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July 12, 2016

Portland Planning and Sustainability Commission
1900 SW 4th Ave Ste 7100
Portland OR 97201

Re: **Comprehensive Plan Update; 1434 and 1512 SW 58th**
Zoning Issues
Our File No. 50539-38241

Dear Commission Members:

This letter requests your recommendation to conform the zoning for these two Sylvan area properties to their current comprehensive plan designations. The properties total approximately one acre. The existing base zone of R20 is a suburban single family zone allowing two dwellings per acre. The comprehensive plan designation of R2 is a multifamily zone allowing for up to 21 dwellings per acre.

The properties in this lower part of SW 58th were first designated R2 multifamily in the comprehensive plan map many years ago, and since that time, similarly designated parcels with R2 zoning to the south have developed with attractive townhouses and a half street improvement across the street from the East Sylvan Middle School. The immediately adjacent property on the south (1530 SW 58th Ave.) shares the R2 comprehensive plan designation, was rezoned R2 in 2005 and is currently being entitled. The City has consistently approved zone changes on these parcels to match the comprehensive plan designation, provide urban levels of density and obtain necessary street improvements.

The neighborhood development pattern is established by the comprehensive plan, as it should be. The unusual disparity between the current suburban zoning and the urban comprehensive plan impedes development and makes it unnecessarily difficult for Portland to achieve its housing goals.

The neighborhood is increasingly active and in need of the sidewalks and street improvements development will bring. East Sylvan Middle School is receiving renewed attention and will host Portland Public School's Odyssey program starting in the fall of 2016. In addition, the school will likely see an increase in afterhours and weekend facilities reservations and other community use as students and families are once again utilizing the building and grounds.

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Staff has expressed reluctance to support harmonizing the zoning with the comprehensive plan, out of concern about transportation impacts around the interchange. However, they have provided no support for this reluctance, and this suburban model – protect traffic flows around the interchange at all costs – is the wrong paradigm for this walkable neighborhood with good transit. When the adjacent property to the south applied for a zone change (LU-04-048798 ZC), the Bureau of Transportation had “no objections with the requested zone change” and required “a dedication of approximately seven feet...in order to construct frontage improvements”. The hearings officer decision noted the “interchange improvements were designed to accommodate traffic levels based on future development in conformance with the Comprehensive Plan designation of R2.” The hearings officer noted that PBOT “concurred” the assumptions and methodology in the applicant’s traffic study were reasonable and appropriate, and agreed with PBOT.

On this block, new development has consistently been conditioned to provide a half street improvement, with additional paving for on street parking, curb and gutter, a landscape strip with street trees, and a generous sidewalk. Except for gaps in front of just two underdeveloped properties, there are already sidewalks in place leading directly to neighborhood destinations including the school, the Tri-Met Route 58 bus stop, the Max light rail station at the zoo, and neighborhood shopping and services like restaurants, coffee shops, and medical offices.

This particular street serves a limited area and is very unlikely to have enough traffic to justify three vehicle lanes. On narrow two lane streets, the sidewalks and street trees installed with redevelopment provide traffic calming, and of course traffic calming is appropriate and necessary along the school frontage, as seen at other schools like Fernwood, Alameda and Rose City.

The attached aerial photo illustrates the close proximity of the urban node to the subject properties. Additional sidewalks would improve walkability to important transportation hubs. The Route 58 bus stop, Stop 895, has westbound departures at half hour intervals with the wait time decreasing to 20 minutes during commuter times. Stop 894, located .2 miles away and within a five minute walk, has eastbound departures to the Goose Hollow stop and MAX connection. The proposed additional density would allow for housing and walkability where commuters could leave the car at home, thereby mitigating the already minimal traffic impact (see the attached traffic analysis).

SW 58th needs the safe pedestrian routes which redevelopment creates. Analysis by a qualified traffic engineer indicates that full build out of the site at R2 density will generate only 9 additional peak hour trips but will result in pedestrian and safety improvements needed on the street.

The engineer confirms in the attached letter that while the nearby Sylvan interchange does get busy during the rush hour, congestion is well within city and ODOT standards. The conclusion is that needed public services can be provided as the properties develop, as has been successfully accomplished by our neighbors to the south. This is a prime location for density, in a walkable neighborhood featuring a blend of urban and commercial with townhouses, medical offices, restaurants, the school and transit. While R-20 zoning may have made sense in the past, it no longer does so.

