



November 17, 2016

Portland City Council  
1221 SW 4<sup>th</sup> Ave, Room 130  
Portland OR 97204

RE: Comprehensive Plan Implementation – Council Amendments

Dear Honorable Mayor Hales and members of Portland City Council:

I am writing to voice my support for Code Amendment, FAR in Alphabet District – Option B.

25.b FAR in Alphabet District – Option B

Code section: Map 120-7 (page 67 of Zoning Code Amendments)

Requested by: Saltzman

Explanation: Rejects the PSC recommended 2:1 FAR in the northern Alphabet District, retaining 4:1 where is it currently mapped.

Related testimony (for or against): NWDA, Oregon Opportunity Network, Portland Coalition for Historic Resources, Oregon LOCUS, 1000 Friends of Oregon, Housing Land Advocates NW Pilot Project, NW Housing Alternatives, Restore Oregon, Landmarks Commission, other individuals.

Amendment text: Revert the map to the original staff recommendation – with an FAR of 4:1 on most RH parcels in the Alphabet District.

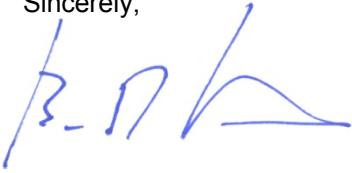
Staff recommendation: Oppose. The Council adopted policies with the new Comprehensive Plan suggesting that zoning entitlements should respond to historic designations. The PSC recommendation does that. The FAR is subject to review by the Landmarks Commission, which has generally rejected 4:1 in this area. Historic districts represent a relatively small portion of the City's housing capacity.

As indicated in the amendments report (and copied above), the Bureau of Planning and Sustainability staff opposes Commissioner Saltzman's amendment to leave the 4:1 overlay in the Alphabet District. While the Staff cites policies that "zoning entitlements should respond to historic designations" and required review by Landmarks Commission "which has generally rejected 4:1 in this area" as reasons to oppose, I see those as reasons support leaving the 4:1 and letting the processes currently in place to protect historic districts continue to guide appropriate development. Reducing the Alphabet District FAR from 4:1 to 2:1 is a drastic down zoning of an inner city neighborhood that historically includes a diverse mix of building types, heights, and massing.

I reject the idea that the only way to project the Alphabet District is by cutting the allowable FAR in half, when in fact, one cannot protect the history of the Alphabet District without protecting the architectural diversity and allowing for that development mix to continue. The mix of historic buildings ranges from two-story Victorian homes to six-story apartment buildings to various religious, cultural and commercial buildings. Cutting the FAR to 2:1 will unreasonably restrict the density of future development and we will end up with a neighborhood scale that is counter to both the historical neighborhood development pattern and the very fundamental principles of urban design and managed growth.

Preservation and development must not be at odds. Context appropriate, neighborhood friendly development at higher densities and scale is possible and Portland already has guidelines and review mechanisms in place to ensure new development is sensitive to the historic resources. I urge you to leave the 4:1 FAR and allow the existing safeguards to guide appropriate development.

Sincerely,

A handwritten signature in blue ink, appearing to read 'B. Carleton', with a stylized flourish at the end.

Brian Carleton, AIA, Principal  
Carleton Hart Architecture, PC

**JANTZEN BEACH MOORAGE, INC.**

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**1881 N. JANTZEN AVE  
PORTLAND, OREGON  
97217-7808**

City Council  
City of Portland  
c/o Bureau of Planning & Sustainability  
1900 SW 4<sup>th</sup> Avenue, Ste. 7100  
Portland, OR 97201

November 17, 2016

**VIA FAX AND MAIL**

RE: Transportation System Plan-Hayden Island Bike Path  
Jantzen Beach Moorage, Inc.

Dear Mayor and Commissioners;

I am the President of Jantzen Beach Moorage, Inc., a floating Home Community of 176 homes on Hayden Island. As the representative of our 300+ members I wish to express in the strongest terms, our opposition to any plans the City of Portland has to a proposed bike path on Hayden Island.

We have recently become aware such a bike path would not only cut through a large mobile home park, but also through our own secured parking lot requiring the removal of some 40+ parking spaces for our members, but also a large number of parking structures. This is unacceptable. It also would require demolishing our gates and fences which keep us reasonably secure.

Should the City of Portland proceed with plans for such a bike path through our privately held property, please be aware, we will use all necessary means to prevent it, including all legal remedies available to us to prevent this from occurring.

Yours truly,

Nikki Charlton  
President, JBMI

**From:** jessica  
**To:** [BPS Comprehensive Plan Testimony](#); [Fritz, Amanda](#); [Commissioner Fish](#); [Commissioner Saltzman](#); [Hales, Mayor](#); [Commissioner Novick](#)  
**Cc:** [Skryha Vicki](#); [Chung Wendy](#); [Johnson JoZell](#)  
**Subject:** Testimony: FAR in the Alphabet Historic District  
**Date:** Thursday, November 17, 2016 11:30:27 AM

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To City Council:

As a property owner and resident of the Alphabet Historic District for almost 30 years, I agree with the Northwest District Association on this issue, to reduce FAR in the Historic District from 4:1 to 2:1. I also agree with both the Planning and Sustainability Commission and Portland Historic Landmarks Commission, although I wish their recommendation encompassed the entire district.

Unfortunately, now there is Option C, which would allow spot zoning for some parcels along NW 18th to maintain a 4:1 FAR, apparently due the fact that the developers say they may develop affordable housing. There are no applications, not even for pre-apps or informational meetings for such development on any of these parcels. In addition, Option C doesn't include any requirements that these property owners actually develop affordable housing if they are allowed a higher FAR. If other developers announced an intent to develop affordable housing, would they also be granted the higher FAR, with no further commitment from them than announcing an intent?

While I question retaining the 4:1 FAR for sites that maybe, might, possibly consider affordable housing, I am also concerned that it appears there was no analysis conducted by City staff in suggesting that a 4:1 remain on just these few parcels. These sites are surrounded by the largest collection of individually designated Historic Landmarks in the entire Alphabet Historic District and some of the lowest FAR's in the Historic District. I note that the Historic Landmarks were individually designated long before the Historic District was created, and so, in my mind, are even more significant. Beyond the designated Historic Landmarks, all other adjacent development is designated "contributing" and also of a very low-scale density.

Clearly, if you look at the immediate area, and not just these parcels in isolation, there is no basis to conclude that maintaining a 4:1 FAR would be compatible with existing development. Additionally, in your recent decision in the recent Type IV Demolition Review denial for the Ballow and Wright site, you—yes, this City Council--stated that a 4:1 FAR would result in incompatible development for the site.

Incompatible development allowances in the Zoning Code damage the character and integrity of our historic districts, which we are charged with protecting. "Right Size Zoning" is something the City has been seriously considering through a variety of projects, including the Residential Infill Project. Before you now is the opportunity to to align the Zoning Code with the protections expected for Historic Districts.

Historic districts comprise just 1.8% of the City's land area. The Alphabet Historic District is just one of a number of Historic Districts in Portland. Districts are special and critical to Portland's unique identity and livability. Protecting them does not hamper the City's goals for density and growth, which we are easily meeting and exceeding in other areas.

Eliminate the tensions between base zoning and compatibility. Get the zoning right and let

Historic Resource Reviews focus on compatible design, not compatible scale. I urge you to, at the least, support both the Planning and Sustainability Commission's and Portland Historic Landmarks Commission's recommendations to set the FAR's at 2:1 north of NW Glisan. The arbitrarily proposed spot zoning is uninformed and sets up both neighbors and property owners for future conflict, frustration, and, for developers, failure.

Sincerely,

Jessica Richman

1911 NW Hoyt St.

Portland, OR 97209

**From:** Sallie Aldape  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** TSP Amendments 11/17 Council Session #41. South Waterfront Street Plan  
**Date:** Thursday, November 17, 2016 11:23:24 AM

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Given the decision to delay a vote on the Proposed Resolution covering this issue (South Portal/ SWF Street Plan) during the 11/16/16 Council Meeting, I ask that the council not adopt this amendment at this time.

Clearly there are equity and impact issues (lack of comprehensive traffic data for the community as a whole) with regard to the abutting neighborhood (Johns Landing) that need to be addressed prior to the adoption of any resolution. I appreciated that the council decided to schedule a work session with regard to the South Portal project.

In response to Mayor Hales question to me with regard to the streetcar: there appears to be little support for a streetcar extension into Johns Landing along Moody to Hamilton Ct. Dan Bower, of PSI, can corroborate this.

If the LT goal is truly to send the streetcar south to the Sellwood Bridge, it seems short sighted and a poor use of public funds to extend an alignment to Hamilton Ct, when there clearly is community support for the Bancroft to Macadam alignment. If the complete funding for this alignment (Bancroft to Macadam to the Sellwood Bridge) not available at the present time, these available funds should be redirected to other more deserving eastside projects that have been historically underfunded to date.

Sallie Aldape  
Morrison.aldape@gmail.com  
5050 SW Landing Drive #202  
Portland, OR 97239

Sent from my iPad

**From:** allenton.electra@gmail.com  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Re: Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 11:21:56 AM

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I still support the elimination of minimum parking requirements in mixed-use zones. See my previous message below.

(For what it's worth, I also support allowing the construction of multi-unit properties on single lots such as duplexes and triplexes and ADUs, if that is still up for discussion.)

Sincerely,  
Electra Allenton, ND (degree not license), MSOM, LAc

On Thu, Oct 13, 2016 at 12:46 PM [allenton.electra@gmail.com](mailto:allenton.electra@gmail.com)  
<[allenton.electra@gmail.com](mailto:allenton.electra@gmail.com)> wrote:

TL;DR: Please trade minimum parking requirements for more affordable housing by eliminating minimum parking requirements in Mixed-Use Zones.

Dear city council commissioners and aides,

I am not new to Portland but I am a transplant. I have lived here since 2001, and I have just finished two professional graduate degree programs in healthcare in Portland and hope to settle down in inner SE Portland as a tax-paying citizen invested in my community. My husband is self-employed as a mental health counselor and instructor at PSU, and happily pays taxes. Throughout this entire time, we have rented property, and we don't own a car. We make ample use of TriMet and the neighborhood greenways. I utilize car-sharing services like ZipCar and Car2Go to support our car-free.

Even though through my completion of education, we have the possibility to become more wealthy, it will be many years before we can afford to buy property, and the opportunities for starting a business or becoming employed are all centrally in Portland. As it happens, I have enjoyed renting, as it allows us to live in neighborhoods that we love (Hollywood/Rose City, Sunnyside, Humbolt, Alphabet District/Nob Hill, and now Brooklyn).

The arbitrary 30-unit+ threshold for required parking went into effect in much of Portland in 2013. Since 2013, a large number of developments have been built with exactly 30 apartments, just under the threshold for required parking. Why? The 31st apartment brings a mandate for 6 parking spaces. For underground parking, six stalls can cost more than \$300,000 in construction and lost opportunity. Minimum parking requirements have worsened the housing crisis by suppressing housing supply. Suppressing housing supply pushes the low-income or low-middle income population such as ourselves to the outskirts of the city.

My husband and I have been recipients of food stamps, barely affording rent, as we are building businesses or completing education programs that serve our community. We're also moving into the professional and entrepreneurial class looking to invest in this area. We can't do that if we are pushed out of town because of rising rent due to policies that cater to car ownership and avoid providing affordable housing at the expense of the people who take advantage of Portland's livable, walkable public transit and alternative transit possibilities, and suppress sufficient housing to accommodate the people who love Portland and want to contribute to making it great.

Please eliminate the minimum parking requirements for new developments; stop chasing those who aren't wealthy or car-owners out of town.

Sincerely,  
Electra Allenton



**From:** Claire Brown  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** zoning map testimony  
**Date:** Thursday, November 17, 2016 11:19:29 AM

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Hello i reside at 3226 SE 8th Ave, Portland Oregon 97202.

I'm writing in to support the proposal for commercial and residential zoning our area. There is tremendous opportunity for small business to start up in our area. It's happening all over Portland i personally am a fan of it. It's what makes Portland great and i enjoy seeing small business thrive. I hope you will hear from all the neighbors versus the 1 or 2 people that may oppose it.

Regards  
Claire Brown

**From:** [Council Clerk – Testimony](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** FW: Alphabet District Zoning - Please do not change  
**Date:** Thursday, November 17, 2016 11:14:45 AM  
**Attachments:** [image002.png](#)

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Susan Parsons  
Assistant Council Clerk  
City of Portland  
[susan.parsons@portlandoregon.gov](mailto:susan.parsons@portlandoregon.gov)  
503.823.4085

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**From:** Dave Otte [mailto:dotte@holstarc.com]  
**Sent:** Thursday, November 17, 2016 9:49 AM  
**To:** Council Clerk – Testimony <CCTestimony@portlandoregon.gov>  
**Subject:** Alphabet District Zoning - Please do not change

Dear Commissioners and Mayor Hales,

When discussing downzoning portions of the Alphabet District today, please keep in mind this quote from President Obama's Housing Toolkit:

*“When new housing development is limited region-wide, and particularly precluded in neighborhoods with political capital to implement even stricter local barriers, the new housing that does get built tends to be disproportionately concentrated in low-income communities of color, causing displacement and concerns of gentrification in those neighborhoods. Rising rents region-wide can exacerbate that displacement.”*

[https://www.whitehouse.gov/sites/whitehouse.gov/files/images/Housing\\_Development\\_Toolkit%20f.2.pdf](https://www.whitehouse.gov/sites/whitehouse.gov/files/images/Housing_Development_Toolkit%20f.2.pdf)

I first moved to the Alphabet District when I moved to Portland twenty years ago. My daughter goes to kindergarten in the district. We love the Alphabet District for its diversity. Please do not set this bad precedent of spot zoning for the privileged in a neighborhood that has historically been a great example of apartment buildings and single family homes living in harmony for over 100 years.

Finally, I know these concepts are not new to you, but a good reminder about why we should embrace density:  
<http://www.aia.org/about/initiatives/AIAS075430>

Thank you,

**H O L S T**

DAVE OTTE  
Principal  
P: 503.233.9856  
[holstarc.com](http://holstarc.com)

**From:** Jen Miller  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Zoning Map Testimony  
**Date:** Thursday, November 17, 2016 11:07:11 AM

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Portland City Council:

I am reaching out in support of up-zoning the properties at 1126 SE Reynolds and 1138 SE Reynolds in the Brooklyn neighborhood. I have been a property owner and resident of the neighborhood since 2008. My family and I reside at 3034 SE 8th. While I have heard and understand the arguments against up-zoning these properties, the reality is that Brooklyn does not have sufficient businesses to support the neighborhood residents. Despite being surrounded by major transportation routes, I feel isolated when it comes to restaurant and commerce options. My family usually ventures out of Brooklyn via bicycle or public transportation for groceries and food. I think this is typical of the neighborhood residents given the number of people in our neighborhood who do not own a car. Since I have a newborn, I actually prefer to walk, but the walk to SE Division to reach grocery stores like New Seasons and fine dining is proving difficult with a stroller. I would really like to see more of these businesses come to the Brooklyn neighborhood, but we need a place to put them. The properties in question are good options since they are near Holgate (and thus near businesses like 24 Hour Fitness that we already walk to on a daily basis). I have spoken with two of the families who reside near the properties in question, and they support the up-zoning as well. I believe they will be reaching out to provide their own testimony based on our conversation. I agree with Brooklyn Action Corps that we must be careful about encroaching on the neighborhood, but I think that by up-zoning the properties in question, a better balance can be reached between residential and commercial to give the Brooklyn residents more good, walkable options in our own community.

