

33.510.252 Additional Standards in the South Waterfront Subdistrict

Sites in the South Waterfront Subdistrict must meet the following standards:

* * * *

B. Accessways.

1. **Purpose.** Accessways provide physical access and connections to the Greenway for neighbors, visitors, and residents of South Waterfront who might otherwise be cut off from the Willamette River and the Greenway trail. Accessways are generally extensions of existing and planned east-west public rights-of-way, and may or may not provide vehicle access. Accessways provide safe and convenient **bicycle** and **pedestrian** connections to and from the Greenway trail.

Accessways contribute to **stormwater management** in the subdistrict. They also provide a **visual connection** to the South Waterfront Greenway Area and provide a **transition** from the natural emphasis of the South Waterfront Greenway Area to the urban emphasis of the rest of the district.

2. **Where these regulations apply.** These regulations apply to development and landscaping on sites with frontage on accessways that are east of River Parkway;

3. **Setback.** If the accessway is 60 feet wide or less, buildings must be set back at least 30 feet from the centerline of the accessway. If the accessway is wider than 60 feet, the building must meet the building line requirements of Section 33.510.215 on the accessway frontage;

* * * *

33.825.040 Modifications That Will Better Meet Design Review Requirements

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

- A. **Better meets design guidelines.** The resulting development will better meet the applicable design guidelines; and
- B. **Purpose of the standard.** On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

Parsons, Susan

From: randhphillips@aol.com
Sent: Wednesday, October 22, 2014 2:13 PM
To: Moore-Love, Karla
Subject: Block 37 Concerns

Hi Karla -

I live in Atwater Place and have a serious concern about the reduced universal access on Lane drive. My family and I bike all around PDX using the common access paths which include both people, bikes, and sometimes motorized vehicles. While the entire Riverwalk area is designated as such, it is not uncommon for people on bikes to be riding amongst pedestrians and every foot helps in this separation.

For the record, if the reduction in the universal space on Lane is reduced by almost 4 feet, any collision between a bike and pedestrian will surely have been impacted by the city's decision to reduce the space originally intended to maximixe the separation of such. Should I be involved in such an unfortunate encounter and it goes to litigation, clearly I will point out the the City has some liability here as it was their decision to reduce the space allocated for such a mixed population (compared to the rest of the Riverwalk univernal access roads).

Separately, there is enough problems on Gains St at the Atwater that we are constantly seeing broken light posts as people do not have enough space to adequately turn around in and thus again, that reduction in the allocated space on Lane street would have a predictable outcome as well.

Sincerely,

Richard B. Phillips
0841 SW Gaines St.

SUPPORT APPEAL

APPEAL OF SO PORTLAND NEIGHBORHOOD ASSOC

3700 SW RIVER PARKWAY LU 14-117884 DZM

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

NAME (print)	ADDRESS AND ZIP CODE	Email
Leland Stapleton	3550 SW Bond Ave Unit 1404 Portland 97239	leeswestover@comcast.net
NEALE CREAMER		
✓ Melane Diamond	0841 SW Gaines Street, Portland OR	melanediamond@comcast.net
✓ Robert + Nunn	0841 SW Gaines St " "	
✓ Phil Juckland	0841 SW Gaines St Portland OR	philj0729@msn.com
✓ Jim Luke		
✓ Neale Creamer	0841 SW Gaines St, Portland, OR	melanediamond@comcast.net
✓ Leland Stapleton	3550 SW Bond Ave. Unit 1404 Portland 97239	leeswestover@comcast.net
✓ Meredith Savery	0841 SW Gaines St Portland 97239	
✓ Lloyd Kendrick	South Waterfront	

**SUPPORT
APPEAL****APPEAL OF SO PORTLAND NEIGHBORHOOD ASSOC****3700 SW RIVER PARKWAY LU 14-117884 DZM**

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

NAME (print)

ADDRESS AND ZIP CODE

Email

✓ Michelle MUNDT		
✓ MARY ENG		
BEN PICKERING		
ROBERT NUNN	10841 SW GAINES #606 97239	R.W. NUNN@GMAIL.COM

Robert W. Nunn
0841 SW Gaines Street
Unit 606
Portland OR 97239-3101

October 22, 2014

Portland City Council c/o Council Clerk
1221 SW Fourth Avenue, Room 140
Portland, OR 97204

CASE FILE: LU 14-117884 DZM (Block37 - South Waterfront)

Dear City Council Members:

I support this appeal and urge the City Council to reject the Design Commission's decision to allow encroachment into the SW Lane Street setback area.

