

February 19, 2015

Dear Commissioners:

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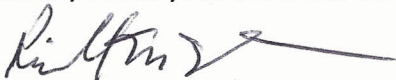
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The second new addition is that a 46 unit apartment building is slated for the vacant lot at SE 14th and SE Oak. It will have only 10 parking units which will only add to the congestion and density of our neighborhood. We do not need more density and commercial space along SE Stark which is a small collector street. We are losing our neighborhood feel and being turned into a commercial corridor with a lot of transient activities. Please help us retain a small commercial core and do not up zone the SE 14th and Se Stark properties.

Concerning the blocks between SE 15th and SE 19th , Morrison to Belmont I believe that the city should reconsider the zoning change. Changing three and half blocks form either R1 or R2.5 to CS is totally unnecessary. Inner Buckman is already overrun with commercial property. The new developments along the "goat blocks" put a huge commercial center less than 5 blocks away. **More importantly the loss of single family residential space is not compatible with the Buckman Neighborhood Plan.**

Also realize that CS is just a code word for apartments a lot without any commercial uses and no parking. This lack of parking has a tremendous impact on the surrounding single family residences. Ten spaces for 46 units is hardly enough. The cities own study put a .6 ratio of units to car ownership. The city needs not to ask what the primary mode of transportation is but rather who owns a car. Just because one bikes all the time doesn't mean their car isn't occupying a street parking spot.

Thank you for your time and consideration,



Rick Johnson rickjohnson77@comcast.net
1414 SE Oak Street
Portland , Or 97214
253-307-7177



Charlie
Hales
Mayor

Tom
Miller
Director

TO: DAVE SKILTON, BUREAU of DEVELOPMENT SERVICES

FROM: FABIO de FREITAS, BUREAU of TRANSPORTATION

DATE: APRIL 5, 2013

SUBJECT: 13-114076 HP HDZ - Washington High School

In the course of the formal review of the above referenced land use proposal, PBOT has come across a couple of issues relative to the associated Traffic Impact Study (TIS) that was submitted by the applicant.

Specifically, PBOT staff does not concur with the TIS' methodologies contained in the on-street parking analyses. Though PBOT staff recognizes the uniqueness of the subject building in terms of its previous use and associated primary and secondary spaces, the calculations and basis for analysis in the submitted TIS are overly conservative as a result of the credit assumed for non-usable space within the building. This is not a typical manner in which parking demand is calculated or analyzed, so PBOT staff has requested that the applicant's traffic consultant address this matter with the project's architect to provide a more reasonable and realistic floor area for the building. Secondly, it is PBOT staff's finding that in referring to the ITE Parking Generation Manual, the TIS has an exaggerated allowance for the expected mode split associated with the redevelopment of the building. This factor has also contributed to the anticipated demand for parking to be underestimated. PBOT staff has asked the applicant's traffic consultant to further address this specific calculation in the TIS.

The referenced information above is critical to PBOT staff's ability to address the transportation-related approval criteria associated with this land use proposal. Without these matters resolved, PBOT cannot provide a complete and formal response, nor can we find that all of the applicable evaluation factors can be satisfied. As of the writing of the memorandum, PBOT staff has not received any additional information to assess. Upon receipt of the requested information, PBOT will finalize the formal response for this land use request.

1120 SW Fifth Ave., Suite 800 • Portland, OR 97204-1914 • 503-823-5185
FAX 503-823-7576 • TTY 503-823-6868 • www.portlandoregon.gov/transportation

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To ensure equal access, the Portland Bureau of Transportation will make accommodations in full compliance with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations and additional information, and complaints, contact the Title II and Title VI Coordinator at Room 1204, 1120 SW Fifth Ave., Portland, OR 97204, or by telephone 503-823-5185, City TTY 503-823-6868, or use Oregon Relay Service: 711.

E-2

Rick Johnson

From: de Freitas, Fabio [Fabio.deFreitas@portlandoregon.gov]
Sent: Thursday, January 15, 2015 4:30 PM
To: rickjohnson77@comcast.net
Subject: LU 13-114076 *Washington High School*

Rick:

Here's the information related to PBOT's response concerning the above referenced matter:

"The Historic Design Commission took action on 4/8/13 on the above referenced case to approve it without the benefit of PBOT's formal analysis in the record. Accordingly, as confirmed by BDS management, there is no need for PBOT to continue to review this project or complete the formal response. The project manager should convey to the applicant that there it is no longer necessary for his traffic consultant to prepare/submit PBOT's additionally requested information.

As confirmed by BDS management, PBOT is complete with this review & will not be held responsible for the record being incomplete on this matter".