Best,  
Jen Miller  
3034 SE 8th Ave  
Portland, OR 97202

**From:** Yvette Uber  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Low \$ housing  
**Date:** Thursday, November 17, 2016 11:05:20 AM

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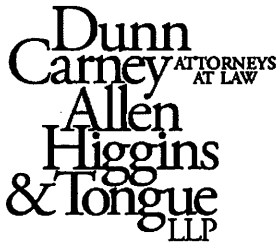
Hi! My 2cents...

We need quality STUDIO & 1br. apts with secure BIKE PARKING and roof top gardens.  
NOT PARKING LOTS! :)

(Not scary parking garages either, thats what I meant)

Thanks for listening! Yvette Uber on Yamhill.

LIVE LONG AND PROSPER.



November 17, 2016

**TY K. WYMAN**  
Admitted in  
Oregon and Washington

**DIRECT DIAL**  
503-417-5478

**E-MAIL**  
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**INTERNET**  
www.dunn-carney.com

**Via Email: [susan.parsons@portlandoregon.gov](mailto:susan.parsons@portlandoregon.gov) and  
[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)**

Council Clerk  
City of Portland  
1221 SW Fourth Avenue, Room 130  
Portland, OR 97204

**Re: 2035 Comprehensive Plan Early Implementation Council Amendments  
Proposed Amendment No. 23 - 6141 SW Canyon Court  
Ordinance Nos. 165851, 177028 and 187832  
Our File No.: RAS10-1**

**Dear Mayor and Council:**

Following up on my October 13 letter to Council on behalf of Dr. Nader Rassouli, this asks you to approve the referenced amendment (listed at p. 11 of the November 4 BPS memorandum to Council). The subject amendment, sponsored by Commissioner Saltzman, would rezone the referenced site, from R20 to R5, thus matching the comp plan designation approved earlier this year by the Council.

Staff opposes this request because it “would be more comfortable requiring a quasi-judicial zone change in this case, to ensure adequate transportation analysis. The site does not have good transit access.” We respect that staff is processing a tremendous number of zoning decisions, but its continued opposition here is unfounded.

As an initial matter, the Council already considered, in the course of approving the R5 comp plan designation, the zoning of this property. After substantial deliberation at its May 11 session, the Council approved the R5 designation. In doing so, it specifically considered, but ultimately rejected, the idea of requiring the property owner to separately apply for a quasi-judicial zone change.

Furthermore, we directly addressed the transit access issue in testimony to the Council regarding the R5 plan designation. Specifically, my April 20, 2016 submission to Council at hearing (copy enclosed) included aerial photos that show the site is improved with sidewalks along its southerly street frontage. That submission also included a memo from traffic engineer Chris Clemow.


Notwithstanding public testimony regarding the inability to construct sidewalks along SW 61<sup>st</sup> Drive, if the subject property is rezoned and redevelopment proposed, at a minimum, the applicant will be required to construct a ½ street improvement along the property frontage consistent with the City of Portland local street standard. This includes any necessary roadway widening, curb and gutter, sidewalk and any necessary right-of way dedication.

Overall, as properties develop/redevelop along SW 61<sup>st</sup> Drive regardless of zoning, it is anticipated the City will require construction of roadway improvements, including sidewalk, with the intent of ultimately providing a continuous sidewalk along SW 61<sup>st</sup> Drive connecting to SW Canyon Court. This will result in continuous sidewalks between SW 61<sup>st</sup> Drive and the commercial area to the east facilitating pedestrian travel.

We understand from Commissioner Novick's staff that PBOT has corroborated Mr. Clemow's opinion on this issue R5, requiring sidewalks along the SW 61<sup>st</sup> frontage.

We appreciate your continued consideration and look forward to addressing any questions you may have.

Very truly yours,



Ty K. Wyman

TKW:car

Enclosure

cc: Nader M. Rassouli, DDS (via email)  
Matt Grumm, Senior Policy Manager, Office of Dan Saltzman (via email)  
Camille Trummer, Office of Mayor Charlie Hales (via email)  
Claire Adamsick, Senior Policy Advisor, Office of Commissioner Amanda Fritz (via email)  
Jamie Dunphy, Policy Advisor, Office of Commissioner Nick Fish (via email)  
Katie Shriver, Policy Director, Office of Commissioner Steve Novick (via email)  
Tim Ramis (via email)  
Mike McCulloch (via email)

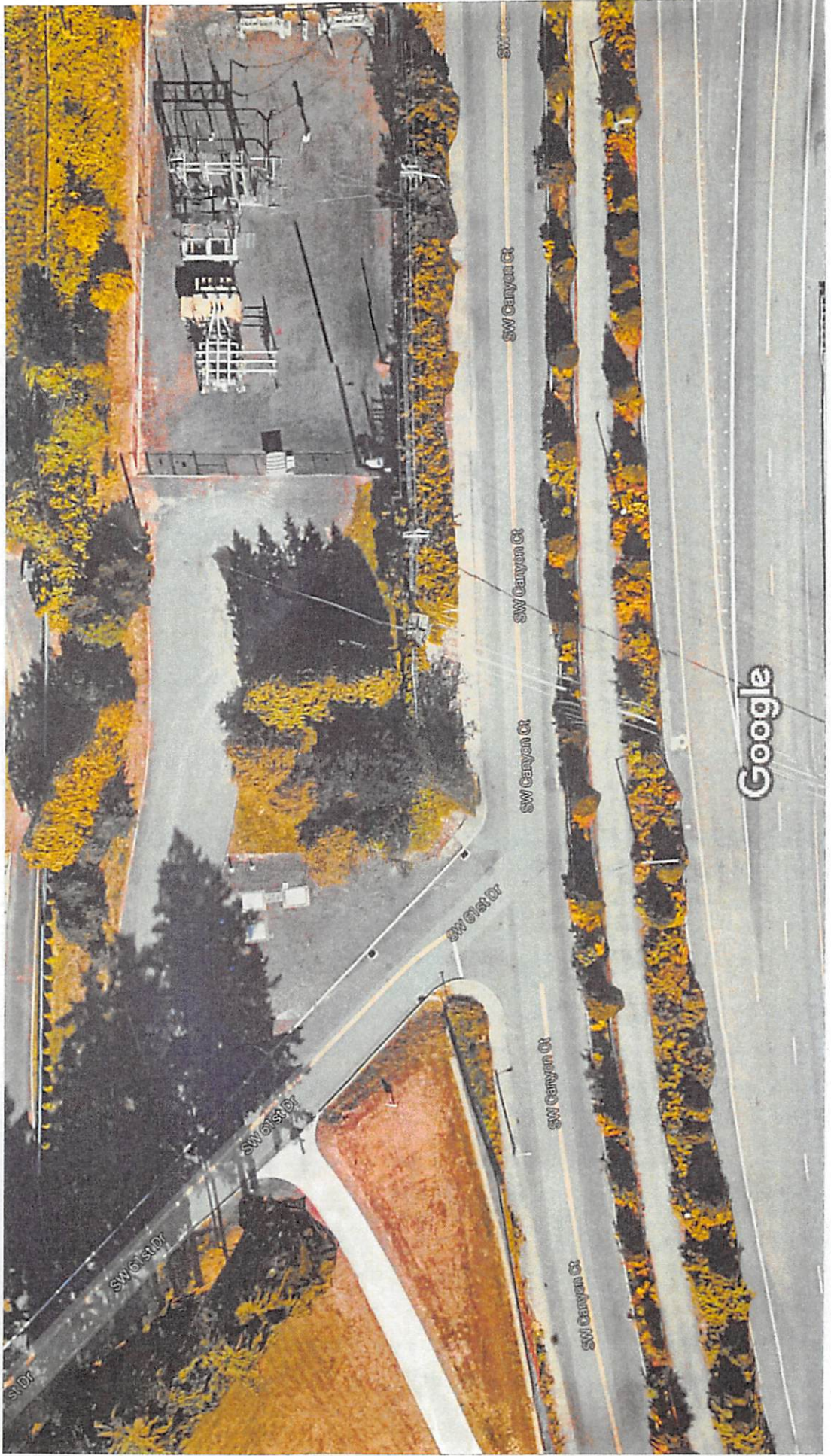
**Ty Wyman**

**Documents Regarding  
Commissioner Proposed Amendment N14  
for  
6141 SW Canyon Court  
Portland, OR 97221**



6141 SW Canyon Ct

SW 61st and Canyon Sidewalk Views







4/19/2016

6141 SW Canyon Ct - Google Maps



6141 SW Canyon Ct

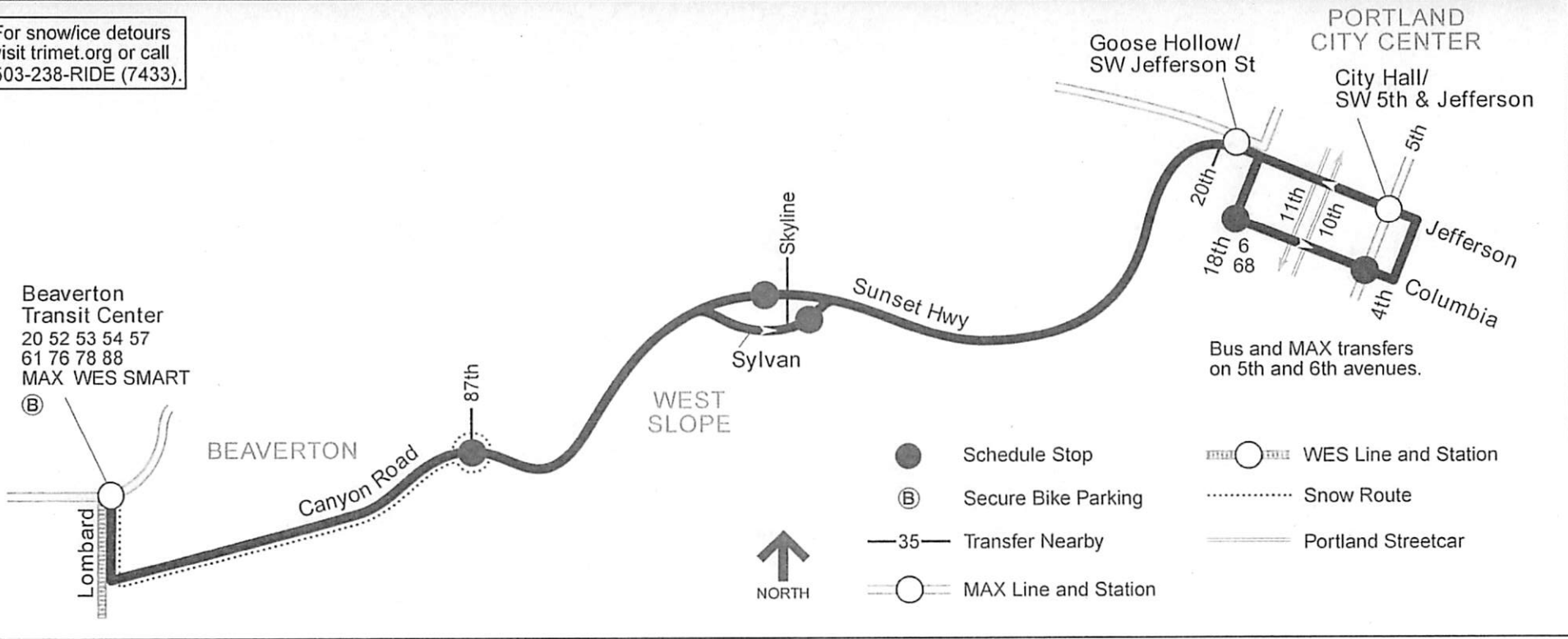
SW Canyon & 58th Ave Sidewalk Crosswalk and Trail views



Imagery ©2016 Google, Map data ©2016 Google 20 ft

# 58-Canyon Rd

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



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

(B)

BEAVERTON

Canyon Road

87th

WEST  
SLOPE

Sylvan

Skyline

Sunset Hwy

Goose Hollow/  
SW Jefferson St

PORTLAND  
CITY CENTER

City Hall/  
SW 5th & Jefferson

20th

18th

6  
68

11th

10th

4th

5th

Jefferson  
Columbia

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



Schedule Stop



Secure Bike Parking



Transfer Nearby



MAX Line and Station



WES Line and Station



Snow Route



Portland Streetcar



NORTH



April 19, 2016

Dunn Carney Allen Higgins & Tongue LLP  
Attention: Ty K. Wyman  
851 SW 6<sup>th</sup> Avenue, Suite 1500  
Portland, Oregon 97204

Re: **6141 SW Canyon Court Zone Change – Portland, Oregon**  
*Technical Letter #2 Supplemental Transportation Analysis*

Project Number 20151006.00

Dear Mr. Wyman:

This technical letter supports the proposed property rezone at 6141 SW Canyon Court, Portland, Oregon. The following materials address roadway improvements required as part of a development approval and specifically, the requirement (or ability) to construct a sidewalk along SW 61<sup>st</sup> Drive.

Notwithstanding public testimony regarding the inability to construct sidewalks along SW 61<sup>st</sup> Drive, if the subject property is rezoned and redevelopment proposed, at a minimum, the applicant will be required to construct a ½ street improvement along the property frontage consistent with the City of Portland local street standard. This includes any necessary roadway widening, curb and gutter, sidewalk and any necessary right-of way dedication.

Overall, as properties develop/redevelop along SW 61<sup>st</sup> Drive regardless of zoning, it is anticipated the City will require construction of roadway improvements, including sidewalk, with the intent of ultimately providing a continuous sidewalk along SW 61<sup>st</sup> Drive connecting to SW Canyon Court. This will result in continuous sidewalks between SW 61<sup>st</sup> Drive and the commercial area to the east facilitating pedestrian travel.

