

From: [David Hallberg](#)
To: [BPS Comprehensive Plan Testimony](#)
Cc: [david hallberg](#)
Subject: Proposed zoning changes effecting Lair Hill (South Portland Historic District)
Date: Monday, October 10, 2016 6:39:47 PM

Greetings,

In the past I have owned and rehabilitated several houses in Lair Hill, (one of which is listed independently on the National Historic Registry). While I currently do not live in the area, I continue to be concerned with the integrity and vitality of the Historic District.

The proposed zone change from CS to CM2 presents several significant problems for the neighborhood.

The proposal to increase maximum height to 55', (and possibly 60'), would overwhelm any existing development in the neighborhood. Further, it conflicts with, and contradicts, the Design Guidelines for the Historic Neighborhood.

Lair Hill brought about the first Parking Permit Area in the City. This was accomplished to limit excessive auto impact from non-resident parking in the neighborhood. Allowing commercial parking would foster exactly the traffic and congestion that has been previously dealt with by the Permit Parking program.

Under existing Design Guidelines, and current zoning, this already dense neighborhood has seen a significant increase in housing density. Decreasing FAR from 3 to 2.5 would be an obvious blow to an already successful approach in this neighborhood by the the City to address our need for increased housing.

This largely residential Neighborhood has opposed "quick vehicle servicing", for decades. We already deal with considerable thru commuter traffic, on SW Barbur, SW 1st, SW Front Ave, and SW Corbett. This is a densely developed and quite walkable area that is small enough to be overwhelmed by additional traffic.

I have been told that the City has been working on this proposal for several years. This is undoubtedly a true statement.

I have also been told that it is too late to make comments that could effect the outcome of the proposal. In other words, I should not waste my time, as any input at the hearings is simply pro forma. I have some hope that this is not an accurate statement, and that my comments are not simply part of a process of creating window dressing for a "done deal".

I would like to hear that concerns made during the comment period will indeed be addressed.

Thank you,
David Hallberg
1800 NE 17th, #2
Portland, Oregon 97212

From: [Nora Mullane](#)
To: [BPS Comprehensive Plan Testimony](#)
Cc: [Nora Mullane](#)
Subject: Comprehensive Plan Implementation
Date: Monday, October 10, 2016 5:52:29 PM

To: Portland City Council

RE: Comprehensive Plan Implementation

It has recently been explained to me by someone from the Lair Hill Neighborhood that this proposed code change is essentially a done deal and so there is little point in sending in my comments.

I find this quite disheartening and hope that it is not true otherwise this offer to provide comments would be very cynical indeed. I hope that someone will respond to this concern.

I own property in the area affected by these proposed changes.

This proposed code change would:

- alter the designation on my property from CS to CM2, a change that negatively effects my property;
- allow a maximum height of 60' which would far exceed the height of every other structure in the Lair Hill Historic District;
-
- reduce lot utilization by reducing the ratio of developed floor area to lot size (FAR) from 3:1 to 2.5:1 This is a loss of potential developable floor area of about 17%. In a neighborhood so close to the core downtown district, at a time when urban density needs to be a rigorous priority we would be reducing the amount of floor area possible;
- allow 'quick vehicle servicing' – I cannot imagine bringing that kind of business back into this neighborhood. We lived for many years with a Mercedes Benz repair shop on the corner of SW Gibbs and SW First. It was very wonderful to see that business leave and a new mixed use development built, much more in keeping with a neighborhood which is primarily residential with some office and school occupancy;
- allow commercial parking – I have no interest in having our neighborhood become a 'park and ride'. This is a residential area that is home to the first permit parking area in the city. A permit program that came into being to limit auto use and control excess parking in the Neighborhood. Why would we be inviting commercial parking development? Who is lobbying for this kind of development and why?

<!--[if !supportLists]-->

I believe these proposed code changes are inappropriate to this small neighborhood area close to the core downtown district. Recent development in this neighborhood has increased

residential units and provided future mixed office/business use in keeping with the character of the neighborhood. SW First Avenue already handles flow through traffic from cars cutting through the neighborhood to get to Ross Island Bridge. In addition, there is plenty of traffic associated with the Cedarwood School located on SW Woods. Allowing 'quick vehicle servicing' and commercial parking would increase that traffic on the very few streets that make up the neighborhood and greatly change the character of the neighborhood.

These code changes provide no benefit to this small residential neighborhood. I respectfully request that you remove these proposed changes from the Comprehensive Plan.

Thank you,

Nora Mullane

1800 NE 17th Avenue, #2

Portland, Oregon

97212

From: [Jarrett Walker](#)
To: [BPS Comprehensive Plan Testimony](#); [Commissioner Novick](#); [Commissioner Saltzman](#); [Commissioner Fritz](#); [Commissioner Fish](#); [Hales, Mayor](#)
Subject: End Minimum Parking Requirements for Mixed Use
Date: Monday, October 10, 2016 5:34:48 PM

As the CEO of a Portland company that encourages alternatives to driving, and as the author of the book *[Human Transit](#)*, I strongly encourage you to eliminate minimum parking requirements in our city's mixed use zones.

It would often be convenient for me to have parking near our SE 11th & Division offices, but it's far more important to build a dense city where non-car modes can thrive, especially along the Frequent bus network.

Minimum parking requirements are undermining this city's most widely shared goals. They increase car trips and congestion, undermining **transit, cycling**, and other modes. They devote precious space in our city to car storage that could be homes, **parks**, and **businesses**. Most critically, minimum parking requirements undermine the urgent need for **affordable housing**, because they make housing more expensive.

Please put these dinosaur policies out of their misery, so that we can build a city for people, not cars.

Regards,

Jarrett Walker • President and Principal Consultant
Jarrett Walker + Associates
Let's think about transit ...

1327 SE Tacoma St #166
Portland, OR 97202
503 208 4249
jarrett@jarrettwalker.com
www.jarrettwalker.com
www.humantransit.org



OREGON MILITARY DEPARTMENT
JOINT FORCE HEADQUARTERS, OREGON NATIONAL GUARD
INSTALLATIONS DIVISION
1776 MILITIA WAY
P.O. BOX 14350
SALEM, OREGON 97309-5047

October 6, 2016

SUBJECT: OMD Response to City of Portland Comprehensive Plan and Zoning Ordinance and Map Changes – June 2016 to date

City of Portland, City Council
1221 SW 4th Ave., Rm. 130
Portland, OR 97204

Dear City Council:

The Oregon Military Department has three National Guard Armories that will be affected by the City's update to its Comprehensive Plan and Zoning Ordinance. Two of these armories are located adjacent to the airport at 10000 NE 33rd Drive and at 6255 NE Cornfoot Road, while our third armory in Portland is located at 8801 North Chautauqua Boulevard. These are state-owned public facilities from which military training and emergency response preparedness are supported, housed, and can be launched in order to support local, state, and national populations during times of emergency.

In recent communication with City Planning staff, it was clarified that "Armory" use is not currently provided for under any provision of the City's Comprehensive Plan and Zoning Ordinances. Though, the Bureau of Development Services has determined that our armories at the airport are 'allowed outright uses in the IG2 zone' and our armory on North Chautauqua Boulevard has been a 'legal conforming use since 1952'. As Armories are defined and provided for under the Oregon Revised Statutes (ORS 396, Sections 505 thru 540), the City of Portland has the opportunity to address these facilities under its current Comprehensive Plan and Zoning Code updates. While it is recognized that the primary purpose of the update is to facilitate 'new directions for industrial and employment land uses in Portland's 2035 Comprehensive Plan', these 'directions' could recognize key essential public service requirements (state agency public services and facilities provided by ORS) that also facilitate employment goals that the City may be trying to achieve.

Thank you for your consideration. Please contact our Agency Planner, Ms. Joanne Manson, at (503) 584-3560 if you require additional information. A copy of this letter is being furnished to Oregon Department of Land Conservation and Development for their situational awareness.

Sincerely,

Roy D. Swafford
Director
Installations Division

From: [Jim Labbe](#)
To: [BPS Comprehensive Plan Testimony](#)
Cc: [Commissioner Fritz](#); [Commissioner Saltzman](#); [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Novick](#); [Bhatt, Pooja](#)
Subject: Title 11 (Tree Code) and Draft Zoning Map, Planning and Zoning Code Amendments
Date: Monday, October 10, 2016 3:33:51 PM

Dear Mayor & City Council,

I am writing to provide the following written testimony on the proposed amendments to City Zoning Map, Planning and Zoning Code and Transportation System Plan to carry out Portland's 2035 Comprehensive Plan. The hearing on this topic is scheduled to continue this Thursday at 2pm.

As you know, I participated in the 2015 Title 11 Oversight Advisory Committee which reviewed and evaluated the first year of Title 11 implementation. I also previously served on the Citywide Tree Project Stakeholders Advisory Committee that helped develop Title 11 in 2008-2010.

I want to urge the City Council to remove Title 11 (tree code) exemptions for commercial and industrial zones in the process of updating the zoning maps and codes. It is critical that the City Council consider the impacts of these zone changes on Portland's trees and urban forest canopy goals, especially as new information is now available.

You might recall that most commercial and industrial zones were exempt from Title 11's preservation and density standards when Title 11 was adopted in 2010 under the premise that Title 11 might potentially limit development capacity on employment lands AND the employment land supply needs were unknown.

Parenthetically, these Title 11 exemptions were never justified in my opinion because it is already extremely unlikely that Title 11 would limit land supply in a way that would inhibit allowed commercial or industrial uses. That is because Title 11 "preservation standard" always allows a fee-in-lieu of preservation option (11.50.040Cb) and the Title 11 tree density standard has the very low "required tree areas" where planting is required in these zones. Only 15% of the site or development impact area in commercial/office/retail and mixed use areas are required to be planted and only 10% of industrial zones (11.50.050C) must be planted. In many cases this is the same as the existing, pathetically small area required for landscaping.

Nevertheless, if there was ever any credible basis for exempting commercial zones from Title 11 based on land supply, we know there is not a land supply issue. Portland's new Economic Opportunities Analysis (Adopted June 2016, <https://www.portlandoregon.gov/bps/article/543100>) found that city has a surplus of commercial land. "Figure 3. 2035 Employment Land Needs Summary" indicates the City has surplus 174 acres (169% capacity) of employment lands in Neighborhood Centers and Corridors. In aggregate geography there is a surplus of 613 acres (189% capacity) of employment lands in Neighborhood Commercial zones.

Based on these findings, Title 11 Oversight Advisory Committee Report

recommendation 2 on Page 9 recommended: "Evaluation of tree preservation triggers and exemptions, particularly exemptions for lots less than 5,000 square feet and commercial, industrial and employment zones. In the latter case, the Committee understands that the City's new Economic Opportunities Analysis found that City of Portland has a surplus of commercial land. Therefore, there is no longer a justification for exempting some commercial zones from Title 11."

