

Testamony to City Planners Regarding the Comprehensive Plan Octoer 28, 2014

I'm Joan Coates and I live at 6428 SE 15<sup>th</sup> Ave. in Portland, OR

I am a neighbor of the QFC Grocery Store located at 6411 SE Milwaukie Ave. in Portland.

Portland is a great city and is known for the character of it's neighborhoods. Ours is an old and terrific neighborhood. Our neighbors have invested in our neighborhood, we care about our neighbors, we help each other out if someone is having hard times, we have created a neighborhood that is friendly and safe. We have a disaster plan, we celebrate when a family has good news to share. We know our more vulnerable neighbors and watch out for them.

Our neighborhood appreciates having a grocery store in our midst. For many years there was a Kienows on the QFC site and we understand that a grocery business comes with necessary noise. Kienows was a good neighbor. As a bit of history - when the Taggesell family sold the lots for commercial use (Kienow's grocery) they stipulated that the parking lot remain R5 zoning to protect the neighborhood from noise, litter, traffic problems, vibration, etc. Their homes were adjacent to the parking lot.

Also, as background, the QFC built their store knowing the parking lot has it's current zoning and that they would be required to build and use a loading dock.

**We neighbors have been adversely affected by the QFC's use of their parking lot.**

Until this summer, the QFC used it's parking lot in violation of the existing non-conforming use code. As a result, the daily life for us, the neighbors, was seriously impacted. The store used it's loading dock for storage, not truck unloading. QFC essentially used the entire parking lot as a loading dock with many semi-trucks at a time filling the lot, idling and unloading next to residences. We suffered excessive noise, fumes, vibrations, glare. Trucks also blocked the sidewalk while doing their deliveries, creating safety issues.

After receiving complaints about the parking lot usage, this summer the BDS enforced the current zoning. **The quality of our lives has dramatically improved as the QFC made many of the required compliance changes. Specific sections of the current non-conforming code – specifically sections 33.258.050.A and 33.258.050.C are vital to the quality of life of our neighbors. Under current non-conforming use**



**zoning, the parking lot is closed from 11pm to 6am and store business is conducted on the Milwaukie Ave. side of the store during the time of the lot closure.**

Trucks no longer use the lot as a loading zone, but for the most part, park in designated areas. We are still negotiating a Good Neighbor Agreement with the QFC, although they seemed to have slowed that process. We hope to be able to live comfortably with one another. **Lot is used for parking as designated.**