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We therefore ask that the Commission recommend upzoning these properties to their comprehensive plan designation. Thank you for your courtesies and consideration.

Sincerely,

JORDAN RAMIS PC



Timothy V. Ramis
Admitted in Oregon
tim.ramis@jordanramis.com
OR Direct Dial (503) 598-5573

Enclosures

cc: Michael Foster



clemow
associates LLC

June 14, 2016

Jordan Ramis, PC
Attention: Tim V. Ramis
2 Centerpointe, 6th Floor
Lake Oswego, Oregon 97035

Re: 1434 & 1512 SW 58th Avenue Zone Change – Portland, Oregon
Technical Letter #1 Transportation Analysis

Project Number 20160602.00

Dear Mr. Ramis:

This technical letter supports the proposed property rezone at 1424 and 1512 SW 58th Avenue, Portland, Oregon. The following items are specifically addressed in this letter:

1. Property Description and Proposed Land Use Action
2. Trip Generation
3. Transportation Impacts
4. Proximity to Services
5. Frontage Improvements and Access Connections
6. Summary

1. PROPERTY DESCRIPTION AND PROPOSED LAND USE ACTION

The two, 0.50-acre properties (totaling 1.00 acres) are located at 1424 and 1512 SW 58th Avenue, Portland, Oregon and are identified as Tax Lots 2600 and 2500 on Multnomah County Assessor's Map 1S-1E-06CA. Property access is to SW 58th Avenue connecting to SW Montgomery Street to the south.

The properties are currently zoned City of Portland Residential 20,000 (R20), a low-density single-family dwelling zone allowing 1 unit per 20,000 square feet and each has one single-family dwelling. The City is currently undertaking a legislative Comprehensive Plan map change and rezoning process and the desire is to include these properties as part. As such, it is proposed these properties be rezoned to Residential 2,000 (R2), a low-density multi-family dwelling zone allowing 1 unit per 2,000 square feet.

The proposed zoning has potential to increase site trip generation; therefore, transportation impacts are quantified and evaluated as part of this letter.

2. TRIP GENERATION

The subject properties total 1.00 acres, or 43,560 square feet in size. Reasonable worst-case development in the proposed R2 zone allows 21 low-density multi-family dwelling units and the current R20 zone allows 2 single-family dwelling units.

Trip generation for reasonable worst-case development in the proposed and current zone designations is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. For the proposed R2 zone, ITE Land Use 230 – Residential Condominium/Townhouse is used and for the current R20 zone, ITE Land Use – 210 Single-Family Detached Housing is used. Resulting trip generation is summarized in the following table.

TABLE 2-1 DEVELOPMENT TRIP GENERATION						
Land Use	ITE Code	Size (Units)	Average Daily Trips	PM Peak Hour Trip Generation		
				Enter	Exit	Total
<i>Proposed R2 Zone Designation</i>						
Residential Condominium/Townhouse	230	21	122	7	4	11
<i>Current R20 Zone Designation</i>						
Single-Family Detached Housing	210	2	19	1	1	2
Trip Generation Difference			103	6	3	9

As identified in the table above, the proposed zone designation has potential to increase site trip generation by 9 PM peak hour trips.

3. TRANSPORTATION IMPACTS

The subject properties directly access SW 58th Avenue and residential development traffic is anticipated to primarily travel to/from the south and east on SW 58th Avenue, SW Montgomery Street, and SW Skyline Boulevard. No transportation infrastructure improvements are anticipated to be necessary to support this small potential traffic increase. As such, existing traffic patterns are anticipated to remain the same and increased subject property development is not anticipated to increase residential neighborhood cut-through traffic to the north.

Overall transportation impacts are small with a potential trip generation increase of 9 PM peak hour trips. As such, the proposed rezone is not anticipated to significantly affect the transportation system.

4. PROXIMITY TO SERVICES

The subject properties are located approximately 900 feet (i.e., less than a ¼ mile walking distance) from commercial properties located adjacent SW Skyline Boulevard and SW Montgomery Street. These properties are zoned General Commercial (CG) allowing a full range of retail and service businesses with a local or regional market. CG zone development standards promote attractive development, an open and pleasant street appearance, and compatibility with adjacent residential areas. CG development is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves.

Overall, the subject properties are located sufficiently close to complimentary commercial services to promote walking, thereby reducing automobile reliance.

