

## OPB LU 21-012886 DZM GW list of specific conditions requested

mike dowd <dowdarchitecture@gmail.com>

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To: Bryant, Hannah <Hannah.Bryant@portlandoregon.gov>

### **THIS IS MY SINGLE MOST IMPORTANT EMAIL FOR THIS REVIEW**

Design Commission,

Please consider requiring these changes to OPB's proposed design.

BDS reviewer Hannah Bryant got OPB to make major improvements to its proposal, but there are several changes that would make it work much better in regard to impacts on neighbors, and compliance with the approval criteria.

Some of these also correct or at least help mitigate existing zoning violations, some also upgrade nonconforming development that OPB's proposal does not upgrade as required, and several help mitigate the impacts of approving OPB's request to not provide 5'/L2 landscaping along OPB's east property line.

#### **South driveway:**

##### **1--Change fence to solid, fully sight-obscuring**

--Match new east fence full length of south property line except last 10' closest to Macadam to preserve sightlines for driveway exiting. Solid fence protects Marque Motors and Miles St. users from headlights' glare aimed directly at them from every vehicle using OPB's 500' long driveway. It also protects Marque Motors from the ongoing problem of OPB leaf-blowing grit and leaves into Marque Motors' customers' expensive cars--a situation that the new trees (a good idea) will exacerbate.

##### **2. Change trees (except SE corner cedar) to more columnar, closely spaced**

--The proposed European Hornbeam trees are a poor choice because (per the legend) they have a 25' diameter spread. They will block OPB's south driveway and spread 10' into Marque Motors property, dropping leaves and sap onto customers' cars. The trees here are important for screening, so tall, columnar trees should be planted, closely enough to provide a strong visual screen. Consider evergreen trees. Also consider widening the 5' planter to allow trees to be further from the south property line to reduce spread onto Marque Motors' property (could delete existing planter at base of south building wall and put that width into the new property line planter).

##### **3. Change wall light fixture to the same fixture type to be used on east wall**

--Same reason as changing east wall fixtures--to avoid glare and light pollution into our property and park. Note the fixture OPB proposes will not solve light pollution issues.

#### **East driveway**

##### **4. Change trees in east perimeter bed to more columnar, closely spaced**

--The five proposed Cascara trees are a poor choice because (per the legend) they have a 25' diameter spread. Without heavy pruning, they will obstruct almost the entire width of the east driveway, and also obstruct the train tracks. The trees here are important for screening, so tall, columnar trees should be planted, closely enough to provide a strong visual screen. Write condition to prevent OPB from watering down the effectiveness of the proposed planter and trees by moving or shrinking it.

##### **5. Change proposed exterior lights to shielded lights with dimmers and sensors**

--OPB just changed out all its exterior lights a year ago to fixtures almost identical to the proposed ones. The proposed ones will not solve the two remaining problems--a) they are high enough that you look directly at the blindingly bright light source from our house, Miles St., Nevada, and the park, and well above the proposed fence, and b) they are on at full intensity from dusk to dawn 365 day/year. The source itself must be shielded from view from adjacent properties, and controlled so they are much dimmer after hours. This is not asking for any more than the required 5'/L2 landscaping would provide. I have tried for years to get OPB to reduce its lighting, even with assistance from Portland Audubon, without even a response from OPB, so this condition is needed. The lighting is horrible for the park's wildlife across the tracks, and the glare is blinding from the park and even inside our home.

#### **6. Add left turn only arrow pavement marking and signage out of parking structure**

--The design's intent is that cars parking in the parking structure exit northwards to Nevada to reduce driveway traffic towards our home, and reduce conflicts with loading vehicles. This simple condition would support that intent.

#### **7. Screen garbage area**

--Since there are no walls and a roof only over a portion of where OPB keeps its garbage dumpsters and bins, and it's readily visible from the north, east and south, it IS an exterior garbage area, and should be screened from Nevada. There should also be a screen on the south to keep the dumpsters and bins under the roof, and on the north to screen views from Nevada, and to prevent the garbage bins from spreading into the adjacent parking space. There should also be a screen on the east AT the garbage area, because the 6' fence proposed along the rail r.o.w. is lower than the eye-level of trolley-riding tourists, who will look directly at the garbage area over that fence during their otherwise scenic ride.

#### **8. Collect stormwater from driveways to prevent flow into rail r.o.w.**

--The south and east driveways are thousands of feet of vehicle-area paving whose stormwater will run unfiltered directly into the rail r.o.w. ditch and into the river. Flooding of the ditch has happened in recent years with extensive property damage to our and our neighbors' properties.. The 1987 review included a STRONG caution from the City against allowing that runoff from (the 1987 equivalent of) BES. The 5'/L2 buffer required would have stopped that runoff from leaving the site, so this is a reasonable condition to require.

#### **Satellite dish lot**

#### **9. Move southmost south satellite fence back at least 2' from sidewalk and plant in front**

--The 1987 approved site plan had the fence about 5' back with substantial planting in front, and that was BEFORE Nevada became an official park entrance. OPB located the fence in violation of that. This condition would create a much more open, safer park entrance.

#### **10. Move SE fence corner further north to improve sightlines at rail crossing**

--The 1987 approved site plan that OPB is violating had the entire south fence set back about 5', with dense landscaping in front. The south satellite dish precludes that, but there's room (more than the 6' proposed) to mitigate that at the SE corner, which would also improve safety sightlines, which IS a purpose of the fence height standard.

#### **11. Prohibit barbed wire at south fence within AT LEAST 2' of sidewalk users**

--Barbed wire at hat/umbrella level is dangerous alongside the constricted sidewalk into park, especially when the narrow sidewalk is also the bicycle route. It's also ugly for a park entrance. This is a lenient condition given the 1987 approved site plan required a setback of about 5' or more, and didn't show barbed wire.

#### **12. Limit planting at SE corner to 3' tall**

--The whole point of moving the fence back from the SE corner of the satellite area next to the rail crossing is to open sightlines between the trolley drivers and people crossing. Tall plantings defeat

that, and make the crossing more dangerous.

**13. Extend planting full length of east fence and require it be 6' tall**

--OPB extended the east fence several feet north without approval a year or so ago. The screening hedge was not extended, and OPB also killed several shrubs along the east fence, and hacked the rest. Those shrubs should be continuous and 6' tall to conform to the 1987 approval.

**14. Provide code-compliant 5'/L2 planting at south, west and north sides of parking area**

--The proposed plan notes that that will happen, but the demo plan shows no changes to the curb locations, which are much less than 5' in from the property lines (the code requirement) in some places. This condition corrects that code violation.

**15. Reconsider the murals**

--The sidewalk is EXTREMELY narrow and congested, with a fence on the north and guardrails on the south. Every person walking, biking, rolling, running, or walking with a dog or stroller squeezes through the 60' long chute to enter and exit the park across the tracks. People already stand in the street to wait for the chute to clear. Adding a mural there will add to the congestion if people pause to look at it. Otherwise they will have to stand in the street to look at it. It's a nice idea in the wrong location. Moving the fence back and adding some planting would be much better.

**16. Replace street tree that OPB shows but does not exist**

--The plans show a street tree that was removed recently due to damage (the northmost tree on Macadam east of the satellite area). It should be replaced if that is OPB's responsibility

Respectfully submitted,

Michael Dowd, President  
Dowd Architecture Inc.  
753 S Miles Street  
Portland, Oregon 97219  
(503) 282-7704  
email: [dowdarchitecture@gmail.com](mailto:dowdarchitecture@gmail.com)