

Hi -- I'm responding to the Portland Comprehensive Plan update changes in the Hawthorne District. My husband & I have owned a home on Madison St. between 35th and 36th Streets for 15 years, and continue to invest in our home with the intent to live in this great neighborhood another 15-30 years. I fully support increased residential density in our walkable/livable/multi-modal-accessible area, done with sensitivity for the neighborhoods that keeps this area stable. However, I have some concerns because we have a small lot (3300 sqft) with a tiny sunny south-facing backyard that could be wiped out with a large 3+ story building on Hawthorne built to the lot line, where we would lose our privacy and sunshine. I was alarmed at the last Sunnyside neighborhood meeting to hear of the impact to a fellow-Madison St. home owner by the multi-story residential complex recently built on Hawthorne near 47th. This has prompted me to advocate for sensitivity to homeowners like me that live on the R2.5/Commercial zoning transition zone, as density in the area increases.

Below are several comments on the proposed change and suggestions for how to make the density increase more sensitive to existing residences in this R2.5/Commercial transition zone. My understanding is that Belmont & Division will become neighborhood corridors and Hawthorne will be a Civic corridor and a potential town center (although this is not clear in the proposed draft). My understanding is that the commercial areas on these streets will switch from Commercial to Mixed Use-Urban Center, a new designation that is under construction.

- I support the many thoughtful comments by the SNA LUTC and Board, and attended a SNA meeting in January that discussed the changes.

- I suggest more overt considerations for high-density co-housing with shared baths and kitchens, that could serve young singles, families needing childcare, and older citizens, in a more community-supportive way. Co-housing projects have faced obstacles from zoning in other locations, and/or slip through as institutional use, not subject to other requirements (parking, etc.). It would be best to address these potentially valuable uses directly in future zoning changes.

- I support the following triggers for additional floors above the standard 3 floors...

- for diversity, e.g., increased share of affordable housing, co-housing
- for community amenities, e.g. day care, bike/car share, EV charging stations
- any trigger should include notification to residents within that block. (see notification suggestions below)

- Notification to homeowners, when building along Residential/Commercial transition zone suggestions:

- Consultation with residents within the same block (owners within the 4 streets that make up the block containing the new construction)

- Consultation might consist of: a review meeting by the Neighborhood Associations' Land Use Committee with special invites to affected residents, or other communication with the residents. Comments should be documented and responded to (a good neighborhood agreement?) either by the builder or considered by a design review board.

- Consideration should be made to address conditions of concern on the lot line facing the residential area. These might include options for privacy and shading (e.g. step-backs, window and balcony size/height, placement, and orientation, "green" living wall, location of garbage cans), as well as other benefits (e.g., shared rain water reclamation projects, on-site solar/wind energy, use of community facilities/parking spaces/chargers, etc.)

- Adjustments to design standards or considerations for Design Commission Review, might include those items noted above for homeowner notification meeting discussion topics.

- Historical Overlay Zone for 35th-39th streets on Hawthorne. As noted by the SNA comments.

Other thoughts:

- I feel long term, we will have more roadway space free up as we shift to a "shared" transportation economy. With services like Car2Go, Zipcar, Uber, and Get-around, we will increasingly better utilize our

vehicles, meaning less space will be needed to store unused vehicles. The new space can provide more affordable housing (with less parking needed), and more pedestrian amenable or bike lane space.

Send comments to [psc@portlandoregon.gov](mailto:psc@portlandoregon.gov) with "Comprehensive Plan Testimony" in the subject line.

Mix Use Overlay summary: <https://www.portlandoregon.gov/bps/article/509165>

Existing Zoning map (3134): <http://www.portlandonline.com/shared/cfm/image.cfm?id=55810>

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