Sincerely,

Christopher M. Clemow, PE, PTOE  
Transportation Engineer



RENEWS 31 DEC 2017

**From:** Page Stockwell  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Zoning Map Changes; Hearing 11.17.2016  
**Date:** Thursday, November 17, 2016 10:43:27 AM

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Dear Mayor Hales and City Commissioners:

I am unable to attend today's hearing, but would like to submit the following testimony:

My name is Page Stockwell, and I live at 2039 Northwest Irving Street in a 1916 house listed on the National Historic Register. I was born in Portland, and my attachment to the City and its history has grown ever stronger over the past seventy years. The Historic Alphabet District is an important part of the city and its history, which more than ever is worth preserving.

The adoption of a 4:1 FAR and 75 foot height restriction throughout the District would be an important step forward in this preservation effort. While I recognize the need for buildable land to help ease the growing housing shortage, very little is lost by implementing these changes, since Portland's historic districts in the aggregate represent only two to three percent of total buildable land.

Lastly, spot zoning in the Alphabet District would render the historic designation meaningless, and its use for speculative projects is short-sighted.

A lot of time and effort has gone into the creation and preservation of the Historic Alphabet District, and it would be a shame and a waste to throw these efforts away.

Yours sincerely,

Page Stockwell

Member, Northwest District Association Board.

**From:** Joseph Edge  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 10:40:19 AM

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Please vote "YES" on Amendment 34!

Minimum parking requirements are ineffective when street parking is free, regardless if it is plentiful. Whether or not the required parking is used, there is a cost for building and carrying that space, and that cost is passed on to tenants; those who use the parking spaces never pay the full costs of the provision of that space. With demand for living in Portland as high as it is today (unsurprising for those of us who have grown up here, like myself), as a matter of ethics we must make every effort to provide plentiful housing that is affordable to all existing and future residents. Although voters passed Measure 26-179, it alone is not enough to solve the crisis. We must do what we can together, through government, to provide housing to our most desperate and vulnerable citizens, and find even more resources to improve upon that effort.

However, while government must focus it's limited resources for the most vulnerable, we need the market to be able - and willing - to fill the supply void for residents who aren't the most vulnerable, but are still vulnerable to displacement due to market forces: inadequate supply and strong demand. This is a formula for disaster, and it's pushing middle class residents out of the city who want to stay here and be a part of our communities, and share in what makes Portland special. Portland should be inclusive for the middle class, too, and that means making the middle class housing market in Portland an attractive investment - not just high-end housing. The best way to achieve this is to reduce the cost of entry into this investment market, and a major cost factor is the number of parking units that will - or *must* - be provided. Parking spaces in our city cost an average of \$25,000 *per space*. This cost must be recovered somehow to make the investment worthwhile to the investor, and that means increasing the cost of rent for all tenants and/or reducing the number of dwelling units that would otherwise be considered, so that fewer parking spaces are required; each of these measures exacerbates our housing affordability crisis.

In the absence of passage of a bond measure for the city to become landlord of tens of thousands of middle-class apartment buildings, we will need the private market to fill the supply void for the vast majority of the housing spectrum. Please make it easier for private investors to help us increase our supply of housing that is affordable to our middle-class residents: please pass Amendment 34.

Thank you,

Joseph P Edge

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Joseph

**From:** Rutzick  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 10:35:02 AM

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City Council,

I fully support of City Council passing Amendment 34 to the Comprehensive Plan in order to remove minimum off-street parking requirements from sites close to frequent transit. The primary benefits to eliminating minimum parking requirements are to respond to Portland's housing crisis by leveraging more units and not passing on the additional costs of developing parking to future tenants. On street parking congestion will be alleviated once the City partners with neighborhoods to implement effective parking management programs.

Thank you,  
Dan Rutzick  
Portland Resident for 10 Years

**From:** Alma Frankenstein  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 10:20:36 AM

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Hi,  
I'm unable to attend the council meeting today, so I'm emailing you to say that I'm a Portland resident **in favor of passing Amendment 34 to eliminate minimum parking requirements** in mixed use zones.

This city is great; let's make it even better.

With appreciation,  
Alma Frankenstein



**From:** Gwen Shaw  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [pdshoupistas@gmail.com](mailto:pdshoupistas@gmail.com)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 10:14:12 AM

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Hello City Council,

I am writing to let you know that I am in support of repealing the 2013 parking requirements for numerous reasons.

First, by lifting parking minimums, we will decrease the cost of housing and increase the supply of new homes. This is due to the fact that right now, developers are forced to build a specified amount of parking and pass the cost of that on to their tenants. And/or developers opt to build a smaller complex (under 30 units) to avoid building parking as allowed per the current City Code (when in a transit-dense area). Lifting parking requirements will allow market forces to drive the parking supply and will allow larger apartment buildings to be built meaning more homes in desired areas. (Ideally with policy in place to require affordable housing, though I believe comments on that are on a different day. Regardless, I'm in support of that.)

Second, in my work as a transportation analyst in Portland, I've conducted many parking studies throughout the Portland-Metro area and the number one thing I have noticed is that we do not have a lack of supply in this city. Rather, we have many high demand areas that are parked full, while there are several spaces just a couple blocks outside of the "high demand" areas that are available.

I understand there is a need to have parking available in the high demand areas, but the way to do that is not to add supply and force the cost of that to be on tenants (the average cost of a parking structure is [\\$20,000 per stall](#), not including the cost of land acquisition and other non-construction costs). The way to do that is to manage parking in an effective way, and there are many many ways to do that without required parking minimums. Further, the good news is that PBOT Parking Operations is in the midst of doing just that and investigating ways to manage parking (i.e. area parking permit programs, future performance-based parking programs, ect.).

As a Portland resident, born and raised, I've seen this city grow. I have invested my professional and personal life into making this place better for all people, and I believe that as a city we should take the opportunity to repeal the outdated parking minimums requirement. It is a huge step in a sequence of many that can truly increase the livability of Portland for everyone.

Thank you for your time, and I appreciate you listening to the words of your constituents.

**Gwen Shaw**  
*Core Volunteer, Better Block PDX*  
*Transportation Analyst, Lancaster Engineering and Street Lab*  
503-956-8562  
[shaw.gwen@gmail.com](mailto:shaw.gwen@gmail.com)

**From:** Charlie Tso  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 10:09:17 AM

---

Dear Mayor and Commissioners,

My name is Charlie Tso, I am writing to you on behalf of Portlanders for Parking Reform. We strongly urge you to pass Amendments 34 and 51, eliminate minimum parking requirements and require transportation demand management.

I am a renter, and I live in on N Williams Avenue. I have good access to many transportation options such as transit and bikeshare, that I feel no need to own a car. Recently, a new apartment building opened up on my street with 268 units and 237 underground parking spaces. I was told by the leasing office that a one-bedroom unit costs between \$1500 to \$1800 a month, but they are offering 9-months of free parking.

Is free parking what Portlanders really need right now? An underground parking space costs \$55,000 to build. Parking requirements force developers to over-supply parking, which they then give out for free and recover the costs by raising every tenant's rent. It is disturbing to me that when more and more Portlanders can't afford housing, the City chooses to prioritize car-storage over housing affordability. In some ways, parking requirements end up raising the income requirements for living in transit-accessible neighborhoods.

Parking requirements also work at cross purposes with inclusionary zoning. Inclusionary zoning needs new housing supply to add affordable housing units. But Portland's 2013 parking mandate has already suppressed housing supply. Using parking requirements as incentives for inclusionary zoning will only limit its effectiveness.

We have parking management tools at our disposal that are better at managing on-street parking and don't exacerbate Portland's housing crisis. Please pass amendment 34 and 51.

To: City of Portland, Bureau of Transportation

Date: November 17, 2016

Topic: Safety Improvement, NE 148<sup>th</sup> Avenue, between Halsey and Sandy Blvd,  
Bicycle and Pedestrian

From: Jill Shepard Erickson, MSW,  
14842 NE Rose Parkway, Portland OR, 97230,  
[ejillshepard@hotmail.com](mailto:ejillshepard@hotmail.com)

NE 148<sup>th</sup> Avenue is one of few streets offering a straight route from SE Powell Blvd to Marine Drive and despite the two lane restriction under the railroad bridge along I-84, it carries significant commuter traffic to the interstate bridge at I-205. Bicycle lanes are generous from the Max stop at Burnside, along the Glendoveer park/golf course, to Sacramento Street just south of the freeway/railroad underpass. Bicycle lanes are resumed several blocks north at Klickitat Street and are available to Marine Drive. Just north of the freeway are three condominium complexes with residents who walk to Glendoveer for recreation on a regular basis. Despite the absence of a paved shoulder, bicyclists do continue under the narrow bridge, having to enter traffic. Bus service north of the freeway on 148<sup>th</sup> is restricted to weekdays so residents have to walk a muddy path to busses on Sandy or Halsey on the weekends.

There is room to pave a shoulder/bike path in the area between Sacramento and Klickitat to increase safety for bicyclists, pedestrians, and automobiles. 148<sup>th</sup> south of the freeway was re-paved the summer of 2015, with generous bike paths, but has not been re-paved north of the freeway. The 2014 Regional Transportation Plan shows 148<sup>th</sup> Avenue to eventually become a bicycle network and a neighborhood corridor.

**From:** Brad Hochhalter  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Testimony  
**Date:** Thursday, November 17, 2016 9:58:55 AM

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Honorable Mayor and City Commissioners,

We own a home and live in the Alphet District and we support the FAR 2:1 proposal per option A in the comprehensive plan. Having an FAR greater than 2:1 would be incongruent with the current and historical nature of our district. Our home is an 1886 vintage Victorian and is situated around numerous designated National Historic Sites as well as contributing structures, such as the Ballou and Wright building. The possibility of exceptions to the 2:1 FAR would do irreparable damage to long-term prospects of protecting this historical district.

Please move forward with the well planned and thoughtful Option A for the Comprehensive plan.

Sincerely,

Brad Hochhalter  
Siri Shetty  
1721 NW Glisan St  
Portland, Or 97209

**From:** David Himmelberger  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** [User Approved] Item 48. Saltzman Rd W. of Skyline - trail segment #147, 859  
**Date:** Thursday, November 17, 2016 9:58:03 AM  
**Attachments:** [Map of proposed trail\\_Himmelberger-Erricson.pdf](#)

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Dear Anna,

Thank you for your request. We do not have an address yet. The attached jpg file shows our property with the red lines. The pdf file shows the proposed trail on NW Saltzman Road in cyan and the segment in magenta through our property.

The segment in magenta was an error that was brought to the attention Bureau of Planning and Sustainability. They admitted this was an error, but we are awaiting the official removal of the trail segment in magenta from the official map.

Item #48 concerns the segment shown in cyan that will not connect with anything since NW Saltzman Road terminates just southwest of our property.

Louise and I thank you for your attention and assistance in this matter.

Sincerely,  
David Himmelberger and Louise Erricson

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**From:** BPS Comprehensive Plan Testimony [mailto:cputestimony@portlandoregon.gov]  
**Sent:** Wednesday, November 16, 2016 3:10 PM  
**To:** David Himmelberger  
**Subject:** RE: Item 48. Saltzman Rd W. of Skyline - trail segment #147, 859

Dear David,

Would it be possible to provide us with a current mailing address?

Thank you,

Anna Funck | CSA II: Comprehensive Plan Testimony Management | Portland Bureau of Planning & Sustainability  
1900 SW 4<sup>th</sup> Avenue | Suite 7100 | Portland, OR 97201

The Bureau of Planning and Sustainability is committed to providing meaningful access. For accommodations, modifications, translation, interpretation or other services, please contact 503-823-7700 or use City TTY 503-823-6868, or Oregon Relay Service 711.

503-823-7700: Traducción o interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Письменный или устный перевод | Traducere sau Interpretare | Письмовий або усний переклад | Turjumida ama Fasiraadda | ການແປພາສາ ຫຼື ການອະທິບາຍ | 翻訳または通訳 | [www.portlandoregon.gov/bps/71701](http://www.portlandoregon.gov/bps/71701) | التراسلحة عبر البريد الإلكتروني

**From:** David Himmelberger [[mailto:david\\_himmelberger@healthoutcomesgroup.com](mailto:david_himmelberger@healthoutcomesgroup.com)]

**Sent:** Wednesday, November 16, 2016 2:31 PM

**To:** BPS Comprehensive Plan Testimony <[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)>; Hales, Mayor <[mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)>; Commissioner Saltzman <[dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)>; Commissioner Fish <[nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)>; Commissioner Fritz <[amanda@portlandoregon.gov](mailto:amanda@portlandoregon.gov)>; Commissioner Novick <[novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)>

**Subject:** Item 48. Saltzman Rd W. of Skyline - trail segment #147, 859

Dear City Council Member,

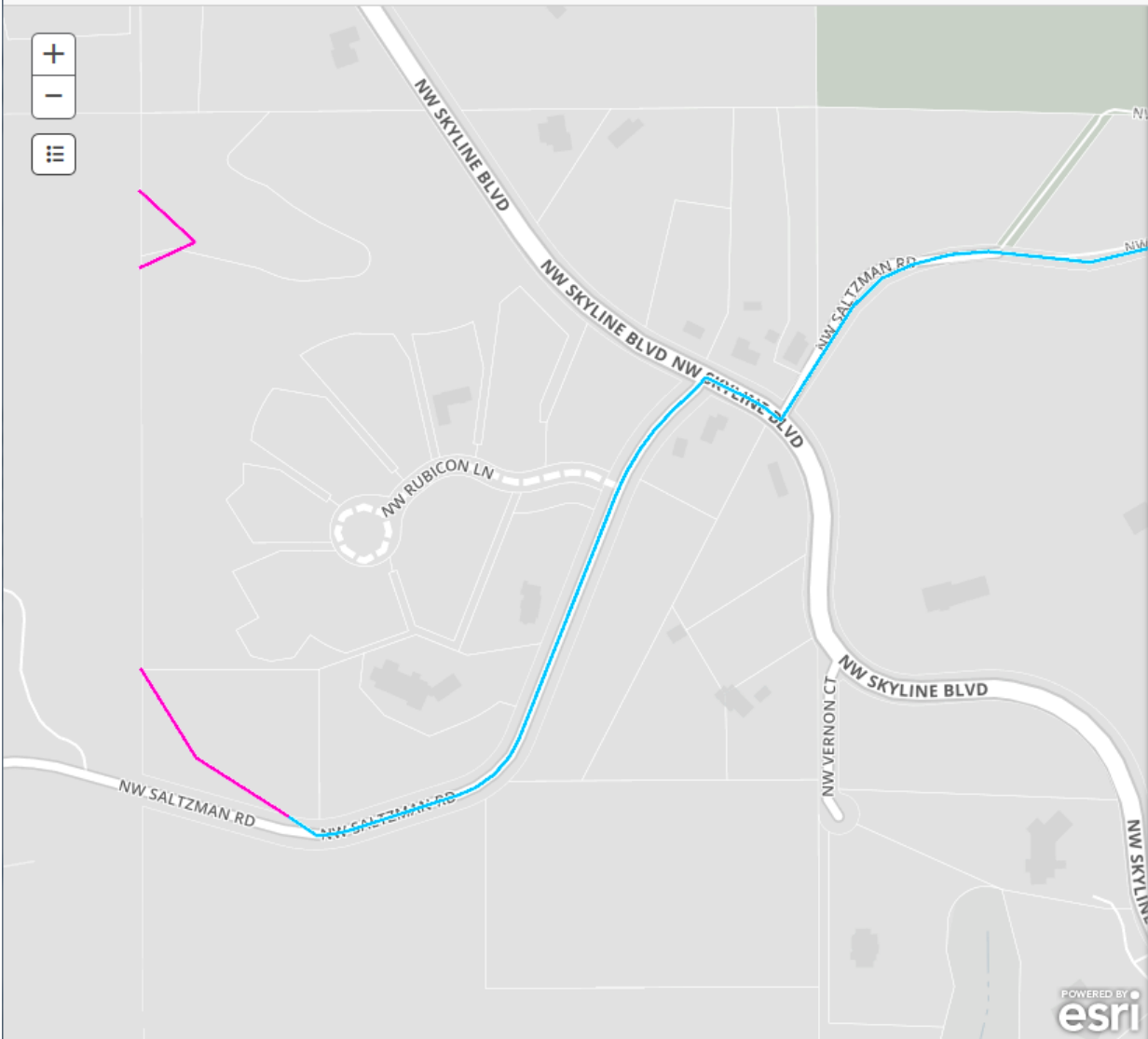
We are Louise Erricson and David Himmelberger, owners of State ID#: 1N1W22AA 603, 2 acres located on NW Saltzman Road, West of Skyline, on which we are planning to build our home after our plans are approved by the City of Portland's Planning Department.

