

Adopt the Old Town/Chinatown Five-Year Action Plan Extension 2019-24

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

Name (PRINT)	Address and Zip Code (Optional)	Email (Optional)
✓ SHEDRICK J. WILKINS	945 NW Natche Pkwy, Apt 134, Portland, OR	wilkinsshedrick@ yahoo.com
✓ Lightning	—	✓
✓ Ruth Ann BARRETT	333 NW 4 th Ave	RUTHANN@EARTHSAYERS.TV
✓ Tony Jordan	4540 SE Yamhill St	
✓ Charles Bridgewater JOHNSON		



Clean & Safe District

September 4, 2019

Mayor Ted Wheeler and Commissioners
City of Portland
1221 SW 4th Ave.
Portland, OR 97204

Dear Mayor Wheeler & Portland City Commissioners,

Downtown Portland Clean & Safe (Clean & Safe) encompasses a 213-block area of downtown, including Old Town Chinatown. Businesses within this district elected to pay a fee that supports neighborhood improvement, including cleaning, security, community justice services, market research and retail advocacy.

One of the neighborhood improvement programs that Clean & Safe enthusiastically supports is Prosper Portland's Old Town Chinatown Five-Year Action Plan. The plan outlines recommended steps and resources to create a safe, vibrant and economically healthy neighborhood. Clean & Safe requests the city support renewal of the Old Town Chinatown Five-Year Action Plan, so the valuable work, partnerships, and many successes realized under the plan to enhance vitality in this neighborhood can continue.

In conjunction with our partners at Prosper Portland and the Old Town Chinatown Community Association, Clean & Safe has initiated several projects to support the business vitality portion of the plan. After four successful years in the retail core, the retail team relocated the PDX Pop-Up Shop program to Old Town Chinatown in 2014 and 2015. This program provided six emerging entrepreneurs with free retail space during the busy holiday season, helping spur retail development and increased foot traffic in Old Town Chinatown. Furthermore, the Old Town Chinatown partners worked closely with Portland State University Business Outreach Program to develop tools to assist legacy owned businesses in the core of Chinatown. Through this program, Clean & Safe was able to provide funding to four small restaurant businesses for technical assistance with marketing, operations and finance.

Lastly, further retail development assistance includes creating new marketing and retail leasing tools and resources specifically developed for Old Town Chinatown. These tools consist of a quarterly vacancy report and map, additional pedestrian counts conducted in Old Town Chinatown and a new retail recruitment packet tailored specially for the district. Outside of these

district specific tools, Clean & Safe secured two Prosper Portland Community Livability Grants to expand on street garbage facilities in the district. Matching grants were obtained in 2015 and 2019 which ultimately resulted in nearly 40 additional garbage cans in the district. Clean and Safe has invested close to \$40,000 in garbage cans to enhance cleanliness in the district.

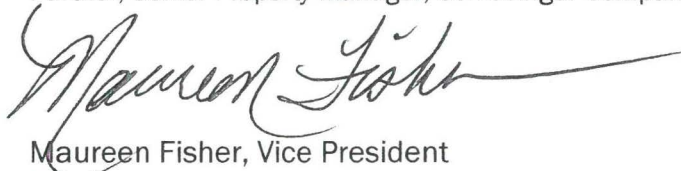
Since the inception of the strategy, retail in the district has expanded to include the following local outlets: Garden Bar, Kiriko Made, Mi Mero Mole, Lechon, Afuri, Kat and Mouche, Kingsland Kitchen, Bowery Bagels, Deadstock Coffee, Charlies Deli, Index PDX, and Pine Street Market. We are proud of our efforts to help create an environment where diverse, local entrepreneurs can open businesses and be successful.

We pledge to continue our support of business vitality in the Old Town Chinatown District and urge the Portland City Council to support these revitalization efforts by renewing the Old Town Chinatown Action Plan. Thank you for your consideration.

Sincerely,



Mark Schlesinger, Chair
Downtown Clean and Safe
Partner, Senior Property Manager, Schlesinger Companies



Maureen Fisher, Vice President
Downtown Services
Executive Director, Portland Clean & Safe

McClymont, Keelan

From: Matt Meskill <mtmportland62@gmail.com>
Sent: Tuesday, September 3, 2019 8:08 PM
To: Council Clerk – Testimony
Subject: Old Town/Chinatown

Hello,

I think \$50M should be invested in Old Town/Chinatown for sustainable and equitable transportation and not for car parking. The planet is rapidly heating and burning fossil fuels is a major contributing factor.

