



Rose City Park Neighborhood Association

Subject: Testimony to the Portland Planning and Sustainability Commission related to zoning in the MAX station area of the Rose City Park Neighborhood, July 12, 2016.

In April of this year, and then again last month, meeting notices were distributed to residents within the boundaries of NE Halsey to the North and I-84 to the South, from NE 57th to NE 63rd Avenues. At meetings open to the public, the Rose City Park Neighborhood Association Land Use and Transportation Committee discussed comp plan and zoning options with neighbors in the MAX station area.

At the first meeting, representatives from PBOT were present to discuss potential transportation infrastructure improvements. An up zoning modification to the comp plan was voted on by residents to be presented to the City Council. With the exception where there are pre-existing densities higher than allowable in a R-5 zone, an accompanying motion was passed to retain the existing R-5 zoning until some infrastructure improvements are made, and to protect the many historic houses in the area.

This portion of the neighborhood includes affordable starter homes - some of them fixer uppers, homes over 100 years old, well kept working class single family homes - many of them in better shape than the Portland Building, and a few duplexes and multi-family units that are scaled in height and mass to fit in with the single family homes.

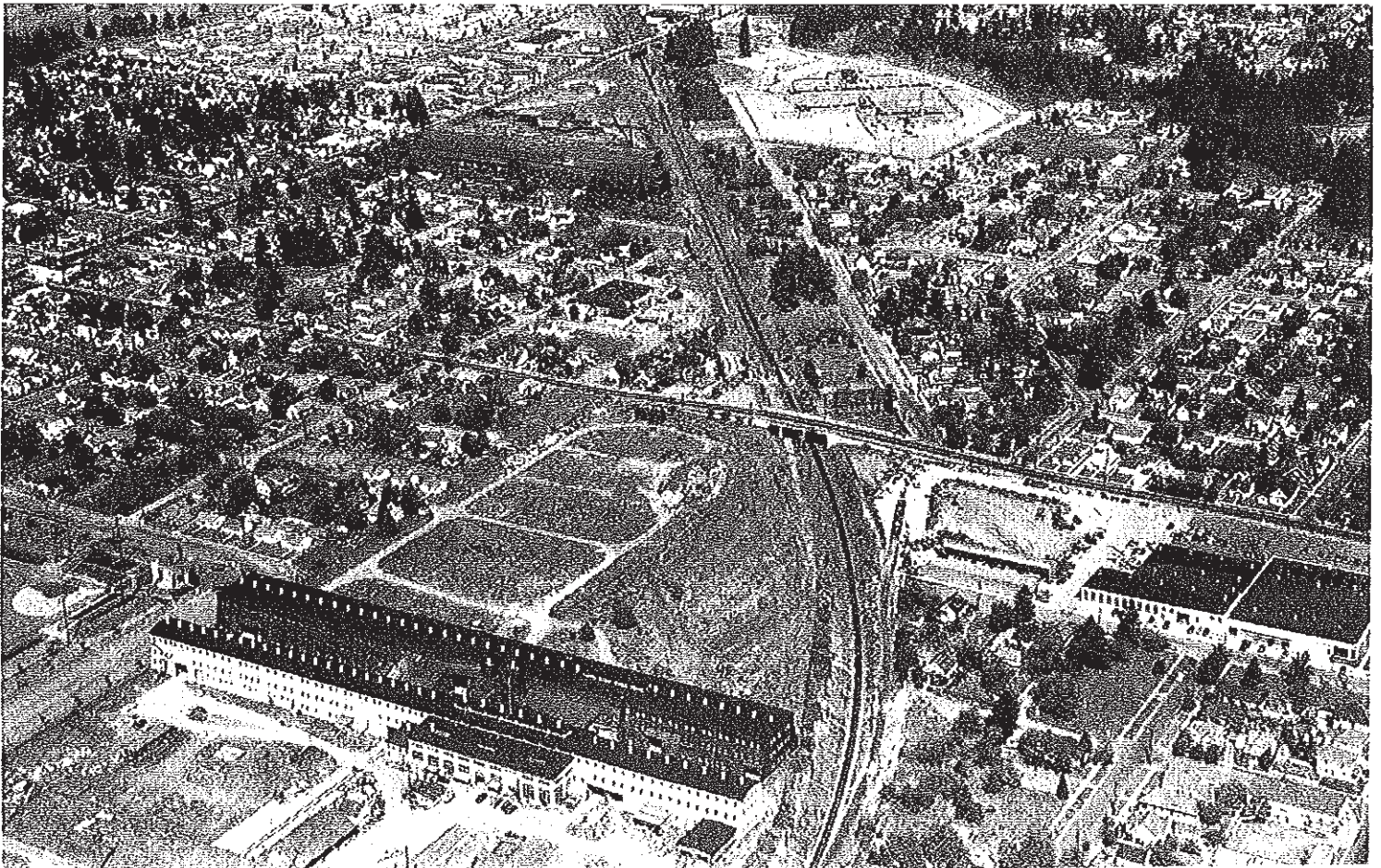
At the meeting last month, there was a strong sentiment articulated by residents that the city did not care about them - the homeowners. A similar motion to retain the existing R5 zoning until infrastructure improvements are made unanimously passed. This reflects the direction of the PSC a few years back when an agreement was reached with the neighborhood that up zoning should not occur until infrastructure improvements are made.

Top priorities for the neighborhood include a left turn signal from eastbound NE Halsey to southbound NE 60th, reestablishing some of the skip-striping for additional peak period travel lanes on NE Halsey, wider sidewalks on NE 60th that now with a one-foot curb are only four feet wide, and establishing various marked crosswalks. Piecemeal improvements that would likely come with new development are not an acceptable alternative.

The Rose City Park Neighborhood Association, as unanimously passed by the board, is again asking the PSC to support and recommend retaining the existing R5 zoning until such time as a full range of infrastructure improvements are made.

Respectfully submitted,

Terry Parker
Board Member, Land Use and Transportation Committee Member,
Rose City Park Neighborhood Association



Above: Circa 1950 Columbia Steel Casting Company and the site of Pacific Car and Foundry Company. The overpasses over the Union Pacific Railroad tracks were constructed around 1917. The Banfield Freeway (I-84) has not yet been built. Not all properties in the proposed area to be up zoned have been developed. Below: Google Earth showing I-84, MAX light rail and the same area nearly fully developed with mostly single family homes.