We support Mayor Fritz Hale's recommendation in Item #: 48 , trail segment #147, 859 , to remove this trail segment from NW Saltzman Road. NW Saltzman Road dead ends and the proposed trail would not be able to connect with any other trails. This would cause confusion for anyone who would continue down this segment of the proposed trail.

We urge you to adopt Mayor Hale's recommendation.

Sincerely,

David Himmelberger and Louise Erricson



Address Search

- Map
- Proposal
- Comments

### MAJOR PUBLIC TRAILS

The Major Public Trail designation and accompanying regulations in Zoning Code 33.272 are intended to increase recreational opportunities and access to the City's rivers, natural areas, and open spaces; support active modes of transportation; and connect the city's regional trail system. This draft proposal, a part of the Comprehensive Plan Update's [Miscellaneous Zoning Amendments project](#), updates the public trail designation on the zoning map to correspond to the Major Public Trail alignments generally described in the 2035 Comprehensive Plan. The [Discussion Draft report](#) provides more information about the status and implementation of the Major Public Trail designations.

### TIMELINE



Comments on the Discussion Draft are open until May 20, 2016.





**From:** Cole Vrana  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 9:35:11 AM

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My name is Cole Vrana. I live along the riverfront in the Hayden Island Manufactured Home Community. My house would be effected by the proposed 30 foot bike path.

Although there may be a perception that manufactured homes are easily moved, that just isn't the case. My home is over forty years old, and wouldn't survive transportation -- or at least, it would cost more to repair it after moving than the house would be worth.

Even for the newer homes along the riverfront, the cost of moving them would be \$20,000 or more. People who own mobile homes generally don't have that kind of money, and if they do, they're likely retired, on a fixed income, and need that money to support themselves.

The more wealthy people on the east side of the island had their bike path designation removed. It seems inequitable that the city is willing to apply the policy differently for people of lesser means.

I would have liked to testify today in person, but as a lower-income person, I have no way to get off work to show up at 2pm, the middle of the work day. This is just another way the city is trying to silence people who aren't wealthy.

I ask that you amend the TSP to remove the bike path around the Hayden Island Manufactured Home Community.

Thank you.

Cole Vrana  
2331 N Menzies Court  
Portland, OR 97217

**From:** Ted Labbe  
**To:** [Commissioner Fritz](#); [Commissioner Saltzman](#); [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Novick](#); [BPS Comprehensive Plan Testimony](#)  
**Cc:** [Planning and Sustainability Commission](#); [Landoe, Brian](#); [Kasandra Griffin](#); [Eric Rosewall](#); [Lisa Huntington](#); [pdxshoupistas@gmail.com](mailto:pdxshoupistas@gmail.com)  
**Subject:** Please Eliminate Parking Minimums and Implement TDM  
**Date:** Thursday, November 17, 2016 9:31:14 AM

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Thank you for the opportunity to comment. I am offering comments on behalf of Depave, a Portland nonprofit organization.

I am writing to ask you to vote YES for comprehensive plan amendments 34 and 51, which would remove minimum parking requirements at sites close to frequent transit and implement a comprehensive Transportation Demand Management system in these mixed use zones.

Minimum parking requirements incrementally increase the cost of new housing and thereby contribute to the housing affordability and access crisis. When City Council implemented parking minimum requirements in 2013, they were intended to be a temporary measure. With our new comprehensive plan, new Centers and Corridors parking toolkit (<https://www.portlandoregon.gov/transportation/article/567030>), proposed TDM program, and other measures, we have outgrown the need for these minimum parking requirements.

I understand that parking is a hot button issue for many, particularly those in the neighborhoods who live close to transit corridors like SE Division, N Williams-Vancouver, and others. Parking is an emotional issue for many, including me. The historic 1880 Labbe building at 2<sup>nd</sup> and Washington in downtown Portland was the first four-story commercial building in the City, and the first built with an elevator. In 1934 it was demolished and replaced with a surface parking lot, which remains to this day. The decisions we make today have far-reaching consequences for the future of our City.

Automobile parking – both on- and off-street – already occupies a glut of space within our City. We do not need more. What we do need is a more thoughtful and active approach to managing the abundant supply of parking, so that other worthy things like affordable housing, transit access, street trees, and safe passage for bikes and pedestrians can be provided within and close to our mixed use corridors.

Let's get our parking strategy right, do away with minimums, and better manage the supply with TDM. We look forward to working with the City on further refinements to and implementation of the comprehensive plan.

Thank you.

CC: Planning and Sustainability Commission, Urban Forestry Commission,

--

Ted Labbe

Home: 3011 NE Hoyt St Portland, OR 97232

Office: 1430 SE Water Ave #209 Portland, OR 97214

[ted.labbe@gmail.com](mailto:ted.labbe@gmail.com)

503-758-9562

**From:** Scott Collinworth  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** MORE PARKING  
**Date:** Thursday, November 17, 2016 9:30:46 AM

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Good morning,

parking is horrible downtown. We need more parking for all the new apartments in the city. We should build more smart park style buildings and house cars for all the tenants that live down there. A security guard could work full time to secure safe parking.

Thank you,

scott upling

Portland, or 97203

**From:** Dan Sommerville  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Fritz](#); [Commissioner Novick](#); [Commissioner Saltzman](#)  
**Subject:** Comprehensive Plan Implementation Amendment 34  
**Date:** Thursday, November 17, 2016 9:28:51 AM

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Portland City Council,

As a resident, walking-commuter, and car-owner, I support Comprehensive Plan Implementation Amendment 34. Eliminating minimum off-street parking requirements from sites close to frequent transit will greatly benefit housing affordability, public transportation effectiveness, and the health of our community overall. I encourage you to vote yes on Amendment 34.

In my lifetime, I have been fortunate enough to live in small towns, sprawling suburbs, as well as medium and large cities. Each of these places has held their own batch of pros and cons. By far, the best pro that I have experienced since moving to the City of Portland has been the walkability and accessible public transit services. Parking minimums are an outdated planning practice from a bygone time; by now we have come to learn that this is unsustainable for our planet, and have since been taking steps to progress the connectivity of regional transit and active transportation networks. In order to meet Portland's 2035 mode-share and climate goals, we need to curb excessive parking supply - Amendment 34 is a step towards achieving these goals.

Off-street parking requirements contribute to increased rents and automobile traffic congestion, and reduce our capacity for housing supply. On-street parking management, such as market-rate permits, will have a greater impact on parking problems without exacerbating our city's housing crisis further.

Please keep Portland's 2035 mode-share and climate goals in mind, and vote yes on Comprehensive Plan Implementation Amendment 34.

Thank you for your time and consideration.

Best,  
Dan Sommerville

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Dan Sommerville  
[dsomm33@gmail.com](mailto:dsomm33@gmail.com)  
[@djsomm](https://www.instagram.com/djsomm)

**From:** Marty Stiven  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [Richard Piacentini](#); [Mike Robinson](#)  
**Subject:** Zoning Map Amendments Public Testimony by Richard Piacentini  
**Date:** Thursday, November 17, 2016 9:22:59 AM  
**Attachments:** [portland zone let 11-17 20161117093125.pdf](#)

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Please place this letter before the City Council for its deliberations on the zoning map amendments and in the office file for the Periodic Review Work Task. Please provide Marty Stiven with written notice to the address below of the City Council's Final Decision.

Sincerely,

Marty Stiven  
STIVEN Planning & Development Services, LLC.  
14620 Uplands Drive  
Lake Oswego, OR 97034



November 17, 2016

Mayor Charles Hales and Members of Portland City Council  
Portland City Hall  
1221 SW Fourth Avenue  
Portland, OR 97204

Dear Mayor and Commissioners,

I am Richard Piacentini and I am submitting this written testimony regarding the Proposed 2035 Zoning Map designations and subsequent amendments. I am an owner of Belmar Properties, and manage properties controlled by members of the John Piacentini family, including those in the following ownerships:

- Rosehill Investment, LLC
- John B. Piacentini Trust
- Louise Piacentini
- Siena Capital, LLC.

Collectively, the companies and individuals own thirty (30) properties impacted by the Proposed 2035 Comprehensive Plan and the implementing Mixed Use Zones. Although two properties are vacant, the majority of the sites are occupied by small, retail businesses and fall into four of the Proposed Mixed Use Zones.

In our October 6 testimony we supported the PSC recommendation of the CM2 zoning at the property at the intersection of SE 60<sup>th</sup> Avenue and SE Belmont Street. Amendment 14 broadens the zoning to include the adjacent property owned by the Piacentini family at SE 61<sup>st</sup>. We support Amendment 14 and encourage its adoption. Like your staff we believe it is the most appropriate zoning for the area given the surrounding development pattern and the availability of public services.

Also in our October 6 letter we requested CE zoning for properties that are outlying where we believe redevelopment is unlikely to occur in the near future. Our testimony included objection to the Planning & Sustainability Commission's recommendation to prohibit drive-through facilities and limit some auto-oriented uses east of NE/SE 80<sup>th</sup> Avenue in order to allow opportunity for more local and pedestrian oriented development to occur over time. The current amendment package provides the PSC recommendation as Amendment 28.a but also provides two other options. Amendment 28.b would allow new drive through windows and Quick Vehicles Serving uses in the CE zones and for existing drive through windows and Quick Vehicles Services to be allowable uses in the CM1, CM2 and CM3 and CE zones. Option 28.c would prohibit new drive-through windows city wide and would allow new Quick Vehicle Service uses in only the CE zones.

We urge you to adopt Option 28.b. We believe there is a call for both drive through windows in specific circumstances and they provide a necessary aid to people who have limited mobility and must remain in their vehicles, such as the elderly, the physically impaired or families with children in the cars when driving to pick up prescriptions, banking or food. If the Council chooses to implement Option 28.b, we would continue to request that map changes be made to our properties located in outlying areas where redevelopment is unlikely to occur in the near future. Those properties include the following:

**Table One**  
**Requested CE Zoning Designations**

<b>Map #</b>	<b>Street Address</b>	<b>Cross Street</b>	<b>Proposed Comp Plan</b>	<b>Existing Zoning</b>	<b>Proposed Zoning</b>	<b>Overlay</b>	<b>Requested Zoning</b>
1006	10354 SE Holgate	SE 104th	MU- Dispersed	CS	CM1	None	CE
990	16152 NE Sandy	NE 162nd	MU-Dispersed	CN2	CM1	(h) (x)	CE
1194	11217 SE Foster Road	SE 122 <sup>nd</sup> Avenue	MU-Civic Corridor	CG	CM2	None	CE
1007	4504 SE 122 <sup>nd</sup> Avenue	SE Holgate	MU-Civic Corridor	CS	CM2	None	CE
44	11150 SE Division	SE 112 <sup>th</sup> Avenue	MU-Civic Corridor	CN2/R2	CM2	(a)	CE
1179	11080 NW St. Helens Road		MU- Neighborhood	CG	CM2	None	CE

We continue to believe that it is prudent to continue to allow auto-oriented uses until such time as the market warrants mixed use development.

In our October 6 testimony, we requested a change in zoning on the property on SW Gibbs Street identified in the table above. Council is considering amendment 53 which would require the city to re-examine the land use designations in certain areas of the city, following adoption of the Comprehensive Plan and Zoning maps for legislative change. One of the areas mentioned that is appropriate for reconsideration is the Marquam Hill area and includes the Gibbs property. We strongly encourage adoption of Amendment 53 and allow a closer look at the Marquam Hill area and consider alternative zoning.

Finally, we have received notice of Amendment 15 that proposes to add a “d” overlay to mixed use properties in the Sellwood-Moreland neighborhood. Our property at 7200-7400 SE Milwaukie Avenue is affected by this amendment. We have discussed the rationale behind the proposed design overlay, understand it and are not opposed.



Mayor Hales and Commissioners  
November 17, 2016

Thank you for the time you have taken to consider all of our concerns over these past two years. We respectfully request that you act in accordance with our requests, provide certainty in our land use regulations and that you allow us to respond to market place conditions as we continue to own and manage property in Portland.

Very truly yours,



Richard Piacentini



November 17, 2016

By email to [cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

Mayor Charlie Hales  
1221 SW Fourth Avenue, Room 340  
Portland, Oregon 97204

Re: Comprehensive Plan Implementation: Campus Institutional Zoning Project

Dear Mayor Hales and Commissioners:

Thank you for the continued opportunity to comment on the Campus Institutional Zoning Project. The City has been a strong supporter of Portland Community College (PCC) and willing partner in many of our shared endeavors as seen with the Southwest Corridor Plan.

In support of this regional effort, PCC recently hosted a two-day visioning workshop to explore ways to promote more intense development on our largest campus, Sylvania. The results of which included the addition of student housing, additional retail, and other community-oriented uses that would benefit from increased transit service.

During this exercise we also came to realize that the currently proposed CI1 designation would not support a more transit-oriented campus plan. For this reason, we support the proposed Council Amendment #21, which would change the campus designation to CI2 with the exception of a FAR of .75:1. This would allow sufficient capacity for future transit-oriented growth while preserving the residential surrounding.