Proposed code changes to implement the Mixed-Use ZOne Project and possibly other proposed zoning code changes currently before the City Council do not eliminate of Title 11 exemptions for relevant commercial zones.

Finally, commercial corridors and industrial areas are precisely the segments of the community most in need of Title 11 regulations. According to the City of Portland's Urban Forestry Action Plan (2007) page 2, public right-of-ways and commercial/industrial lands are the two land-use categories that are farthest from achieving the city's canopy cover targets (<https://www.portlandoregon.gov/parks/article/226238>). Commercial Corridors are also where more and larger trees have the greatest potential to reduce urban heat and improve air and water quality and thereby yield improved public health outcomes while creating an inviting, vibrant and walkable commercial streetscape.

Therefore I strongly urge the City Council remove exemptions for tree preservation (Title 11.50.040.B1) and tree planting (11.50.050B1d) for commercial zones.

I would further recommend removal of these tree preservation and planting exemptions for all industrial zones as well. It is entirely possible for industrial development to comply with Title 11 at little cost and no significant land supply and there is a tremendous need to expand the urban canopy in industrial zones particularly given the public health impacts often associated with industrial development.

Thank you for considering these comments.

Sincerely,

Jim Labbe
6025B N. Vancouver
Portland, OR 97217



REED COLLEGE

October 10, 2016

OFFICE OF
THE TREASURER **VIA EMAIL AND REGULAR MAIL** (cputestimony@portlandoregon.gov)

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arvinl@reed.edu

Re: Campus Institutional Zoning Project/Testimony of Reed College

Dear Mayor Hales and Commissioners:

Reed College appreciates the opportunity to comment upon the proposed Campus Institutional Zoning package. Reed has participated in the process leading up to the proposal before the City Council and supports the creation of a new Campus Industrial zone. Reed believes that using base zones for college campuses is a prudent approach and reflects the City's comprehensive plan policies aimed at creating conditions to make colleges in the city prosperous for the benefit of the City, its citizens, and students and faculty.

Much like Lewis & Clark, Reed is concerned about the inadvertent early implementation of the CI Zone since Reed's CUMP will expire before the December 31, 2023 implementation date for the new CI Zones. Reed believes that it would be in the best interest of the City to legislatively extend existing CUMPs and IMPs to December 31, 2023. It is an inefficient use of time and money to require an update of CUMPs and IMPs for a limited period of time.

Reed shares the concerns expressed by Lewis & Clark College with respect to the implementation of the Transportation Impact Review (TIR) and Transportation Demand Management (TDM) programs that the threshold for the TIR is simply too low.

Reed expects to have further development of on-campus housing. We believe the expansion of energy-efficiency sustainable residential housing on campus significantly reduces vehicle trips, infrastructure maintenance, and other environmental impacts by the Reed community. We believe that it is critical that on-campus housing capacity be factored into the trip reduction equation. Simply stated, creating residential capacity should allow more flexibility under an approved TIR.

Reed College values the opportunity to comment on this process. The outcome will have a significant impact on the college's ability to provide education to a wide range of students from Oregon and beyond. We look forward to a continued successful partnership with the City and our surrounding neighborhoods.

Very truly yours,

Lorraine Arvin
Vice President & Treasurer

October 7, 2016

The Honorable Mayor Charlie Hales
Commissioner Steve Novick
Commissioner Amanda Fritz
Commissioner Dan Saltzman
Commissioner Nick Fish
City of Portland
1221 SW 4th Avenue
Portland, OR 97204

RE: Amendment of Official Zoning Map_2035 Comprehensive Plan

Dear Mayor Hales & Members of City Council,

I am writing to you today to support the Official City Zoning Map Amendment in an effort to have it reflect the zoning changes that are currently proposed in the 2035 Comprehensive Map Plan.

As a long time N/NE Portland resident and offspring of an even longer N/NE Portland resident, I believe zoning change opportunities only come into fruition every few decades for long term residents. Furthermore, the window of opportunity for property owners to embrace zoning changes in an effort to build and enhance the real estates they possess is very slim.

My father Alonzo Simpson who is a perfect example of a bootstrap entrepreneur, was raised and has resided in the N/NE Portland communities of Boise, Arbor Lodge & Piedmont for more than 60 years. Alonzo is extremely adamant about giving back to his community and most importantly, providing platforms and pathways of success for people of color that come from the same community.

As a Local Small Business Owner, a retired 25 year employee for the City of Portland and long term property owner of a parcel that is currently being proposed for a zoning change through the comprehensive plan, Alonzo paints a very clear picture of an African American success story in the City of Portland. Despite the challenges we face as a city in terms of housing affordability, success amongst businesses of color and simply today's development market forces, these zoning changes provide opportunities for ALL long term property owners of color to develop real estate which will have a direct benefit to our local ecosystem.

In closing, I would highly encourage you to include the property located at **815 N Fremont** as part of the Zoning Map Amendment in an effort to convert the parcel from zoning designation R2 to its new proposed designation of CM3. In an era where outside developers are erecting buildings on every corner, I strongly urge you to support this zoning change in order to enable Alonzo Simpson as well as other long term property owners of color to become local Developers erecting affordable and sustainable housing in the community from which they came.

I thank you in advance of your leadership!

Sincerely,



Alando Simpson
4130 NE 130th PL
Portland, OR 97230

Writing on behalf of Alonzo Simpson

From: [Washington, Mustafa](#)
To: [Elmore-Trummer, Camille](#); [Foxworth, Indoneisa](#)
Cc: [BPS Comprehensive Plan Testimony](#)
Subject: FW: Save Our Village
Date: Monday, October 10, 2016 2:16:26 PM

From: Donna Bestwick [mailto:dbestwick7506@gmail.com]

Sent: Sunday, October 09, 2016 8:37 PM

To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; City Auditor Griffin-Valade <LaVonne@portlandoregon.gov>; SusanAnderson@portlandoregon.gov; mnaLandUseCommittee@gmail.com

Subject: Save Our Village

Portland City Council
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

c/o Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov

Re: Planning for Multnomah Village

Multnomah Village is an area of Portland with major historical design significant that needs to be protected. The current scale of this business district is appropriate for its narrow main street, making it an inviting place for people to shop and eat out in unique locally-owned businesses.

With the exception of one 3-story building, the Village consists of one-story and two-story buildings, many of which are the original buildings from the earliest days. The Village is covered by a Design District Overlay under the current Comprehensive Plan and this D Overlay states that new development must be consistent with the scale and character of the existing businesses, but the current zoning code does not provide this protection.

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan proposes to change Commercial Storefront properties in Multnomah Village to either Commercial Mixed Zones 1 (CM1) or 2 (CM2). The CM2 designation would allow out-of-scale buildings of up to 4-stories to be built in this historic area.

I am requesting that the City Council change the designation of all properties in the business district of Multnomah Village that are covered by the current D overlay to CM1. The new CM1 designation is a better fit for the historic Village because it will limit building heights in this area to 35 feet, the approximate height of three-story buildings.

I am also requesting that building heights for lots that are bounded by two streets be measured from the lower street. This will prevent the construction of additional stories that could result if heights are measured from the higher street on these steep lots.

Lastly, I am requesting that a Plan District be implemented as part of the Comprehensive Plan for the Multnomah Village Business District to further protect the scale and character of this special place that has major design significance in the City of Portland.

Please add this to the record.

Thank you,

Donna Bestwick

7506 SW 31 Ave. Portland, OR 97219

From: [James Mayer](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Monday, October 10, 2016 12:31:51 PM

To whom it may concern,

I writing to ask that you please support the building of a streamlined, new crossing of the Willamette. This will support our Port and the freight industry AND neighborhoods and residents who bear the brunt of this movement. It is important that planners and the agencies realize the impact of truck traffic to residents. I am interested in a solution that addresses economic concerns and industry, but not at the expense of our neighborhoods.

North Willamette River Crossing (283)

TSP pg 23/pdf pg 301

North Willamette River Crossing

Purpose: Study the need for a new bridge from US Highway 30 to Rivergate.

Analysis for the RTP showed a strong demand for travel between NE Portland Highway from the Rivergate industrial area and Highway 30/St Helens Road on the west side of the Willamette River. The St. Johns Bridge currently carries this traffic, but has limitations and will not be adequate in the long term to carry freight and other traffic. The St. Johns Truck Strategy recommends a number of changes to balance freight mobility needs with the vitality of the St. Johns town center. The Truck Strategy provides an interim solution to demand in the corridor and does not attempt to address long-term access needs to Rivergate and Highway 30. The refinement plan should incorporate the following:

- *Building on the St Johns Truck Strategy, recommendations to provide adequate freight and general access to Rivergate, while considering potentially negative impacts on the future development of the St. Johns town center*
- *The potential for a “streamlined” northeast Portland connection from I-205 to Rivergate*
- *A long-term management plan for the St. Johns Bridge if the plan recommends a new crossing*

Since 2007, preliminary traffic modeling has been done to show how a new Willamette River crossing north of St Johns would impact truck volumes through the neighborhood. As a part of the St Johns Truck Strategy, access improvements have been made within the St. Johns neighborhood to facilitate freight access. Additional analysis should look at a new pedestrian/bicycle bridge across the Willamette from Kelley Point to Sauvie Island, a new pedestrian/bicycle path to the North Portland Railroad Bridge, and additional analysis related to the need for a motor vehicle bridge.

The bridge is a very needed element in the transportation network that serves Portland. The Truck Strategy (completed a decade ago) attempted to find a middle ground between freight and the neighborhood but the impact is acute and getting worse, and the actuality of truck movement is changing. I will explain below:

1. Impact of trucks: St Johns Neighborhood Association Safety and Livability Team has been very active in trying to understand the impact of freight and truck traffic on the community as it has been a hotly discussed issue as traffic and especially freight and construction traffic increase in the neighborhood. Diesel fumes, safety issues with crossing streets with high consequences (William Travis, the owner of Dubs BBQ was

nearly missed by a trailer that came off of a truck and slammed into the sidewalk), noise and debris from the trucks, etc.

MANY trucks not only cross the bridge on their way to Rivergate, but also to cut through to Columbia and I-5. A traffic study needs to happen to understand traffic patterns and quantities overall. The neighborhood SHOULD NOT take the brunt of this freight traffic and certainly not for cut-through traffic.

2. Truck movement is changing: The Port estimates that a small percentage (3%) of truck traffic is going to their facilities. This is to say that the majority are cutting through from Hwy 30 to I-5. This is unacceptable impact for neighbors. The Truck Strategy is old and new studies need to be done to understand the current situation.

A bridge would solve a great deal of the conflict. There is no need for trucks and freight to interact with neighborhood streets and the impacts are high in terms of infrastructure cost but more importantly at the expense of safety and livability.

Sincerely,

James Mayer

From: [Ovid Boyd](#)
To: [BPS Comprehensive Plan Testimony](#)
Cc: [Commissioner Novick](#); [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Saltzman](#); [Commissioner Fritz](#)
Subject: Comprehensive Plan Implementation
Date: Monday, October 10, 2016 12:06:36 PM

Hello Portland City Council,

I want to let you know that I would really support removing minimum parking requirements from Mixed Use Zones throughout the city (and elsewhere too) as part of the Comprehensive Plan Implementation.