Matt Meskill

McClymont, Keelan

From: Alex Johnson <alexander.h.johnson@gmail.com>
Sent: Tuesday, September 3, 2019 8:08 PM
To: Council Clerk – Testimony
Subject: Old Town/Chinatown 5 Year Action Plan comment

To home it may concern,

I was recently informed that the Portland City Council is soliciting feedback about what investments to make as part of the Old Town/Chinatown 5 Year Action Plan. As a Portlander very concerned with equity, livability, and climate change resilience, it is my strong belief that the very best use of the roughly \$50 million in funding would be to go to an array of mass transit options as well as public housing. Further, any dollar spent on automobile parking is in my mind worse than a waste of money: it will induce more people to drive to that section of town just when we collectively need the opposite.

Thank you for your consideration of my input.

Cheers,

Alex Johnson
1605 SE 22nd Ave, Portland OR 97214

McClymont, Keelan

From: Robert Hemphill <hemphill.robertm@gmail.com>
Sent: Tuesday, September 3, 2019 8:19 PM
To: Council Clerk – Testimony
Subject: Don't fund parking garages

Hello,

Please don't spend \$50m on parking garages. Please invest in sustainable transportation options instead. We cannot meet our climate goals while maintaining our car-centric society.

Robert Hemphill
77 NE Graham
Portland, OR 97212

--

Robert Hemphill
hemphill.robertm@gmail.com
971-706-3306

McClymont, Keelan

From: Brad Baker <bradmbak@gmail.com>
Sent: Tuesday, September 3, 2019 8:20 PM
To: Council Clerk – Testimony; Wheeler, Ted; Commissioner Eudaly; Commissioner Hardesty; Commissioner Fish; Commissioner Fritz
Subject: On the Old Town/Chinatown 5 Year Action Plan

Hello mayor and commissioners,

I'm writing to ask that you please do not build more parking structures in Old Town/Chinatown as outlined in Action 1.3.1 in the proposed 5 year plan.

I work in Old Town and have talked to many coworkers. Most take the bus to work and said they would drive if there were more parking available. Building more parking will only lead to more people driving which goes against our Vision Zero goals, our climate action plans, and our mode split plans.

Rather than wasting money on something that is antithetical to a healthy downtown, let's invest that money in something more equitable that will lead to better outcome for everyone like better bus infrastructure, some car free streets, protected bike lanes, etc. There are so many great things we could do rather than building more parking that would lead to a more, and I ask that you please do those instead.

Thank you for your time and consideration.

Brad Baker
2301 NE Rodney Ave, Portland, OR 97212

McClymont, Keelan

From: CLARE BUROVAC <seaclare@comcast.net>
Sent: Tuesday, September 3, 2019 8:50 PM
To: Council Clerk – Testimony
Subject: Parking Garages in Old Town

To the City Council:

I find it incomprehensible that in this era of climate emergency, the city is considering spending ANY money on parking garages in downtown Portland, much less \$50 million. It is imperative that we get Portlanders out of their cars if we have any hope of slowing the rate of climate change that is happening. This city touts itself as being progressive and concerned with things like the environment, so let's put our money where our mouth is and spend \$50 million on transit infrastructure and other ways to get Portlanders out of private cars.

If we had a robust and extensive transit system, there would be much less need for private cars downtown.

Thank you for reading.

Clare Burovac

Resident, downtown Portland 97201

McClymont, Keelan

From: Aaron Brown <aaronmbrown503@gmail.com>
Sent: Tuesday, September 3, 2019 9:02 PM
To: Council Clerk – Testimony
Subject: Testimony on Old Town 5 year plan, Action Item 1.3.1

My name is Aaron Brown, I live in the St Johns neighborhood of North Portland and frequent Old Town often for work. Below is my testimony specifically regarding Action Item 1.3.1:

Tonight, Hurricane Dorian is expected to hit the Florida Coast. The town in which I was born in is expected to take on significant damage. My godmother, who is now in her seventies and suffering from dementia, has been moved out of her nursing home and into the house where she watched me as a small child to ride out the storm with her husband. The thought of this poor, elderly, confused woman terrified by yet another massive hurricane made worse by climate change is thoroughly depressing. I also recognize that, in the grand scheme of things, she's comparably lucky. The photos surfacing that show what Hurricane Dorian did to the Bahamas are absolutely breathtaking; entire neighborhoods and communities completely wiped off the face of the planet thanks to the second strongest Atlantic Ocean storm ever recorded.