Additionally we are asking that the 400-foot buffer zone noted in the existing conditional use master plan be reduced to a 100-foot buffer. This condition was originally included to mitigate impacts on the adjacent streets and neighborhoods. Given the objective to become a more open campus that is better integrated with our surrounding neighborhood, the larger buffer becomes an obstacle to the community-oriented uses proposed in our visioning work.

PCC applauds City staff for offering a new approach for continued development of existing institutional campuses. They have worked closely with PCC staff to make sure our needs are met as we work together toward a more progressive future.

Sincerely,

A handwritten signature in black ink that reads "Sylvia Kelley".

Sylvia Kelley

Executive Vice President, Portland Community College

cc: John Cole, Senior Planner, Bureau of Planning and Sustainability

**From:** Diana Lease  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 8:46:55 AM

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Good Morning!

I'm happy to write you this morning to encourage you to pass Amendment 34 to eliminate parking requirements in mixed use zones.

As a city, we have an opportunity to prioritize people over cars. Our city has excellent public transit and constantly-improving bike infrastructure. By lifting parking requirements for new apartments, we will encourage residents to use these more environmentally-friendly forms of transportation. By biking and riding transit, we help to protect our earth AND our community by increasing unplanned interaction, a hallmark of community building.

While people may complain about a lack of parking, these complaints and frustrations often lead to a change in lifestyle for the better. On Tuesday, I spoke with a friend and neighbor who was very frustrated about her car commute from North Portland to the Pearl. She was sick of the traffic, the lack of parking near her apartment, and the cost of parking in the city. I reminded her that we live extremely close to the yellow line, and the next morning we ran into each other at our stop, and rode into the city together. We had a long talk where she pointed out that riding transit takes a small amount of extra effort, but reduces stress significantly. It's also great for our planet and our community!

Portland should be an American leader in reducing citizens' reliance on cars, and improving our communities in the process. We can make a step in that direction by removing the parking requirement for new buildings.

Best,  
Diana

--

Diana (Haughton) Lease  
[dmhlease@gmail.com](mailto:dmhlease@gmail.com)

Please note new last name and email address.

**From:** seaclare@comcast.net  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [pdxshoupistas@gmail.com](#); [Grumm, Matt](#); [Adamsick, Claire](#); [Dunphy, Jamie](#); [Nebel, Erika](#)  
**Subject:** Comprehensive Plan Implementation Amendment 34  
**Date:** Thursday, November 17, 2016 8:44:50 AM

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Hello,

I urge the Portland City Council to vote YES on Amendment 34 to eliminate the minimum parking requirements in Mixed-Use Zones. Portland is increasingly becoming a city of residents who use alternate means of transportation, and these minimum parking requirements are not nearly as important as providing more affordable housing.

Portland has a housing shortage, not a parking shortage! Please prioritize affordable housing over parking.

Thank you for your attention.

Best,  
Clare Burovac  
1616 SW Harbor Way  
Car-free since 2008

**From:** Michael Nielson  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [pdxshoupistas@gmail.com](mailto:pdxshoupistas@gmail.com)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 8:44:43 AM

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On-street parking management, such as market-rate permits, will have a greater impact on parking problems without exacerbating the housing crisis further.

Since 2013, a large number of developments have been built with *exactly* 30 apartments, just under the threshold for required parking, since the 31st apartment brings a mandate for 6 parking spaces. For underground parking, six stalls can cost more than \$300,000 in construction and lost opportunity.

The White House released a report earlier this month to provide policy recommendations to improve affordability in cities and ease the housing shortage. 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.”

The bottom line is we need to prioritize housing for people over shelter for cars.

--

Sent from my mobile.

To: Portland City Council Members  
From: JoZell Johnson, Neighbor in Alphabet Historic District  
Re: In favor of the proposed 2:1 FAR in the RH-zoned portion of the Alphabet Historic District.  
Date: Nov 17, 2016

Please accept this record of my testimony with regards to the changes proposed in the Comp Plan.

I am in favor of the proposed 2:1 FAR in the RH-zoned portion of the Alphabet Historic District.

I first moved to the Northwest Portland in 1989 because of the historic neighborhood and city accessibility. In 1993, I purchased my current home (1900's multifamily house) on the corner of NW 18<sup>th</sup> and Hoyt. Bottom line, I have lived in this neighborhood over 27 years and continue to support the historic aspect of the neighborhood.

Overall to the comprehensive plan I oppose the 4:1 RH Zoning in the historic district based on:

- Support of historic preservation policies adopted by City Council, including Mixed-Use Zoning (MUZ)
- Reinforcement of the city's prior decision and findings concerning development in the Alphabet Historic District
- Implementation of spot zoning that is unique to a specific property that allows for development speculation that is not in keeping with the neighborhood needs.
- National-Register-Listed historic district boundaries continue to erode that is exasperated by spot zoning

Additionally, I would call on the committee not to be swayed by special interests of one property owner but consider the greater feedback of the extended neighborhood that would be adversely effected by development beyond the 2:1 proposed level. Specifically, to the "Ballow Wright Building" extended spot zoning I am concerned by the continued machinations of the owners to gain special treatment with regards to developing their property. I would ask that they be held to the same standards as other property owners within the neighborhoods and not continually be considered for "special zoning" or special permits.

Finally, specific to the Ballow Wright Building I am also frustrated by the generalization that the neighbors do not support "affordable housing" options under consideration. As a neighbor, I can specifically say I welcome affordable housing options on this site, I do not support the owners/ developers using this cause as a smoke screen for developing the site beyond its current zoning boundaries.

Thank you – JoZell Johnson, 533 NW 18<sup>th</sup>, Portland OR 97209

# S·M·I·L·E

SELLWOOD MORELAND IMPROVEMENT LEAGUE  
8210 SE 13th AVENUE, PORTLAND, OR 97202  
STATION 503-234-3570 • CHURCH 503-233-1497

November 17, 2016

Portland City Council  
1221 SW 4<sup>th</sup> Ave. Room 130  
Portland, OR 97204  
Attn: Comprehensive Plan Implementation

Honorable Mayor and City Commissioners:

The Sellwood Moreland Improvement League (SMILE) supports proposed new transportation demand management and on-street parking management regulations (amendment 51) and opposes eliminating minimum required parking near frequent transit (amendment 34). We believe that the effects of the Residential Infill Project, inclusionary zoning, affordable housing bond, and new parking regulations should be evaluated before parking minimums are eliminated.

The lack of off street parking is already creating safety issues as our congested, narrow streets reduce driver visibility and put pedestrians, including children walking to and from school, at risk of injury. Our businesses need parking to survive. We still want to be a destination for the rest of the city as well as a pleasant place to live. The lack of reasonable, minimum off street parking is a number one concern in our neighborhood based on surveys of residents conducted by SMILE. Furthermore, the Residential Infill Project public survey revealed the lack of off street parking to be a major concern throughout the city. We support and are hopeful that proposed Transportation Demand Management and on-street parking management will improve this situation, but amendment 51 only requests clarification of administrative processes (item A) and policies for further Council consideration (item B), so the effectiveness of amendment 51 and potential regulations is unknown.

We understand the need to minimize parking to accommodate increased density, reduce housing costs, and foster the use of mass transit. However, requiring no off street parking for large developments such as the proposed 232 apartment complex that is to occupy the site of the old Boys and Girls Club in our neighborhood is not reasonable. Also, the Residential Infill Project, inclusionary zoning, and recently passed Affordable Housing Bond should create more affordable housing. We believe that the City should give all of the new tools a chance to work before eliminating minimum parking requirements.

Sincerely,

Corinne Stefanick, President  
Sellwood-Moreland Improvement League

**From:** Carol Singer  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 8:22:00 AM

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This is to ask you to vote against the Hayden Island Bike Path that will destroy the Hayden Island Manufactured Home Park where I have been living for 11 years now. I was in the original group for the "Hayden Island Plan" and we did not agree to this bike path at that time nor would any of us have when it would be the demise of this Park. I live about 30 feet, with my deck being about 20 feet, from the edge of the river. I would be one of those that would have my house removed. I'm 71 years old and living on social security and retirement and had planned for this to be "my forever home". How can the city okay this plan when they have taken parts of it away already on the east side of the Island that is much more affluent and displace over 120 homes of folks that are older and have limited funds and the west side of the island. This is so wrong. We have been told that the plan won't happen for years but that the city just wants the path in place for now. Whether this happens now or 30 years from now, it will still destroy our way of life for a great place of "affordable living" homes. Please vote against this destructive plan. Thanks, Carol Singer 1503 N Hayden Island Dr #136, Portland, OR 97217.



**From:** Davida Jordan  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 8:11:40 AM

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Members of City Council,

I love our city, Portland. More importantly, I love our planet and the people who live on it. Amendment 34 is a far-reaching plan for the future of our city and our planet. It will help make it possible for more people to live in this great city, instead of being pushed farther and farther out because of rising rents. Without minimum parking requirements, more housing can be built because when parking does not need to be included in the price of housing, rates go down. When rates go down, more units can be built, and when more units are built, more people can afford to live in them.

Amendment 34 supports the idea that we need to move away from a car-centric lifestyle in the future. How do we get to that place? We can start by eliminating minimum parking requirements in mixed use zones. As Donald Shoup says, "Minimum parking requirements act like a fertility drug for cars." Most people have not considered this connection, but when you think about it for a little while, it makes a lot of sense. As long as there is plentiful and cheap parking, people will continue driving their cars.

We have a historic relationship with cars in this country that will need to change if we are going to survive. Some people may be inconvenienced by having to pay for parking or by not being able to drive or park their car as easily or as cheaply, but ultimately, we will adapt. We have always adapted. Let's not wait until it is too late to make this sensible change.

I am writing today to say that housing for people is more important than housing for cars.

I urge you to think outside the box and pass Amendment 34 to the Comprehensive Plan to eliminate minimum parking requirements in mixed use zones.

Sincerely,  
Davida Jordan

**From:** Rick Kappler  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 7:58:25 AM

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Dear Portland,

Please rezone the Irvington and Ladd's Addition neighborhoods to allow for high-density housing.

9 years after it was adopted by city council, the Red Electric Trails needs to be put on the fast-track.

When will the Willamette Shore Trolley become a rails-to-trails project? It needs to be built so that people can safely travel from downtown Portland to downtown Lake Oswego and the nearby colleges.

Rick Kappler  
Portland, Oregon

**From:** George Ferguson  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** bike path on Hayden Island  
**Date:** Thursday, November 17, 2016 7:53:12 AM

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I guess it's between those that have and those who don't. What's to happen to all of the 440 families who will be dislocated. More homeless....

I already sent a letter and an email. I don't know how I'll survive if this is passed as well as so many other families.

**NO! TO THE BIKE PATH  
ON HAYDEN ISLAND....  
NO! TO THE BIKE PATH  
ON HAYDEN ISLAND....**

**From:** George Ferguson  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Bike path through Hayden Island  
**Date:** Thursday, November 17, 2016 7:48:09 AM

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November 14, 2016  
George Alice Ferguson  
2020 N. Middle Shore St.  
Portland, OR 97217

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

To Whom It May Concern:

My name is George Alice Ferguson. I live on Hayden Island in a community of manufactured homes. I've been here for 12 years now and enjoy the living here. I'm 71 years young and widowed. There are many low-income seniors and families living here as well. It is probably the only place I can live independently without help from family or state. It is very quiet and very little traffic here.

I object to the proposed plan by the Portland City Council know as "Transportation System Plan, Stage 2". It would directly affect many homes along the Columbia River. Also give public access to the pathways designated for our neighbors. I honestly don't think Portland needs to add anymore bike paths and begin thinking about helping those who cannot afford the extremely high rent and cost of homes here in Portland. I honestly believe that this would be a wrong move. Just look at hundreds of homeless here that cannot afford any place to live.

How did it get to stage 2 anyway? Who has passed it on from stage 1?

Isn't this something that should be voted on? I don't think I can attend the hearing but I hope someone does read this. The idea is all-wrong.

Thank you,

George Alice Ferguson

# S·M·I·L·E

SELLWOOD MORELAND IMPROVEMENT LEAGUE  
8210 SE 13th AVENUE, PORTLAND, OR 97202  
STATION 503-234-3570 • CHURCH 503-233-1497

November 17, 2016

Portland City Council  
1221 SW 4<sup>th</sup> Ave. Room 130  
Portland, OR 97204  
Attn: Comprehensive Plan Implementation

Honorable Mayor and City Commissioners:

The Sellwood Moreland Improvement League (SMILE) urges you to support Amendment 15 to the Comprehensive Plan Early Implementation Package which would apply a design overlay to our mixed use zones. The design overlay will help promote quality development that conserves, enhances, and continues the vitality of our neighborhood. It also will encourage collaboration with developers to maintain and enhance neighborhood livability. We are pleased that BPS staff support the amendment. Attached is testimony we submitted last month. One update is that 104 more housing units have started development and we now have 1,223 units under development. Thank you for your considering this improvement to our neighborhood.

Sincerely,

Corinne Stefanick, President  
Sellwood-Moreland Improvement League

# S·M·I·L·E

SELLWOOD MORELAND IMPROVEMENT LEAGUE  
8210 SE 13th AVENUE, PORTLAND, OR 97202  
STATION 503-234-3570 • CHURCH 503-233-1497

October 3, 2016

Comprehensive Plan Implementation  
Portland City Council  
1221 SW 4<sup>th</sup> Ave. Room 130  
Portland, OR 97204

Honorable Mayor and City Commissioners:

As part of the Comprehensive Plan Zoning map, the Sellwood Moreland Improvement League (SMILE) is submitting the following testimony regarding adding the Design overlay to our Neighborhood Center. As we did in our Comprehensive Plan testimony, we are again requesting that the design overlay be expanded to Sellwood Moreland's Neighborhood Centers.

A little history - in the late 1990's both the East Portland Community Plan and the SW Community Plan were initiated. A Southeast Community Plan was planned to follow, but in November 1996, the state of Oregon passed Ballot Measure 47 and the resulting property tax cuts led to the early suspension of these neighborhood planning programs. The city turned its focus to the Regional 2040 Growth Concept. Although Sellwood Moreland did complete a Neighborhood Plan process in 1998, the focus was only on our residential zoning. The zoning of our commercial corridors has not been updated since the 1980 Comprehensive Plan. Through the Community Plan program three SW neighborhoods, Multnomah Village, Hillsdale and Johns Landing received a design ("d") overlay in their centers. Sellwood Westmoreland has the same Neighborhood Center designation as Multnomah Village and Johns Landing and we ask to receive the "d" overlay in parity with these SW neighborhoods.