There's many things we could require constructed that would be nice to have. We could ask developers to always put dishwashers in new apartments, or install granite countertops. Yet, we don't require these things, but they are still built. We let the market take care of the demand for them.

We should do the same with parking. Parking would still be built without minimums, but not too much of it. A bit less parking is very much aligned with the city's goals to increase the amount of affordable housing (cheaper building costs), reduce greenhouse gas emissions (by not assuming driving is the default mode of transportation) and helping to build more active and lively neighborhoods (parking lots are not the sort of streetscape people enjoy walking around). It does this at zero cost, and will in fact save our citizens money.

I know from personal experience that reduced parking requirements really does help with housing affordability. I recently bought a condo with my husband. There were only a few units available within our price limit (low 200,00s), and all those units did not include parking. I don't begrudge those able and willing to pay for a parking spot, but I am glad there was an old 1905 building that was cheaper because it lacked that spot. We should continue building that affordable housing in this day and age so everyone in our community can have a home.

Thanks for making a smart choice for Oregon's future!

Ovid Boyd & Lunji Zhang

+1 (541) 791-6843

1104 SW Columbia St #105

Portland, OR 97201

From: [M.TL](#)
To: [Council Clerk – Testimony](#); [BPS Comprehensive Plan Testimony](#)
Cc: [Hales, Mayor](#); [Crail, Tim](#); [Commissioner Fish](#); [Comm Dan Saltzman](#); [Commissioner Novick](#); [City Auditor Griffin-Valade](#); [Anderson, Susan](#); mnaLandUseCommittee@gmail.com
Subject: Planning for Multnomah Village
Date: Monday, October 10, 2016 10:25:56 AM

Portland City Council
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

c/o Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov

Re: Planning for Multnomah Village



Look at the graphic! 2 stories, quirky, eclectic. Not a 4 story brick box.

Multnomah Village is an area of Portland with major historical design significant that needs to be protected. The current scale of this business district is appropriate for its narrow main street, making it an inviting place for people to shop and eat out in unique locally-owned businesses.

With the exception of one 3-story building, the Village consists of one-story and two-story buildings, many of which are the original buildings from the earliest days. The Village is covered by a Design District Overlay under the current Comprehensive Plan and this D Overlay states that new development must be consistent with the scale and character of the existing businesses, but the current zoning code does not provide this protection.

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan proposes to change Commercial Storefront properties in Multnomah Village to either Commercial Mixed Zones 1 (CM1) or 2 (CM2). The CM2 designation would allow out-of-scale buildings of up to 4-stories to be built in this historic area.

I am requesting that the City Council change the designation of all properties in the business district of Multnomah Village that are covered by the current D overlay to CM1. The new CM1 designation is a better fit for the historic Village because it will limit building heights in this area to 35 feet, the approximate height of three-story buildings.

I am also requesting that building heights for lots that are bounded by two streets be measured from the lower street. This will prevent the construction of additional stories that could result if heights are measured from the higher street on these steep lots.

Lastly, I am requesting that a Plan District be implemented as part of the Comprehensive Plan for the Multnomah Village Business District to further protect the scale and character of this special place that has major design significance in the City of Portland.

Please add this to the record.

Thank you,

Marianne Terrell-Lavine

8619 SW 37th Ave, Multnomah Village 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

From: [Rachel Hill](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: TSP testimony for Willamette River Crossing North Bridge
Date: Monday, October 10, 2016 10:18:19 AM

Testimony for the TSP Stage 2:

To whom it may concern,

Sometimes it seems that these decisions are “bigger than us”. As residents, it seems overwhelming. So many times I’ve heard “it’s in PBOT’s control”, or “it’s an ODOT issue”, and dismissed as something too complex, too bureaucratic, too expensive to even weigh in on. But it is important that planners and the agencies realize the impact to residents. I am interested in a solution that addresses economic concerns and industry, but not at the expense of our neighborhoods.

I live in St Johns and I do not have the ability to come to testify in person but feel VERY strongly about many of the transportation issues that are in the new TSP. Please do not hesitate to get in touch if you need clarification on any of my comments:

North Willamette River Crossing (283)

TSP pg 23/pdf pg 301

North Willamette River Crossing

Purpose: Study the need for a new bridge from US Highway 30 to Rivergate.

Analysis for the RTP showed a strong demand for travel between NE Portland Highway from the Rivergate industrial area and Highway 30/St Helens Road on the west side of the Willamette River. The St. Johns Bridge currently carries this traffic, but has limitations and will not be adequate in the long term to carry freight and other traffic. The St. Johns Truck Strategy recommends a number of changes to balance freight mobility needs with the vitality of the St. Johns town center. The Truck Strategy provides an interim solution to demand in the corridor and does not attempt to address long-term access needs to Rivergate and Highway 30. The refinement plan should incorporate the following:

- *Building on the St Johns Truck Strategy, recommendations to provide adequate freight and general access to Rivergate, while considering potentially negative impacts on the future development of the St. Johns town center*
- *The potential for a “streamlined” northeast Portland connection from I-205 to Rivergate*

- *A long-term management plan for the St. Johns Bridge if the plan recommends a new crossing*

Since 2007, preliminary traffic modeling has been done to show how a new Willamette River crossing north of St Johns would impact truck volumes through the neighborhood. As a part of the St Johns Truck Strategy, access improvements have been made within the St. Johns neighborhood to facilitate freight access. Additional analysis should look at a new pedestrian/bicycle bridge across the Willamette from Kelley Point to Sauvie Island, a new pedestrian/bicycle path to the North Portland Railroad Bridge, and additional analysis related to the need for a motor vehicle bridge.

The bridge is a very needed element in the transportation network that serves Portland. The Truck Strategy (completed a decade ago) attempted to find a middle ground between freight and the neighborhood but the impact is acute and getting worse, and the actuality of truck movement is changing. I will explain below:

1. Impact of trucks: St Johns Neighborhood Association Safety and Livability Team has been very active in trying to understand the impact of freight and truck traffic on the community as it has been a hotly discussed issue as traffic and especially freight and construction traffic increase in the neighborhood. Diesel fumes, safety issues with crossing streets with high consequences (William Travis, the owner of Dubs BBQ was nearly missed by a trailer that came off of a truck and slammed into the sidewalk), noise and debris from the trucks, etc.

MANY trucks not only cross the bridge on their way to Rivergate, but also to cut through to Columbia and I-5. A traffic study needs to happen to understand traffic patterns and quantities overall. The neighborhood SHOULD NOT take the brunt of this freight traffic and certainly not for cut-through traffic.

2. Truck movement is changing: The Port estimates that a small percentage (3%) of truck traffic is going to their facilities. This is to say that the majority are cutting through from Hwy 30 to I-5. This is unacceptable impact for neighbors. The Truck Strategy is old and new studies need to be done to understand the current situation.

A bridge would solve a great deal of the conflict. There is no need for trucks and freight to interact with neighborhood streets and the impacts are high.

Please support the building of a streamlined, new crossing of the Willamette. This will support our Port and the freight industry AND neighborhoods and residents who bear the brunt of this movement.

Rachel Hill

9515 N. Lombard Street
Portland, OR 97203

503.849.8337

Rachel Hill DESIGNER

Anderson Krygier, Inc. | 820 NW 12th Avenue | Suite 106 | Portland, OR 97209 | T. 503-243-2060
| M. 503-849-8337

Tom Johnson
9568 S.E. Wyndham Way
Clackamas, Oregon
97086

To Who it Concerns,

My property at 5222 S.E. 17 Ave has been zoned R.H. for 20 years now. So down zone this area would be going backwards as the population in Portland grows. As having R.H. zoning now would allow the possibility of applying for a commercial zoning even. In fact it might even give enter S.E. Portland the same opportunity as NW or S.W. Portland to have more than just apartments. I see Net Bus runs in front of the property about every 20 minutes. The light rail is within 1000 ft of my property. On Milwaukee St in Portland at Cedarwood we do have all the private services to live. So down zone this area would hurt the livability in enter city Portland in S.E. besides other peoples visions for the area. This would change the 20 year vision plus set it back another 40 years. My thinking is the same when I wrote the letter 2 or 3 months ago as when it said the zoning was not changing. Please notify me if this zoning is going to the State of Oregon.

State 151E14AC 3100

Tom Johnson

SEPTEMBER 6, 2016

NOTICE OF PROPOSED ZONING MAP AND CODE CHANGES THAT MAY AFFECT THE PERMISSIBLE USES OF YOUR PROPERTY AND OTHER PROPERTIES

What does this mean for me? *Sara Wright*

You received this notice because the Portland Planning and Sustainability Commission has recommended a new Zoning Map designation for your property.

One of the properties that may be affected is your property at: 5222 SE 17TH AVE
State ID #: 1S1E14AC 3100

BASE ZONE

The current base zone(s) for this property is (are): RH
The proposed base zone(s) for this property is (are): R1

OVERLAY ZONE

The current overlay zone(s) for this property is (are): d
The proposed overlay zone change(s): No overlay changes

PLAN DISTRICT

The existing plan district for this property is: No plan district
The proposed plan district change(s): No plan district

In addition, proposed changes to the Zoning Code affect all properties in the Commercial/Mixed Use zones, Employer zones, and Campus Institution zones.

Proposed changes to the Zoning Map and Zoning Code may affect the permissible uses of your property as well as other properties with the same zone. These changes may also affect the value of your property.

Inside you will find more information, including:

- How you can learn more.
- City Council hearing information and how to testify.
- Zoning information at a glance.



Tom Johnson
9568 S.E. Wyndham Way
Clackamas, Oregon 97086

Att
Comprehensive Plan Implementation

PORTLAND OR 970
05 OCT 2016 PM 4 1



Portland City Council
1221 S.W. 4th Ave
Room 130
Portland, Oregon 97204

97204-190021



From: [J Croner](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Monday, October 10, 2016 7:58:28 AM

Please consider my objection to the proposed zoning change from R5 to R2.5 for the North Tabor neighborhood where we live. My wife and I bought an old bungalow last year that we are fixing up (44 SE 71st Ave). The proposed change only applies to our side of this block and both sides of the block behind us. The proposed change is too narrow and poses an unreasonable risk of diminished quality of life and property value for homeowners like us.

I've received a great deal of helpful information from BPS staff, but my concerns have not been alleviated. I have studied the *Residential and Open Space Zoning Update* and other maps and materials provided. I appreciate the massive project city leaders have undertaken and the huge responsibilities you must shoulder, especially in areas like ours where existing zoning does not match the 1980 Comprehensive Plan.

However, the proposed zoning change for our home and area is intrinsically unfair. By singling out this small pocket of homes, you make our neighborhood a target for developers. You are putting a bullseye on these mostly older homes for demolition and potential redevelopment as row houses.

