

189522

Amend the Comprehensive Plan Map and the Official Zoning Map to carry out the map amendments implementing the 82nd Avenue Study: Understanding Barriers to

If you wish to speak to Council, please print your name, address and email

Name (PRINT)	Address and Zip Code (Optional)	Email (Optional)
✓✓ Richard & Diana Davis		ALRDavis@gmail.com
Richard Davis		

7 Eleven

BAR

Busline

82nd

HERMOSA
MEXICAN
Restaurant

Busline

SE Flavel St

(BUSY STREET)

★
Spring water
and corridor
Green Max Line

← 0.5 mile
(1/2 mile)

Busline

Mini Mart

laundymat Les Schwab tires

7447-7449

7432-7435

83rd Ave.

Busline

189522

Moore-Love, Karla

From: Diana Ly <dianameily@gmail.com>
Sent: Thursday, May 23, 2019 10:11 AM
To: Council Clerk – Testimony
Cc: tonimmatt@yahoo.com
Subject: Fwd: Employment Rezoning

From: **tonimmatt** <tonimmatt@yahoo.com>
Date: Wed, May 22, 2019 at 9:54 PM
Subject: Employment Rezoning

I am the tennant at 7433 SE 83RD AVENUE, PORTLAND, OR.

Please consider this email as an affirmative response to the proposed Employment Rezoning of the property in which I reside.

It is my hope that the rezoning will allow for greater opportunities to increase employment and business within the neighborhood.

I personally consider the rezoning a positive addition to the neighborhood.

Respectfully,

Toni M. Matt
7433 SE 83rd Avenue
Portland, Oregon

Sent via the Samsung Galaxy, an AT&T 4G LTE smartphone

Moore-Love, Karla

From: Diana Ly <dianameily@gmail.com>
Sent: Thursday, May 23, 2019 10:01 AM
To: Council Clerk – Testimony
Cc: Richard Davis
Subject: rezoning hearing May 23rd,2019. Address: 7447-7449, 7433-7435 Se 83rd.Ave,Portland
Attachments: Testimony for 7447-7449 and 7433-7435 se 83rd Ave - Google Docs.pdf

Dear City of Portland,

Attached is our testimony for today's hearing on rezoning. Please let me know if you have any questions or concerns. Thank you.

Diana Davis
503-367-6769

Properties 7447-7449 and 7433-7435 Se 83rd Ave, Portland Oregon 97266

Dear Mayor and Commissioners of Portland,

Our names are Diana and Richard Davis and we are owners of 7447-7449 and 7433-7435 SE 83rd Ave. It came to our attention that all the homes on our block will be considered to be rezoned to Employment except our two properties and one neighbor. It is our understanding that the city is trying to revitalize 82nd and making it more open to mix and employment use. If the whole block is rezoned except ours, then would this not impact the mission of revitalizing this block? We like to be included in this plan because we are the first house on the busy street of Flavel. Furthermore, if any of the properties should be rezoned, we should be the first since we are on a busy street corner like Flavel and 83rd Ave, behind busy 82nd Ave. Whereas the other units are tucked away far in SE 83rd Ave. These homes are rezoned to be employment for businesses, and we are not able to even put a food cart on our property due to zoning.

Richard was previously appointed on a blue ribbon panel in a city where zoning issues impeded improvements. In that instance there was different zoning for adjoining properties and it impacted the ability of businesses and the city to create a long term comprehensive plan. The proposed rezoning for some but not all property by the city would create a similar impediment to business development on 82nd Ave.

We plan to keep this property for a long while. I like to point out that we have been good landlords by keeping rent low and affordable with upkeeping of the property. There are new roofs, floorings, landscaping, gutters, paint inside and out, replacing certain appliances and heaters, etc done on the property since we took ownership 2016. Our tenants enjoy living here and have numerous requests from others to live here if there are vacancies because they know we care about our tenants. Three of our current tenants are returning tenants and I have another family waiting for vacancy to return. There is another person name Thao that are always checks in with us for vacancies. We like to be responsible homeowners and be included in the rezoning. Please do not punish us for leaving us out of the rezoning because we are doing a good job as landlord. we like to be able to have options to have a food cart on our property if one of my tenants like to do so too. This could help our tenants. Rezoning our properties to employment or mix use would be best for everyone. We are minutes to Flavel Max Station.

In Summary, rezoning our properties will help revitalize the area and keep in line with the block and across the street on Flavel and 82nd. Our long term tenants are in support of this rezoning also. Bus stops are across the street in all directions, and Green Max line is down the street.