It's hard to believe but since our first Design Overlay request to you in October 2015, there has been actually been an increase in the pace of development in our neighborhood. Considering the amenities already present as well as those on the way in Sellwood Moreland it shouldn't be a surprise. We have good public schools, multiple preschools, two full service grocery stores, doctors and dentists, 4 food cart pods, the new Orange line light rail, an improved and nearly completed Sellwood Bridge, Oaks Bottom Natural Area, Sellwood Park, Johnson Creek Park, and Westmoreland Park with the city's first Nature-Based play area, continuing removal of culverts to allow fish passage through Crystal Springs, October completion of the new 17<sup>th</sup> Avenue Multi-use bike path to Milwaukie, the Springwater Corridor Gap completion from Umatilla to 13<sup>th</sup> and the moving of the rails for the completion of 13<sup>th</sup> to 17<sup>th</sup> as we speak. There is no

denying, we are very fortunate and Sellwood Moreland has become a very desirable place to live.

We understand we do not meet ONE of the criteria of the Mixed Use Zones Project for expansion of the “d” overlay as we are not designated a Civic Corridor or Urban Center but a Mixed Use-Neighborhood. (Recommended Draft Map IV-2) BUT, ***the Mixed Use Zones Project states explicitly that it is expanding the design overlay to “areas (that) are expected to see the greatest amount of development and change, and warrant additional design oversight.”*** (Recommended Draft p. 43). We are a neighborhood that had 5,927 housing units in 2014 (Multnomah County Census tracts 1 and 2) and another 1,119 units are presently under development in multi-family buildings (early assist, permit review, or under construction), mostly in our commercial corridors (nextportland.com) as of 9/20/16. Thus, there is a 19% increase in housing units presently being developed in our neighborhood and that number doesn’t include anything that was built in the gap between the 2014 Census and today in 2016. Certainly this phenomenal growth qualifies our neighborhood as an area that is seeing a great amount of development and change, the standard for applying the design overlay in the Mixed Use Zones Project. We do not meet the definition of the more intense Town Center such as Division Street which serves a wider area and has 700 units built or planned 2014-2016 (Division Design Initiative) or the Lloyd Center in the Central City with more than 1000 units in the pipeline (DJC 8/25/16). Lloyd Center has high capacity transit like us which increases the amount of density we will take on. Both of these Centers have a “d” overlay.

The magnitude and density of development in Sellwood Moreland is much greater than other Neighborhood Centers. As Commissioners, you are most likely very familiar with these areas. If you are thinking, “well, we would need to add the “d-overlay” to all comparable Neighborhood Centers with a Mixed Use Neighborhood Comprehensive Plan designation, you can see in the table below that none of these other areas are comparable in the amount or density of development they are receiving now or will take in the next 20 years. With 2.8 miles of corridor, Sellwood Moreland still has much more capacity for development and there is no comparison in terms of the amount of amenities we offer and proximity to downtown, which means this trend will continue.

Neighborhood Centers with Comprehensive Plan Mixed Use - Neighborhood designation	D overlay	Miles of Mixed Use – Neighborhood corridor	Number of multifamily units under development	Units per mile of corridor
<b>Sellwood Moreland</b>	<b>No</b>	<b>2.8</b>	<b>1,119</b>	<b>400</b>
Montavilla	No	0.2	46	230
Multnomah Village	Yes	0.8	72	90
Concordia/NE 42nd	No	0.5	19	38
Cully	No	0.5	13	26
Hayden Island	No	0.1	0	0
Woodstock	No	0.8	0	0

Table comparing development in Neighborhood Centers all of which have a Comprehensive Plan designation of Mixed Use - Neighborhood. Data from Portlandmaps.com, Google maps, Comprehensive Plan Map App, and nextportland.com.



The intent of the Design Overlay Zone is to promote quality development that conserves, enhances, and continues the vitality of neighborhoods. As we accept light rail and increased density into our neighborhood we seek to apply a higher design standard on our commercial corridors. We don't believe that Design Standards will create perfect buildings, but we hope they will help in noticeable ways to maintain some of the character of our neighborhood, give us more thoughtfully designed buildings and ease this difficult and rapid transition to more density in our two centers (Bybee/Milwaukie & Tacoma/13<sup>th</sup>). We believe that with the current DOZA assessment and subsequent Design review revisions, the Design Standards can be more effective when they are informed by the current times.

This testimony was approved by the SMILE Board of Directors on September 21, 2016. Our neighborhood has been actively involved in the Mixed Use Zones Project and we look forward to implementation of its changes. Thank you.

Sincerely,

Corinne Stefanick, President  
Sellwood-Moreland Improvement League

**From:** Chris Shaffer  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 6:31:00 AM

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Housing is more important than car parking and you should pass Amendments 34 to the Comprehensive plan to eliminate minimum parking requirements in mixed use zones.

Chris Shaffer  
409 SE 15th Ave  
Portland, OR 97214

### Arbitrary Parking Requirements Suppress Housing Supply And Raise Costs

The arbitrary 30-unit+ threshold for required parking went into effect in much of Portland in 2013. Since 2013, a large number of developments have been built with exactly 30 apartments, just under the threshold for required parking. Why? The 31st apartment brings a mandate for 6 parking spaces. For underground parking, six stalls can cost more than \$300,000 in construction and lost opportunity. Minimum parking requirements have worsened the housing crisis by suppressing housing supply and making new housing more expensive.

### Minimum Parking Requirements Are Ineffective At Solving Transportation Problems

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

### Exempting Affordable Housing From Parking Requirements Is Not Enough.

Exempting affordable housing units from the calculation of required parking is a good policy, but parking requirements will continue to increase housing costs for middle-class Portlanders. Portland has a housing shortage, not parking shortage. Parking minimum requirements will produce empty parking spaces at the cost of homes. The bottom line is we need to prioritize housing for people over shelter for cars.

### The White House's Housing Development Toolkit Identifies Parking Requirements As A Barrier to Housing Affordability

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."

### City Council Admitted That There Are Other Parking Management Tools That May Be Better Than Minimum Parking Requirements

In July, City Council agreed to explore other parking management tools and not impose

parking minimums in Northwest Portland. Commissioner Nick Fish said at the meeting that when they imposed minimum parking requirements in 2013, it was meant to be a temporary measure. Indeed, in order meet our 2035 mode-share and climate goals, we need to curb excessive parking supply. 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.

**From:** Jimi Josgal  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 5:54:42 AM

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To whom it may concern:

From page 77/488

"The bicycle classifications shown for Hayden Island were developed as part of the Hayden Island Plan, adopted in 2009. **Before adoption, a City Council amendment removed the City Bikeway classification from the pathway around Hayden Bay in the northeast area Hayden Island, in response to community testimony.** A Planning and Sustainability Commission amendment **has now restored** that City Bikeway classification in this Recommend Draft TSP."

Yet again, the city is *not* listening to its constituents. West Hayden Island is becoming the next Springwater Corridor and we are *furious*.

My husband and I moved to the island in 1998. For many years it was a peaceful little pocket with little to no crime. Then "Lottery Row" came in and along with it a growing criminal element. Now we've got tweakers riding their bikes thru the community, leaving behind needles and crack pipes while making off with our personal property from our yard and decks. We have campers and vehicles stored behind Toys "R" Us. Several times we've discovered the fence has been cut and gasoline siphoned from our trucks, our RV broken into and ransacked, many items stolen. In the last go-round we discovered a strung out woman living in the bushes behind the fence with one of the items taken from our RV (the police officers that responded were wonderful).

The **last** thing we need is yet another method for them trolling around our homes. We *vehemently* oppose what looks like a city takeover of our private pathway, not only due to rising crime, but it is a waste of money that really could be put to better use elsewhere. If people wish to ride their bikes on the island they can keep to Hayden Island and Tomahawk Island Drives. Stay off of our private property.

Elaine Stewart  
Jimmy Stewart  
Residents of Hayden Island

**From:** KANDY  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 3:30:47 AM

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Would like to speak for two minutes Today Thursday for bike path proposal as a resident from  
hayden island

Kandy Price

2310 N.Broughton

Port.ore 97217

971 302 9272

Email is idrequiredk@yahoo.com

**From:** Aaron Clemons  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Thursday, November 17, 2016 2:39:53 AM

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Dear Commissioners,

I am writing in regards to the comprehensive plan amendment 53d. I am opposed to the proposed directive which could allow a change in zoning (i.e. mixed use zone) from the current plan of CM1 to CM2. CM2 allows for commercial parking and this would have serious consequences to the livability on Marquam Hill. Commercial parking would increase traffic exacerbating the already strained and congested corridors, including Terwilliger Parkway, leading to the Hospital and Neighborhoods above OHSU. Currently as traffic becomes congested in the major corridors leading up the hill, large volumes of traffic cut through neighborhoods on narrow residential streets. OHSU is uniquely positioned in the West Hills and because of this extra attention should be paid to keep traffic flowing in a safe manner. I greatly believe a CM2 designation would be counter to this.

Plenty of opportunities for additional residential development still remain throughout the neighborhood surrounding OHSU without having to increase the designation in the mixed use area to CM2. Thoughtfully increasing the density within the Homestead Neighborhood is reasonable and I believe a reasonable plan has been previously proposed but I do not believe this amendment would achieve that goal. From the community members that I have directly spoken or corresponded with, there is almost a universal agreement, aside from one real estate developer, that they would oppose an increase in zoning.

Sincerely,  
Aaron Clemons  
3435 SW 12<sup>th</sup> Ave  
Portland, OR 97239

RE: Marquam Hill Commercial Node / 1010 SW Gibbs Street  
Proposed Comprehensive Plan Zone Change to CM1

to whom it may concern:

Regarding the proposed Comprehensive Plan Zoning for the Marquam Hill Commercial Node, and the subject site located at 1010 SW Gibbs Street in the Homestead Neighborhood, we [myself and the property owner I represent who will be sending this letter individually as well] would highly suggest reconsideration of the designation of this node, with a recommendation of revising the zoning to CM2 or CM3. The recommended designation currently proposed for the 2035 Comprehensive Plan is CM1. The area in question is directly adjacent to, and west of, the OHSU campus, and has been a part of multiple master plan overlay studies with a common goal of improving pedestrian circulation and connectivity, while increasing density and providing much needed housing for the local area.

We suggest that CM1 is an inappropriate designation for this commercial node, and that CM2 or CM3 better represents the opportunities for development that the zoning for this area should accommodate.

Based on the fact that the majority of people who currently live in the area walk to work, class, and treatment on a daily basis, allowing for a higher density of residential development in this directly connected neighborhood will in fact allow for more pedestrian-oriented projects leading to a decrease in motor vehicle trips through this Neighborhood. A reduction in traffic on these streets is a goal of the City and of paramount concern to the Neighbors.

The proposed CM1 zoning designation represents an inappropriate decrease in allowed density, based upon its proposed lower maximum height, and the inclusion of a maximum FAR of 1.5:1 (or 2.5:1 with bonus). Marquam Hill has an extremely high concentration of jobs, along with the associated educational and treatment opportunities. Providing opportunity for an increase in nearby residential density to accommodate the need for ease of access and reduced travel and commute distances for this concentration of people is the logical direction for the zoning of this node.

In summary an increase in the housing supply on Marquam Hill is much needed and would serve to counteract the increasing traffic into and through the adjacent neighborhood streets and improve pedestrian circulation, activity, and security for area residents and OHSU staff and patrons. As such we request reconsideration of the designation of this zoning to be amended to a CM2 or CM3 designation. Thank you again for your time and consideration.

Sincerely,



Terry Amundson, AIA  
Koble Creative, Architecture LLC





November 16, 2016

Dear Mr. Mayor and Commissioners,

My name is Madeline Kovacs, and I am the coordinator for the Portland for Everyone coalition.

We ask that Portland City Council approve amendments #34 and #51, and eliminate minimum parking requirements in Mixed-Use and Commercial zones as part of the Comprehensive Plan Early Implementation Package.

Taking a guess at the proper size of a garage - and then actually mandating that guess - simply isn't the right way to solve the problem at hand.

With smart parking permits, meter programs, and lender underwriting standards, many new buildings will likely still include on-site parking regardless of what code says. The point is to allow for flexibility, not mandate an assumption. The city's goal should be to leave the door open entrepreneurs to develop new housing and retail business models that support low-car life. Parking minimums as such makes this impossible.

As far as our ability to provide affordable housing, in 2012 the Portland City Council imposed new minimum parking requirements near transit corridors for multi-family dwellings with more than 30 homes. This policy has led to fewer, more expensive homes - at a time when our city desperately needs more, less expensive homes.<sup>1</sup>

The recommended draft does currently acknowledge that "additional required parking may limit utilization of the affordable housing bonus due to the high cost of providing structured or underground parking," and proposes to exempt affordable units from the calculations that determine required parking. While this is a good idea, it would be better to remove the requirements **entirely** and implement paid on-street parking via residential permits.

You will also not **strengthen** Portland's inclusionary housing policy by preserving parking exceptions as a carrot: Whether developers are saving money through a parking exception within the Inclusionary Housing Policy, or saving money in due to lower parking minimum requirements, makes no difference to their ability to provide more affordable units. The inclusion rates will be set. What might happen, however, is that LESS housing might be built overall, both market-rate and, (because the inclusion rate is a percentage of the

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<sup>1</sup> <http://pdxshoupistas.com/did-portland-city-council-suppress-housing-supply/>



total), affordable units as well. What might also happen is that lower-income residents, both in IH developments and in others, will subsidize their neighbors' parking.

**The bottom line: Minimum parking requirements have a net negative impact on housing affordability - both by raising rents to cover the cost of the parking, and by reducing the number of units that can be built on a site due to the space taken up by parking spots.<sup>2</sup>**

On September 26, the White House released a "Housing Development Toolkit,"<sup>3</sup> calling for the elimination of minimum parking requirements. According to the report, minimum parking requirements "have a disproportionate impact on housing for low-income households" and "[by] reducing parking and designing more connected, walkable developments, cities can reduce pollution, traffic congestion, and improve economic development."

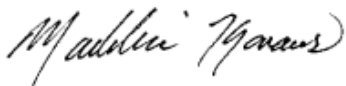
Minimum parking requirements, especially in walkable neighborhoods with good transit, make no sense. They take us in the wrong direction on housing prices, transportation goals, and other top priorities.

**We need progressive, forward-thinking policies that will allow Portland to continue its leadership on climate change, livability, and environmental stewardship - for this generation and more to come.**

I will conclude this letter as I usually do when advocating on behalf of one of our partners, which is to reiterate that the Portland for Everyone coalition will continue to support those land use policy and funding decisions that can help:

- Provide plenty of affordable and diverse housing types in all Portland neighborhoods
- Prioritize housing for historically and currently under-served populations
- Prioritize housing for humans over housing for cars
- Allow more people to live in areas with good access to transportation, parks, and services, and
- Create and maintain economically diverse neighborhoods.