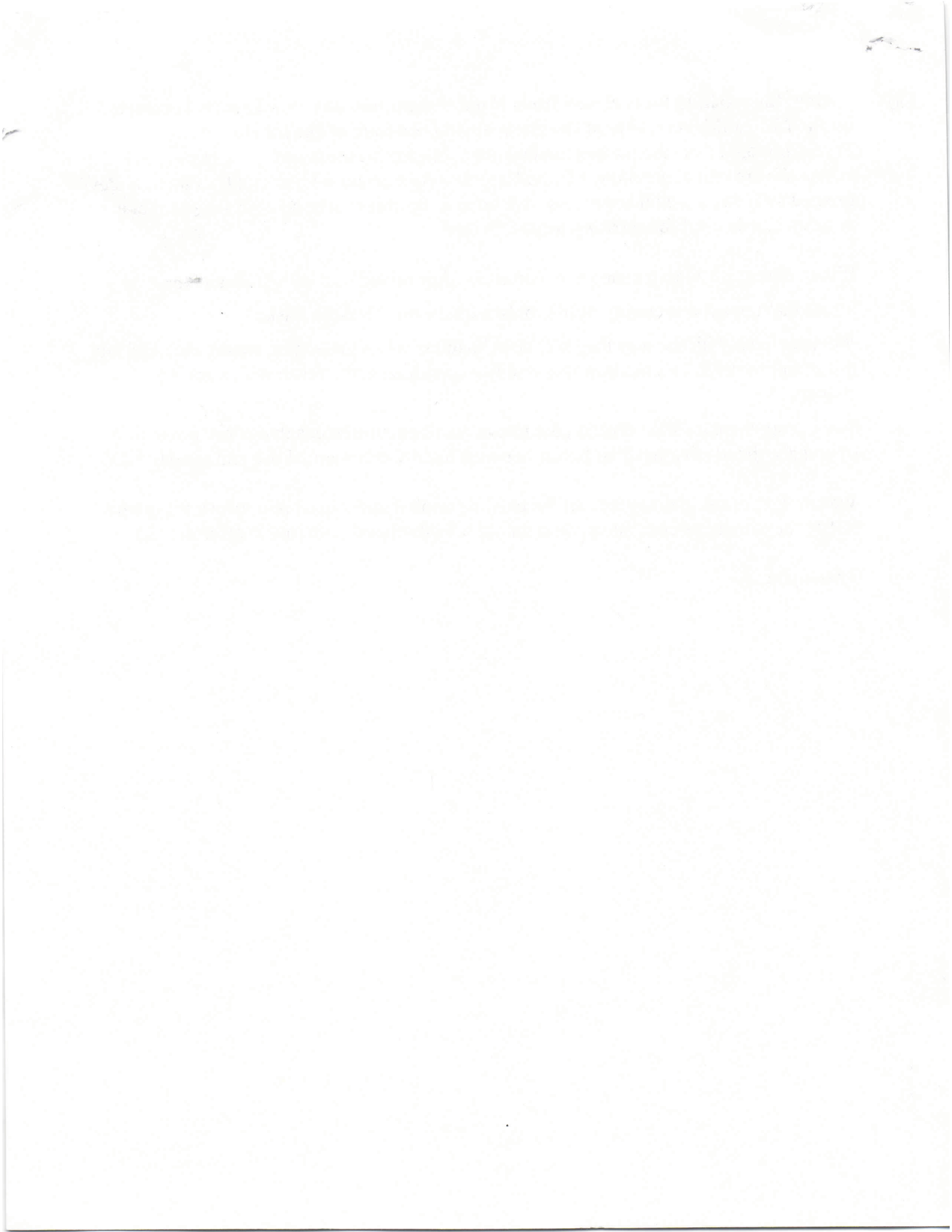
If the parking lot zoning changes to commercial or mixed use, we will again have the issues that impact our quality of life, only worse – on a 24 hour basis.

We have lived with the way the QFC does business when the zoning wasn't enforced and it isn't fair to neighbors to allow this reality to continue and worsen with a zoning change.

The Comprehensive Plan should take into account circumstances that allow protection of neighborhoods that have no buffer between intense commercial use and residential.

We ask for your support to protect the existing zoning and therefore improve the quality of life for store neighbors and protect an old neighborhood with lots to offer the city.

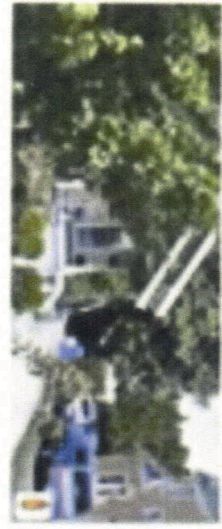
Thank you.







1535 SE Henry St  
Portland, OR 97212



Directions Search nearby Save to map more

Share a location - View from map  
Google Maps (2017) Google

FROM GOOGLE EARTH



truck parked on sidewalk  
← loading dock used for storage

TRUCK UNLOADING PLATFORM + NEXT TO TELEPHONE HOUSE

STORE





Press Esc to exit full screen mode.