We thank you for taking the time to hear our testimony. Diana and Richard Davis 503.367.6769

Moore-Love, Karla

From: MICHAEL KIMBERLY BOTTER <mkbotter@msn.com>
Sent: Wednesday, May 22, 2019 11:03 PM
To: Council Clerk – Testimony
Subject: 82nd Ave Plan
Attachments: letter to city council.docx

To: Mayor Ted Wheeler, Commissioner Jo Ann Hardesty, Commissioner Chloe Eudaly, Commissioner Nick Fish, Commissioner Amanda Fritz

From: Michael Botter

Date: 5/22/19

RE: Support adoption of PBOT led 82nd Avenue Plan and BPS led 82nd Avenue Study

I am submitting this letter in support of the adoption of the 82nd Avenue Plan and 82nd Avenue Study.

My family has lived six blocks from 82nd Avenue (HWY 213) for 16 years. There are three 'Adult Businesses' walking distance from our home but we are driving distance to anything that we would actually participate in like a coffee shop or supermarket. This has been the heritage we have reluctantly inherited from the neglect of Hwy 213 by the Oregon Department of Transportation.

We are asking that steps be taken that reflect that this street is the backbone to a communities and businesses that want to thrive. The years of neglect and the attitude "that's just 82nd" needs to come to an end. Safety should be prioritized. 82nd needs wider sidewalks, and more safer crosswalks and improvements to existing crosswalks.

82nd being placed under the care of the city not the state would allow the people who actually live here have greater influence and control over the main corridor in our neighborhood. For too long this area has been written off by the powers that be that are not invested in changing the status quo for the people who actually live here.

Thank you,

Michael Botter
3426 NE 88th Ave
Portland, Or 97220

Sent from Mail for Windows 10

To: Mayor Ted Wheeler, Commissioner Jo Ann Hardesty, Commissioner Chloe Eudaly,
Commissioner Nick Fish, Commissioner Amanda Fritz

From: Michael Botter

Date: 5/22/19

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Thank you,

Michael Botter

3426 NE 88th Ave
Portland, Or 97220

Moore-Love, Karla

From: Kimberly Botter <kimberlybotter@gmail.com>
Sent: Wednesday, May 22, 2019 10:49 PM
To: Council Clerk – Testimony
Subject: 82nd Avenue Plan
Attachments: letter to City Council.docx

To: Mayor Ted Wheeler, Commissioner Jo Ann Hardesty, Commissioner Chloe Eudaly,
 Commissioner Nick Fish, Commissioner Amanda Fritz

From: Kimberly Botter

Date: 5/22/19

RE: Support adoption of PBOT led 82nd Avenue Plan and BPS led 82nd Avenue Study

I am submitting this letter in support of the adoption of the 82nd Avenue Plan and 82nd Avenue Study.

82nd Avenue is currently a State Highway under the guidance of Oregon Department of Transportation. However in reality it is functionally a city street, not a highway. It is time to recognize 82nd Avenue for what it is and officially make 82nd Avenue a city street. The recommendations put forth in the PBOT led 82nd Avenue Plan and BPS led study are essential to transforming 82nd Avenue into a Civic Corridor, facilitating the jurisdictional transfer of 82nd to the City of Portland, and transforming the communities that border it.

I have lived in the Madison South community for nearly 16 years. 82nd Avenue has been an eyesore, it's been neglected for decades and is unsafe. Due to this our community has had little business investment even though there is plenty of land and buildings. Many business buildings are vacant and/or neglected. I feel that this area is ignored and the condition of the street is deplorable. When I (and many other neighbors) participated in the BPS led 82nd Avenue Study, it was apparent that the community wanted businesses they would want to go to and ability to cross the street safely, with wider sidewalks and better crosswalks. In addition, the 82nd Avenue bus line (#72) has one of the highest uses of transit and many in the Madison South community depend on public transportation. Also Madison High School's students need additional safe crossings and better bus shelters for their safety I truly believe that if you transform 82nd Avenue with wider sidewalks including a buffer between pedestrians and traffic, maintain the street (currently too many potholes), increase the number of pedestrian controlled crossings, not only will you significantly increase safety but it will make 82nd Avenue more attractive for business investment.

On a more personal note I have a 9 year old son with orthopedic impairment, he wears AFO and has a slow gait. On a number of occasions over the years we have used a crosswalk to get to Glenhaven Park but there is not enough time allotted to make it to the other side due to his slower pace. The scary and frustrating thing is cars will start to go by while we are still in the street. Just to go to our community park feels unsafe.

I want 82nd Avenue to be a safe place to be. I want to see our community thrive. Therefore I support the 82nd Avenue Study and Plan. Please help make 82nd safe and livable.