Thank you so much for your work and for your time,



Madeline Kovacs

Portland for Everyone  
[www.portlandforeveryone.org](http://www.portlandforeveryone.org)  
1000 Friends of Oregon  
133 SW 2nd Ave, Suite 201  
Portland OR, 97204

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<sup>2</sup> <http://www.sightline.org/2013/08/22/apartment-blockers/>

<sup>3</sup> [https://www.whitehouse.gov/sites/whitehouse.gov/files/images/Housing\\_Development\\_Toolkit%20f.2.pdf](https://www.whitehouse.gov/sites/whitehouse.gov/files/images/Housing_Development_Toolkit%20f.2.pdf)

November 16, 2016

Dear Mayor Hales and Portland City Commissioners,

I am writing to provide written testimony for the hearing on the Comprehensive Plan Implementation Plan, specifically Amendment 4. I urge you to act as the smart and forward thinking people that you are and were elected to be, I urge to make the tough but right decision to end parking requirements for developments in mixed use zones. You know that we make plans for five to ten and thirty years from now, not for today and for today's issues. It is unconscionable to me that we have policies that require housing to be built for cars but not for people, it was always inequitable and unfair, burdening people who cannot or do not drive to pay for others' parking spaces, but in housing emergency it is even more cruel.

Portland has agreed in many different plans and policies (Portland Plan, Climate Action Plan, the TSP, the Comprehensive Plan goals, etc.) that we aspire to be a healthy, sustainable, equitable, and walkable community, requiring off-street parking to be built is a direct odds with that vision. If you think for one second that parking policies do not affect our housing affordability, or our transportation systems, specifically congestion mitigation and walkability, then you have not been paying attention to your capable planning and transportation bureau staff.

You know (or PBOT staff does anyway) what the tools are for managing parking more efficiently, but them to use even if it makes some middle-aged white homeowners cry, you were elected to do the right thing for the most people. I will take this opportunity to remind Amanda Fritz that while not everyone can ride a bike, not everyone can afford to own and operate a car (which costs about \$9,000 per year) and it is not fair to keep charging the rest of us to pay for those who do own cars.

Thank you in advance for doing the right thing for our city's future housing affordability, our air quality, and our streets and neighborhood's walkability by voting to eliminate parking requirements in mixed use zones.

Sincerely,

Kathryn Doherty-Chapman  
3904 SE Clinton St  
Portland, OR 97202

**From:** BJ Cefola  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 11:20:27 PM

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Portland City Council,

I'm writing to urge you to eliminate the increased minimum parking requirements enacted in 2013.

Since 2013, parking on the street has gotten worse. Raising minimums did not improve parking.

Since 2013, traffic has gotten worse. Raising minimums did not reduce traffic.

Since 2013, housing costs have exploded. By restricting where housing can go and encouraging low unit count buildings, minimums make the housing shortage worse.

What do you do with a policy that makes nothing better and makes a major problem worse?

You end it, and do something better instead.

Thanks for your consideration,

Brian Cefola  
3244 NE Schuyler Street  
Portland OR 97212

**From:** Tom McTighe  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 10:47:28 PM

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Hi -

Please note, I'm speaking on my own behalf and not as the secretary of the Richmond Neighborhood Association.

Now more than ever, it's imperative that we pass Amendment 34 to the Comprehensive Plan and eliminate minimum parking requirements in mixed use zones. If we don't, we'll increase car dependency and car congestion, and make housing more expensive, all at the same time. That's not the city any of us wants!

What's in store for us in the next four years? No one can say, but it doesn't look good for climate change and affordable, livable cities. But we have a golden opportunity to make headway against rising rents exert a small amount of control over our local destiny. I don't want my daughter cursing us a few years from now, as superfluous parking spaces go unused, rents soar, and active transportation mode share stagnates. We don't want Portland to be another Could Have Been or What If... city. Let's instead build the vibrant Portland we know is possible, the Portland of connected, affordable, vibrant mixed-use neighborhoods.

Thanks,  
Tom

**From:** Alex Oreschak  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Fritz](#); [Commissioner Novick](#); [Commissioner Saltzman](#)  
**Subject:** Comprehensive Plan Implementation Amendment 34  
**Date:** Wednesday, November 16, 2016 10:09:36 PM

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Commissioners,

I am writing to urge your support for Amendment 34 to the Comprehensive Plan, eliminating mandatory parking minimums in mixed-use zones.

Right now, Portland has a large affordable housing problem. Parking built into new developments costs over \$20,000 per space (over \$50,000 if underground) and its costs get passed on to all renters in a building, not just those who use it for their own cars (as evidence, a new apartment building on N. Williams is offering 9 months of "free" parking in the garage. If the charge isn't being levied directly on the car owner, it's being paid by ALL the renters in the building).

Giving developers the option to not provide parking means giving residents the option to live somewhere without a car if they so choose, and to do so without having to subsidize the car parking spaces of their neighbors. That means cheaper rents. Right now, that option is only available for new buildings with up to 30 units, so the supply of housing is being constrained by the parking requirement, driving up rents in new developments.

A better answer to parking challenges in our neighborhoods is to properly charge for and manage on-street parking. This will help address parking issues without negatively impacting housing supply and affordability. Right now, few people will park in a garage since on-street parking is free (or, at \$60/year, basically free), while many apartments with garages charge more than that in order to break even on the costs of building the parking. There is no benefit to forcing a developer to build car parking that people don't want to pay for. It only drives up the prices of new units even more.

At the end of the day, we need to prioritize housing for people over storage for cars. I request that you support Amendment 34, and get rid of these minimum parking requirements in mixed-use zones.

Thank you for your time,

Alex Oreschak  
1234 SW 18th Ave  
Portland, OR 97205

**From:** Eric Wilhelm  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [pdxshoupistas@gmail.com](mailto:pdxshoupistas@gmail.com)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 10:08:37 PM

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I am in favor of Amendment 34 to the Comprehensive Plan and eliminating minimum parking requirements. People who want to drive and park their cars in Portland should pay a fair market rate for the space. Inflating the cost of housing to encourage driving is bad policy for a growing city. Some may complain about the loss of free parking, and they should get a full refund.

Thanks,  
Eric Wilhelm

**From:** EJ Finneran  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Fritz](#); [Commissioner Novick](#); [Commissioner Saltzman](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 9:20:48 PM

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Mayor and Commissioners,

I'm writing to advocate for the passage of Amendment 34 to remove the parking requirements from mixed used zones.

I've been both a renter and a homeowner in Portland. I've also lived with and without a car so I feel I have a unique perspective on this.

When my wife and I moved to Portland, we moved into a relatively new rental building in North Portland. After signing our lease we were told that if we had a car and wanted to park it in the garage, it would be \$60/month.

At the time, we didn't have a car so it was an easy decision for us at the time. However, had we had a car, \$0/month for on-street parking in the neighborhood would have been a steal compared to \$60/month for a garage space. I also have no doubt that part of my monthly rent was paying for upkeep on the parking garage even though I wasn't using it.

This is, as I see it, the fundamental problem with parking minimums. It suppresses housing supply by adding to the costs of building apartments, raise rents and encourages people to keep their cars by subsidizing the cost of parking. It doesn't keep people from using the on-street parking.

Please pass Amendment 34 and remove parking requirements from mixed use zones.

Thank you!

E.J. Finneran

**From:** Justin Sawyer  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 9:05:23 PM

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Dear Portland City Counselors,

My name is Justin Sawyer and I'm a 10-year resident of inner-SE Portland. I urge you all to vote 'Yes' on Amendment 34 to the Comprehensive plan to eliminate minimum parking requirements in mixed-use zones.

As a city we need to do everything we can to help alleviate our housing crisis which parking minimums contribute to. They increase the cost of housing by passing on the high cost of parking space construction to tenants. Arbitrary minimums also discourage developers from building housing with more available units. Since the minimums were enacted in 2013 a large number of units were built with exactly 30 units. As a result, a huge opportunity for more housing was missed.

They also don't fix the so-called residential 'parking shortages' they were designed to solve. When on-street parking is free, why would anyone pay to park off-street?

In recent years I've seen more and more friends and long-time residents being priced out and forced to move to the far-reaches of Portland, away from the heart of the city they helped make great.

Please vote 'Yes' on Amendment 34 and help keep Portland from becoming another city that is only available to the rich.

Sincerely,

Justin Sawyer  
1918 SE Hemlock Ave.



November 16, 2016

Re: Comprehensive Plan Implementation

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

I am writing to strongly oppose the Comprehensive Plan Implementation for the proposed bike path on Hayden Island.

I have lived in North Portland for 54 years and my family in the Kenton community since 1907. I moved to the Hayden Island Manufactured Home Community 2 years ago to stay connected to my community and family who all live in North Portland. We have watched the growth and changing environment from almost losing our home to the I-5 freeway and pained when many of our friends did. I understand growth for the improvement of our City and those who live here, but it shouldn't be at the expense of families losing their homes.

In the current environment of our loving city and the crushing realization of the housing crisis, to destroy a community and the homes of a vulnerable population of seniors, fixed income residents and the disabled for a bike path is not in line with what we stand for or what you state you support.

I work for an agency that is in strong partnership with the City and County to build affordable housing for provide comprehensive solutions to end homelessness. I find it beyond my comprehension the City is working against the same goal to build a bike path.

I can't imagine the biking community is in favor of destroying homes, misplacing families and a community that has been in existence for 46+years so they can ride their bike.

Please vote this proposal down.

Sincerely

Kathi Carlson  
12855 N Image Canoe Ave  
Portland, OR 97217

**From:** Debra Porta  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** 2035 Comprehensive Plan and the Hayden Island Manufactured Home Community  
**Date:** Wednesday, November 16, 2016 8:34:45 PM

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Hello,

My name is Debra Porta. My wife and I are residents of the Hayden Island Manufactured Home Community, on Hayden Island. The proposed 30 foot wide bike path along the river, adjacent to the Hayden Island Manufactured Home Community, that is being included within the 2035 Comprehensive Plan, if successful will be the demise of our community. The council is hearing plans for Amendment 38 that would remove the bike path from in front of the Hayden Bay Homes. But why not the Manufactured Home Community as well? How is one community deemed more important than another like that? I expect better from my city.

Our community represents 440 families, senior citizens on fixed incomes, and a diverse mix of working-class individuals, whose homes and community would be destroyed and replaced by a bike path? Affordable housing already in place, and the city is just going to write it off? This is unacceptable and cannot be allowed to happen. Please do not include a bike path adjacent to the the Hayden Island Manufactured Home Community. It is unnecessary and detrimental to this community.

Thank you,  
Debra Porta  
1503 N. Hayden Island Dr. #8  
Portland, OR 97217  
971-285-6104

**From:** basketsofmemories@comcast.net  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** comprehensive plan implementation  
**Date:** Wednesday, November 16, 2016 8:25:09 PM

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Gregory Coultas  
12271 N Westshore Dr.  
Portland Or 97217

To Whom it may concern,

My wife and I are residents in a mobile home park on Hayden Island, and the proposed bike path around the Columbia River and Hayden Island would be a complete invasion of our privacy. The park we live in is private and we enjoy the privacy of not having people run, play or ride bikes on our property. The management and the residents try hard to keep the homeless and non-residents out.

By putting in a bike path you would open this area up to the homeless and any other riffraff that happens to show up. Our children are safe here and play in the same area that the bike path would be in. It would be a total invasion of privacy, and in our opinion a very bad idea.

This is a secure mobile home park and does not need to be opened up to any and everyone that wants to come in. We have to have security and passes on July 4th just so we can keep our homes and yards private. We do not need to give more access for people to come in.

**From:** Peter Dydo  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation: Amendment 34  
**Date:** Wednesday, November 16, 2016 8:03:16 PM

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To Whom it may concern,

I am writing in support of a yes vote on Amendment 34 to remove parking minimums. There are many very good reasons to oppose parking minimums including: encouraging alternative modes of transportation, increasing the amount of affordable housing, reducing the construction costs and construction time of new buildings, and reducing green house gas emissions by encouraging alternative modes of transportation (transportation is Oregon's #1 greenhouse gas emitter). Please do not keep the regressive parking minimum policy that is currently in place in Portland. Adding parking will only further congest our streets and will not help solve either the transportation or the housing crisis which both loom large over Portland citizens.

Thank you,  
Peter Dydo

November 16, 2016

TO: Portland City Council

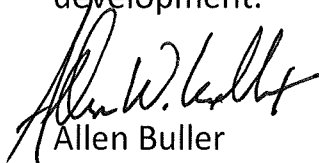
**RE: Testimony in Support of 2:1 FAR in the RH-zoned Alphet Historic District**

I understand there is still consideration of the proposed FAR change in the small area of the Alphet Historic District zoned RH to the east of NW 21<sup>st</sup> Avenue. I urge you to adopt the proposed change to a 2:1 FAR as recommended by the Planning and Sustainability Commission. Please do not consider 'spot zoning' areas at 4:1 FAR, especially the area along NW 18<sup>th</sup> between Hoyt and Irving. This is an area surrounded by at least 13 historic landmarks and other low-rise structures. A 4-6 story building will be incompatible with the historic character of one of Portland's oldest preserved neighborhoods.

I am a property owner who lives in the vicinity of NW 18<sup>th</sup> and Hoyt. While compatibly scaled residential development, including senior housing, would be welcome, a structure that exceeds the scale of the neighboring properties is inappropriate and unfair to those of us who have restored and maintained our properties in a historically accurate condition. I take pride in maintaining my property so others will be able to experience a page from Portland's history into the future.

The recommended FAR change is much needed and the result of significant community involvement. The reduced FAR is recommended by the NWDA (Northwest District Association). This proposal removes the existing inconsistency in zoning codes and prevents misunderstanding.

I respectfully request your approval of the proposed FAR change. This technical revision will support the preservation of a valued Historic District while still enabling increased residential development.



Allen Buller

1728 NW Hoyt St

Portland

**From:** Emily Guise  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 7:24:58 PM

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Hi there, I'm writing to support Amendment 34 to the Comprehensive Plan, which will eliminate minimum parking requirements in mixed use zones. Housing for cars should not take precedence over housing for people when our city is in the midst of a housing crisis.

Thanks very much,

Emily Guise

**From:** Sara Thomas  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation (Amendment 34)  
**Date:** Wednesday, November 16, 2016 6:00:17 PM

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To Whom it May Concern,

I am writing in support of Amendment 34, and I urge you to support this change.

The housing crisis in our city has reached a fever pitch, with citizens increasingly and more desperately turning to leadership for relief. Many citizens are being displaced, and the homeless population continues to rise. It is a daunting problem with cascading negative effects on our community. There is no easy solution. The citizens of Portland understand that.

What is difficult to understand is the prioritization of parking spaces over affordable housing. The arbitrary 30-unit+ threshold for required parking has caused developers to build units with exactly 30 apartments, just under the limit for required parking. Their motivations are easy to understand; on-site parking means increased costs. For these profit-driven developers, there is no incentive to create larger buildings that can accommodate more people. Parking requirements translate to reduced profits, and profits are their main motivator.

