 SE FOSTER RD
State ID #:	1S2E16DD 5600
The adopted base zone(s) for this property is (are):	EG1
The adopted overlay zone(s) for this property is (are):	No adopted overlays
The Plan District for this property is:	JOHNSON CREEK BASIN

The Code Reconciliation Project (CRP) amends Portland's Title 33 (Planning and Zoning), Title 11 (Trees), Title 18 (Noise), and Title 32 (Signs) to provide consistency with recently adopted Comprehensive Plan Update and Inclusionary Housing regulations and to align and correct code references.

The amendments recommended by the Portland Planning and Sustainability Commission (PSC) include new limitations on Self-Service Storage uses in pedestrian and transit-oriented locations. These will be considered by City Council on March 21, 2018. The amendments affect the Portland Zoning Code Chapter 33.284, Self-Service Storage. The amendments require that 50 percent of the ground level floor area of a building with Self-Service Storage uses be in one of the following "active" uses: Retail Sales and Service; Office; Vehicle Repair; Industrial Service; Manufacturing and Production; Wholesale Sales; Daycare; Community Service; Religious Institutions. The required active use spaces must have a minimum height (12 feet), depth (25 feet) and have a door that faces the street. The regulation would apply in the CX, CM3, CE, EG1, EG2, and EX zones, and apply to the area within 100 feet of key corridors and to lots that are within 500 feet of a light rail transit station.

Background

Portland City Council adopted changes to the zoning code in the *2035 Comprehensive Plan Early Implementation Zoning Code Amendments* (Ordinance #188177), effective in early 2018. City Council also adopted zoning code changes in December 2016 as part of the *Inclusionary Housing Zoning Code Project* (Ordinance #188162). Both efforts resulted in changes that affect other chapters and sections of the zoning code and other city titles that reference zoning.

The *Code Reconciliation Project – Recommended Draft* contains technical amendments that replace references to existing Commercial zones with the most equivalent adopted Commercial/Mixed Use zone, and include references to new Campus Institutional zones (C11, C12). The amendments also update the Commercial/Mixed Use zones affordable housing bonuses with the Inclusionary Housing Project bonus approach.

How can I learn more about this proposed change?

1. **Visit the Code Reconciliation Project website** at: www.portlandoregon.gov/bps/72600. The *Code Reconciliation Project – Recommended Draft* report is available on the website. The report will also be available at the Bureau of Planning and Sustainability, 1900 SW 4th Avenue, Suite 7100 (call 503-823-7700 to request a copy or confirm availability).
2. **Ask City staff a question.** Call 503-823-0195 or email us at codereconciliation@portlandoregon.gov.

How can I provide feedback to decision-makers?

You may testify about recommended zoning code changes to the Portland City Council in the following ways:

Testify in person at the City Council hearing.	Testify in writing between now and March 21, 2018.
<p>You may speak for 2 minutes to the Council, and your testimony will be added to the public record.</p> <p>City Hall Council Chambers, 1221 SW 4th Avenue, Portland Wednesday, March 21, 2018, at 3 p.m.</p> <p>To confirm dates and times, check the City Council calendar at www.portlandoregon.gov/auditor/26997</p> <p><i>If you need special accommodation at the City Council Hearing, please call 503-823-4086 at least 48 hours before the hearing.</i></p>	<p>Please provide your full name and mailing address.</p> <ul style="list-style-type: none"> • Email: cctestimony@portlandoregon.gov with subject line "Code Reconciliation Project Testimony" • U.S. Mail: Portland City Council, 1221 SW 4th Ave., Room 130, Portland OR 97204, Attn: Code Reconciliation Project Testimony <p><i>All testimony to City Council is considered public record, and testifiers' name, address and any other information included in the testimony may be posted on the website.</i></p>