Thank you,

Kimberly Botter

3426 NE 88th Ave.

Portland, OR 97220

To: Mayor Ted Wheeler, Commissioner Jo Ann Hardesty, Commissioner Chloe Eudaly,
Commissioner Nick Fish, Commissioner Amanda Fritz

From: Kimberly Botter

Date: 5/22/19

RE: Support adoption of PBOT led 82nd Avenue Plan and BPS led 82nd Avenue Study

I am submitting this letter in support of the adoption of the 82nd Avenue Plan and 82nd Avenue Study. 82nd Avenue is currently a State Highway under the guidance of Oregon Department of Transportation. However in reality it is functionally a city street, not a highway. It is time to recognize 82nd Avenue for what it is and officially make 82nd Avenue a city street. The recommendations put forth in the PBOT led 82nd Avenue Plan and BPS led study are essential to transforming 82nd Avenue into a Civic Corridor, facilitating the jurisdictional transfer of 82nd to the City of Portland, and transforming the communities that border it.

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I want 82nd Avenue to be a safe place to be. I want to see our community thrive. Therefore I support the 82nd Avenue Study and Plan. Please help make 82nd safe and livable.

Thank you,
Kimberly Botter

Moore-Love, Karla

From: Brian Wong <wong.brian57@yahoo.com>
Sent: Wednesday, May 22, 2019 8:36 PM
To: Council Clerk – Testimony
Subject: 82nd Avenue Improvement letter of support for 82nd Avenue Plan and 82nd Avenue Study_May 23rd vote of adoption
Attachments: 82nd Avenue Improvement Coalition_Adopt 82nd Ave Plan and Study May 2019.pdf

Hello-

Attached is the letter of support to be read during invited testimony on May 23rd vote for adoption of 82nd Avenue Plan and 82nd Avenue Study.

Thanks

Brian



To: Mayor Ted Wheeler, Commissioner Jo Ann Hardesty, Commissioner
Chloe Eudaly, Commissioner Nick Fish, Commissioner Amanda Fritz

From: 82nd Avenue Improvement Coalition

Date: May 22nd, 2019

RE: Support adoption of 82nd Avenue Plan and 82nd Avenue Study

The 82nd Avenue Improvement Coalition is a grass-roots organization advocating for a safe street in our community.

We are here today to ask that you adopt both the 82nd Avenue Plan and the 82nd Avenue Study. We want to work with you to make 82nd Avenue a street and a safe place to be.

82nd Avenue is a complex environment. Its designed to be a highway but attempting to function as the region's main street; sadly, it is currently and simply a high crash corridor. It carries the distinguished honor of being one of the top crash streets in the city of Portland for pedestrians, bicyclists, and motor vehicles. We want to change that. We need to change that dangerous and deadly reality.

A letter in support of adoption and submitted to you by our state Legislators, Representatives Alissa Keny-Guyer and Jeff Reardon and Senator Michael Dembrow, speaks to those dangers and notes that on February 24th, 2019, a Madison High School student was struck by a car on 82nd Avenue and critically injured.

We need to make 82nd Avenue safer. The Plan and the Study transforms 82nd Avenue with more pedestrian activated crossings placed closer together, wider sidewalks, modified zoning to encourage human scale development, the option to reduce speed, and considerations for enhanced transit. Most importantly, it begins the process of transferring ownership of the road from the Oregon Department of Transportation (ODOT) to the City of Portland.

ODOT has a vast inventory of highways. 82nd Avenue is one of those highways. This inventory of highways is viewed as a system, each separate highway serving as a connector to another. Over time, new highways are added; thus, some existing highways no longer serve a statewide function. These existing highways are not prioritized for maintenance and are neglected.

82nd Avenue has been neglected for many years and suffers from a backlog of deferred maintenance and basic safety improvements. Now is the opportune time to absolve that backlog. ODOT, of course, needs to perform due diligence and contribute the funds necessary to address the deferred maintenance and bring 82nd Avenue up to a State of Good Repair. Then additional funding from the 2020 Regional Investment Measure can be allocated to transform 82nd Avenue into a city street; a safe, walkable place that is better served by transit.

We need to change 82nd Avenue. We need you to vote to adopt the 82nd Avenue Plan and the 82nd Avenue Study. The time to transform 82nd Avenue is now.

We thank you for your time.

Moore-Love, Karla

From: Brian Wong <wong.brian57@yahoo.com>
Sent: Wednesday, May 22, 2019 6:51 PM
To: Council Clerk – Testimony
Subject: Letter of support for adoption of 82nd Avenue Plan and 82nd Avenue Study_vote May 23rd
Attachments: 82nd Avenue_Street Trust_Oregon Walks_Letter of support for 82nd Avenue Plan_Final.pdf

Hello -

Please see attached letter from 82nd Avenue Improvement Coalition, Street Trust, and Oregon Walks for support of adoption of 82nd Avenue Plan and 82nd Avenue Study.