5. FRONTAGE IMPROVEMENTS AND ACCESS CONNECTIONS

If the subject properties are rezoned and redevelopment is proposed, at a minimum, the applicant will be required to construct half-street improvements along the property frontage consistent with the City of Portland local street standard. This includes any necessary roadway widening, curb and gutter, sidewalk and any necessary right-of way dedication.

Overall, as properties develop/redevelop along SW 58th Avenue to urban density, it is anticipated the City will continue to require construction of half-street improvements, including sidewalks, with the intent of ultimately providing a continuous sidewalk along SW 58th Avenue. This will result in continuous sidewalks between the subject property and the commercial area to the south facilitating pedestrian travel.

6. SUMMARY

The proposed 1434 and 1512 SW 58th Avenue property rezone will only generate 9 new PM peak hour vehicle trips and is not anticipated to significantly affect the transportation system. Additionally, the property rezone is not anticipated to promote residential neighborhood cut-through traffic and the property is sufficiently close to commercial services to promote walking.

Sincerely,



Christopher M. Clemow, PE, PTOE
Transportation Engineer

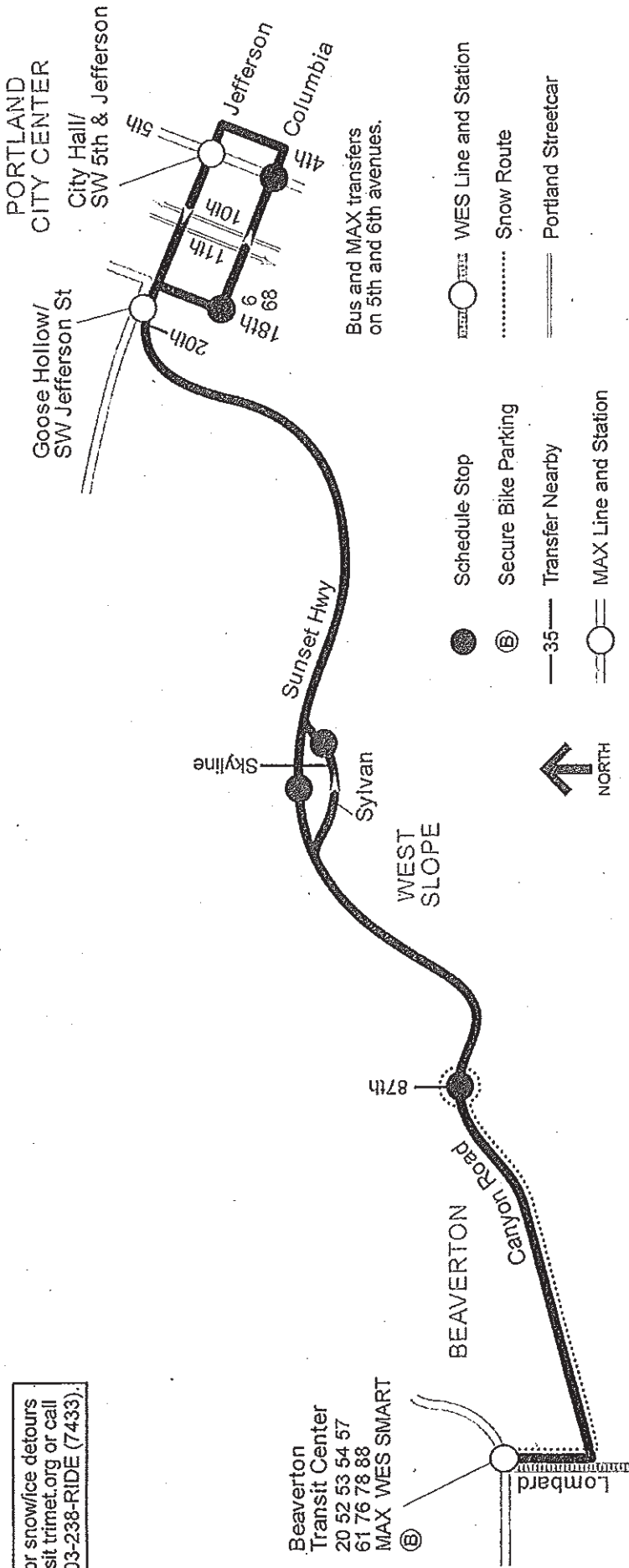


RENEWS 31 DEC 2017

58-Canyon Rd

For snow/ice detours
visit trimet.org or call
503-238-RIDE (7433).