City Code requires a 30 foot setback from the centerline of Lane Street. The relevant Code provisions are:

33.510.252 Additional Standards in the South Waterfront Subdistrict

Sites in the South Waterfront Subdistrict must meet the following standards:

* * * *

B. Accessways.

1. Purpose. Accessways provide physical access and connections to the Greenway for neighbors, visitors, and residents of South Waterfront who might otherwise be cut off from the Willamette River and the Greenway trail. Accessways are generally extensions of existing and planned east-west public rights-of-way, and may or may not provide vehicle access. Accessways provide safe and convenient bicycle and pedestrian connections to and from the Greenway trail. Accessways contribute to stormwater management in the subdistrict. They also provide a visual connection to the South Waterfront Greenway Area and provide a transition from the natural emphasis of the South Waterfront Greenway Area to the urban emphasis of the rest of the district.

2. Where these regulations apply. These regulations apply to development and landscaping on sites with frontage on accessways that are east of River Parkway;

3. Setback. If the accessway is 60 feet wide or less, buildings must be set back at least 30 feet from the centerline of the accessway. If the accessway is wider than 60 feet, the building must meet the building line requirements of Section 33.510.215 on the accessway frontage;

This is pinpoint regulation: these requirements apply to only a small part of South Waterfront, the one block strip of land between River Parkway and the Willamette River. The Code has been carefully crafted to protect the approach to and view of the river. The Code recognizes that this block of Lane Street is special and deserves special protection.

The Code allows modifications, but only under certain circumstances, and those circumstances are not met here.

33.825.040 Modifications That Will Better Meet Design Review Requirements

The review body may consider modification of site-related development standards * * * as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. * * * *. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

- A. **Better meets design guidelines.** The resulting development will better meet the applicable design guidelines; and
- B. **Purpose of the standard.** On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

Look again at the Code's stated purposes for the accessway, which are underlined above: bicycle and pedestrian connections, stormwater management, visual connection, and transition. The 3'-6" encroachment into the Lane Street setback requirement will not and cannot better meet the applicable design guidelines. The developer's request for an encroachment should be denied.

The City of Portland has spent millions to create South Waterfront and make it a special place. It has taken longer than any of us would like, but the City's investments are working. But the Council should hew to the original vision of making South Waterfront a special place with a special relationship to the Greenway and the Willamette River.

Please do not jeopardize the City's investments with incremental degradation of the standards which apply to the neighborhood. Keep the streets and access ways east of River Parkway special. Deny the modification.

Sincerely,

A handwritten signature in dark ink, appearing to read "Robert W. Nunn". The signature is fluid and cursive, with a long horizontal stroke at the end.

Robert W. Nunn

Date: October, 22, 2014

To: Karla Moore-Love

From: John Tate, Chairman South Waterfront Community Association (SWCA)

Re: LU 14-117884DZM (BLOCK 37-SOUTH WATERFRONT)

Dear Karla:

Thank you for taking the time to listen to the residents of the South Waterfront community on this important and sensitive topic. As you and the committee have most likely discerned, we are a very passionate community, especially when it comes to the continued development of the South Waterfront and its community. A community we, and many others, call home. It is with this passion and interest we want to ensure new developments continue to fit the original vision the city and others had during the development of the original Waterfront Master Plan.

The main consideration I feel Block 37 needs to continue to consider is the bigger picture. It isn't just about a new building and its revenue generation. It's more than that. It's about the people, residents of the greater Portland metropolitan area, and the visitor's that visit our City of Roses. This construction will be an extension of our skyline in all its beauty and functionality, representing our city for future years, for all that live here and those that visit from all parts of the world.