Thanks

Brian

To: Mayor Ted Wheeler, Commissioner Jo Ann Hardesty, Commissioner Chloe Eudaly,
Commissioner Nick Fish, Commissioner Amanda Fritz

Date: May 22, 2019

RE: Support adoption of PBOT and BPS sponsored 82nd Avenue Plans

We are submitting this letter in support of the adoption of the 82nd Avenue Plans.

82nd Avenue is currently a State Highway under the guidance of the State of Oregon. In truth, 82nd Avenue is not a Highway. It is a city street. It is time to recognize 82nd Avenue for what it is and officially make 82nd Avenue a city street.

The findings in this study facilitate the transfer of this important corridor to the City of Portland.

82nd Avenue is a dangerous, sometime deadly place to be. People are dying just crossing the street. Pedestrians are more likely to be hit by a vehicle while crossing 82nd Avenue than just about anywhere else in Oregon. On February 24, 2019, a Madison High School student was struck by a car and was critically injured.

It is time for a change! We want to make 82nd Avenue a safe place to be.

These plans will allow the transformation of 82nd Avenue by:

Safety	Pedestrian activated crossings that stop vehicular traffic Provide enough time for safe crossing
Improve access	Wider sidewalks, allow for mobility devices Crossing opportunities spaced closer together Improved connectivity to bike greenways
Lay groundwork for jurisdictional transfer	Zoning changes to create a human scale, livable environment Allow community to reduce speed Add enhanced transit options

We strongly recommend a vote of support to adopt the 82nd Avenue Plans.

Thank you.



McClymont, Keelan

From: David Onley <davidonley@montavillapdx.org>
Sent: Wednesday, May 22, 2019 10:25 AM
To: Council Clerk – Testimony; Bertelsen, April; Stockton, Marty; Montavilla Neighborhood Association; Amanda Rhoads
Subject: MNA - Support for 82nd Avenue Study
Attachments: MNA board letter in support of 82nd Ave Study.pdf

To Whom It May Concern:

Please find the attached letter in support of the 82nd Avenue Study for your consideration. The Montavilla Neighborhood Association Board voted unanimously in support of this letter.

Thank you for time and consideration,

David Onley

davidonley@montavillapdx.org

Board Member At Large

www.montavillapdx.org



481

189522



Montavilla Neighborhood Association

c/o SE Uplift, 3534 SE Main Street
Portland, Oregon 97214
www.montavillapdx.org

May 21, 2019

Portland City Council c/o Bureau of Planning and Sustainability
Attn: 82nd Avenue Study Testimony
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

City Council,

The Montavilla Neighborhood Association writes this letter to support the adoption of PBOT's **82nd Avenue Plan** and BPS' **82nd Ave Study: Understanding Barriers to Development**. We believe their adoption and implementation will support our own goals for our community as well as stated City goals for safer streets.

The Montavilla neighborhood is bisected by 82nd Ave from I-84 to Division Street. This corridor is an important route through our community, but as currently configured it can be dangerous, noisy, difficult to traverse, and a barrier between the different parts of our neighborhood.

In responding to a land use review in 2018, our Land Use & Transportation Committee learned more about one particular neighborhood intersection, NE Glisan St and NE 82nd Ave, which exemplifies these claims. This is an area with a number of important community gathering places, including the Montavilla Community Center, Montavilla Park, and Vestal Elementary.

The Portland Bureau of Transportation ranks the intersection of NE Glisan and NE 82nd as the number 1 least safe High Crash Network Intersection in the city for pedestrians, and the 15th overall least safe (<https://www.portlandoregon.gov/transportation/59279>), based on the number of deadly crashes, collision rate, and overall crash value. The 72 bus line that runs on 82nd Avenue is the fifth most used transit line in the city, surpassed only by the MAX blue, green and red lines, and Bus line 4 (based on fall 2017 data: [https://trimet.org/about/pdf/route/2017fall/route_ridership_report_\(sorted_by_route\)_weekday.pdf](https://trimet.org/about/pdf/route/2017fall/route_ridership_report_(sorted_by_route)_weekday.pdf)). The corridor handles a large traffic volume through our neighborhood. At Glisan, NE 82nd Ave. accommodates over 25,000 vehicles per day, and 600 freight vehicles daily (<http://www.oregon.gov/ODOT/Projects/Project%20Documents/Baseline-Transportation-Conditions-Memo-17PF120.pdf>).