Beaverton
Transit Center
20 52 53 54 57
61 76 78 88
MAX WES SMART
Ⓟ



Bus and MAX transfers
on 5th and 6th avenues.


Schedule for

Hwy 26/Canyon Rd Ramp & SW Skyline Westbound

Monday Today	Thursday 7/14	more
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[Viewing by line](#)

[View by time](#)

58 Canyon Rd to Beaverton TC	
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5:30am	6:00am	6:30am	7:01am	7:19am	7:37am	7:55am
8:13am	8:32am	9:01am	9:31am	10:01am	10:32am	11:03am
11:35am	12:06pm	12:39pm	1:11pm	1:43pm	2:14pm	2:45pm
3:18pm	3:50pm	4:21pm	4:52pm	5:23pm	5:52pm	6:19pm
6:48pm	7:18pm	7:48pm	8:18pm	8:48pm	9:48pm	10:46pm

[Find nearby stops](#)

12

Schedule for

Hwy 26/Canyon Rd Ramp & SW Skyline Westbound

Saturday 7/16	Tuesday 7/19	more
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[Viewing by line](#)

[View by time](#)

Showing only 58-Canyon Rd

[Show all lines](#)

58 Canyon Rd to Beaverton TIC

10:41am	11:11am	11:41am	12:11pm	12:41pm	1:11pm	1:41pm
2:11pm	2:41pm	3:11pm	3:41pm	4:11pm	4:41pm	5:11pm
5:41pm	6:11pm					

[Find nearby stops](#)

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Schedule for

Hwy 26/Canyon Rd Ramp & SW Skyline Westbound

Saturday
7/16

Tuesday
7/19

more

Viewing by line

View by time

58 Canyon Rd to Beaverton TC



10:41am 11:41am 12:41pm 1:41pm 2:41pm 3:41pm 4:42pm
5:42pm

Find nearby stops

14

Schedule for

Hwy 26 On Ramp & SW Skyline Eastbound

Monday Today	Thursday 7/14	more
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[Viewing by line](#)

[View by time](#)

58 Canyon Rd to Portland	
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5:11am	5:40am	6:10am	6:37am	6:54am	7:11am	7:28am
7:45am	8:05am	8:37am	9:09am	9:40am	10:11am	10:42am
11:14am	11:45am	12:17pm	12:49pm	1:21pm	1:52pm	2:23pm
2:55pm	3:25pm	3:56pm	4:27pm	4:57pm	5:26pm	5:55pm
6:25pm	6:56pm	7:27pm	7:58pm	8:28pm	9:28pm	10:26pm

[Find nearby stops](#)

15



MAIN STREET
DEVELOPMENT
DREAM • DESIGN • BUILD

June 13, 2016

Portland Planning and Sustainability Commission
1900 SW 4th Ave Ste 7100
Portland OR 97201

Re: **Comprehensive Plan Update; 1434 and 1512 SE 58th**
Zoning Issues

Dear Commission Members:

This letter is written to support my neighbors Michael Foster and Tim Ramis in their request that the city adjust the zoning for the referenced properties consistent with their current R2 comprehensive plan designations. Main St. Development owns the property at 1530 SW 58th just to the south of the Ramis property, and our property is already zoned R2. We specialize in townhouses, and my intention is to build consistent with the R2 zoning, just like my neighbor to the south did successfully. The Foster and Ramis properties suffer from an unusually wide disparity between the existing base zoning of R20, a single family zone with only two dwellings per acre, and their comprehensive plan designation of R2, a multifamily zone for 21 dwellings per acre, more than ten times the density of the existing zone.

I haven't owned my property very long and am unclear why the south half of the block is R20 and the north half is R2. To say that's awkward is an understatement, and of course we can provide new housing and public improvements, like a wider street and sidewalks where none currently exist, more efficiently with consistent zoning. With uneven zoning, the neighborhood will be left with the occasional one-off projects of different types, and on again, off again sidewalks.

This neighborhood has all the ideal features for urban townhouses. You can walk to the local shopping, the light rail is an easy bike ride away, and the Sylvan Middle School and its park land is right across the street. We therefore ask the PSC to smooth out the uneven zoning, and implement the R2 zoning for Messrs. Foster and Ramis.

Sincerely,

Eric Rystadt

Main Street Development
(503) 422-7707
PMB #208
5331 SW Macadam Ave., Ste 258
Portland OR 97239