What concerns me, as a resident and Chairman of the SWCA, is the motivation of Block 37's construction plans and goals don't seem to fully reflect, appreciate nor take into complete consideration the original vision the established Design Guidelines of the area state and we hold ourselves to and other developments have respected, strictly followed and taken into consideration when making the South Waterfront their new home.

The "Block 37 Citizens Committee" has done an enormous amount of research and work reviewing the

variances to the established guidelines for this new member of the community. While also providing feedback to both the city and developer on the violations, considerations and most importantly, reasonable options to comply and still accomplish both the residents and developers goals in becoming a new addition to the community and the "City of Roses."

The Citizens Committee has demonstrated whole heartedly that this is not an "Us against Them" effort. Rather it's a community pulling together and wanting to work with another soon to become member of the "Family," knowing that this same type of passion will continue to be extended to any and all new members of our community.

These requests to adherences to any type of design guideline and/or guidelines for construction are not new to Portland or the South Waterfront. Let us remember the first zoning code passed for the South Waterfront in 1924. From there zoning changes continued in 1959 and again in 1990. All of which were done to "Limit the potential impacts on neighboring residential and commercial uses." As far back as 1924, guidelines were put into place and construction was required to strictly follow these guidelines. To allow this construction any latitude to vary from the established and agreed upon guidelines, so many people and agencies within the South Waterfront and beyond spent countless hours as paid employees and volunteers, would leave an opening for future developments to tear into the fabric the South Waterfront Plan and the foundation it was built upon.

In the South Waterfront Plan, established in 2002, it's "Vision" statement, adapted from the "North Macadam District Framework Plan," cites the following passages from the section, "The Neighborhood in the year 2020..."

... The districts architecture and design carefully incorporate human-scale elements and tremendous river views.

... The Greenway connects urban uses, commercial enterprises, public parks and plazas to adjacent neighborhoods. Special care has been taken to enhance and integrate natural resource value. All of this has been accomplished while providing a continuous pedestrian and bicycling trail that provides

pleasant and safe opportunities for recreation and commuting.

..The district integrates natural resource planning into its redevelopment. Ecologically-friendly approaches, such as eco-roofs and landscape swales to create an attractive place to live and work.

The new Tillikum Bridge will soon be open in 2015. The meaning of the name, People, Tribe or Family, is the basis of success for the continued growth of the community in the South Waterfront. The bridge will provide another access to the South Waterfront. It will host and welcome a significant amount of new members and visitors to our community through foot traffic, cycling and public transportation. This will increase the traffic along the already established and continued development of the Greenway and its cycling and pedestrian pathways.

It is imperative that the safety of the people using this pathway and those living along the pathway within the new construction of Block 37 are taken seriously into consideration. This will also have an impact on the already established bio-swale. It is these focal points that make it extremely critical that the buildings setback be a very important consideration in adherence to the establish guidelines AND civic duty of the safety and welfare of those using and living along the Greenway and its surrounding eco structure (Bio-swale).

I appreciate the willingness of Block 37 in working with the community. Looking to the community for guidance in finalizing the construction plans for this new addition to the South Waterfront while strictly adhering to the South Waterfront Design Guidelines and the spirit of the overall South Waterfront Plan, North Macadam District Framework Plan up the chain of supporting agreed upon Plans all the way back to the "Region 2040 Growth Concept". Which establishes specific actions local governments must adhere to, (and construction must follow) stating one of its goals, to "Establish 2040 "Design Type" boundaries. The city continues to do an excellent job ensuring building codes and zoning are strictly followed. We are asking Block 37 to apply the same attention to detail as provided for in the South Waterfront Design Guidelines.

In Summary; Let us not upset the long term plan that started as early as the first zoning in 1924 all the

way through present day and into the year 2040, by allowing any variance to established guidelines the residents of this and other Portland long standing communities have come to know, understand and count on local agencies and recognized organizations to ensure are strictly adhered to, while protecting the future of yet another addition to Portland, the Waterfront and South Waterfront "Family."

Thanks again for all of your and the committees time in listening to the residents' concerns, feedback and suggestions for compliance on this new construction, and welcomed addition to the South Waterfront community and "Family."