We have supported the efforts of the 82nd Ave Improvement Coalition to encourage the state to transfer maintenance of 82nd Ave to the City of Portland (with adequate funding). We appreciate the efforts of the City of Portland to explore steps that can be taken now to increase safety and improve livability along the corridor through these two documents. Of particular interest to us are the following:

- **Increasing dedications of property along 82nd Ave to improve the sidewalk corridor.** As the study describes, much of the route has substandard sidewalk corridors, which feel extremely unsafe and deters pedestrians. Small changes can make a large impact – for example, a stretch of ROW in front of Vestal Elementary was improved by adding a planting strip between the sidewalk and the street. This small change made a great deal of improvement in both the perception of safety and in actual safety for our children who must walk along 82nd Ave to get to school. Steps like this will support the City's Vision Zero goals for providing streets for everyone and protecting the most vulnerable among us.

- **Prioritizing Montavilla and Jade District for placemaking investments.** We agree that our neighborhood has the potential to bring this Civic Corridor concept to life. Recent zoning changes and development proposals can gain further momentum with upgrades to the transportation system, both along 82nd Ave and nearby upgrades such as the 70s Neighborhood Greenway Project, which will provide an enhanced north-south bicycle route near to 82nd Ave.
- **Encouraging “Creative Development Districts” that build on our existing businesses.** The 82nd Ave Study suggests working with the new light industrial zoning along 82nd Ave in Montavilla to potentially encourage food businesses in a “culinary corridor” or otherwise build off the successes of existing businesses. The new EG zoning in the area north of Division marks a sharp turn from the former general commercial zoning, and new prohibitions on housing and limitations on commercial uses in those areas require new ways of thinking about the area. We would appreciate the active participation of the City in this process to move away from “auto row” development.

82nd Ave is a designated Civic Corridor. In the 2035 Transportation System Plan, Civic Corridors are described as needing the following design elements:

***Design Elements:** Civic Corridor design should typically include the following: wide sidewalks with a through pedestrian zone, a furnishing zone, and a frontage zone; closely-spaced pedestrian crossings; separated bicycle facilities; way-finding; transit priority treatments as needed; vehicle lanes; low to moderate speeds; and medians and/or turn lanes as needed.*

At this point, 82nd Ave has few of these pieces of infrastructure in place in Montavilla. We hope the adoption of this plan and study will be significant steps forward in identifying the deficiencies on 82nd Ave and working to correct them. Please support adoption of these documents with your vote.

Sincerely,

Brad Donohue
Montavilla Neighborhood Association Chair

McClymont, Keelan

From: Roger Warren <fiverogers@gmail.com>
Sent: Tuesday, May 21, 2019 8:12 PM
To: Council Clerk – Testimony
Subject: Support for improvement of 82nd Avenue Plan and Study

To Mayor Ted Wheeler, Commissioner JoAnn Hardesty, Commissioner Chloe Eudaly, Commissioner Nick Fish, and Commissioner Amanda Fritz:

I live nearby to 82nd and Glisan and volunteer at Montavilla Park, helping put on PP&R summer movie-in-the-park.

The state's maintenance of 82nd Avenue is an abomination, very third-world. It is amazingly dangerous to pedestrians, bikes, and other soft targets like electric scooters. Highway speeds are not appropriate for city streets. The new danger factor is the increase in distracted driving as drivers now eat AND phone.

The PBOT-led 82nd Ave Plan has my support because it will begin to make our highway/street a place for neighbors rather than just a means to quickly drive elsewhere. The on-ramps to Interstate 205 will be valuable north-south corridors in our neighborhood. Wider sidewalks will save lives. Several decades ago, Sue Barnett was walking down 82nd Avenue when she was killed immediately by a car that jumped the curb.

I also favor the BPS-led 82nd Avenue Study.

Thank you for reading my rant! I would like you to take action.

We will continue to ask ODOT for decent consideration in their balancing of the several competing interests involving our 82nd Avenue.

Roger Warren
7066 NE Irving
Portland Oregon 97213
Landline 503-254-9788

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Roger Warren
he/him/his
CASA volunteer

Testimony for 82nd Avenue Study

Current Proposal Status: 82nd Avenue Study Recommended Draft Report Draft at Portland City Council.
Public record is open.

Received 5/20/2019

GEOFF RAETZ

Comment ID #42040

Portland City Council 8111-8115 SE Malden Court is a duplex currently zoned for EG2, which now is considered a non-conforming use, as the recent zoning code prohibition on Household Living and the current limitation for rebuilding a nonconforming use in the EG. Therefore, we are requesting that this property be rezoned to R2.5 due to the following reasons:

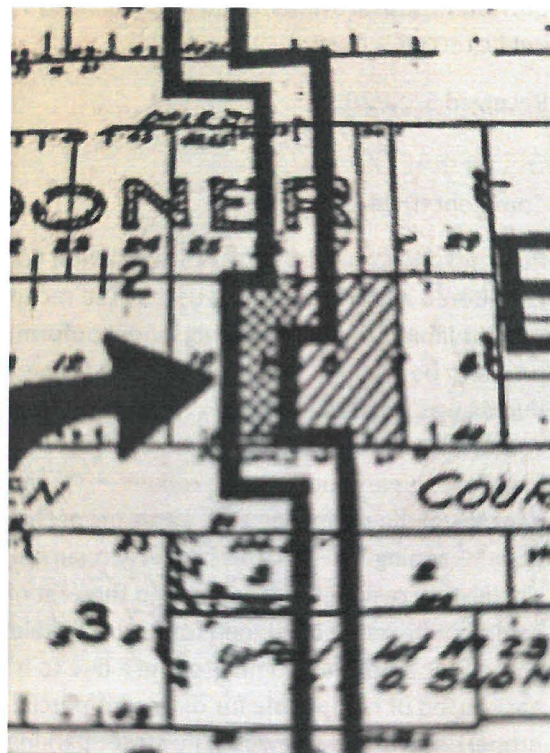
- A conditional use approval to build the duplex was granted in 1997
- The zoning has since changed and now the duplex is considered non-conforming. As a result, if it burns to the grounds or repair costs exceed 75% of the structure's assessed value the duplex could not be rebuilt.
- Due to the current age of the structure, the building has decades of life remaining
- This property is not immediately adjacent to a use that is consistent with EG zoning
- This property is surrounded by residential properties, including two additional single story residential structures to the east of the property also in EG zone o
- As a result, this site could not be easily combined for future development.
- This site is only 4,000 sq. ft. and would be limited for employer/commercial use due to it's size
- The physical street of SE Malden Court is not easily used or compatible for daily commercial use as the majority of the street is made up of residential properties with no sidewalks, no street parking, and the road is only a block long before you get to non-serviced roads that require 4x4 vehicles. All of these results in this street not being easily used for large commercial vehicles or space for them to turn around past the second vacant lot on the south side of this street.
- The current north to south zoning line jogs to the west to include only this property on the North side of SE Malden Court then returns to the vertical north-south line
- Due to the change from a permitted use to a non-conforming use we are in non-compliance of our loan and insurance requirements, as the lender requires the structure to be rebuilt
- Due to the change we are also unable to refinance or sell the property because of the non-conforming use and not being able to rebuild

We would like the City to consider moving the EG zoning line currently on the west side of 8111-8115 SE Malden Court to the east side of the property line so that the zoning line continues north and south across SE Malden Court and rezones this property to R2.5. Additionally, if we were granted the R2.5 zoning, we ask that you would be in favor of including an EG2 buffer overlay on the property to the east located at 8121 SE Malden Court. Sincerely, Geoff Raetz Property Owner

1st picture: SE 80th side street

2nd picture: 8111 Malden Ct zoning line

189522



McClymont, Keelan

From: John Carr <jcarrpdx@gmail.com>
Sent: Monday, May 20, 2019 3:07 PM
To: Council Clerk – Testimony
Subject: In support of the 82nd Ave. Study and Plan

Dear Mayor Wheeler and Commissioners:

As a resident of South Tabor, I encourage you to implement the 82nd Avenue Study and to adopt the recommendations in the 82nd Avenue Plan (agenda items 481 & 482 for May 23, 2019). These planning efforts provide thoughtful responses to how this corridor is evolving and good direction for its next iteration.

For my family and many of our neighbors, 82nd Avenue is a frequent destination for shopping, healthcare, education, and recreation. Ideally, we would be able to move about the corridor more safely on foot and by bike. We also look forward to seeing sites develop that are currently languishing, for reasons outlined in the study.

Thank you for your consideration.

John Carr
jcarrpdx@gmail.com

Board member, South Tabor Neighborhood Association Chair, Division Transit Project Community Advisory Committee

McClymont, Keelan

From: ed gorman <gorman97213@gmail.com>
Sent: Saturday, May 18, 2019 10:51 AM
To: Council Clerk – Testimony
Subject: Support to adopt both the PBOT 82nd Av Plan and BPS 82nd Av Study

Commissioners,

I strongly urge you to adopt both the PBOT 82nd Av Plan and BPS 82nd Av Study.

In August 1957 my family of seven came to Portland and spent a week living in the 82nd Avenue Kings Row motel while searching for a location to set down roots in Portland. Sixty two years later 82nd Av is the same heavily trafficked, dangerous, dingy, depressing roadway that it was when we arrived. It is time to fix it.

The roadway maintenance is non existent. When I cross 82nd on my commuter bike at Prescott, Sandy, Fremont, Siskiyou, Wasco, Glisan, Burnside and other locations I feel I should be on a mountain bike with shock absorbers. The crossing is dangerous and indicative of the state of 82nd along the entirety of the route. Unacceptable.