Some redevelopment is of course unavoidable in a city growing as dynamically as Portland. But the pain of that growth should not be poured into small pockets of older homes.

I've been told in one email: "BPS staff generally anticipate that any development at the R2.5 level would be gradual."

But all it takes is one sale to a developer of one of the lots on either side of us and then there's nothing gradual about it. When you're fixing up a house and planning to live there for a long time, learning that a developer plans to put row houses next to you (even worse, just up the slope from you, blotting out your view) would be urgent and disturbing. And that's how it would feel no matter how long it takes the developer to get his permits lined up. This is also a neighborhood with many beautiful old trees and it would be a shame to see them come down to accommodate tall duplexes or skinny houses as we've seen in other parts of town.

I'm pleased to have learned that some of the lots behind us are too small to allow for duplexes or row houses (so OK, none of that right behind us). But that just increases developer focus on our block once the zoning change is implemented! (Here's a new area to consider for demolition and redevelopment, but wait, you can only do it on this side of this one block!) The bullseye on our side of the street is even bigger and brighter than it seems at first glance.

I understand why houses across the street from us were exempted from the proposed zoning change because of the greater slope on those properties. But again, why does our side of this block have to be made such a target?

Special thanks to Marty Stockton and Tabitha Boschetti at BPS for their prompt responses and constructive communication.

Still I ask you to reconsider the proposed zoning change for this area where we live. The

methodology used to come up with the proposal may be sound, but the result is just not right.

Thanks for listening,
J Laurence Croner
213-952-9714

Sent from my iPhone

October 10, 2016

Portland City Council
1221 SW 4th Ave, Room 130
Portland, OR 97204
Attn: Comprehensive Plan Implementation

Re: Proposed Changes to the Major Public Trails Zoning Map Designation:
Dosch Park Lane, Portland Oregon
(Trail Segment 3892, State ID # 1S1E17AD 7200 and 1S1E17AA 8500)

Dear Mayor and Councilors:

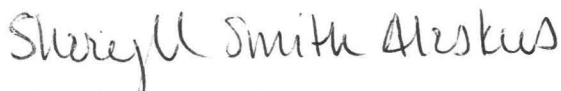
I am a homeowner residing at 4711 S.W. Campbell Court Portland, OR 97239. I am writing to request that the Council reject the changes recommended by the Planning and Sustainability Commission (PSC) to include Segment 3892 on the Major Public Trails zoning map. We have received the September 6, 2016 Notice of Proposed Zoning Map Change, and are concerned by statements within the Notice that the designation could “affect the permissible uses” of our property and may affect value, and that our property may be considered for “future easement acquisition” by the City. I consent to no such designation.

As noted in the letter from John Calhoun, president of the Dosch Estates Homeowners Association, Dosch Park Lane or Campbell Court has always been a private road that the homeowners pay to maintain. No public easement or right-of-way has ever existed on either road. Further, we would not consent to an easement.

Therefore, we ask that you please remove Segment 3892 from the Major Public Trails System.

Thank you for your consideration.

Respectfully,



Sheryll Smith Aleskus

4711 S.W. Campbell Court

Portland, OR 97239

October 10, 2016

Portland City Council
1221 SW 4th Ave, Room 130
Portland, OR 97204
Attn: Comprehensive Plan Implementation

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(Trail Segment 3892, State ID # 1S1E17AD 7200 and 1S1E17AA 8500)

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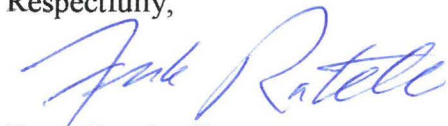
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Therefore, we ask that you please remove Segment 3892 from the Major Public Trails System.

Thank you for your consideration.

Respectfully,



Frank Ramistella

4721 SW Dosch Park Lane

Portland, Oregon 97239

October 10, 2016

Portland City Council
1221 SW 4th Ave, Room 130
Portland, OR 97204
Attn: Comprehensive Plan Implementation

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Dosch Park Lane, Portland Oregon
(Trail Segment 3892, State ID # 1S1E17AD 7200 and 1S1E17AA 8500)

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Therefore, we ask that you please remove Segment 3892 from the Major Public Trails System.

Thank you for your consideration.

Respectfully,



Ronnie Ramistella

4721 SW Dosch Park Lane

Portland, Oregon 97239



Legacy Health
1919 N.W. Lovejoy St.
Portland, OR 97209
503.415.5600 phone
503.415.5777 fax

October 10, 2016

Portland City Council
1220 SW 4th Avenue, Room 130
Portland, OR 97204

Re: Proposed Amendments and Re-statement of Chapters 33/17 concerning Transportation Impact Reviews (TIR) and Transportation Demand Management (TDM)

Dear Council Members:

As Legacy Health noted in its letter concerning the proposed Campus Institutional (CI) zone, a later and distinct discussion about Code changes to Chapters 33 and 17 (TIR/TDM) occurred during the CI zone process. Because the two processes were separated both by time and by the manner in which they were staffed (CI zone by Planning & Sustainability; transportation issues by PBOT), Legacy believes that the Chapters 33/17 proposals should be continued for further discussion and not be adopted as part of the new CI zone. The place-marker for TIRs and TDM plans, contained in the proposed CI zone, is sufficient to keep these topics at the forefront.

Planning & Sustainability staff has developed some alternative Code language for Chapters 33/17 in response to comments from the working group of representatives for the colleges and health care providers proposed to be covered by the CI zone. Those staff suggestions improve upon the original TIR/TDM proposals. Legacy is appreciative of the efforts of John Cole and Tom Armstrong in this regard. However, those revisions were made available on September 28, 2016 and have not been discussed generally with the work group nor tested through the same process used for prior drafts of TIR/TDM Code changes.

Legacy supports the use of TDM plans to reduce single-occupant vehicle use. Legacy has long had such plans in effect for both the Good Samaritan and Emanuel Medical Centers. Legacy agrees that vehicle trip reduction is environmentally necessary, promotes sustainability and creates a healthier community. As was regularly noted during the work group meetings, CI users like Legacy, Providence Health, Portland Community College and other private colleges have actively implemented their existing, approved TDM plans.

From Legacy's perspective, there are at least four significant issues which have yet to be fully addressed in the TIR/TDM process.

- 1) Effective TDM planning for the proposed CI uses and their employee bases needs the involvement of Tri-Met. During the many City-led TDM discussions with the CI work group, Tri-Met was not a participant. Nor have Tri-Met's service plans been coordinated with the City's TDM efforts. For the CI use category, mass transit opportunities are key to reduced vehicle usage. In Legacy's case, the light rail system serves neither Good Samaritan nor Emanuel. Bus and streetcar service are available to Good Samaritan but lack good commute options for those

not proximate to time-sensitive NW Portland connections. Emanuel is not well-served by mass transit connections of any type.

- 2) For urban health care centers, there needs to be a recognition in the TDM process that significant numbers of necessary vehicle trips will continue to be made. Facilities at Good Samaritan, Providence and Emanuel have been established as large, fixed locations, reflecting investment in the billions of dollars, utilizing the efficiencies of clustering services and technology for patient benefit. Patients, their families and caregivers rarely come to these facilities by means other than a vehicle. This is also true of large segments of the medical professional and support staff, whose schedules are designed around patient requirements and patient access to facilities, and oftentimes uncertain as a result. Adequate access and on-site parking are necessary components for effective, patient-focused delivery of health care, particularly for the types of specialized services provided at urban health care centers. The proposed TDM documents do not yet fully integrate these realities into TDM planning for health care facilities.
- 3) The proposed TDM code language includes a section concerning sanctions for non-compliance. The use of TDM "penalties" was regularly discussed with the CI interest group members. They were assured that penalizing proposed CI users which have existing TDM plans, was not intended in the new TDM process. TDM, is at best, an inexact transportation planning tool, particularly for the CI use category. While Legacy is quite willing to regularly report to the City about the success (or not) of TDM programs for Good Samaritan and Emanuel, the concept of penalties connotes regulatory non-compliance. This is a serious designation to Legacy that could also stifle on-going efforts to try alternative TDM approaches.
- 4) The bulk of the City TDM program is apparently to be detailed through administrative regulations at a later time. The proposed CI users have not seen a draft set of these regulations, nor had an opportunity to comment on their concept or direction. Legacy believes that the TDM process would be better served if all of the City's requirements were incorporated into a comprehensive discussion and were presented to the intended users and, ultimately, the City Council as a complete package.

Legacy has consistently engaged with the City on TDM planning. Parking issues alone at Good Samaritan have undergone years of discussion with multiple approaches tried, re-considered and re-tried. Legacy was an early and sizeable supporter of the streetcar's extension to NW Portland. For Legacy's two urban health care centers, a TDM plan involves many fine balances in order for Legacy to achieve not only its goals, but the overarching goal of providing the community with a critical and unique set of necessary quality-of-life services.

We welcome additional TDM conversations with the City. The current conversation still has numerous issues that warrant further thoughtful, productive discussions. We are confident that continued work will create a better end product for Council consideration at a later date.

Thank you for the opportunity to comment.

Sincerely,



Everett W. Newcomb III, DO, FACC, FACP
Chief Operating Office
Legacy Health



Legacy Health
1919 N.W. Lovejoy St.
Portland, OR 97209
503.415.5600 phone
503.415.5777 fax

October 10, 2016

Portland City Council
1220 SW 4th Avenue, Room 130
Portland, OR 97204

Re: Proposed Campus Institutional Zone

Dear Council Members:

Legacy Health has actively participated in the discussions associated with creating a Campus Institutional (CI) zone which would be applied to Legacy's two major urban health care centers: Legacy Good Samaritan Medical Center and Legacy Emanuel Medical Center. The Legacy Emanuel campus also includes the Randall Children's Hospital. In addition to serving the Portland area, Good Samaritan and Emanuel are locales for regional and state-wide specialized programs, such as trauma care, burn care and organ transplantation.

Legacy appreciates the efforts of John Cole and Tom Armstrong of the Planning & Sustainability staff in responding to the many questions and concerns the proposed CI zone has generated. They have been helpful in explaining the purpose and intent of the new zone. The challenge that both the City and Legacy have had in considering a specific zone for this type of use is in dealing effectively and realistically with the complexities associated with major urban health care facilities' siting, development and operation. All of Legacy's facilities are special purpose in nature. They have been, and will be, built to enable Legacy to offer improved health care access and delivery, oftentimes for services not available elsewhere.

Legacy has emphasized throughout the CI process that zoning should be approached from the standpoint of Legacy's overriding objectives: providing quality, cost-effective health care which utilizes technology advances while meeting regulatory, accreditation and standard of care expectations. Over the past century, Legacy hospitals have become a respected presence in the community, growing into a significant non-profit Portland employer. However, this economic impact is a consequence of Legacy's growth as a health care provider, not an end in itself.