Moore-Love, Karla

From: Rob Rubin <robrubin@mac.com>
Sent: Tuesday, October 21, 2014 10:13 AM
To: Moore-Love, Karla
Subject: CASE FILE: LU 14-117884DZM (BLOCK37-SOUTH WATERFRONT)

Dear City Council Commissioners,

We bought our home 4 1/2 years ago in the South Waterfront based on city plans for further development of the neighborhood. We are concerned because Block 37 developers are not playing by the rules established by the city. We urge the city council to *not* approve the Block 37 development as it is currently designed. Block 37 violates the city code relating to South Waterfront Accessways (Central City Plan District, 33.510.252) by protruding 3'6" into Lane Street; This is privatization of public property. It is motivated by the developer's desire for more square footage at the neighborhood's expense.

Block 37 was barely approved by the Design Review Commission by a close 3-2 vote on the third try. The 2-2 tie among the commissioners was only broken by the committee chairman. The vote to approve Block 37's design was this close *despite* the commissioners initially being unaware of regulations requiring buildings EAST of River Parkway (Block 37) to be set back 30 feet from the centerline of Lane Street. Block 37 sets back only 26'6". Prior to the third Design Review Hearing, concerned citizens alerted the city that the commissioners were not aware of the distinction between the rules governing existing buildings on Lane Street WEST of River Parkway and the rules governing Block 37. Unfortunately, some commissioners cited the precedent that existing buildings on Lane Street WEST of River Parkway protrude into the 30 foot setback as reason to approve Block 37's *even more massive* protrusion into the setback. By not honoring the code the commissioners narrowly approved Block 37.

Granting Block 37 an exclusion from the code will set a dangerous precedent for subsequent developers to ask for the same leniency. It's a slippery slope. Why create well-crafted rules which benefit the general public if they are not going to be enforced? The one-block wide parcels between the river and River Parkway are special. They're unique. Only they can create and preserve that all-too-rare urban link to nature on which Portland prides itself.

Speaking of that, we must also point out that Block 37 does not comply with the South Waterfront neighborhood Guidelines for a Universal Accessway and Riverwalk along its east side. The developer might or might not provide a 4-6 foot wide walkway along the east side. If they do, the developer will remove landscaping that was required by the Design Commission in its ruling. Portland has invested millions to beautify the South Waterfront Greenway and create a spacious pedestrian environment. Everywhere, that is, except at Block 37. Here there is no trace of the required 15 feet plus landscape buffers. Instead, Block 37 stops the continuous, spacious, pedestrian accessway that exists to the north dead in its tracks. Block 37 diminishes the city's considerable investment by crowding the Greenway. We urge the city council to request a 20-25 foot setback to comply with Greenway Guidelines. This will allow the existing Riverwalk and Universal Accessway to continue to the north and south uninterrupted as planned.

Thank you for your consideration.

Sincerely,

Robert Rubin
Wendy Hecht Rubin

Moore-Love, Karla

From: Creamer, Neale E. <CreamerN@LanePowell.com>
Sent: Tuesday, October 21, 2014 10:22 AM
To: Moore-Love, Karla
Subject: CASE FILE LU 14-117884DZM (BLOCK 37 - SOUTH WATERFRONT)

Portland City Council:

I am a resident of Atwater Place. I have been following the development process for Block 37. I urge you to (i) not modify the zoning code requirement for the full 30' Lane Street building setback requirement and (ii) require modification to the building design to better comply with the Greenway Overlay Zone in the South Waterfront Subdistrict. My concerns are:

1. PZC Code Violation on Setback from Lane Street. The PZC §33.510.252.B.3 requires a 30' setback from the center line of Lane Street. The plan before the Council provides only a 26.5' setback for the entire building (apparently 30' is provided for the first floor only). The Code does not say or even suggest that only "some part" of the building must satisfy the setback. It provides that "the building" must satisfy the Code requirement. The planned 3.5' incursion into the Lane Street by most of the proposed building clearly is inconsistent with the PZC §33.510.252.B.1 stated purpose of "provide a visual connection to the South Waterfront Greenway Area and provide a transition from the natural emphasis of the South Waterfront Greenway Area to the urban emphasis of the rest of the district." The 400'+ long overhand into Lane Street certainly obstructs the "visual connection" between natural and urban and should be rejected by the City Council.