If you think this is an inappropriate, weird way to segue into public testimony about the Old Town / Chinatown 5 Year Action Plan, well, I would politely ask you to stick with me. 40% of Oregon's carbon emissions come from transportation. It's the only sector of our economy where emissions are growing, and we have no meaningful plan to reduce these disturbing trends. There's simply no way to reduce carbon emissions without drastically reducing vehicles miles travelled - even replacing every single gas-powered automobile with an electric one would still require exorbitant carbon emissions based on the production of these cars and the general enormous energy inefficiency of moving people with single occupancy vehicles instead of buses, bicycles or light rail.

Due to decades of heavily subsidized motordom and exurban sprawl, many Americans now live in landscapes that are extraordinarily difficult to navigate without an automobile. This has created many side-effects, most notably making the few corners of our state that are robustly transit connected and walkable extremely valuable as places for us to site new, dense housing. This is nothing short of an imperative for any meaningful contribution to decarbonization - we must build as many communities as possible that heavily encourage low-car life.

I find the city's action item to encourage PBOT to work with neighborhood partners to prepare plans for \$50 million of parking garages in the Old Town neighborhood to be horrifically misguided. This is the densest, most transit-connected neighborhood in the state - the bus mall and five light rail lines all converge in the blocks around Old Town, as well as the regional rail provided by Amtrak. Our climate goals and our housing crisis require us to be building as many units as possible in these areas for vibrant neighborhoods, to tackle housing affordability, to create low-carbon communities. It's directly antithetical to build additional parking garages in the immediate vicinity of this neighborhood. All research indicates that massive parking garages as such are merely giant subsidies to continued driving, which I and my generation simply cannot afford.

As an Oregonian having difficult conversations with my peers and my partner about whether it's even moral to consider having children due to the grave, enormous consequences of climate inaction, I urge you to demonstrate some leadership and find alternatives for the Old Town neighborhood besides building parking garages. The Old Town neighborhood needs fewer parking spaces and more businesses, more housing, and more cultural amenities. This is what climate leadership looks like. I hope our elected council remembers the stakes as they consider this and other transportation investments that will directly impact the future of our communities, our health, and our planet.

--

Aaron Brown
(he/his)
503 830 8577
www.amb.fyi

McClymont, Keelan

From: Taylor Eidt <teidt@outlook.com>
Sent: Tuesday, September 3, 2019 9:10 PM
To: Council Clerk – Testimony
Subject: Old Town/Chinatown 5 Year Action Plan

Commissioners,

The Old Town/Chinatown 5 Year Action Plan is full of archaic action items that will hasten our descent into climate chaos, further perpetuating inequities in Portland. This area is particularly susceptible to these inequities with a significant houseless population. Public funding should be used for homes for people, not cars. Remove all references to fossil fuel infrastructure development, particularly Action 1.3.1, and move future funding to housing and/or sustainable transportation such as walking, biking, and transit.

Thank you,
Taylor Eidt
840 NW Naito Parkway

McClymont, Keelan

From: Marisa Morby <me@marisamorby.com>
Sent: Tuesday, September 3, 2019 10:47 PM
To: Council Clerk – Testimony
Subject: Parking structures in Old Town

Hello,

I recently learned that the city is discussing spending up to \$50 million to create new parking structures downtown. I'm writing to let you know that this type of spending is wreckless and does not follow our goals and plan to help reduce emissions.

Transportation makes up 40% of emissions in Portland and adding more parking will not help reduce that number.

Instead, we can use that money on increased routes for public transportation in order to get more people downtown.

Additionally studies have shown that increased walkability increases business traffic and revenue. We should be focusing all of our efforts on getting people walking, biking, and taking public transit downtown. We do not need more infrastructure for cars and cannot bear the climate impact.

Thank you,

Marisa Morby

Testimony of
**Ruth Ann Barrett, Resident, Portland's Caring Community,
 Old Town Chinatown**

OLD TOWN / CHINATOWN FIVE-YEAR ACTION PLAN EXTENSION (2019-2024)

September 4, 2019
 Portland City Council
 Wednesday, September 4th at 9:45 a.m.