In light of this background and perspective, Legacy, on balance, can support the adoption of the CI zone and the application of the zone to the Good Samaritan and Emanuel locations. As we have expressed to the City planners, Legacy's support is premised on the City's commitment that the zone's various requirements and standards will be evaluated on an on-going basis. Legacy's facilities are subject to various requirements external to the land use system, which are subject to constant change as advances in medical care occur. The CI zoning code provisions need to reflect this continuum of change.

Both the Good Samaritan and Emanuel locations are currently subject to "umbrella" plans which govern their facilities' use and development. As we understand the CI zone process, those plans will remain in effect through their respective expiration dates. Only upon expiration, does the CI zoning take full effect. We have been assured that this transition also applies to transportation (including parking) and infrastructure planning and impacts. A similar "umbrella" for the handling of those matters presently exists.

All of these points should be documented in clarifying Code language, consistent with the discussions involving City staff.

The facilities at both Legacy locations are a combination of older and newer buildings. This poses challenges of retro-fitting, especially in adding or modifying vertical space. An issue which staff has agreed to clarify is that the existing structures will not be deemed non-conforming nor require additional work in order to proceed with new projects. Expansion of facilities will need to occur throughout the campus area. Expansion cannot be confined to an identified central core location.

We are told that staff will recommend that sky bridge locations be recognized as appropriate and necessary pedestrian and patient/hospital staff movement features. Additionally, the Code language needs to make clear that design matters such as pedestrian plazas, required landscape features, window exposures and streetscapes should take account of the unique operational lay-outs necessary for health care facilities effective, patient-centered functioning.


The proposed CI zone includes sections addressing transportation impact reviews (TIRs) and transportation demand management plans (TDM). These topics have generated significant discussion between Legacy and City Planning and PBOT staff. A specific set of discussion points and concerns about how to make such future analyses and plans effective and practical is the subject of a separate Legacy letter.

Legacy views the TDM discussion as having several elements separate from the CI zone, warranting a more focused and detailed consideration, especially because the TDM code language was developed very late in the CI timeline and has not been thoroughly evaluated at this point. Under Legacy's currently-effective umbrella plans for both Good Samaritan and Emanuel, TDM plans have been adopted and implemented by Legacy, consistent with the umbrella development plans. Legacy remains supportive of TDM planning. However, the differentiation between urban health care centers and other uses is important. This will be addressed in the TDM-specific letter to you.

The CI zone is an appropriate, specialized planning tool which sets health care centers apart from other uses. Urban health care centers are very unlike commercial uses because of their primary public service function. Legacy wishes to work with City staff on continued refinements to the CI zone, so that it accommodates, through a flexible approach, the evolving nature of health care. The CI zone is a start toward that process by directing focus to a use which has no parallels.

Thank you for the opportunity to comment.

Sincerely,


Everett W. Newcomb III, DO, FACC, FACP
Chief Operating Office
Legacy Health

Sam Noble
420 SE 62nd Ave
Portland, OR 97215

October 9, 2016

Council Clerk
1221 SW 4th Ave, Room 130
Portland, OR 97204

To Portland City Council,

I drive almost everywhere I go, and yet I'm opposed to parking minimums in mixed use zones. It isn't fair, smart, or equitable, and I don't think it's likely to be effective.

I don't think it's fair or reasonable to expect that residents of new mixed use buildings pay more rent in order to subsidize on-street parking. The right way to address parking shortages is by charging a fair price for parking in the right-of-way. Without the inherent cost in forcing developers include parking costs they can't recoup, the city leaves room to extract other (more useful) concessions in exchange for the right to build. Maybe that can be inclusionary-style subsidies. Maybe it just leaves room for lower rents once the real-estate market turns.

Parking minimums also pose an equity problem in real estate development. As we all know, development projects that don't pencil don't get built. That means that market-rate developments can only target renters who can afford to pay extra for parking, whether they use it or not. This has the unfortunate effect of eliminating otherwise-viable unsubsidized new construction that isn't at the very high end.

In addition to the equity and fairness issues, the economic rationale behind residential parking minimums in mixed-use buildings seems flawed. Free (or very cheap) on-street parking is in high demand, yet parking is usually not hard to find in (pay-per-hour) garages and lots. This suggests that we have a demand problem, not a supply problem, and again, this points to a solution involving higher on-street parking prices (meters, permits, etc) and much better enforcement.

Finally, it's not clear at all that any amount of residential parking in mixed-use buildings is going to be sufficient. Consider SE Hawthorne Blvd (particularly the area between SE 33rd and SE Cesar Chavez): this commercial corridor has long been home to single-story commercial and low-density mixed-use buildings. Parking in this area has been unpleasant since I moved to Portland nearly twenty years ago.

I bought a house with a garage, and a zone G parking permit. If my parking permit made it faster for me to find parking in the central east side industrial area, I'd gladly pay more for it.

I want to repeat this: I drive almost everywhere I go. This is because there aren't many commercial services in my part of the Mt. Tabor neighborhood. The vacant lot at SE 60th and Belmont is one of the few commercially zoned parcels that I will actually walk to. This lot should be zoned CM2 for two reasons:

First: the bigger the possible building, the more attractive it will appear as an investment, and the sooner I will be able to patronize business I can walk to.

Second: the higher the residential density, the more customers there will be for interesting commercial services in this, and other near-by buildings.

Other testimony may argue that the intersection is unsafe, that it's a failure. The safety argument can be addressed with a better stop light, perhaps paid for by the significant system development charges generated by a four-story building. PBOT has other options, including eliminating left-turns from SE 60th onto Belmont or a combination of requiring a land dedication at the time of development and trading on-street parking for a dedicated left-turn lane at this intersection.

If our comprehensive plan is going to successfully encourage walkable neighborhoods, then neighborhood land use has to take priority over the efficiency of moving cars from one side of the city to another.

Sam Noble

From: [Laura Sciortino](#)
To: [Commissioner Fritz](#); [Commissioner Fish](#); [Commissioner Novick](#); [Commissioner Saltzman](#); [City Auditor Griffin-Valade](#); mnaLandUseCommittee@gmail.com
Cc: [Hales, Mayor](#); [Council Clerk – Testimony](#); [BPS Comprehensive Plan Testimony](#)
Subject: Multnomah Village Growth: Please Consider!!!!
Date: Sunday, October 09, 2016 5:06:07 PM

Dear Commissioners Fritz, Nick, Novick, Saltzman, City Auditor Griffin-Valade, Ms. Anderson, and the Committee on Land Use:

Multnomah Village is an area of Portland with major historical design significant that needs to be protected. The current scale of this business district is appropriate for its narrow main street, making it an inviting place for people to shop and eat out in unique locally-owned businesses.

With the exception of one 3-story building, the Village consists of one-story and two-story buildings, many of which are the original buildings from the earliest days. The Village is covered by a Design District Overlay under the current Comprehensive Plan and this D Overlay states that new development must be consistent with the scale and character of the existing businesses, but the current zoning code does not provide this protection.

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan proposes to change Commercial Storefront properties in Multnomah Village to either Commercial Mixed Zones 1 (CM1) or 2 (CM2). The CM2 designation would allow out-of-scale buildings of up to 4-stories to be built in this historic area.

We are requesting that the City Council change the designation of all properties in the business district of Multnomah Village that are covered by the current D overlay to CM1. The new CM1 designation is a better fit for the historic Village because it will limit building heights in this area to 35 feet, the approximate height of three-story buildings.

We are also requesting that building heights for lots that are bounded by two streets be measured from the lower street. This will prevent the construction of additional stories that could result if heights are measured from the higher street on these steep lots.

Lastly, we are requesting that a Plan District be implemented as part of the Comprehensive Plan for the Multnomah Village Business District to further protect the scale and character of this special place that has major design significance in the City of Portland.

Please add this to the record.

Thank you,

Laura Sciortino & John Berg, Homeowners @ 8141 SW 47th Avenue, Portland OR 97219

From: [Steve Gutmann](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Sunday, October 09, 2016 4:20:22 PM

Dear City Council -

Please abolish parking requirements in mixed use zones. They are counterproductive.

Requiring off-street parking is ineffective at solving parking problems because as long as on-street parking is cheaply available, residents to a neighborhood will keep their cars and store them at the curb. Parking requirements dramatically increase rents, congestion, and reduce housing supply. On-street parking management, such as market-rate permits and meters, will have a greater impact on parking problems without exacerbating the housing crisis further.

The White House released a report earlier this month to provide policy recommendations to ease housing shortage and improve affordability in cities. According to the report, minimum parking requirements “have a disproportionate impact on housing for low-income households” and “[b]y reducing parking and designing more connected, walkable developments, cities can reduce pollution, traffic congestion and improve economic development.”

There Are Other Parking Management Tools That Are Far Better Than Minimum Parking Requirements. Removing parking requirements from Mixed Use Zones will not only free neighborhoods for an arbitrary regulatory burden but also be consistent with the City’s policies on climate change and transportation.

To Summarize: I Support Eliminating Minimum Parking Requirements in Mixed Use Zones.

Steve Gutmann
2823 SE 33rd Avenue
Portland, OR 97214
503-333-7564

From: [Adam Herstein](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: I support removal of parking minimums
Date: Sunday, October 09, 2016 4:07:22 PM

I support the removal of parking minimums city-wide. They drive up the cost of new housing and force developers to build parking that most likely will not be fully utilized. They also perpetuate car-dependence, which is contrary to the city's goals to reduce the reliance of private automobiles.

Please consider changing all parking minimums to zero not just along transit corridors, but city-wide.

Thank you.

Adam Herstein
3115 SE 52nd Av
Portland OR 97206

From: [Ryan Sullivan](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Sunday, October 09, 2016 1:23:04 PM

To the Commissioners,

I am writing to encourage you to support the elimination of minimum parking requirements in mixed use zones as part of the Comprehensive Plan.

Minimum parking requirements encourage developers to build housing at densities that are just under the minimum requirements. In doing so, they suppress our housing supply. Furthermore, research indicates that when developers include parking, the additional cost to the developer is passed on to tenants. This is unacceptable as we grapple with a housing crisis.

Increasing the availability of parking should not be managed through parking minimums. Rather, we should stop giving away street parking for free and start using market-rate permits or other on-street parking management tools.

Thank you for your time and considering this important issue.

Best,
Ryan Sullivan

From: [james francis](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: comprehensive plan implementation
Date: Sunday, October 09, 2016 9:57:53 AM

To the planning board {zone change}

No no no the neighborhood is already beyond its density for quality of life and property

R5 to 2.5 will change the MT Tabor area to extreme and will not fix the housing problem.

In our area we have apartments condos and where the builders could build and put in housing it already has been done with zone change somehow. This area was set up for the MT Tabor housing area. We the old timers made this area popular and desirable. You making these massive zone changes will make more problems than solutions ie power sewer water along with the roads in the are not wide enough for 2.5 housing.

