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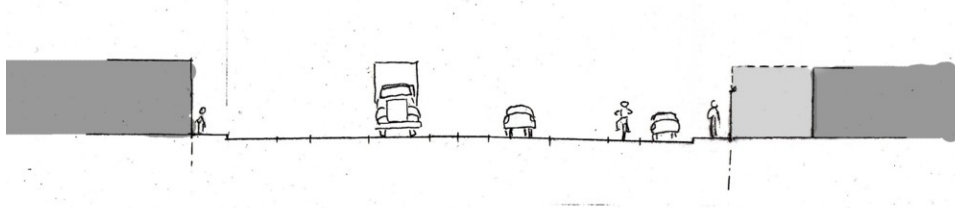
Corrected Comments on 10' setback on Civic Corridors in Eastern and Western Neighborhoods

To: Planning and Sustainability Commission
Chair Schultz:

Here's some details on why the 10' setback is a bad idea for commercial, on Civic Corridors in West and Outer East Portland.

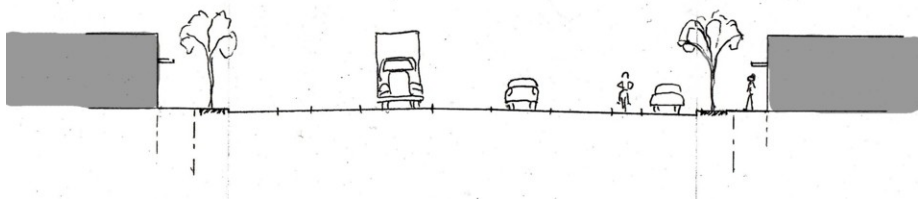
It causes the buildings to be further and further apart, reducing the chance that the street will feel like the sort of "outdoor room" that causes people to feel good about being there on foot. These rights-of-way are already overly wide for city streets. Here's a comparison:

Current Conditions on SE 122nd Ave. The Right of Way is 90 feet wide, with 6 foot sidewalks. (SE Hawthorne, for comparison, is 70' ROW)



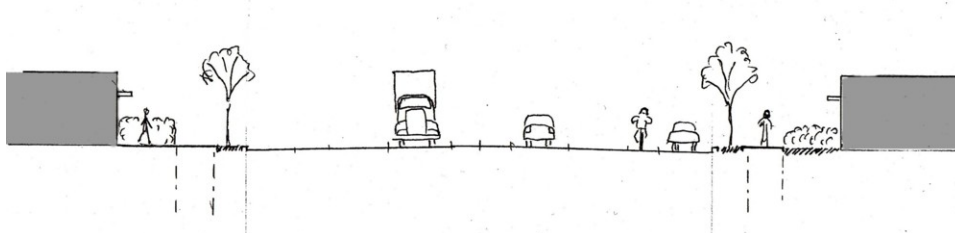
Building to building is **90 feet**.

As developed today. PBOT would require 6' dedications, to get 12' sidewalks



Building to building would be **102 feet**.

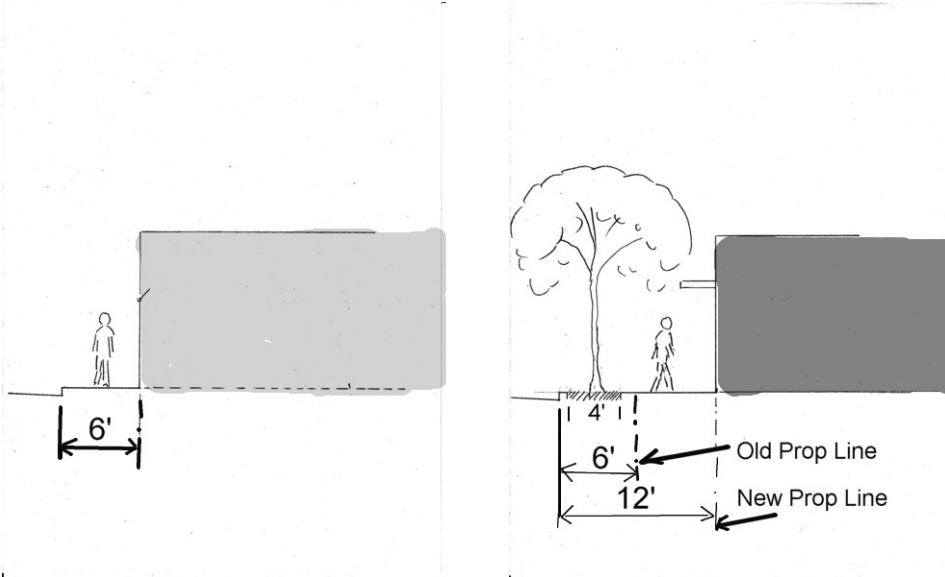
With current MUZ proposal, an additional 10' required setback beyond the 12' sidewalks