"This place wants to stand against forgetting that we belong to each other.
 It's at the root of all things wrong with the world. It's born of the notion that there
 might be lives out there that matter less than other lives."
 – Father Greg Boyle, Founder, Homeboy Industries

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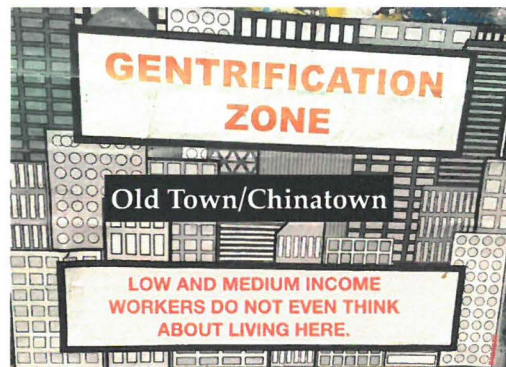
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5	Recommendation 2 of 2 Grow and Stay in Balance, Program, 1to1
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Ruth Ann Barrett
 Sustainability Advocate
 415-377-1835
ruthann@pdxdowntowner.com
 Resident and business owner,
 Old Town Chinatown 2012 to
 present

Old Town Five Year Action Plan Extension 2019-2024

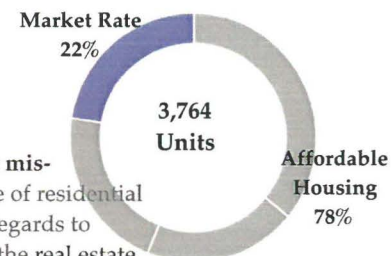
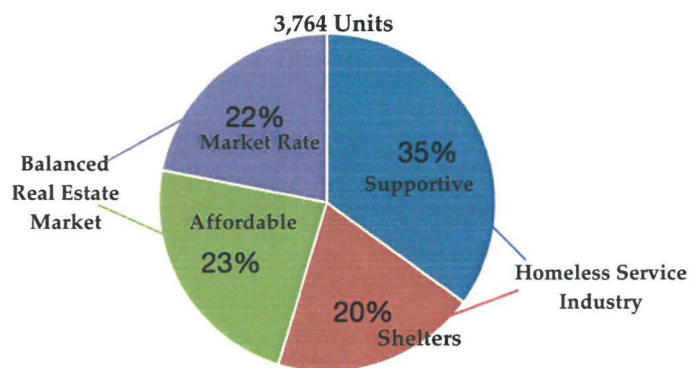
Here are two recommendations to consider before approving an Extension of the Five Year Action Plan (2019-2024) in Old Town, Portland, Oregon to insure our public monies and property are well spent on behalf of all of our citizens living and working in Old Town Chinatown.

(1) Change the mandate¹ for "market rate housing"² in this extension³ to avoid the negative effects of gentrification⁴, specifically **say yes to keeping a balance⁶** of the real estate market of affordable and market rate housing. **Do not restrict access** to just high wage workers and other "affluents"⁵.



3

Balanced Real Estate Market Today

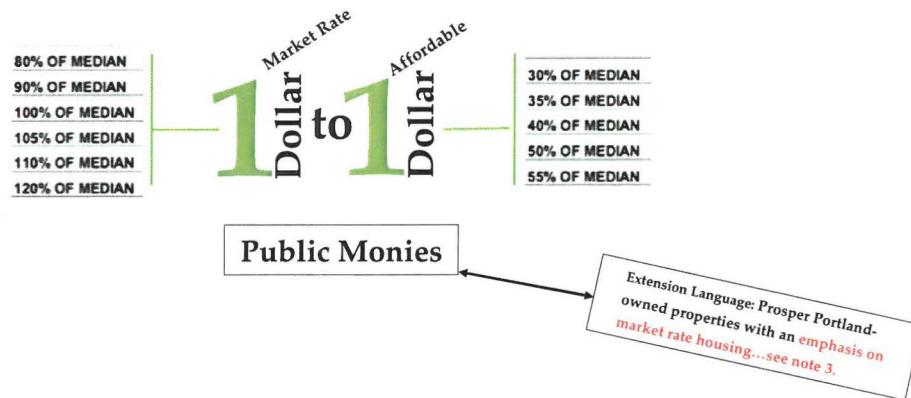


Do not be misled by this **strategic misrepresentation** of the marketplace of residential housing in our neighborhood in regards to affordable housing that is part of the real estate market. It is not three-quarters affordable housing. And "no more" is unacceptable in a housing crisis. (period)

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Balanced Real Estate Market Grow and Stay in Balance Program 1 to 1

(2) Adopt the policy of allocating public monies/resources so that for every dollar for market rate housing there is a matching \$1 to affordable housing. Use to fill out affordable housing in the range of 30%, 40%, and 50-55% AMI housing units, all in the same neighborhood, creating a community of true mixed income housing units.