TRUCKS  
UNLOADING  
CAR'S COURT  
ENTER PARKING  
LOT - WALKING  
BACK NOT USED









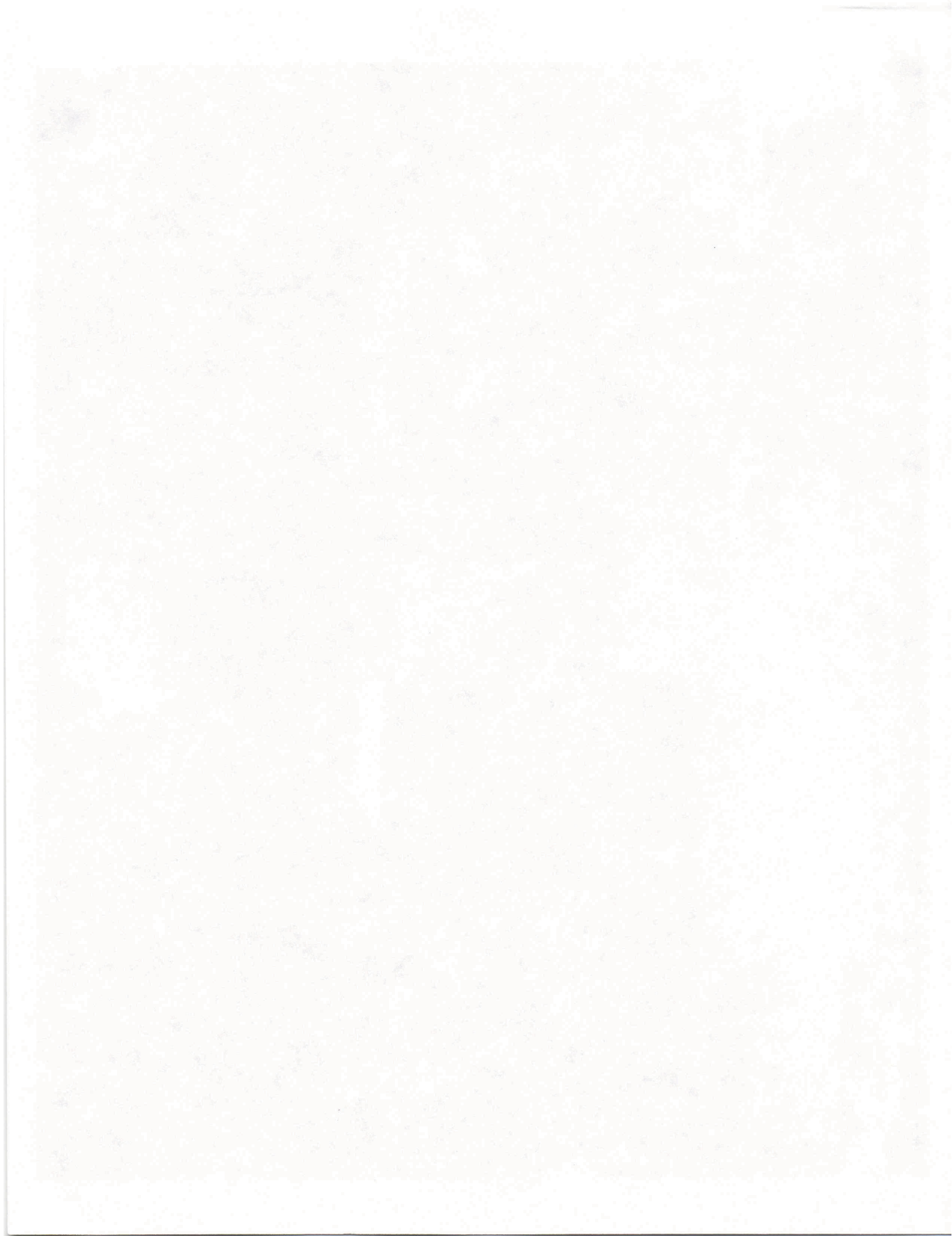
car entering lot  
between 2 trucks

014 513

7.1











TRUCKS  
 PARKED  
 FOR  
 VISITORS  
 TO DRIVERS

TRUCKS  
 CAN'T  
 ENTER  
 LOT

TRUCK  
 PARKING  
 VISIT TO  
 NATIONALS HOUSE









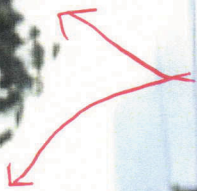






IMAGES OF LOADING AND PARKING

LOADING  
TRUCKS



LOADING  