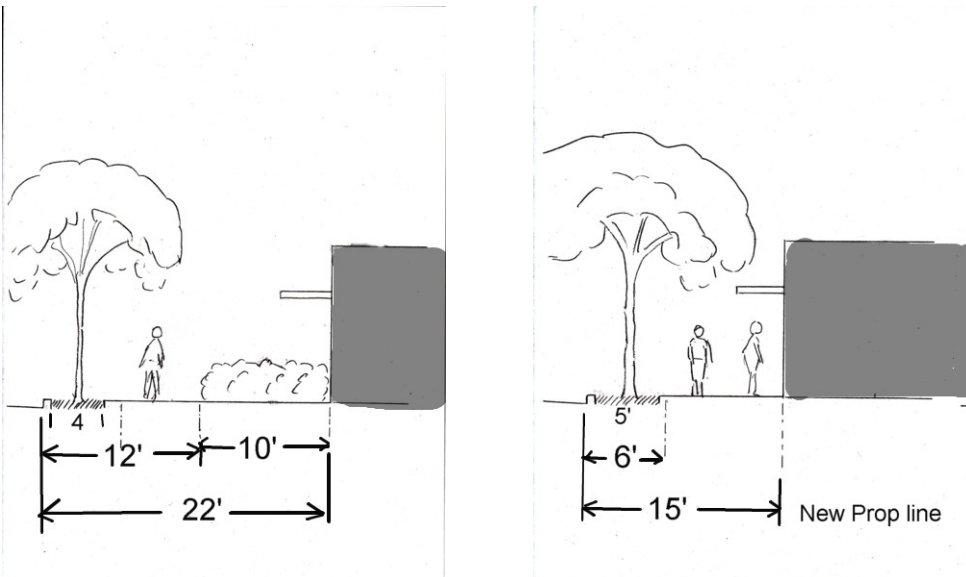
Building to Building would be **122 feet**. But is the pedestrian environment any better?

Here are some “closeups”:

The current condition: and the current 6' dedication to get 12' sidewalk



What the 10' MUZ setback would do; and my alternative: 9' dedication to get 15' walk