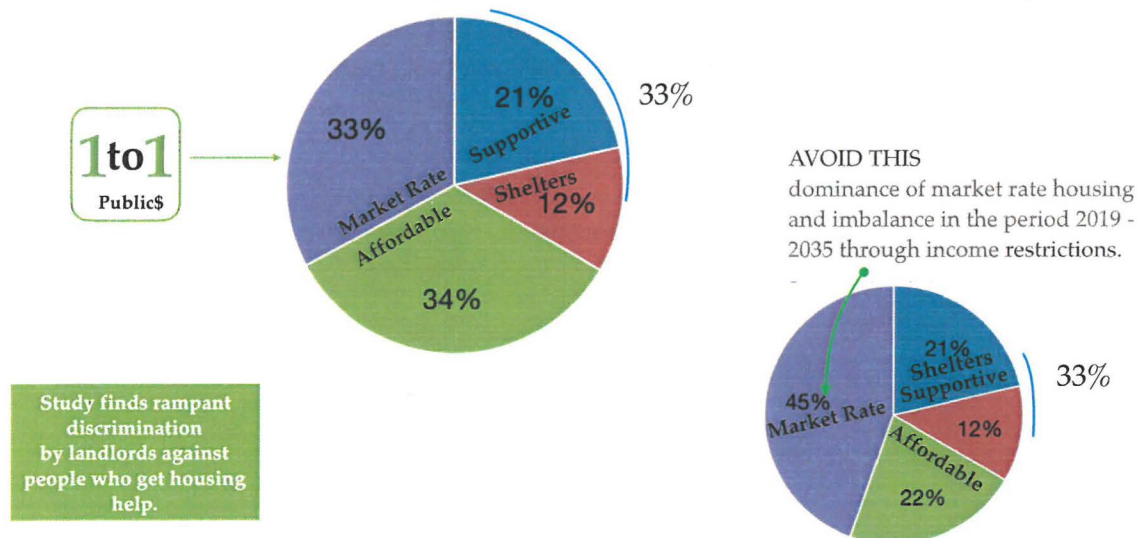


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Balanced Real Estate Market Grow and Stay in Balance Program 1 to 1

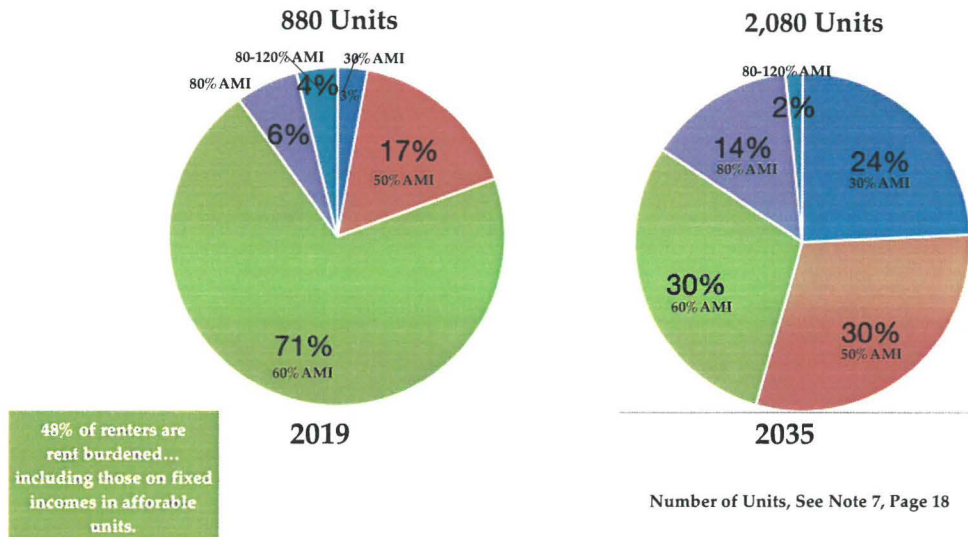
All Housing Units

Projected results of 1to1 program for all housing units, both real estate market balance (33/34%) and homeless and recovery housing units (33%) compared to present wording for market rate housing and NO MORE AFFORDABLE in same period. True mix of incomes and a move towards diversity.