If you didn't allow the collage {Portland community collage} to take the already built building with some parking and replace it with more collage buildings and needed parking {77th division} you had it removed instead and across the street in the residential area you want to change the zoning. It seems the rule are not fair for everyone just for the builders who want the area.

On the other side the collage {warner pacific collage} wanted to build more parking and classrooms after removing some old dilapidated homes the zoning said no to close to the MT Tabor park. My area is next to them and the park why don't we fall under the same rule. This is a main reason many of us bought homes here and pay the tax that reflexes it.

You people are looking in the wrong area the water bureau is located on 68th and division and back is on the MT Tabor park has 20 30 acres and no trees to cut and sewer water and power available. Very buildable area. They need to be relocated to not a such a desirable location and that would solve you housing problem without affecting the existing home owners.

Remember NO family want to raise a family without a yard and no parking. This is still a family area not a down town condo area. I straw poled the area neighbors they all said NO.

The proposed area is not fair to anyone it should be all of MT Tabor or none.

If charley hales can change his area because of the same reason ie doesn't fix the housing issues we should have the same courtesy.

I voted to put these officials in place to stop these bad decision and to have a sustainable solution to the problems ie {water bureau site} empty lots ect. Not to change for the builders.

Changes like this should go to a vote to the home owners in the affected area not by the builders or even the BDS offices.

There is many more points

NO NO NO leave the zoning to R5

James Francis 7414 se Sherman st Portland Oregon 97215 10/9/16

From: [Marsha Hanchrow](#)
To: [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Novick](#); [Commissioner Fritz](#); [Commissioner Saltzman](#); [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Saturday, October 08, 2016 11:43:42 PM

I just learned of Portlanders for Parking Reform's testimony on parking requirements in the Comp Plan, and I am in complete agreement with their arguments. Requiring parking for developments in mixed use zones is planning for the past, and discourages what we claim to be wholly in support of - compact urban spaces with many transportation options. We cannot act as if the needs of cars are more important than the needs of citizens. *Trade parking requirements for more affordable housing in Portland.*

Thank you,

Marsha Hanchrow
1908 SE 35th Pl
Portland, OR 97214

From: [Bill Ballenberg](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Saturday, October 08, 2016 4:28:06 PM

Dear Members of the Portland City Council,

Thank you for allowing me to comment on the proposed changes to zoning in the Comprehensive Plan.

While my wife Sally and I are homeowners at 1614 SE 38th Avenue, we currently live out of state. But we are not real estate investors. Instead, we're a senior couple with the plan of retiring to Portland in just a few years, to make our home in a creative, environmentally forward-thinking, and culturally minded city in the beautiful Pacific Northwest. Until we can be in our home, we've had excellent renters there who have been a good fit with the neighborhood and have loved living there.

And neighborhood is the key.

We selected this home because of its wonderful location. As we age, we feel it wise to spend our years in a place where we will be able to walk to nearby businesses and services, as well as have bus access around the city, particularly if driving becomes less feasible as it does for many older people.

We love the small neighborhood feel we have in the Hawthorne area, while also having the benefit of being close to major thoroughfares. It's like a small town in a mid-size city--vibrant, yet peaceful. That's the sensibility that drew us in and led us to invest in the neighborhood.

Understanding that Portland needs to increase housing density, we were not alarmed at the Plan's zoning change of our property from R 5 to R 2.5. If new owners were to build homes to that designation, the neighborhood would be changed, but would still be a great Portland neighborhood.

Only when I looked more closely at the Map App was I aware that the notice we received of the 2.5 designation did not tell the whole story. While our home and neighboring 1626 SE 38th are to be designated R 2.5 in the new plan, the three houses directly to my north, 1604, 1534 and 1524, all show a designation of CM 2. This represents a very large jump and what I feel is an unnecessary change in zoning-- potentially very large buildings directly abutting and dwarfing older homes on a long-standing residential block.

To our east, directly behind our homes, almost in our backyards, the new designations are also CM 2, and the concern there is the same. Multistory buildings towering over residential properties would block the light and dramatically change the nature of the neighborhood. By contrast, in the next block south and beyond, the designations on Cesar Chavez are R 1, which seems a more reasonable step that still advances the city's need to increase density.

If I understand the map correctly, there is *no other area in the city* where these type of extreme zone changes to neighborhood home properties have been suggested or planned. And perhaps most significantly, with the understanding from BPS that the Chavez /Hawthorne intersection is a prominent one for transportation, it's clear from the map app that the corresponding block on 40th Avenue was not similarly zoned with any CM 2 or even CM 1 addresses. All of the properties are to be zoned R 2.5. Further, in the zoning directly behind these properties, with the exception of one lot 16--1604 Cesar Chavez, is CM1, not CM 2, as the current plan shows for the properties behind our homes on 38th.

While 38th is *near* major streets, it is clearly a side street and is not a logical candidate for a commercially zoned building. Even the narrowness of the street, made narrower by street parking on both sides, would seem to preclude this type of development. And while Cesar Chavez and Hawthorne is a major intersection, well-served by transportation, there are multiple bus lines running at other intersections throughout the city, including the east-west streets up and down 39th, 52nd, 82nd ... Division, Powell, Holgate, Steele, Woodstock ... The zoning suggested for 38th is nowhere to be found in these vicinities or others throughout Portland. In searching the map app for areas where the CM2 designation was a new change, the vast majority of the previous designations were Storefront Commercial, not R5.

To maintain the vibrant, resident-friendly nature of the Hawthorne area, I respectfully propose that the council adjust the zoning of all the houses on our block, 38th from Hawthorne to Market, to the new designation of R 2.5. This would increase the potential density by 100% from its R 5 designation, yet would keep the block residential for current and future residents. I further propose adjusting to CM 1 the zoning on the section of Cesar Chavez that runs directly along the homes on the east side of 38th. This would be consistent with the zoning for the east side of Cesar Chavez and would be far less burdensome and disruptive for the neighborhood than the proposed CM 2.

Thank you for your consideration.

Sincerely,

Bill Ballenberg

1614 SE 38th

ballenberg@gmail.com

From: [Donald Winn](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Bicycle lanes, removing parking, on NE Sandy & Halsey
Date: Saturday, October 08, 2016 9:26:02 AM

NE Sandy Blvd and Halsey St. move well because there are 2 lanes in each direction, allowing heavy traffic to go around turning and parking vehicles and buses and delivery trucks loading and unloading, not to mention all the emergency vehicles, garbage trucks, and large semi trucks that use these streets. Most businesses along Sandy have no off street parking and need all available spots. Homes along Halsey would have no guest or extra vehicle parking if spaces were removed. Not having four lanes at rush hours on both streets would be unimaginable. Bicycle lanes on these busy, commercial, higher speed highways would be disastrous, leading to many near and actual accidents with bikes. Please leave these streets as they are - well working arterials. Don and Marlene Winn, long-time Hollywood area residents.

Sent from my iPad

From: Keith Dieringer & Bryan Hardy
7315 SE 152nd Ave.
Port. OR 97236

10/8/2016

AUDITOR 10/14/16 AM 11:13

To the City of Portland
Portland Planning and Sustainability
Commission. If any changes
effect my property values, purchased
uses, promises in writing from the cities
other departments financial
compensation will be required.
loans where based on current
usages and needs. Many promises
from the city of not changing
excepted uses & decaying
what was billed to me will be
a liable issue. Please stop these
changes

Specific areas

State ID #

152E24BD 2700

152E24BD 2700

R10 to Proposed R20 Against
Developed with
Loan intentions
AND usage

SE Foster Properties

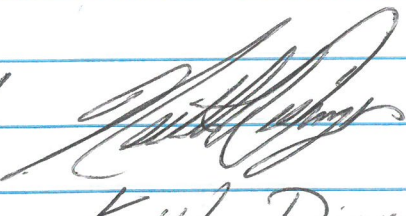
152E07DD 18200

CG to CE

Against
Developed with
Loan intentions
AND usage

152E16DD 59

Plus North property off 152nd to the
South (Bryan Hardy)

Sincerely 

Keith Dieringer



Bryan Hardy

cc. file

October 8, 2016

Portland City Council
1221 SW 4th Ave, Room 130
Portland, OR 97204
Attn: Comprehensive Plan Implementation

Re: Proposed Changes to the Major Public Trails Zoning Map Designation:
Dosch Park Lane, Portland Oregon
(Trail Segment 3892, State ID # 1S1E17AD 7200 and 1S1E17AA 8500)

Dear Mayor and Councilors:

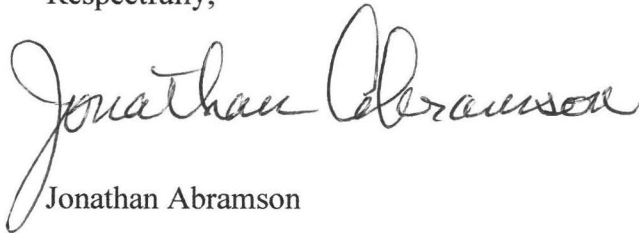
I am a homeowner residing at 4920 SW Dosch Park Lane, Portland, OR 97239. I am writing to request that the Council reject the changes recommended by the Planning and Sustainability Commission (PSC) to include Segment 3892 on the Major Public Trails zoning map. We have received the September 6, 2016 Notice of Proposed Zoning Map Change, and are concerned by statements within the Notice that the designation could “affect the permissible uses” of our property and may affect value, and that our property may be considered for “future easement acquisition” by the City. I consent to no such designation.

As noted in the letter dated October 8, 2016 from John Calhoun, president of the Dosch Estates Homeowners Association, Dosch Park Lane or Campbell Court has always been a private road that the homeowners pay to maintain. No public easement or right-of-way has ever existed on either road. Further, we would not consent to an easement.

Therefore, we ask that you please remove Segment 3892 from the Major Public Trails System.

Thank you for your consideration.

Respectfully,

A handwritten signature in black ink that reads "Jonathan Abramson". The signature is written in a cursive style with a large, looping initial 'J'.

Jonathan Abramson

4920 SW Dosch Park Lane

Portland, OR 97239

From: [Mary Ann Seeger](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: bike lanes
Date: Friday, October 07, 2016 10:43:52 PM

I urge you to consider:

1. putting signs noting identified bike streets. Example bike riders on NE Fremont should have signage that **1BLOCK SOUTH** is a bike street. Bikes are very dangerous on Fremont! We build bike streets and they should use them. There should be fines for bike riders using busy streets such as Fremont if there is a bike street so close.
2. NE 92nd ave does not have a bike lane and should. It really should also have a sidewalk given there is so much foot traffic on this street.

Mary Ann Seeger
3435 NE Cadet Ave
Portland OR 9220
503 807 2349

From: HRServ@aol.com
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation - Bike lane on Sandy Blvd
Date: Friday, October 07, 2016 4:49:27 PM

For some reason in the City of Portland for the past 10 years, bicyclists have had more rights than any other transportation form. It has gotten so bad that people who have the temerity to drive a car are frequently vilified by bike riders. It doesn't seem to make any difference that bike riders are a very small percentage of the commuting public. It doesn't seem to matter when the changes proposed harm thousands, if the bike riders are happy with the result.

