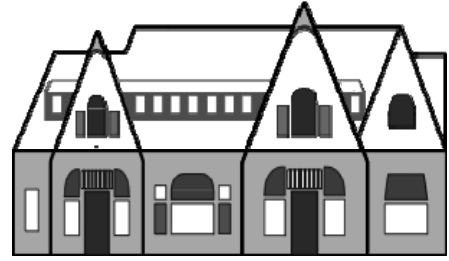


# BEAUMONT-WILSHIRE

## Neighborhood Association Portland, Oregon



10 March 2015

The Beaumont-Wilshire Neighborhood Association makes the following additional formal comment to the proposed Comprehensive Plan and for the record:

1. **Parking requirements in apartment buildings.** In buildings of 5 units or more, parking should be required at 1 space per unit. This more accurately reflects the reality shown by the recent City of Portland parking study that found that more than 70 percent of apartment-building residents owned cars regardless of whether parking was offered in the buildings. The Fremont corridor lacks daily bus service, good street connectivity (the cemetery blocks much north-south traffic), and many streets don't match up north to south, so it cannot handle more traffic than it already shoulders. We already have several blocks filled with homeless cars from the recently constructed 50-unit building without parking, and rush-hour traffic that backs up four blocks at the light at Northeast 42nd Avenue.

2. **Add the following policies:**

New Policy #1: Neighborhood Associations are Portland's acknowledged Citizen Involvement Program.

New Policy #2: All of the policies adopted in the current comprehensive plan concerning neighborhood plans, area plans, neighborhood livability, neighborhood character, and neighborhood stability must be included in the proposed draft.

**Make these changes to the glossary:**

Neighborhood: A geographically contiguous self-selected community. A Neighborhood is defined by the geographic boundary as established by the Neighborhood Association and as accepted by the City.

Neighborhood Association: A Neighborhood Association is the basis of Portland's acknowledged Citizen Involvement Program. It is an autonomous organization formed by people for the purpose of considering and acting on issues affecting the livability and quality of their Neighborhood, formally recognized by the Office of Neighborhood Involvement, and subject to Portland Code Chapter 3.96.

3. We request that Section 33.110.240.E of the zoning code, which allows **corner lots that are zoned R5 (or higher)** to be rezoned to R2.5 if they are larger than 4,500 feet, be removed from the zoning code associated with the Proposed Draft 2035 Comprehensive Plan. Triplexes on these corner lots could be allowed as a result of lot splitting in R5 zones.

4. Until new development guidelines are established by the task force proposed by Mayor Charlie Hales, a **moratorium** on single-family residential demolition permits is requested.

5. Make the Eastmoreland example, **the option of downzoning**, available to any other neighborhood that requests it.

6. Install **continuous sidewalks along Northeast 47th Avenue** north of Fremont to enable residents in Beaumont-Wilshire and Cully and other areas north safe access to the neighborhood-based services and stores along NE Fremont. Right now all non-car users must use the street, and it is so well-used by drivers there often is a backup of vehicles at Fremont. Northeast 47th is a bike/car/pedestrian thoroughfare with school bus stops that also runs along the west side of the cemetery and could be an excellent green space, especially if the cemetery were made to fully honor its agreement to open view corridors into the cemetery and remove opaque fencing (and thick trees that serve as such) as it did along its southern boundary according to that same agreement.

7. **Bring the building at 4425-4429 NE Fremont into conformance with code**, including siting and type of its drywell facility and eliminating the impermissible encroachment of its wheelchair ramp at the rear, per PCC 33.130.215(B)(3)(a) and the state Land Use Board of Appeals ruling delivered Dec. 4, 2013. Neighbors should not have to bear a burden in excess of what the law allows. If this change is not made, reimburse neighbors the \$10,000 it cost to pursue the LUBA appeal and receive the ruling that PCC 33.130.215(B)(3)(a) applies.

8. Development along the **Northeast Fremont corridor** should be limited to three stories maximum, with no bonuses for an additional story allowed.

9. We generally **support** Policies 4.13 (Neighborhood Compatibility of New Construction), 4.26 (Scale Transitions of New Construction), 5.33 (Maintain Compact Single-Family Options), and 9.10 (Land Use and Transportation Coordination).

For questions related to the meeting or the vote, feel free to contact BWNA President John Sandie at 219-508-4162 or [sandiefam@gmail.com](mailto:sandiefam@gmail.com) (3425 NE Fremont St., 97212).

Respectfully submitted by

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