2. Violation of Greenway Overlay Zone Purpose to Embrace the River as Portland's Front Yard. PZC §33.510.253.A states the intended goals for the interface between the Greenway and the proposed development of property adjacent to the Greenway, two of which goals are to "increase public access to and along the Willamette River" and "embrace the river as Portland's front yard." The Block 37 proposal has the entire east facing building frontage adjacent to the newly constructed Greenway improvements. This attempt to use every square foot of possible building space crowds the Greenway at its narrowest point and would block the people using the existing universal accessway and riverwalk dedicated by the properties to the north and force these hoped for users onto the Greenway's new bike and pedestrian paths. In addition, while the properties to the north embrace the river in a respectful way consistent with the Greenway Overlay Zone that enhances the connection between natural and urban, the Block 37 proposal embraces the river more as a brooding bully. Modifications to the proposal are needed to create an embrace that enhances rather than detracts from the Greenway and Portland's front yard.

Thank you for considering my views.

Neale E. Creamer
0841 SW Gaines
Unit 1808
Portland OR 97239

This message is private or privileged. If you are not the person for whom this message is intended, please delete it and notify me immediately, and please do not copy or send this message to anyone else.

Please be advised that, if this communication includes federal tax advice, it cannot be used for the purpose of avoiding tax penalties unless you have expressly engaged us to provide written advice in a form that satisfies

IRS standards for "covered opinions" or we have informed you that those standards do not apply to this communication.

Moore-Love, Karla

From: Marian Creamer <creamer.marian@gmail.com>
Sent: Monday, October 20, 2014 11:03 PM
To: Moore-Love, Karla
Subject: CASE FILE: LU 14-117884DZM (BLOCK 37-SOUTH WATERFRONT
Attachments: Block37CityCouncil10202014.docx; ATT00001.htm

Karla Moore-Love:

Attached file as per: Written Testimony for Public Hearing on Wednesday, October 22, 2014
re: CASE FILE: LU 14-117884DZM (BLOCK 37-SOUTH WATERFRONT

Marian Creamer
0841 SW Gaines St., #1808
Portland, OR 97239

20 October 2014

City Clerk
1221 SW Fourth Avenue, Room 140
Portland, OR 97204
Karla.moore-love@portlandoregon.gov

Subject: CASE FILE: LU 14-117884DZM (BLOCK 37-SOUTH WATERFRONT)

Portland City Council:

I am writing to appeal the 3-2 decision made by the City Design Commission regarding development of Block 37 in the South Waterfront. As a newcomer to Portland, having lived in unincorporated Multnomah County for thirty-five years, we were attracted to a "City That Works," in numerous impressive ways, in particular relocating to South Waterfront, an area of the city that was touted to have a master plan that reflected a concern for a development that promoted a marriage of nature and housing, having the wildlife of Ross Island and the Willamette River in its front yard. In a development that has encouraged green and conservation tenets, Block 37 developers have departed from a plan with which all other buildings in the South Waterfront that are adjacent to the exquisite new Greenway, complied.

Block 37 is in non-compliance as it crowds the Greenway with its building. I propose an increase in the building setback to be in compliance with guidelines as are the other buildings located just west of the Greenway.

Furthermore, the Design Commission failed to identify the code violation, nor was the Design Commission informed of the intended violation of the required setback from SW Lane St. from 30' to 26'6" by the developer. Lane St. is a view corridor, and the guidelines reflect the concern for maintaining the 30' setback.

Nature is a key and unique feature of The South Waterfront development. Preserving that feature is an important legacy and gift to its residents and non-residents.

Little or no concern of the unique proximity to and potential compatibility with the natural beauty of South Waterfront is evident in the proposed Block 37 development. Where other buildings close to the river built green roofs, Block 37 has not considered doing so in its plan.