For many there are no viable alternatives to driving their cars to & from work. I am one of them. Though not disabled enough for a wheel chair, because of back degeneration, it is very painful to walk & impossible to carry items.

Portland has inadequate public transportation. TriMet is poorly run with managers afraid to negotiate a reasonable contract with their employees. I don't see TriMet suddenly having enough money after paying for their bloated benefit plans to vastly or even slightly improve routes, times & number of busses. As a result, for many, many Portlanders, riding the bus doesn't work. For me, it would take 2+ hours to get home every night. Were that not enough disincentive, the wait & the walk between stops is more than I could physically manage. Grocery shopping or returning bottles to the store on a bus is out of the question. It would be impossible to negotiate the steps, the walk or the heavy loads. Yet, I have to work if I am to eat & I have to eat if I am to work.

No one can afford to take a cab or ride service everywhere all the time. Car pooling seems like a thing from the 1970s. No one talks about it because it only works for a tiny percentage of the working population.

So what are people who must drive supposed to do when the City they live in is hostile to cars? How are we supposed to have a decent life when more & more of the major arterials are given over to bicycles? I repeat, bicyclist are a very small percentage of the population. And, they will continue to be for a very long time into foreseeable future. Yet the City is willing to close an entire lane of an already over burdened street, Sandy Blvd., to give it over to bikes.

Let me tell you what Sandy Blvd is like right now. I have driven Sandy for about 17 years. At the present time it takes about 20 minutes to get from 12th Ave, to 32nd Ave. This is on a regular day, not an accident day or a nasty weather day. If a lane of traffic is closed, we can easily assume that this commute time will balloon.

Since I've driven on Sandy for so long, I've also observed the number of bike riders. Two out of the five nights I see no riders. On a couple nights a week I see one or two. I rarely more than 3 even in summer. Closing a lane of traffic for so few people? Where is the logic? Where is the justification?

Why is Portland throwing millions of dollars of the transportation budget into making expensive modifications that just work for a few people? Shouldn't you be serving the majority, not the minority? Shouldn't you be concerned about the ever growing group of aging seniors? The baby boomers are coming of age. These folks will have transporation needs in far greater numbers than bike riders. Why aren't you making plans for increased services to this enormous group? Portland is doing feasibility studies on how to better serve bicylists when they should be looking at the real world need -an aging population - as the biggest concern.

Portland needs a reset on priorities. Sure, old people aren't cool and spandexed bike riders evidently are. But older folks are real and they vote in much larger numbers than bicyclists. Please give some thought to the largest forgotten majority group you have in this city.

Shutting down a lane of traffic on Sandy Blvd. for a non existent population of bike riders does not make sense. It is costly. It hurts more people than it helps. It cannot be justified in the light of the far more

pressing needs of an aging population.

Many thanks! Carol Ward
NE Portland resident for 36 years

From: Lrose2050@aol.com
To: [BPS Comprehensive Plan Testimony](#)
Subject: from lee rose
Date: Friday, October 07, 2016 3:05:55 PM

I am a resident in southeast portland and you are attempting to rezone our house and houses by us...we are opposed to the destruction of pdx and the enabling of developers...



Portland Community Reinvestment Initiatives Inc.

6329 NE Martin Luther King, Jr. Blvd. www.pcrihome.org
Portland, Oregon 97211-3029 (503) 288-2923 TDD #711 Fax: (503) 288-2891

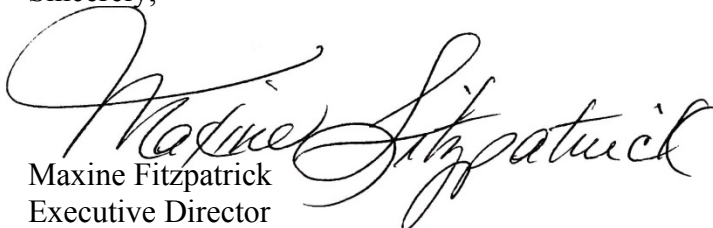
October 6, 2016

Dear Mayor Hales and Commissioners,

I'm writing on behalf of PCRI to express support for the Comprehensive Plan Amendment M42. The Comprehensive Plan is about our community's vision for the long term future. I believe this future should include affordable places both to live and work for our current and future community members, which is precisely what the Comprehensive Plan Amendment in question provides. The Boise neighborhood and, in particular, the Mississippi and Vancouver/Williams corridors have seen rapid displacement of the neighborhood's historic residents and businesses. The Comprehensive Plan Amendment provides additional flexibility for the neighborhood to create space for previously displaced businesses and provides incentives for any future developers to create affordable housing and commercial space, something not incentivized in the existing residential zoning. These incentives support our community's desire and commitment for affordability.

PCRI's advocacy for both affordable housing and mitigating the on-going displacement of our community members is what our organization was founded to address and continues to be at the core of what we do. While PCRI's Lydia Roy Gardens apartments are in the area impacted by this zoning change, we do not have current plans to redevelop this affordable housing development. If, in the future, PCRI does re-develop the property, we will work to ensure that no residents are displaced due to redevelopment. We are rooted in this community and are committed to mitigating displacement and providing stable housing options not only for residents of PCRI properties, but others in the community as well. By allowing more housing potential and the potential for businesses (retail and office uses), we are supporting healthy, affordable places for our community to live and work. Our community will be more vibrant--with more homes for neighbors, more places to work and learn, and more interpersonal and transit connectivity. By approving Amendment M42 and its incentives for affordable housing and neighborhood businesses, we are furthering the community's long term vision.

Sincerely,



Maxine Fitzpatrick
Executive Director



"Meeting the affordable housing needs of the community"

From: [Ted Miller](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive plan: FAR reduction in the eastern edge of NW Portland
Date: Friday, October 07, 2016 12:14:33 PM

I had hoped to testify yesterday against the proposed reduction in FAR in the RH district located on the eastern edge of NW Portland. I was too deep on the witness list and didn't make the cut. I will be out of town for the next hearing.

I own a Victorian home in the affected area. I already submitted a comment by email. After watching yesterday's hearing on television, I just have one thing to add that I don't believe has been touched on.

Neither BPS staff, nor the neighborhood association people have made the case why this change is needed. There were no examples of historic buildings being demolished in this area to access maximum density. The closest thing to that was the first Ramis/O'Donnell project, which was stopped by the neighborhood folks. The successor proposal incorporates the existing old building into the project. It would seem the current rules are working.

As recently as June 22, 2015, BPS was touting the existing incentives built into the FAR transfer and bonus program as a means to protect historic properties. In a memo titled, "Central City Floor Area Ratio Bonus & Transfer Options", page 3, bullet point 6: "Using FAR transfers to encourage historic preservation and open space in the Central City", staff proposed *enhancing* those incentives to make them even more effective.

There is no explanation or analysis in the record why the incentives would not continue to work in this particular RH zone.

The proposed reduction in FAR scraps the incentives, and is simply a taking. The effect will be to freeze the eastern edge of NW Portland in amber. No new housing development, whatever it's merits, will be feasible. All of the existing structures in the neighborhood, regardless of their individual historic merit, receive the same protection. This seems inflexible, unimaginative and retrograde—at a time of anticipated growth in demand for affordable housing.

Thanks,
Ted Miller
1805 NW Glisan

From: [Sam Stuckey](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, October 07, 2016 10:37:08 AM

Thank you for the opportunity to speak yesterday. Below are my remarks in their entirety, including the portion I was unable to get to in the time allotted. I stand opposed to any "downzoning" of any districts in Portland (particularly Irvington and the Alphabet District) as it would be a step in the wrong direction in terms of providing needed housing and run counter to the professed goal of "maintaining historical character".

Hello, my name is Sam Stuckey, thank you for allowing me the time to address you. I'm lifelong Portland resident who grew up in the beautiful Historic Irvington District. I currently live and work in the similarly beautiful Buckman Neighborhood. The neighbors in my building are Portlanders through and through; a teacher, a nursing student, a musician, even someone who works at Powells. My neighbors outside my building are also pure Portland through and through. They live in tents and sleep on beds of cardboard.

We are in a housing crisis. You know it. I know it. Everyone in the room knows it. The city's new Comp Plan, in my opinion, is for the most part fantastic. Kudos. However, certain details threaten to turn what is mostly a fantastic piece of urban planning into a toothless extension of outdated and unsustainable housing policy.

Like I said, I grew up in Historic Irvington. It is a beautiful neighborhood, but what makes it beautiful are not the big, old houses. It is the people. It is the schools. It is the parks. It is families, and piano recitals, and soccer games, and block parties. The beauty in where I grew up doesn't come from the fact that a house on the end of my parents block just sold for over a million dollars, it comes from the fact that the very same street has a 17-unit multi-family complex with units affordable for the elderly and for the millennial alike. Neighborhoods like Irvington and the Alphabet District are incredible examples of the communities that can spring up when diversity, development, and inclusion are encouraged. Or at least they used to be. For a time, Portland actually had the greatest diversity of housing types in the urban core of any city in the country. That 17 unit building was built in 1929. Current zoning would not allow such a building to be built. PROPOSED zoning COULD bring back that piece of Portland's historic character. Or it could protect the property values of a handful of Portland's wealthiest home owners.

If protecting the historic character of Portland is truly a priority, downzoning these areas would NOT BE ON THE TABLE.

Low-income and high-income households in our city are becoming increasingly

segregated to the detriment of both. Downzoning Portland's wealthiest neighborhoods is akin to building a wall around them and making future generations of Portlanders pay for it. They'll pay in increasingly segregated schools. They'll pay by growing up in neighborhoods where everyone looks the same, eats the same, and drives the same cars. They may have historic architecture, but they'll pay for it by not having neighbors who lived through that history.

I was lucky to grow up in Portland. My childhood consisted of tennis lessons at the Irvington Club AND basketball games SEI. My neighbors were senior citizens, families who had finished raising children, and young couples who were just starting. In Irvington, I grew up surrounded by Portlanders of all backgrounds with children from all groups and classes. Perhaps it is that blend of social and economic classes that is responsible for why I'm here today. Perhaps the pride I have in my Portland upbringing is why I'm fearful for the Portland we could become if you choose to place further restrictions on future housing options. My fear is that we're moving rapidly towards a city where children will no longer have the diverse upbringing that I had. My fear is that one day my children will attend a school in which every one of their classmates are getting free lunch, or worse, that none of them are.

Downzoning Portland's oldest and most historic neighborhoods means taking Portland's legacy of varied housing types, diverse economic neighborhoods, and multi-generational fabric and throwing it away to preserve the property values of Portland's wealthiest. If Portland's architectural heritage truly matters, you can honor it by promoting the diverse housing that Portland was built on. If affordable housing and economic opportunity is what matters, you can create it by removing barriers and walls to responsible development instead of putting up new ones. If it is actually the property values of beautiful old single family homes that matter . . . well, you can do whatever you want.