Balanced Real Estate Market **Grow and Stay in Balance** Program 1 to 1
Affordable Units

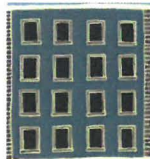
Projected results of 1+1 program for mix of affordable housing units. Better balance of opportunities in affordable housing using 2,080 units as example of a wider range of AMI income restricted units.⁷



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Thank You for your time in considering a more equitable use of public monies here in Old Town.

Two resources on housing and low paying jobs in Old Town.



Source of housing unit numbers with listings of properties.

Old Town's Guide to the Housing Landscape
V.2 Update, June 3, 2019



19% of Jobs in Old Town qualify workers for 45/50% AMI Housing while only thirteen percent (102) at 50% AMI in Old Town.

Old Town Jobs + AMI Increases
June, 2019

download at
www.pdxcaringcommunity.com

Attachments

Notes 1- 8



Median income levels increasing only among White households, and decreasing among African American, Hawaiian-Pacific Islander, and Native American populations.



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Note 1 Market Rate Mandate

Market Rate and required Inclusionary Zoning

• Prosper Portland, City Owned Properties, In Play, August 2019

Prosper Portland-owned properties: Develop 4th & Burnside and Block 25 with an emphasis on adding mixed-income housing and neighborhood-supporting retail, 400 units, 20% at 80% AMI, 80% market rate.

➔ RFPs. With the Central City 2035 Plan now adopted by City Council, and Requests for Proposals recently released for the redevelopment of two key sites - 4th & Burnside (the former Right 2 Dream Too site) and Block 25 (4th & Flanders) - interest in accessing the unspent funds is imminent.

• Five Year Action Plan Extension, 2019 - 2024

Prosper Portland-owned properties with an emphasis on market rate housing... (Exhibit A, P4)

...mixed-income⁶/market rate housing (Exhibit A, P4)

• Central City Plan 2035

POLICY 2.OT-2 Social services. Support existing social service and shelter functions in the district.

Limit the significant expansion of these services and do not locate additional major social services in the district.

POLICY 2.OT-3 Housing diversity. Encourage market rate and middle-income⁸ housing

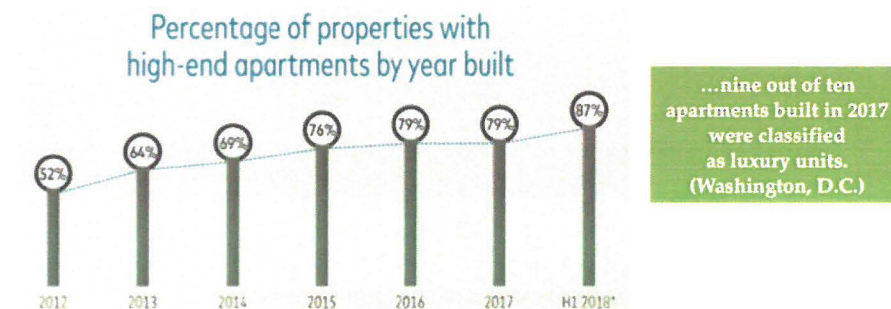
Five Year Action Plan, 2014-2019

Priorities for property redevelopment include the addition of market rate housing to create a balanced mix of residential income. (p.9)

Note 2 Market Rate Housing

What is Market Rate Housing?

Market-rate housing is an apartment that has no rent restrictions. A landlord who owns **market-rate housing** is free to attempt to rent the space at whatever price the local market may fetch. In other words, the term applies to conventional rentals that are not restricted by affordable housing laws. Oregon passed a rent control at 7%+COL*.