I am hoping that the Council preserves the vision and compatibility of nature and development of this unique and diverse community by requiring Block 37 to adhere to the same code requirements and Greenway guidelines as other buildings in South Waterfront.

Yours truly,

Marian Creamer

Moore-Love, Karla

From: Ken Wiley <wileyken@yahoo.com>
Sent: Monday, October 20, 2014 5:05 AM
To: Moore-Love, Karla
Cc: Melanie Diamond
Subject: Written Testimony - CASE FILE: LU 14-117884DZM (BLOCK 37-SOUTH WATERFRONT)
Attachments: 201410_WrittenTestimony_Wiley.pdf

City Clerk's office
karla.moore-love@portlandoregon.gov
RE: CASE FILE: LU 14-117884DZM (BLOCK 37-SOUTH WATERFRONT)

I respectfully submit this written testimony for the city council's consideration in the attached letter.

Best regards

Kenneth Wiley

October 20, 2014

City Clerk's office

karla.moore-love@portlandoregon.gov

RE: CASE FILE: LU 14-117884DZM (BLOCK 37-SOUTH WATERFRONT)

Dear City Council:

I am writing to enlist your support to sustain the carefully crafted codes and guidelines that are creating a welcoming and usable waterfront for Portland. Unfortunately, the Design Commission decided to not enforce these codes and guidelines. **Please overturn the Design Commission's decision and require the developer to comply.**

Code Violation:

- **Code Requirement** — Buildings must have 30 foot setback from Lane St. centerline
- **Block 37 Violation** — Building has 26'6" setback.

SWCA Guideline:

- **Guideline Requirement** — Universal Accessway and Riverwalk required (15 feet plus landscape buffers).
- **Block 37 Violation** — Developer may or may not provide 4/6 feet and no landscape buffers.

We look forward to the City Council's decision to NOT approve these violations thereby enforcing the well thought Codes and Guidelines designed to create a livable and vibrant Portland.

Very truly yours,

Bonita and Kenneth Wiley

Bonita & Kenneth Wiley
0841 SW Gaines Street Unit 117
Portland, OR 97239

Moore-Love, Karla

From: John Tate <jtate@vernier.com>
Sent: Wednesday, October 22, 2014 8:06 AM
To: Moore-Love, Karla
Subject: CASE FILE: LU 14-117884DZM (BLOCK 37-SOUTH WATERFRONT)
Attachments: Block 37 Letter 10.22.2014 hearing.pdf

Karla,

Please find attached a copy of my written testimony for the Block 37 hearing today. Although I understand that it is an appeal hearing from the SPNA in regards to the Lane Street setback, the residents of the community have asked me to provide testimony in regards to the Riverwalk.

I am not sure if the Committee will be hearing or taking into consideration any testimony in regards to the Riverwalk, but as Chairman of the South Waterfront Community Association (SWCA) I am providing this testimony with respect to our communities wishes and support.

Thanks for taking this into consideration.

John Tate
SWCA Chairman

--

John Tate
Production & Quality
Engineering Manager
Vernier Software and Technology
13979 SW Millikan Way
Beaverton, OR 97005
503-277-2299

Date: October, 22, 2014

To: Karla Moore-Love

From: John Tate, Chairman South Waterfront Community Association (SWCA)

Re: LU 14-117884DZM (BLOCK 37-SOUTH WATERFRONT)

Dear Karla:

Thank you for taking the time to listen to the residents of the South Waterfront community on this important and sensitive topic. As you and the committee have most likely discerned, we are a very passionate community, especially when it comes to the continued development of the South Waterfront and its community. A community we, and many others, call home. It is with this passion and interest we want to ensure new developments continue to fit the original vision the city and others had during the development of the original Waterfront Master Plan.

The main consideration I feel Block 37 needs to continue to consider is the bigger picture. It isn't just about a new building and its revenue generation. It's more than that. It's about the people, residents of the greater Portland metropolitan area, and the visitor's that visit our City of Roses. This construction will be an extension of our skyline in all its beauty and functionality, representing our city for future years, for all that live here and those that visit from all parts of the world.