Fabio

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2015.0.5645 / Virus Database: 4260/8934 - Release Date: 01/15/15



PDOT – Development Review

Pre-Application Conference Response

Date: December 2, 2012

To: Douglas Hardy, Conference Facilitator, (503) 823-7816
douglas.hardy@portlandoregon.gov

From: Fabio de Freitas, (503) 823-4227 fabio.defreitas@portlandoregon.gov

Case File: EA 12-202934

Location: 531 SE 14th Avenue

Property ID: R562969

Proposal: Pre-Application Conference for a Type III Historic Designation Review, a Historic Preservation Incentive Review, and a Historic Design Review for the former Washington-Monroe High School. The applicant proposes several scenarios for the interior use of the building, all of which include preserving the auditorium for public events and private rehearsal space, with the remainder of the building being used for varying amounts of creative (commercial) work space, dwelling units and/or work/live units. Physical changes to the building are limited to repair and maintenance, as well as installing exterior lighting, adding two new entry doors on the north facade, and converting several man doors on the south and east facades to entry doors. Exterior changes to the site include constructing a new parking lot south of the building.

Portland Bureau of Transportation/Development Review (PBOT) staff has reviewed the pre-application conference materials to identify potential issues and requirements.

A. KEY ISSUES AND REQUIREMENTS

Following is a brief summary of issues and requirements that may impact your proposed project or are submittal requirements that will require time to prepare prior to submittal of the application.

1. The relevant approval criteria of Code Section 33.846.050.C refers to the approval criteria of Code Section 33.815.105 that must also be met.

The transportation-related approval criteria are specifically in Sub-section 33.815.105 D.1 & 2. The applicant's narrative should address each of the noted evaluation factors in Sub-section D.2.

33.815.105.D.1 (Public Services)

The proposal is supportive of the street designations of the Transportation Element of the Comprehensive Plan.

33.815.105.D.2 (Public Services)

The transportation system is capable of supporting the proposal in addition to the existing uses in the area. Evaluation factors include street capacity, level of service, and other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;

2. The applicant is advised that each of the above referenced evaluation of evaluation factors noted above must be adequately addressed. To adequately address several of the evaluation factors (street capacity/level of service, on-street parking impacts, neighborhood impacts, safety for all modes), the applicant will be required to submit a Transportation Impact Study (TIS). The applicant is advised to have their selected traffic consultant contact PBOT staff to discuss the scope of the TIS
3. The new parking lot will require that the applicant obtain an over-the-counter permit from PBOT staff in relation to the expected Building Permit for the proposed changes to the building.
4. The applicant should be aware of the improvements associated with the abutting Washington High School Community Center to avoid any conflicts with this project in relation to site improvements. The applicant should refer to LU 11-201984 CU MS for his benefit.

B. STREET CLASSIFICATION AND CONFIGURATION

At this location, SE Stark is classified as a Neighborhood Collector, City Walkway, and a Local Service street for all other modes in the City's Transportation System Plan. SE 14th Ave is classified as a Local Service street for all transportation modes.

It is typical Portland Transportation procedure to review existing roadway configurations by referring to City GIS database resources in order to determine the necessary dedications and/or improvements related to proposed land use cases. City staff *may* receive different information from the applicant's engineer with regard to the existing condition of the subject roadways based on the actual survey of the site.

According to City database sources, SE Stark is improved with 36-ft of center-strip paving in a 60-ft right-of-way (r.o.w.). The site's frontage is improved with a 0-12-0 sidewalk configuration (12-ft curb-tight sidewalk). For a site located along a street classified as a City Walkway, the City's Pedestrian Design Guide recommends a 12-ft pedestrian corridor (0.5-ft curb/4-ft wide furnishing zone/6-ft wide sidewalk/1.5-ft frontage zone). The existing sidewalk corridor along SE Stark satisfies the recommended sidewalk corridor identified in the Pedestrian Design Guide.

According to City database sources, SE 14th is improved with 36-ft of center-strip paving in a 60-ft right-of-way (r.o.w.). The site's frontage is improved with a 0-12-0 sidewalk configuration. For an R1 zoned site located along a Local Service street, the City's Pedestrian Design Guide recommends an 11-ft wide pedestrian corridor (0.5-ft curb/4-ft wide furnishing zone/6-ft wide sidewalk/0.5-ft frontage zone).

The applicant is advised that additional street trees (and necessary tree wells) may be required by the City Forester along both of the site's frontages. The applicant is also informed that if, during the course of construction, any of the site's existing curbs/sidewalks are damaged, that they'll need to be reconstructed to City standards.

C. TRANSPORTATION CODE REQUIREMENTS

The following information must be addressed by the applicant in order to receive building permit approval from the Office of Transportation. Loading must be addressed in order to receive land use review approval from PBOT.