*PSU study says Oregon's rent control law will not decrease Portland's homeless population

<https://katu.com/news/local/psu-study-says-oregons-rent-control-law-will-not-decrease-portlands-homeless-pop>

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Note 2 Market Rate Housing Luxury Old Town

Although down \$100 from last quarter, the report says the highest median rent for a one-bedroom apartment was in the Pearl District at \$2,090. It was followed by Corbett/Terwilliger/Lair Hill at \$1,600 and Old Town/Chinatown at \$1,550. (PDX Tribune, April 2018)

Measure of Success	Progress to Date
➤ 500 new moderate-income housing units Extension Document	➤ 250 new units of housing have been built at 38 Davis, 108 SW 3rd, and Erickson-Fritz ➤ Of these units, 45 are market-restricted or affordable housing units - at 38 Davis and 108 SW 3rd via the use of the SDC waiver pilot program and 52 units at the Erickson-Fritz through Portland Housing Bureau investment

ENJOY THE LIFE OF APARTMENT LUXURY

38 Davis (2017) – Prosper Portland land sale, Old Town

Renters still haven't achieved their pre-recession income levels, while homeowners have easily surpassed pre-recession levels.

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Note 3 Extension Language**Change language in the Extension****2. Neighborhood Investment (Action Item 1.1)**

1. **Private Property:** Facilitate development on surface parking lots and rehabilitation of privately owned property with an emphasis on:

1. ~~Market-rate housing that complies with the City's Inclusionary Zoning Policy by placing affordable units on-site.~~

Housing that balances the real estate market of affordable and market rate units. Market rate units must comply with the City's Inclusionary Zoning Policy by placing affordable units on site.

new wording

The type of housing that would contribute to the balance issue can be included in the RFP's issued by Prosper Portland and based on housing projections and market demand. Preferences do not need to be included in the extension. It is closing the door to innovation.

Page 4 of Extension

The goals cited in the recently released Requests for Proposals (Block 25 & Burnside/NW 4th) also align with those established in the original Action Plan as vital to redevelopment... and addressing community* priorities that include ground floor commercial/retail spaces, mixed-income housing/~~market rate housing~~, consideration of parking needs, cultural and community uses and culturally relevant design and art work.

*residents prefer more affordable housing per survey done by residents who BTW are not usually considered stakeholders.

strike out

Prosper Portland-owned properties with an emphasis on market rate housing...

Prosper Portland-owned properties with an emphasis on ~~market rate~~ housing...

strike out

13

Note 4 Gentrification**Old Town Style**

Gentrification is a process of changing the character of a neighborhood through the influx of more affluent residents and businesses.

Not driving low income people out.

Instead, ~~restrict~~ the number of low income people from coming in especially "students, families and older adults."

Portland Mayoral Candidate Ted Wheeler Wants To Stop Gentrification (March 2016)

Multnomah OR	
Income \$60,369 ± \$700	
American Indian	1.1%
Asian	6.5%
Black	5.6%
Hispanic	10.9%
Islander	0.5%
Multi-Racial	4.6%
Nonwhite	27.9%
White	72.1%
Population	735,334

No more affordable housing except through inclusionary housing, 20% of units set aside as affordable, mostly at 80% AMI.

No more supportive housing nor shelters.
(no net loss, though - no teardown/replace*)

*Central City 2035 POLICY 2.OT-2 Social services. Support existing social service and shelter functions in the district. Limit the significant expansion of these services and do not locate additional major social services in the district. The Housing Bureau pays no attention to this nor does the County. Gentrification will fail to dilute this concentration of the poor, very sick, and homeless.

Note 5 The Affluent In

Affluent Asian and White families with incomes in excess of \$87,900 (AMI 100%)

Family of Four in the Portland-Vancouver-Hillsboro MSA is: \$87,900 /\$61,530 for single person.

Affluent Asian and White single persons with minimum annual income of \$61,530+*

In 2017 the highest paid race/ethnicity of Oregon workers was Asian. These workers were paid 1.16 times more than White workers, who made the second highest salary of any race/ethnicity.



In 2017, full-time male employees in Oregon made 1.27 times more than female employees, women in Oregon average salary \$49,734

If you're creating something where widespread inputs, usage and adoption lead to significant benefits, it's worth considering who you're excluding.

– Seth Godin

Note 5 The Not So Affluent Out Low & Moderate

The most common racial or ethnic group living below the poverty line in Portland, OR is White, followed by Hispanic and Black.

Real hourly wages for the median earner in Oregon increased by only 3 percent from 2009 to 2018. Since 1979, wages for the median earner were up only 1 percent. (OCPP)

Low-income individuals, households or tenants are those with a gross household income at or below 50 percent of the area median income.
Portland Housing Report/ 2018

Nationwide, the hourly earnings of high-wage workers rose 41 percent between 1979 and 2013; those of middle-wage workers grew only 6 percent. The pay for low-wage workers, meanwhile, decreased by 5 percent. The New Republic/ August 2019, The New American Homeless.