Featuring High Frequency Bus Service and proximity to the MAX lines this should be a focal point for high density housing and associated amenities. See Interstate Av., Mississippi Av., SW Corridor for examples.

Jurisdictional transfer to the City should happen as quickly as possible so that 82nd Av can be transformed into an appealing solution for transit and affordable housing. In migration is flattening by the way and the draconian elements of the Residential Infill Plan are not necessary with smart planning around opportunity zones like 82nd Av...

Respectfully submitted,

Ed Gorman
3016 NE 56th AV
Portland Or., 97213

Testimony for 82nd Avenue Study

Current Proposal Status: 82nd Avenue Study Recommended Draft Report Draft at Portland City Council. Public record is open.

Received 5/16/2019

ADNAN FARES

Comment ID #42038

Dear Portland City Council, I own EEL investment company, Inc and wish to build a body shop on my property at 8123 SE Henderson St., Portland, OR 97206. The lot is 11,200 sf. and contains 2 houses. I plan to demolish the smaller 1-bedroom house at the back of the lot to construct a 2,394 sf body shop. I expect to hire up to 8 employees. I had an architect draft the site and architectural plans and tried to permit the work at the City. Everything was fine with my drafting work except for my plan to install a driveway at the front of the property at SE Henderson . I was told that there a buffer overlay on the entire property and access for my customers could not occur from the front of the property. Instead, I was told to get an easement from my neighbor at the rear of the property to accommodate my customers. I have approached my neighbor behind my property; he is unwilling to grant and easement or sell the property to me. I am requesting that 50% of the buffer overlay be removed from the zoning map on the Eastern lot line of the property along SE Henderson St. The buffer overlay may remain on the Western lot line. Sincerely, Adnan Fares

Testimony for 82nd Avenue Study

Current Proposal Status: 82nd Avenue Study Recommended Draft Report Draft at Portland City Council.
Public record is open.

Received 5/15/2019

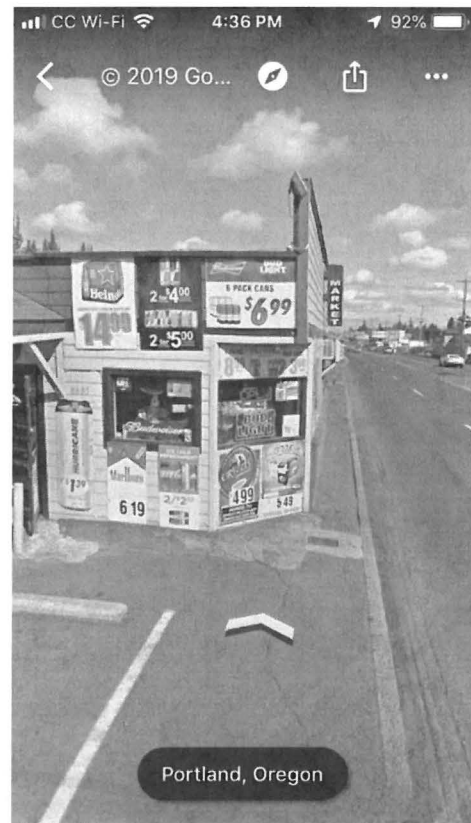
KATHIE LECK

Comment ID #42037

Too many businesses are encroaching on the pedestrian right of way on SE 82nd AVE between SE Clatsop and SE Sherrett. Particular offenders are Bubba's Corner Store (now Mt Scott Flowers) on 8635 SE 82nd AVE and Zochert Fence on 8205 SE Gray Street (corner of SE 82nd Ave and SE Gray). No person in a wheelchair can safely navigate this area of 82nd AVE. Another issue is street poles that are in the middle of the sidewalk in this same area. The sidewalk is less than three feet wide in this area of 82nd Ave. Not safe for pedestrians with strollers or with wheelchairs. Please either widen the sidewalk or make these businesses move further back from the curb.

1st picture: 8205 SE Gray St

2nd picture: 8635 SE 82nd St





To: Mayor Ted Wheeler, Commissioner Jo Ann Hardesty, Commissioner Chloe Eudaly, Commissioner Nick Fish, Commissioner Amanda Fritz
 From: 82nd Avenue Improvement Coalition, Representative Jeff Reardon, Representative Alissa Keny-Guyer, Senator Michael Dembrow
 Date: 14th of May 2019
 RE: Support adoption of city of Portland sponsored 82nd Avenue Plan

We are submitting this letter in support of the adoption of the 82nd Avenue Study.

82nd Avenue is currently classified as a State Highway under the guidance of the State of Oregon. In typical practice, though, 82nd Avenue does not act as a Highway; it is a city street. Over the last several decades, it has become a familiar home to many diverse communities, local businesses, and K-12 schools. It is time to recognize the significance of 82nd avenue to the eastside community and implement changes that will allow it to flourish safely as a major urban corridor.