DOCK NOT  
USED



TRUCK UNLOADING  
ON SIDEWALK

NEGATIVE  
HOUSE



CAR BLOCKING  
NEIGHBORS  
DRIVEWAY









LOADING DOCK  
NO PLACE FOR  
TRUCKS TO UNLOAD-



CLEARED UNATTENDED RETURNED BOTTLES



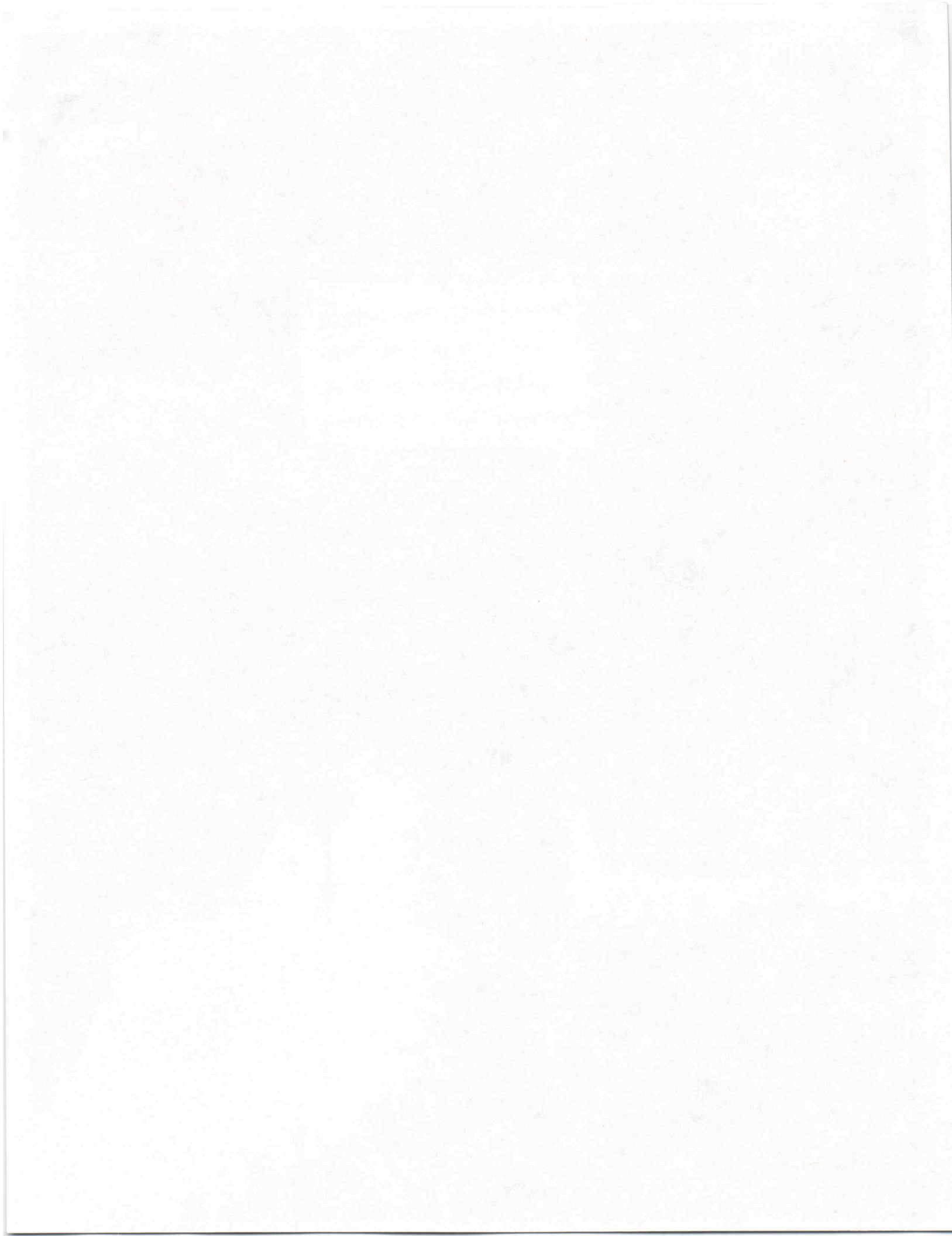




TRUCKS UNLOADING  
AND ALSO  
BLOCKING SIDEWALK  
IN PARKING LOT









TRUCKS UNLOADING IN  
THE PARKING LOT. THE  
LOADING DOCK IS RARELY  
USED. TRUCKS ALSO TRAVEL  
THE WRONG DIRECTION.