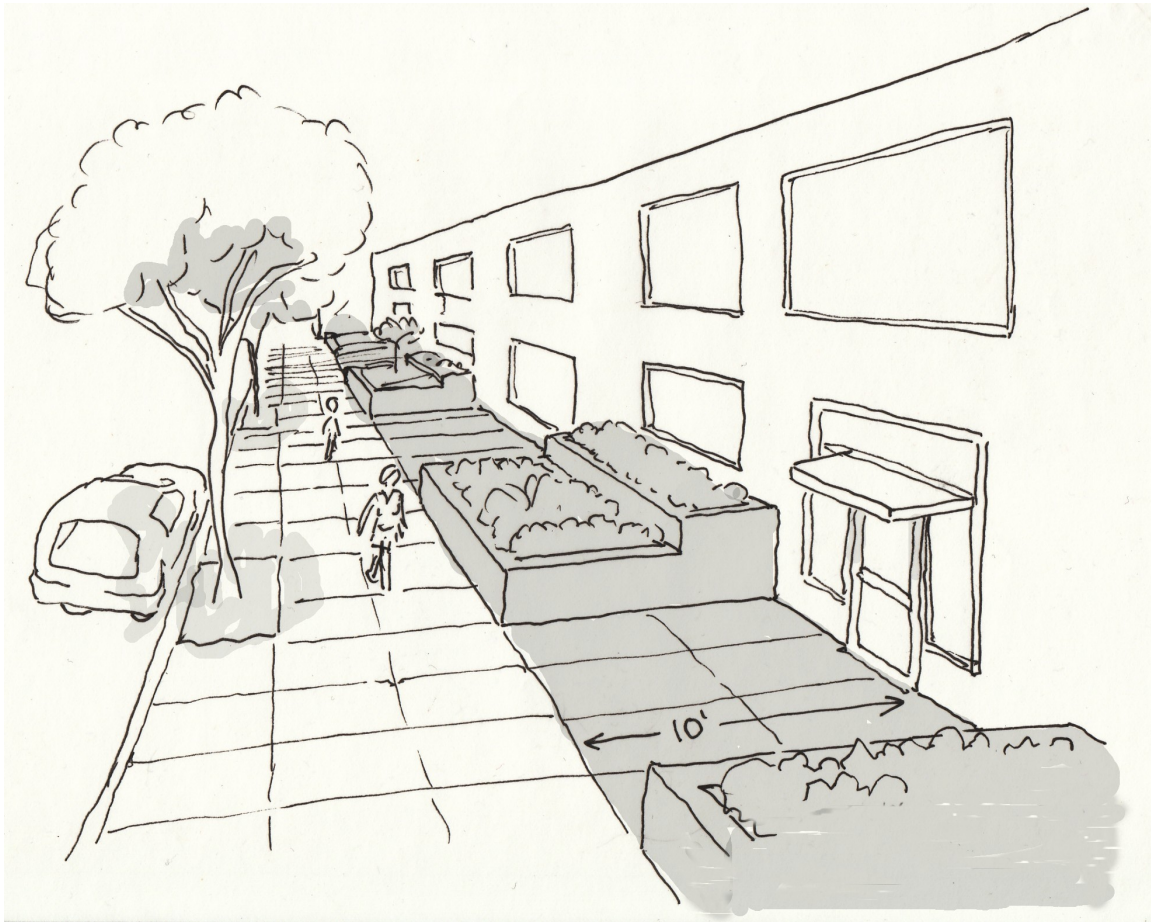


Acknowledging Rick Michaelson’s comment Wednesday: I am not advocating for a additional 10' dedication to reach the 22' setback from curb that the current proposal results in.

I believe the purposes of separating pedestrians from traffic and getting more green space can be satisfied by increasing PBOT's required dedication by just 3', so the public sidewalk will be 15' wide instead of 12', which allows a wider, 5' tree well, and bigger street trees. It could even include continuous planting strips near the curb. Admittedly, this would have to be implemented by PBOT.

I agree with a required setback where there is residential on these streets. A 10' minimum for residential-only buildings would be alright. But I don't think the 10' additional space works well for retail and other commercial uses. The proposed code only requires 50% of it to be paved, so planters and other construction could occupy that space. So the result could be what I show below, which is not really a widening of the sidewalk. The public space would still be 12' wide. There would be additional private, perhaps unusable space between this public area and the building, isolating the building from pedestrians.

What proposal could result in:



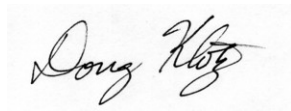
None of the 10' is usable for circulation. It's only good to access the occasional entrance, and perhaps for café tables. No one will window shop. This does not promote an

“enclosed” street space, but widens the “outdoor room” created by adjacent buildings, and doesn’t get walkers any further from the busy street.

As long as the Right of Way corridor itself is 12’, the tree wells can only be 4’ instead of 5’, and the resulting trees will be smaller and not spread as wide as could be achieved in a 15’ Right of Way corridor.

Please remove the required 10’ setback for retail and commercial uses on the outer Civic Corridors. It could remain for residential-only buildings, although the wider perceived corridor is still a detriment to a pedestrian-friendly streetscape.

Thank you.

A handwritten signature in black ink that reads "Doug Klotz". The signature is written in a cursive, flowing style.

Doug Klotz