Topic	Code and Comments	Code Citation & Link
Encroachments in the Public Right-of-Way	Any proposed encroachments (balconies, decks and door swings) in the public right-of-way are subject to the requirements of the International Building Code (IBC). Per the IBC, doors may not swing into the public right-of-way. All encroachments will require a permit issued by the Office of Transportation at time of building permit.	International Building Code
Loading	The applicant's proposal will require loading spaces, meeting the requirements of 33.266.310, that are 10'WX35'LX13'H. For these types of uses, loading needs typically include deliveries, residential move-ins/outs, service such as plumbing, cable, etc, and garbage. The applicant will need to provide loading on the site to serve the expected needs of the site.	<u>33.266.310</u>

D. PERMIT INFORMATION

At the time of permit review (following the land use review) you should be aware of the following:

1. System Development Charges (SDCs) may be assessed for this development. The applicant can receive an estimate of the SDC amount prior to submission of building permits by contacting Rich Eisenhauer at (503) 823-6108.
2. Curb cuts and driveway construction must meet the requirements in Title 17. The Title 17 driveway requirements will be enforced during the review of building permits.

E. SUBMITTAL REQUIREMENTS FOR LAND USE

This list identifies Portland Transportation submittal requirements. Please see the Conference Summary Memo for all of the materials you must submit for your application to be considered complete.

1. Written narrative adequately addressing all transportation related approval criteria.

All submittal requirements should be submitted with the application.

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Thank you for your time and consideration,



Rick Johnson
1414 SE Oak Street
Portland , Or 97214
253-307-7177

To: Portland Planning and Sustainability Commission

Subject: Zoning change, 1400-1416 SE Stark, Proposal # 87, 88.

Dear Commissioners:

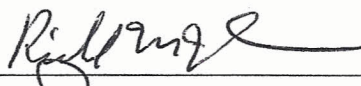
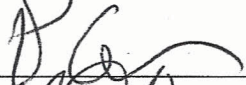

We the undersigned believe that the zoning change from R1 to CS along 1400-1416 and 1401-1415 SE Stark, Proposals #87, 88 is unacceptable.

We believe R1 should be retained on these two properties for the following reasons:

1. R1 density and scale is compatible with the surrounding R2.5 properties.
2. The conversion of Washington High School to 80,000 square feet of commercial space combined with the soon to be developed half city block of CS zoning between SE 13th and SE 14th provides an abundance of commercial zoning in this area. Any loss of residential zoning is contrary to the goals of the comprehensive plan.
3. Limited street parking will come under even more pressure.
4. R1 zoning promotes lower density family type housing. The neighborhood needs families to retain its sense of community.
5. SE Stark is not considered a main corridor so should retain a local neighborhood characteristic as outlined in the goals and policies of the comprehensive plan.
6. The entire block is zoned residential and has been for over fifty years.

Please help us with our goals of maintaining a community oriented neighborhood along SE Stark and retain the current R1 zoning of these properties.

Thank you,

Name	Address	Email
	1414 SE 24th ST PORTLAND OR	rickjohnson77@comcast.net
	1414 SE 20th ST PORTLAND, OR	PATRICIA.CAIN@PPN2@MAIL.COM
	327 SE 14th Ave. Portland, OR	amewellman@gmail.com
Ron Lewis	327 SE 14th Ave. Portland, OR	healthybounce@gmail.com
Richard D Harrison	1311 SE Oak St Portland, OR	richardrh@gmail.com
Sharon Chapman	324 SE 14th Ave Portland, OR	

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Name	Address	Email
Jim Foristal Jim Foristal	204 SE 16 th AVE	nwclassie_gmail.com
Mark Friedman Mark Friedman	216 SE 17 th Ave	Portlandmark64@gmail.com
Laura Donovan Laura Donovan	1804 SE Pine St.	
Mariam Higgins Mariam Higgins	1400 SE Oak St	nickandmaria@ad.com
Nicholas Gideonse Nicholas Gideonse	1400 SE Oak St	gideonse@ohsu.edu
Allison Harvey Allison Harvey	324 S.E. 14 th	inallison@comcast.net

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Name	Address	Email
Ronna Neuenschwander <i>Ronna Neuenschwander</i>	1424 SE Oak	ronnawague@juno.com
Baba Wague Diakite <i>Baba Wague Diakite</i>	1424 SE Oak	babawagueDiakite@yahoo.com
Don HARVEY <i>Don HARVEY</i>	1407 SE OAK ST PDX 97214	N/A
M. Todd Skiles <i>M. Todd Skiles</i>	1425 SE Oak St PDX 97214	skilespdx@gmail.com
Patricia Kear <i>Patricia Kear</i>	1425 SE Oak St PDX 97214	TrishKear@gmail.com