TRUCK  
ADJACENT  
TO DAVIDS  
HOUSE →





THE  
LIBRARY OF THE  
MUSEUM OF MODERN ART  
1000 MUSEUM AVENUE  
NEW YORK, N. Y. 10028



TRUCKS UNLOADING  
PARKED ON SIDEWALK  
AND ADJACENT TO  
DAVID'S HOUSE - NOT  
USING LOADING DOCK



DAVID'S  
HOUSE  
→







TRUCK UNLOADING  
NEXT TO DAVID'S  
HOUSE ←

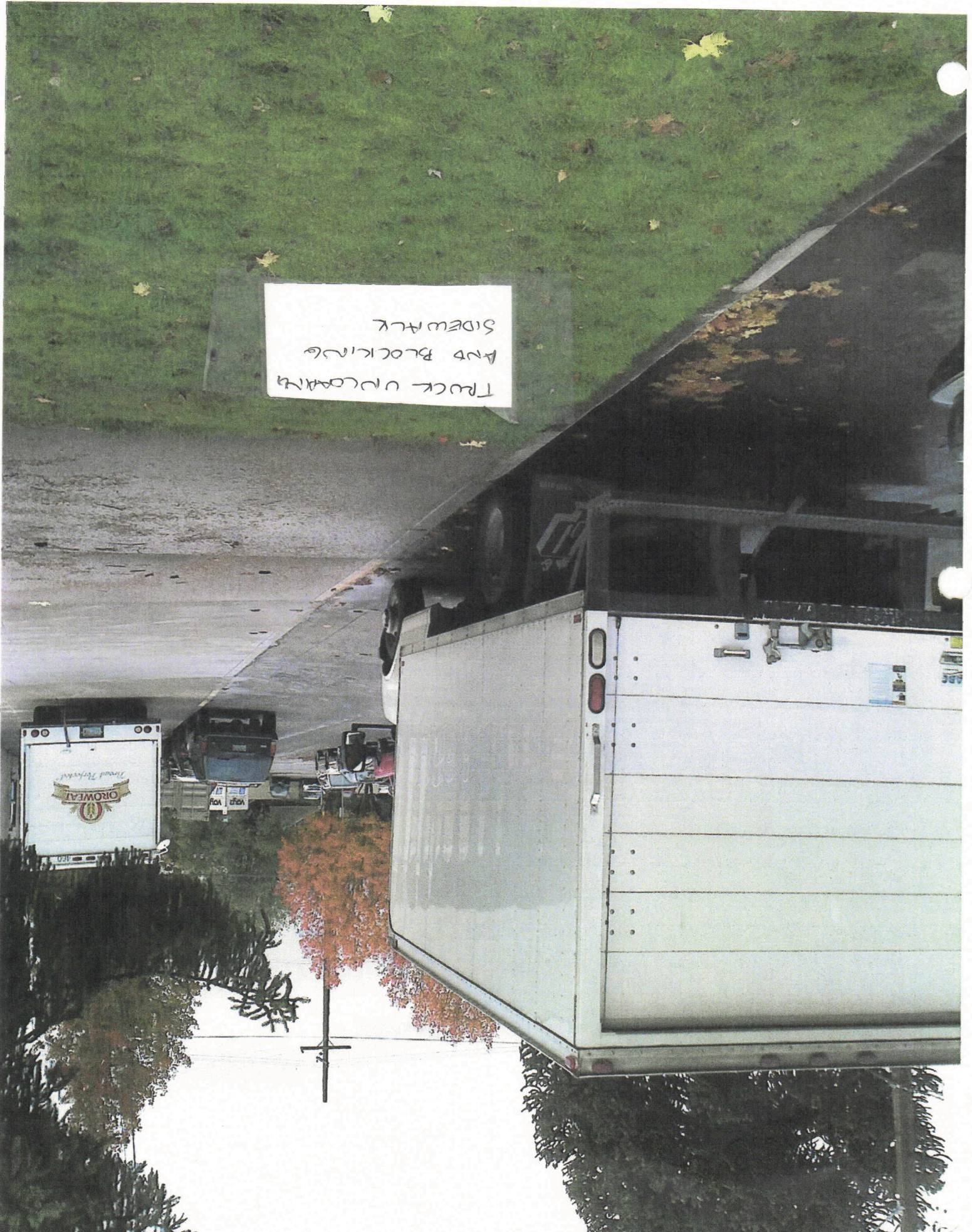




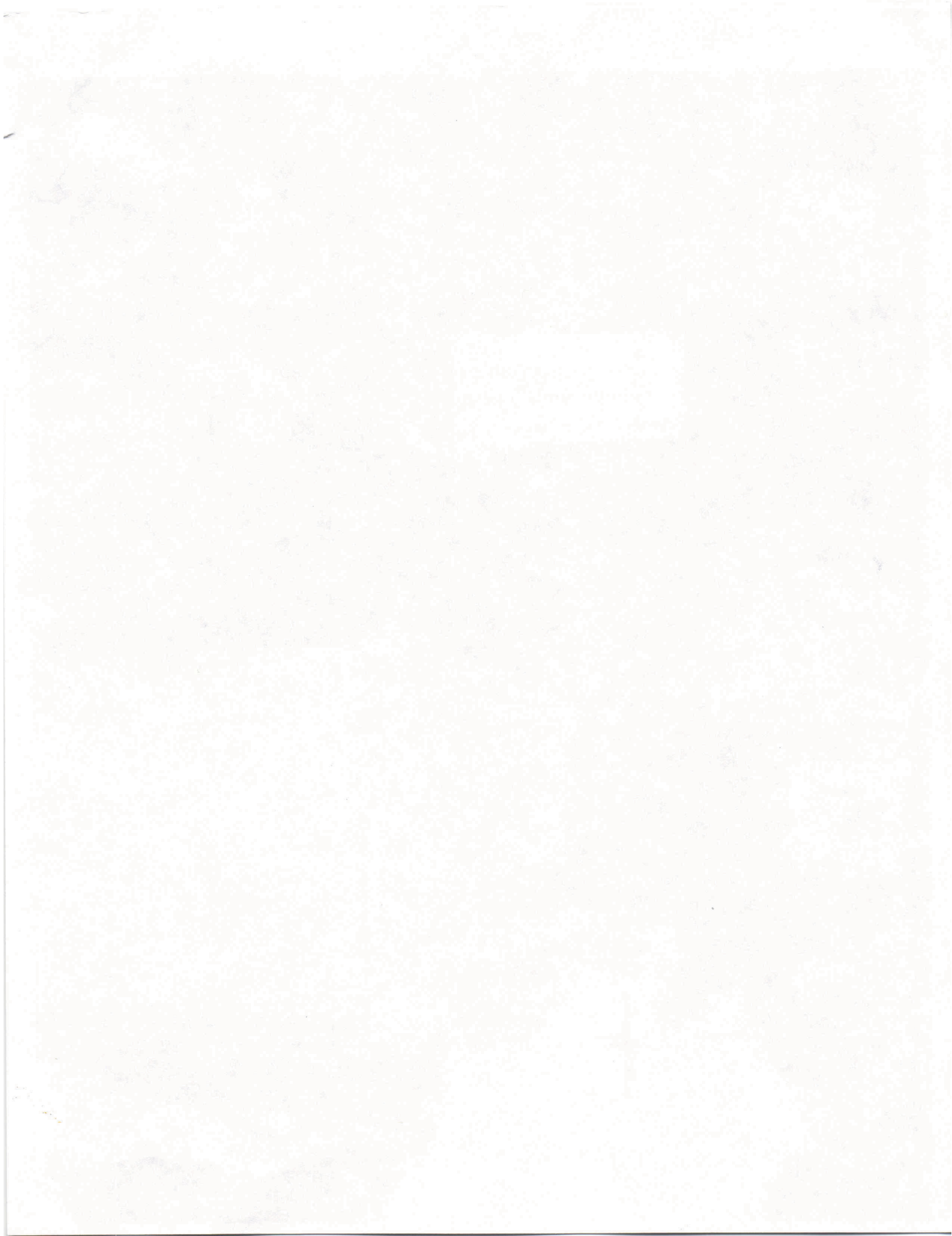




TRUCK UNLOADING  
AND BLOCKING  
SIDEWALK









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The first part of the paper discusses the importance of understanding the underlying structure of the data. This is particularly relevant in the context of machine learning, where the model's ability to generalize to new data depends on its ability to capture the true underlying relationships. The second part of the paper focuses on the design of the experimental setup, including the choice of datasets and the evaluation metrics used to assess model performance.

The results of the experiments are presented in the third part of the paper. These results demonstrate that the proposed method consistently outperforms baseline methods across a range of different tasks and datasets. The final part of the paper discusses the implications of these findings and suggests directions for future research.