Despite consistent pedestrian traffic, 82nd Avenue is a dangerous, sometimes deadly place for those on foot. Pedestrians are more likely to be hit by a vehicle while crossing 82nd Avenue than just about anywhere else in Oregon. Just recently on February 24, 2019, a Madison High School student was struck by a car and was critically injured. As legislators, we have heard countless stories from our constituents over the years, and we must respond to these threats to safety. Through deep community listening and active engagement with stakeholders, the 82nd Avenue Study further facilitated conversations to transfer this important street to the City of Portland.

This plan begins the process to transform 82nd Avenue by:

Safety	Pedestrian activated crossings that stop vehicular traffic Provide enough time for safe crossing
Improve access	Wider sidewalks, allow for mobility devices Crossing opportunities spaced closer together Improved connectivity to bike greenways
Lay groundwork for jurisdictional transfer	Zoning changes to create a human scale, livable environment Allow community to reduce speed Add enhanced transit options

We strongly recommend a vote of support to adopt the 82nd Avenue Plan.

Thank you,



AUDITOR 05/15/19 PM 4:29

7:57 am

May 14, 2019

Mayor Wheeler
Commissioners Eudaly, Fish, Fritz, and Hardesty
City of Portland
1221 SW 4th Avenue, Room 110
Portland, OR 97204

Ref: **Support for 82nd Avenue Study, Bureau of Planning & Sustainability (BPS)**

Dear Mayor and Commissioners:

SouthEast in Active Motion (SEAM) is a growing coalition of neighborhood associations, businesses and non-profit organizations that advocates for improved transportation safety and mobility in Inner Southeast Portland. We focus on the eastern portion, which contains 82nd Avenue, but advocate for good connectivity across Southeast Portland.

SEAM supports adoption of the 82nd Avenue Study. The study focuses on barriers to economic redevelopment along 82nd Avenue, but it also has a strong transportation aspect -- BPS will work with PBOT on barriers to mobility and connectivity in the corridor.

As you know, maintenance of 82nd Avenue has been neglected for years and is unsafe for all modes of travel. It is also unsafe to cross, which affects the many children who must cross the street to attend schools in Brentwood-Darlington. The right-of-way dedication deviates from the Special Setback in the city's Zoning Code, preventing development of a coherent bikeway and sidewalk system.

Please approve the 82nd Avenue Study. It supports PBOT's 82nd Avenue Plan and will help to make the street safer and viable for all modes of travel. Furthermore, the study will facilitate transfer of 82nd Avenue to city jurisdiction.

Sincerely,

Chelsea Powers, Interim Chair
SouthEast in Active Motion

May 23

189522

McClymont, Keelan

From: Stephenie Frederick <stepheniefrederick@gmail.com>
Sent: Tuesday, May 14, 2019 12:14 PM
To: Council Clerk – Testimony
Cc: Chelsea Powers; Leah Fisher
Subject: Support BPS 82nd Ave Study - May 23, 2019
Attachments: L-Spt BPS 82nd Ave Study.pdf

To Whom It May Concern:

Please find attached a board-approved letter from the Brentwood-Darlington Neighborhood Association. The letter urges adoption of BPS's 82nd Avenue Study, scheduled for consideration by city council on May 23, 2019. Please distribute this letter to mayor and commissioners.

Thank you very much.

Best regards,

Stephenie Frederick, Chair
Land Use & Transportation Committee
Brentwood-Darlington Neighborhood Association



brentwood-darlington
neighborhood association

May 14, 2019

Mayor Wheeler
Commissioners Eudaly, Fish, Fritz, and Hardesty
City of Portland
1221 SW 4th Avenue, Room 110
Portland, OR 97204

Ref: 82nd Avenue Study, Bureau of Planning & Sustainability

Dear Mayor and Commissioners:

The Brentwood-Darlington Neighborhood Association strongly supports the *82nd Avenue Study* proposed by the Bureau of Planning & Sustainability.

82nd Avenue forms the eastern boundary of our neighborhood. The roadway is a visual blight. Worse, it is dangerous for all users, whatever mode. Current EG2 zoning hinders economic development.

For our neighborhood's well being, we need a functioning roadway that is safe to use, conducive to new business and job growth, useful to residents, and representative of a beautiful city.

Given that the City of Portland has dedicated extensive funding to numerous transportation projects associated with 82nd Avenue, it makes sense to proceed with a study that would support the city's investment AND the eventual transfer of 82nd Avenue to city jurisdiction.

Please approve the *82nd Avenue Study*. Thank you.

Sincerely,

Stephenie Frederick, Chair
Land Use & Transportation Committee
Brentwood-Darlington Neighborhood Association