Thank you,

Sam Stuckey

samuel.stuckey@gmail.com | 971-506-3527

From: [BERNICE](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: COMPREHENSIVE PLAN IMPLEMENTATION
Date: Friday, October 07, 2016 10:12:24 AM

I want to express my opposition to the proposed changes to the Major Public Trail in the Woods Creek area. The proposed plan would bring hikers into our neighborhood, albeit ungated but nevertheless private, through greenspace which is privately maintained and in effect constitutes our back yards, and across the front yard of one our homes. The proposed trail comes down 64th Place from Canby Street, creating parking and traffic congestion along streets that do not now accommodate two lanes of traffic and a pedestrian or biker simultaneously. It would bring strangers into our safe and private residential area. I strongly oppose this intrusion to our lives in Woods Creek. Bernice R. Gevurtz

From: [Jean Madden](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, October 07, 2016 6:25:08 AM

Please keep the section of NE Fremont from 46th through 50th zoned CM 1, as designated by the current draft plan I saw on line. That would limit the buildings to 3 stories. If you anticipate most of the renters in the apartments currently being built would not own cars, please know that the bus service on Fremont is somewhat infrequent on weekdays and doesn't run at all evenings or weekends, making it inconvenient for tenants to rely on public transportation. To have even more apartment units, which higher building heights would allow, might easily lead to more cars on our side streets, which are already crowded with cars in the evenings from the guests of the many restaurants here.

Thank you,

Jean Madden
3653 NE 47th Ave
Portland 97213



October 6, 2016

Mayor Charlie Hales
Portland City Commissioners
1221 SW 4th Avenue
Portland, OR 97204

Dear Mayor Hales and Commissioners,

Housing Land Advocates is a non-profit organization that advocates for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians. We write in opposition to a zoning map amendment that is coming to you as part of a package for consideration in October. The amendment is part of Exhibit N, Miscellaneous Zoning Amendments. It was voted on by the Planning and Sustainability Commission (PSC) at their August 23 meeting, as “Miscellaneous Zoning Amendment package item 3, as amended by the Zoning Code Chapter 120 Map Series: 4:1 FAR memo dated August 17, 2016.”

This amendment significantly reduces the number of housing units that are allowed in a large area of Northwest Portland by slashing the allowable floor-area-ratio in half. This action cuts new capacity by two million square feet – the equivalent of 1,500 to 2,000 housing units. Constraining supply drives up prices everywhere in the city. In the immediate term, it would adversely impact 161-unit senior housing project is currently in pre-development in the impacted area.

Northwest Portland is extremely well served by existing city infrastructure, and is therefore a poor choice of places to reduce housing capacity. This neighborhood is walkable and bikeable and has excellent transit service, meaning many daily needs can be readily met without a car, an important factor for those who might not have the ability or income to drive. This downzoning would undermine the City’s promise to increase housing opportunities in every neighborhood, most importantly to provide equitable access to housing for people with low and moderate incomes in high-opportunity areas. This amendment would be a significant step in the opposite direction.

We also believe a change of this magnitude and location brings into question compliance with Oregon’s land use planning Goal 10, Housing. Goal 10 requires cities to provide “adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.”

We respectfully request that you pull this item for a separate vote, and vote No. Thank you for your consideration of our comments.

Respectfully,

A handwritten signature in black ink that reads "Benjamin Schonberger". The signature is written in a cursive style with a large, prominent initial 'B'.

Ben Schonberger

Board Member

Housing Land Advocates

October 7, 2016

Portland City Council
1221 SW 4th Ave, Room 130
Portland, OR 97204
Attn: Comprehensive Plan Implementation

Re: Proposed Changes to the Major Public Trails Zoning Map Designation:
Dosch Park Lane, Portland Oregon
(Trail Segment 3892, State ID # 1S1E17AD 7200 and 1S1E17AA 8500)

Dear Mayor and Councilors:

I am a homeowner residing at 4915 SW Dosch Park Lane. I am writing to request that the Council reject the changes recommended by the Planning and Sustainability Commission (PSC) to include Segment 3892 on the Major Public Trails zoning map. We have received the September 6, 2016 Notice of Proposed Zoning Map Change, and are concerned by statements within the Notice that the designation could "affect the permissible uses" of our property and may affect value, and that our property may be considered for "future easement acquisition" by the City. I consent to no such designation.

As noted in the letter from John Calhoun, president of the Dosch Estates Homeowners Association, Dosch Park Lane or Campbell Court has always been a private road that the homeowners pay to maintain. No public easement or right-of-way has ever existed on either road. Further, we would not consent to an easement.

Therefore, we ask that you please remove Segment 3892 from the Major Public Trails System.

Thank you for your consideration.

Respectfully,



Susan and Michael Donahue

4915 SW Dosch Park Lane

Portland, OR 97239

From: [Ken Richardson](#)
To: [Council Clerk – Testimony](#)
Subject: Zoning Amendments
Date: Friday, October 07, 2016 11:53:58 AM

Dear Mayor Hales and Council members,

The David Douglas School District fully supports the provisions in the Miscellaneous Zoning Amendments package that give the school district the ability to review and deny 11+ lot land division applications and zone map amendment applications. Currently David Douglas School District serves 10,573 students within our Prek-12 Schools. We are currently at, or over capacity in many of our facilities, and are at a point where any new development can have an adverse effect on our learning environments. We have been proactive in searching for solutions, from allocating funds to add classrooms, busing students to neighboring schools and purchasing property for future growth.

We wish to note that these 2 provisions only give us access to a small portion of potential new housing – there is much more potential new housing in the mixed use zones and multi-dwelling zones for new apartments that tend to bring higher numbers of new families and children into our schools.

These developments often escape our notice because they are “by right” and don’t need a land use review, so it isn’t until the new students enroll in our schools that we become aware of the new housing. Therefore, we would like to request that the city add **school districts, all school districts** to the zoning code section that requires notification of 5 or more new dwelling units, found in section 33.120.050 and section 33.700.025.

We recognize that we can’t stop housing that is built “by right”, but the simple process of notification will give us the ability to plan ahead for the infusion of new students into our schools.

Thank you for your time and consideration.

--

Ken Richardson
Superintendent
David Douglas School District
503.261.8201
Learn~Grow~Thrive

From: [Ken Richardson](#)
To: [Council Clerk – Testimony](#)
Subject: Conditional use Process
Date: Friday, October 07, 2016 11:53:52 AM

Dear Mayor Hales and Council members,

The David Douglas School District would like to bring forth a concern to the Mayor and Council members to consider. This concern is a change in the conditional use process in CE and CM3 zones.

Currently indoor marijuana grow operations need a conditional use process before establishing a business. Our understanding is the new proposal will remove the conditional use process in all CE and CM3 zones. The zone changes includes adding more of the CE and CM3 zones in the David Douglas School District. Our concern is East Portland and the David Douglas community will be impacted by the significant amount of CE and CM3 zones added to our community.

One of the current changes is right down the street from Menlo Park Elementary School. We are also concerned about our continued growth and the uncertainty of where we may need to build schools in our future.

Our request is to ensure that the conditional use process is required before an indoor grow operation is approved or placed. We have concerns about indoor grow operations being placed in close proximity of our schools and would like to opportunity to provide input and share our concerns during the conditional use process. Without the conditional use process we will have no voice in this process.

Please consider keeping in place the conditional use process, to ensure our schools and community have a voice for our schools.

Thanks you for your time and consideration.

--

Ken Richardson
Superintendent
David Douglas School District
503.261.8201
Learn~Grow~Thrive

October 7, 2016

City Council
Attn: Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Via Email: cputestimony@portlandoregon.gov

RE: Zoning Map Changes

Dear Council,

We own property located at 4338 SW 58th Ave., consisting of 2.95 acres and known as tax lots 4900, 5000, 5100 & 5200. We purchased the property with the knowledge that it was zoned R-10 with some environmental overlays attached.

We had sent off a letter in opposition of changing our R-10 designation to R-20 on April 11, 2016. That letter is attached. We understand that the City has a difficult job when considering Comp Plan Updates. In the case of our property in particular, we have nearly 3 acres of flat, prime real estate that we as the land owners should have the right to utilize the R-10 zoning designation that is currently in place and was in place when we purchased.

If our property was on a hillside, we might understand the City's desire to reduce potential density (though natural features/constraints would normally handle). In our case though, our property is completely flat without any slide issues. Staff has elected to utilize some drainage channels as a rationale to change such zoning.

There are already plenty of hurdles in place, especially with BES, to make sure that only the "right" type of development occurs on our property. If we were able to get through the process to develop our property with 10,000 SF lots successfully, then clearly our property would meet all the required criteria to allow it to be developed with 10,000 SF lots and should be given the chance to do so if we (as the owners of the property) elect to do so.

We cordially request that our nearly 3 acres of flat, prime real estate be taken off the list of those much more challenging properties that are scheduled to be changed from R-10 to R-20. Thank you for your time and consideration.

Sincerely,



Mark Vukanovich

Mark W. Vukanovich
11279 SW Ellson Lane, Tigard, OR 97223
MarkVukanovich@gmail.com; 541-350-1060

April 11, 2016

Portland Planning and Sustainability Commission
Residential Zones Testimony
1900 SW 4th Ave., Suite 7100
Portland, OR 97201

RE: OPPOSITION OF ZONE CHANGE

To Whom It May Concern:

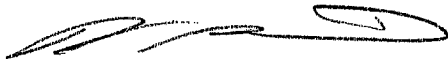
I, along with Mike Biggi, currently own approximately 2.95 Acres located at 4338 SW 58th Ave and more particularly map and tax lots 1S1E07CD 4900, 5000, 5100 & 5200. We purchased the property in 2014 in anticipation of building our personal residences. We received notice of the proposed zoning changes sometime after we had closed on the purchase.

At that time, we had started the process of completing some lot-line adjustments and to work through an environmental review process concurrently in order to maintain 4 tax lots and to ultimately have 4 homes built on the property. With the lots averaging about a quarter of an acre per, we were not overly concerned with a zone change to 20,000 SF minimum lot sizes.

We are still working through this process with City Staff, though we assumed we would have had our approvals by the end of 2015 at the latest. We are very concerned about not having our approvals here shortly or worse, not obtaining them at all. After spending over \$70,000 in engineering/design fees, attorney and City Fees in order to hopefully receive and approval to obtain four building pads, this could negatively impact all of our work to date. Any new zoning may require us to go through new approvals or to modify or change house plans completely due to various setbacks, etc....possibly creating severe financial hardships.

Lastly, we strongly feel that placing a zoning change that reduces the property's potential redevelopment opportunity/density will, without question, substantially devalue it. We are currently zoned R10 and with the various environmental overlays, the property is already heavily restricted. We purchased the property as R10, and not as R20. For all of these reasons, we oppose the City's zoning change and cordially request that you allow our property to maintain its current R10 designation.

Sincerely,



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