In conclusion, this paper has shown that a deep understanding of the data's underlying structure is crucial for developing effective machine learning models. The proposed method provides a novel approach to this problem, and the experimental results support its effectiveness. Future work should aim to further refine the method and explore its application to other domains.

Thank you



Photographic evidence showing problems when the zoning isn't enforced for QFC parking lot.

Submitted by Joan Coates, 6428 SE 15<sup>th</sup> Ave. Portland, OR 97202

I am hoping that the current zoning of the QFC parking lot, R5 non-conforming use be retained.

The QFC is located at 6411 SE Milwaukie Ave. in Portland. It is between SE Henry and SE Duke streets. SE Henry to the west of Milwaukie Ave. is narrow, with parking allowed on both sides of the street until Henry street is interrupted by Llewellyn School. There is only room for 1 car at a time to travel on that section of the street.

SE Duke street to the west of the store allows street parking only on 1 side of the street. Only 1 car can use the open part of the street at a time.

Llewellyn school is at the western rectangle of this configuration. We get traffic morning, noon and after school time during the school year.

In the future, as you create a plan for future years, please consider the neighbors who live in this section of the neighborhood. We hope you will choose to support the present zoning of the QFC parking lot so that the neighbors of the store will not have a diminished life. We hope you don't take away the livability of the neighborhood we have worked hard to create.

A grocery store, valued by the neighborhood for decades, seems likely to be a future use of this property. Both stores, Kienows and the QFC, have been very successful in this location and with this zoning. Leaving the zoning as is instead of changing it to mixed use, allows a buffer between the neighbors and heavy commercial use.

Thank you.



THE UNIVERSITY OF CHICAGO  
DEPARTMENT OF CHEMISTRY

REPORT OF THE  
COMMISSIONERS OF THE BOARD OF CHEMISTRY

FOR THE YEAR 1900

CHICAGO, ILL., 1901

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