While incomes have risen overall, disparities in income growth by race and ethnicity persist, with median income levels increasing only among White households (State of Housing 2018)

Moderate-income individuals, households or tenants are those with a gross household above 80 percent of the area median income - \$49,280/ single, \$70,320/ family of four. - State of Housing in Portland 2018.

Male average salary in Oregon at \$63,218 and female at \$49,734

Median income levels increasing only among White households, and decreasing among African American, Hawaiian-Pacific Islander, and Native American populations.

Note 6 Balance within Neighborhoods San Francisco

This report is submitted in compliance with Ordinance No. 53-15 requiring the San Francisco Planning Department to monitor and report on the housing balance between new market rate and new affordable housing production. San Francisco Planning Department (Sept. 20, 2018 Report no.7)

- a) to maintain a balance between new affordable and market rate housing Citywide and within neighborhoods*;
- b) to make housing available for all income levels and housing need types;
- c) to preserve the mixed-income character of the City and its neighborhoods;
- d) to offset the withdrawal of existing housing units from rent stabilization and the loss of single-room occupancy hotel units(note below);
- e) to ensure the availability of land and encourage the deployment of resources to provide sufficient housing affordable to households of very low, low, and moderate incomes;
- f) to ensure adequate housing for families, seniors and the disabled communities;
- g) to ensure that data on meeting affordable housing targets Citywide and within neighborhoods informs the approval process for new housing development; and
- h) to enable public participation in determining the appropriate mix of new housing approvals. This report is submitted in compliance with Ordinance No. 53-15, SF Planning Dept.

* Our neighborhood is rolled into the Central City in terms of the Mayor's Housing Report and other important planning documents making it difficult to compare information or measure success.

Note 7 Chart Numbers

Affordable Housing by AMI Availability

		30%AMI	50% AMI	60%AMI	80%AMI	100%AMI
	TOTAL	\$18,480	\$30,800	\$36,960	\$49,280	\$61,530
Today	880	25	146	621	53	35
Percent	100%	3%	17%	71%	6%	4%
Development	1200	480	480	0	240	
Percent	100%	40%	40%		20%	
TOTAL	2080	505	626	621	293	35
Percent	100%	24%	30%	30%	14%	2%
	AMR is \$87,900 in 2019					

Note 8 Miscellaneous Terminology

- Using imprecise terminology around people's income and housing units is a problem across and within documents. It confuses people.
Terms are de-personalized e.g. workforce housing.

median household income

market rate and middle-income housing.

mixed-income housing*

moderate-income households.

median income*

median family housing

*middle-income housing units**

workforce housing

median family income

**Used in Extension document*

Note 8 Miscellaneous Geo Definition

- Prosper Portland uses different geographic definition from the one that is approved as the Old Town Community Association, the latter ends at Broadway rather than North Park Blocks, making measurement/comparisons very difficult. The Old Town boundary should be extended to equal that used by Prosper Portland, the North Park Blocks are a more natural boundary as opposed to Broadway, but I suspect that would cause undo stress among the property owners in the Pearl.



McClymont, Keelan

From: Christina Crosby Freeman <christina.c.freeman@gmail.com>
Sent: Wednesday, August 28, 2019 11:58 AM
To: Council Clerk – Testimony
Cc: Mike Carl
Subject: CASE FILE LU 18-118937 CU

We are submitting this email as testimony regarding case file LU 18-118937 CU Hearings Office Case # 4190011 being heard before City Council on 8/28/19 at 2:30pm RE 2946 NE 9th Avenue.

Below are comments related to the conditions specified as in violation.

B2) We have heard noise from the property outside of the specified quiet hours on numerous occasions. We are the parents of a baby and are up at various times during the night, and have been disrupted by noise outside of the quiet hours.

B3) On numerous occasions we have seen cars parked in non-designated parking spaces within 10 feet of the property line.

B13) It is obvious to us that there is no one residing at the property except guests. We have only seen someone who appears to be a caretaker come periodically, take out trash, do yard work, and then leave. We have not been notified if the resident or caretaker would be absent for extended periods of time.

Thank you for your time and attention in accepting this testimony.

Christina and Michael Carl
3007 NE 9th Avenue
Portland, OR 97212