What concerns me, as a resident and Chairman of the SWCA, is the motivation of Block 37's construction plans and goals don't seem to fully reflect, appreciate nor take into complete consideration the original vision the established Design Guidelines of the area state and we hold ourselves to and other developments have respected, strictly followed and taken into consideration when making the South Waterfront their new home.

The "Block 37 Citizens Committee" has done an enormous amount of research and work reviewing the

variances to the established guidelines for this new member of the community. While also providing feedback to both the city and developer on the violations, considerations and most importantly, reasonable options to comply and still accomplish both the residents and developers goals in becoming a new addition to the community and the "City of Roses."

The Citizens Committee has demonstrated whole heartedly that this is not an "Us against Them" effort. Rather it's a community pulling together and wanting to work with another soon to become member of the "Family," knowing that this same type of passion will continue to be extended to any and all new members of our community.

These requests to adherences to any type of design guideline and/or guidelines for construction are not new to Portland or the South Waterfront. Let us remember the first zoning code passed for the South Waterfront in 1924. From there zoning changes continued in 1959 and again in 1990. All of which were done to "Limit the potential impacts on neighboring residential and commercial uses." As far back as 1924, guidelines were put into place and construction was required to strictly follow these guidelines. To allow this construction any latitude to vary from the established and agreed upon guidelines, so many people and agencies within the South Waterfront and beyond spent countless hours as paid employees and volunteers, would leave an opening for future developments to tear into the fabric the South Waterfront Plan and the foundation it was built upon.

In the South Waterfront Plan, established in 2002, it's "Vision" statement, adapted from the "North Macadam District Framework Plan," cites the following passages from the section, "The Neighborhood in the year 2020..."

... The districts architecture and design carefully incorporate human-scale elements and tremendous river views.

... The Greenway connects urban uses, commercial enterprises, public parks and plazas to adjacent neighborhoods. Special care has been taken to enhance and integrate natural resource value. All of this has been accomplished while providing a continuous pedestrian and bicycling trail that provides

pleasant and safe opportunities for recreation and commuting.

..The district integrates natural resource planning into its redevelopment. Ecologically-friendly approaches, such as eco-roofs and landscape swales to create an attractive place to live and work.

The new Tillikum Bridge will soon be open in 2015. The meaning of the name, People, Tribe or Family, is the basis of success for the continued growth of the community in the South Waterfront. The bridge will provide another access to the South Waterfront. It will host and welcome a significant amount of new members and visitors to our community through foot traffic, cycling and public transportation. This will increase the traffic along the already established and continued development of the Greenway and its cycling and pedestrian pathways.

It is imperative that the safety of the people using this pathway and those living along the pathway within the new construction of Block 37 are taken seriously into consideration. This will also have an impact on the already established bio-swale. It is these focal points that make it extremely critical that the buildings setback be a very important consideration in adherence to the establish guidelines AND civic duty of the safety and welfare of those using and living along the Greenway and its surrounding eco structure (Bio-swale).

I appreciate the willingness of Block 37 in working with the community. Looking to the community for guidance in finalizing the construction plans for this new addition to the South Waterfront while strictly adhering to the South Waterfront Design Guidelines and the spirit of the overall South Waterfront Plan, North Macadam District Framework Plan up the chain of supporting agreed upon Plans all the way back to the "Region 2040 Growth Concept". Which establishes specific actions local governments must adhere to, (and construction must follow) stating one of its goals, to "Establish 2040 "Design Type" boundaries. The city continues to do an excellent job ensuring building codes and zoning are strictly followed. We are asking Block 37 to apply the same attention to detail as provided for in the South Waterfront Design Guidelines.

In Summary; Let us not upset the long term plan that started as early as the first zoning in 1924 all the

way through present day and into the year 2040, by allowing any variance to established guidelines the residents of this and other Portland long standing communities have come to know, understand and count on local agencies and recognized organizations to ensure are strictly adhered to, while protecting the future of yet another addition to Portland, the Waterfront and South Waterfront "Family."

Thanks again for all of your and the committees time in listening to the residents' concerns, feedback and suggestions for compliance on this new construction, and welcomed addition to the South Waterfront community and "Family."