Minimum parking requirements have worsened the dire housing crisis in Portland, and it is within your power to make a change. By removing minimum parking requirements, you are removing a barrier to affordable housing—something that many, many residents in Portland are desperate for right now. Please support Amendment 34.

Sincerely,

Sara Thomas  
[sara.thomas2@gmail.com](mailto:sara.thomas2@gmail.com)

6848 N Michigan Ave.  
Portland, OR 97217  
503-830-7445

**From:** Seth Pellegrino  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [pdxshoupistas@gmail.com](mailto:pdxshoupistas@gmail.com)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 6:00:15 PM

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Hello!

I am writing to express my support for Amendment 34 to the comprehensive plan that eliminates minimum parking requirements in mixed-use zones. When I look for housing, I would prefer to live in a place with no parking for economic and environmental reasons, but almost all of the housing stock that is presently available comes with parking whether I want it or not.

And while my preferences may be atypical — though not solitary — the data is clear. From the White House to local studies, the consensus is that minimum parking requirements chill development of new affordably priced housing, resulting in fewer lower quality units. We should be building housing for people, not cars!

Further, in addition to slowing the growth of our vital housing stock, minimum parking requirements are a poor answer for managing availability of public parking. Market-rate parking permits, as popularized by Donald Shoup, have proven themselves significantly more effective at inducing parking availability and have no adverse impact on affordability of housing.

Finally, the decisions we make today will impact our housing stock for decades to come. And there are two clear trends in that realm: more people are coming to Portland, whether by birth or relocation, and they are bringing fewer cars per capita with them. The latter trend is likely to accelerate as autonomous vehicles disrupt traditional car ownership — it remains to be seen whether those fleets of autonomous vehicles will be managed by private firms or as a public good, but it seems clear that the age of the perpetually parked automobile is nearing its close. Why would an owner let capital depreciation ravage a vehicle sitting still when it could be out moving people around instead? If we prioritize parking now, the risk we run in 20 years is having too few houses and mostly unoccupied parking spots. That doesn't seem like a good use of scarce public resources to me!

Thank you for your time,

Seth Pellegrino  
924 SE Sherrett St  
Portland, OR



November 16, 2016

**VIA EMAIL (CPUTESTIMONY@PORTLANDOREGON.GOV)**

Mayor Charlie Hales  
City of Portland City Council  
1221 SW 4th Avenue, Room 130  
Portland, OR 97204  
Attn: Comprehensive Plan Implementation

Michael C. Robinson  
MRobinson@perkinscoie.com  
D. +1.503.727.2264  
F. +1.503.346.2264

**Re: 2035 Comprehensive Plan Early Implementation City Council Amendments;  
Testimony on Behalf of Cain Petroleum Regarding Proposed Amendments 28a,  
Options A-C, at Pages 23-27 of November 4, 2016 Memorandum**

Dear Mayor Hales and Members of the Portland City Council:

This office represents Cain Petroleum (“Cain”). Cain has previously testified on the amendments to Portland City Code (“PCC”) 33.130.260 recommended by the Planning and Sustainability Commission (“PSC”). Cain opposed those amendments because they would eliminate new service stations east of 80th Avenue and make existing service stations non-conforming uses.

My client has reviewed the November 4, 2016 memorandum with the three (3) proposed options for PCC 33.130.260. My client supports Option B, the recommendation of the Planning and Sustainability Bureau (“PSB”) to the PSC. Option C is the second best alternative. My client opposes Option A. Option A is the PSC’s recommendation.

Quite simply, service stations and other quick vehicle servicing uses will remain an important part of daily life in the City of Portland for years to come. It is important that existing facilities be allowed, subject to appropriate land use regulations, to be maintained and enhanced and that new facilities serving the public be allowed where appropriate.

On behalf of Cain Petroleum, I ask that the City Council adopt Option B.

Very truly yours,



Michael C. Robinson

MCR:rsr

Enclosure

cc: Mr. Ron Cain (via email) (w/ encl.)  
Mr. Eric Engstrom (via email) (w/ encl.)  
Mr. Mike Connors (via email) (w/ encl.)

66335-0008/133590744.1

or project out from, the primary facade plane, but projections into street right-of-way do not count toward meeting this standard. See Figure 130-9.

### 33.150.255 Building Length and Facade Articulation

- A. [No change]
- B. [No change]
- C. **Building Facade articulation in the C12 Zone.**
  - 1. [No change]
  - 2. The standard. At least 25 percent of each facade within 20 feet of a street lot line must be divided into facade planes that are off-set by at least 2 feet from the rest of the facade. Facade area used to meet the facade articulation standard may be recessed behind, or project out from, the primary facade plane, but projections into street right-of-way do not count toward meeting this standard. See Figure 150-10

**Staff recommendation:** Support. Without the amendment, the PSC-recommended provision may create significant pressure for PBOT to approve bay windows that overhang the right of way. Bay windows would still be allowed with or without the proposed amendment, subject to PBOT approval.

### 28.a Drive-through facilities – Option A

**Code section:** 33.130.260

**Requested by:** None (PSC recommendation)

**Explanation:** This option retains the PSC recommendation and clarifies one aspect of that code language related to Quick Vehicle Servicing uses. This option would prohibit drive-through facilities, and correlated Quick Vehicle Servicing uses, east of 80<sup>th</sup> Avenue. West of 80<sup>th</sup>, it would allow new drive-through facilities and Quick Vehicle Servicing uses only in the auto-accommodating CE zone. West of 80<sup>th</sup> it would allow rebuilding and expansion of existing facilities in CM1, CM2, and CM3 zones.

**Related testimony (for or against):** Retail Task Force, EPAP, US Business Leadership Network, National Association of Mutual Insurance Companies, Bicycle Transportation Alliance, several businesses, individuals

**Amendment text:**

### 33.130.100 Primary Uses

- A. **Allowed uses.** [No change to Recommended Draft]

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B. **Limited uses.** Uses allowed that are subject to limitations are listed in Table 130-1 with an "L". These uses are allowed if they comply with the limitations listed below and the development standards and other regulations of this Title. In addition, a use or development listed in the 200s series of chapters is also subject to the regulations of those chapters. The paragraphs listed below contain the limitations and correspond with the footnote numbers from Table 130-1.

1. [No change to Recommended Draft]
2. Commercial limitations. These regulations apply to all parts of Table 130-1 that have a [2].
  - a. In the CR and CM1 zones, each individual Retail Sales and Service and Office use is limited to 5,000 square feet of net building area, except that in the CM1 zone on sites that are over 40,000 square feet in size and are located on a Neighborhood Collector or higher classification traffic street, each individual Retail Sales and Service or Office use is limited to 40,000 square feet of net building area; and
  - b. In the CR zone, in addition to the size limitation specified in B.2.a., the hours when Retail Sales And Service uses can be open to the public are limited to 6:00 AM to 11:00 PM.

**Quick Vehicle Servicing in CM1, CM2, CM3 and CE zones:**

(1) Quick Vehicle Servicing uses are prohibited in the area east of 80th Avenue shown on Map 130-3.

(2) In the CE zone, Quick Vehicle Servicing uses are allowed outside the area east of 80th Avenue shown on Map 130-3.

(3) In the CM1, CM2, and CM3 zones outside the area east of 80th Avenue shown on Map 130-3, new Quick Vehicle Servicing uses are prohibited, but Quick Vehicle Servicing uses that existed on [insert effective date] are allowed. If a Quick Vehicle Servicing use that existed on [insert effective date] is discontinued for 3 continuous years, reestablishment of the use is prohibited. If the Quick Vehicle Servicing use ceases operations, even if the structure or materials related to the use remain, the use has been discontinued. If the Quick Vehicle Servicing use changes to another use without obtaining all building, land use, and development permits that would have been required at the time of the change, the use has been discontinued.

Table 130-1 Commercial/Mixed Use Zone Primary Uses						
Use Categories	CR	CM1	CM2	CM3	CE	CX
Quick Vehicle Servicing	N	L [2]	L [2]	L [2]	L [2]	N

**33.130.260 Drive-Through Facilities**

A. **Purpose.** The drive-through facility regulations support the desired character of the commercial/mixed use zones by clarifying where drive-through facilities are allowed, and by limiting the impacts from drive-through facilities. The regulations:



- Prohibit drive-through facilities in certain zones and in parts of Portland where a pedestrian-oriented development pattern is emphasized;
- Allow for the continuation and improvement of existing drive-through facilities in selected zones and locations; and
- Limit the impacts from drive-through facilities on adjacent residential zones, such as noise and air pollution from idling cars.

- B. **CR and CX zones.** Drive-through facilities are prohibited in the CR and CX zones.
- C. **CM1, CM2, and CM3 zones.** The following regulations apply to drive-through facilities in the CM1, CM2 and CM3 zones:
1. Drive-through facilities are prohibited in the area east of 80th Avenue shown on Map 130-3.
  2. Drive-through facilities outside the area shown on Map 130-3:
    - a. New drive-through facilities are prohibited; and
    - b. Existing drive-through facilities are allowed. Existing facilities can be rebuilt or expanded. The standards for drive-through facilities are stated in Chapter 33.224, Drive-Through Facilities. If an existing drive-through facility is unused for 5 continuous years, reestablishment of the drive-through facility is prohibited.
- D. **CE zone.**
1. Drive-through facilities are prohibited in the area east of 80th Avenue shown on Map 130-3.
  2. Drive-through facilities are allowed outside the area shown on Map 130-3, except that drive-through facilities are not allowed within 25 feet of a lot line that abuts a residential zone. The standards for drive-through facilities are stated in Chapter 33.224, Drive-Through Facilities.

**Staff recommendation:** Oppose. Staff believes this would create many nonconforming situations. The distinction between east and west of 80<sup>th</sup> is not clear.

### 28.b Drive-through facilities – Option B

**Code section:** 33.130.260

**Requested by:** Saltzman

**Explanation:** Option B reflects staff's August 2016 recommendation to the Planning and Sustainability Commission. It would allow new drive-through facilities and Quick Vehicle Servicing uses only in the auto-accommodating CE zone (the zoning map proposes a limited amount of CE zoning citywide). It would allow exiting facilities in the CM1, CM2, and CM3 zones to be expanded or rebuilt. They would be prohibited in the Central City and in the new main street overlay, where existing facilities would be treated as

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nonconforming development. Like options A and C, this would also clarify the difference between adding a new and expanding and existing drive-through facility.

**Related testimony (for or against):** Retail Task Force, EPAP, US Business Leadership Network, National Association of Mutual Insurance Companies, Bicycle Transportation Alliance, several businesses, individuals

**Amendment text:**

### 33.130.260 Drive-Through Facilities

- A. **Purpose.** The drive-through facility regulations support the desired character of the commercial/mixed use zones that are intended to be pedestrian-oriented, while allowing the continuation and improvement of existing drive-through facilities in some of these zones. In zones intended for auto-accommodating development, these regulations allow for drive-through facilities, while limiting the impacts from drive-through facilities on adjacent residential zones, such as noise and air pollution from idling cars.
- B. **CR and CX zones.** Drive-through facilities are prohibited in the CR and CX zones.
- C. **CM1, CM2, and CM3 zones.** The following regulations apply to drive-through facilities in the CM1, CM2 and CM3 zones:
1. Existing drive-through facilities are allowed. Existing facilities can be rebuilt or expanded. The standards for drive-through facilities are stated in Chapter 33.224, Drive-Through Facilities. If an existing drive-through facility is unused for 3 continuous years, reestablishment of the drive-through facility is prohibited.
  2. New drive-through facilities are prohibited.
- D. **CE zone.** Drive-through facilities are allowed in the CE zone, except that drive-through facilities are not allowed within 25 feet of a lot line that abuts a residential zone. The standards for drive-through facilities are stated in Chapter 33.224, Drive-Through Facilities.

**Staff recommendation:** Staff supports either Option B or C.

### 28.c Drive-through facilities – Option C

**Code section:** 33.130.260

**Requested by:** Hales

**Explanation:** This option would prohibit new drive through facilities in all Commerical/Mixed Use zones, not just east of 80<sup>th</sup> Ave. An exception would be made for new quick vehicle servicing uses (gas stations, oil change businesses, and car washes), which would be allowed in the CE zone. It would allow existing drive-through facilities to be expanded and rebuilt in CM1, CM2, CM3, and CE. All drive through facilities would be

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prohibited in the Central City and in the new main street overlay, where existing facilities would be treated as nonconforming development.

**Related testimony (for or against):** Retail Task Force, EPAP, US Business Leadership Network, National Association of Mutual Insurance Companies, Bicycle Transportation Alliance, several businesses, individuals

**Amendment text:**

**33.130.260 Drive-Through Facilities**

- A. **Purpose.** The drive-through facility regulations support the desired character of the commercial/mixed use zones that are intended to be pedestrian-oriented, while allowing the continuation and improvement of existing drive-through facilities in some of these zones. In zones intended for auto-accommodating development, these regulations allow for drive-through facilities, while limiting the impacts from drive-through facilities on adjacent residential zones, such as noise and air pollution from idling cars.
- B. CR and CX zones. Drive-through facilities are prohibited in the CR and CX zones.
- C. CM1, CM2, and CM3 zones. The following regulations apply to drive-through facilities in the CM1, CM2 and CM3 zones:
  - 1 New drive-through facilities are prohibited; and
  - 2 Existing drive-through facilities are allowed. Existing facilities can be rebuilt or expanded. The standards for drive-through facilities are stated in Chapter 33.224, Drive-Through Facilities. If an existing drive-through facility is unused for 3 continuous years, reestablishment of the drive-through facility is prohibited.

**D. CE zone**

1. New drive-through facilities are prohibited except for drive-through facilities associated with Quick Vehicle Servicing uses. Drive-through facilities are not allowed within 25 feet of a lot line that abuts a residential zone. The standards for drive-through facilities are stated in Chapter 33.224, Drive-Through Facilities, and

2. Existing drive-through facilities are allowed. Existing facilities can be rebuilt or expanded. The standards for drive-through facilities are stated in Chapter 33.224, Drive-Through Facilities. If an existing drive-through facility is unused for 3 continuous years, reestablishment of the drive-through facility is prohibited.

**Staff recommendation:** Staff supports either Option B or C.



**From:** Sam Churchill  
**To:** [Commissioner Novick](#); [Treat, Director](#); [Zehnder, Joe](#); [BPS Comprehensive Plan Testimony](#)  
**Subject:** Opposition to wider Hayden Island Bike Path  
**Date:** Wednesday, November 16, 2016 5:18:29 PM  
**Attachments:** [bikepath\\_opposition.pdf](#)

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To: Portland City Council  
CC: Steve Novik, Commissioner, Leah Treat, Director, PBOT, Joe Zehnder, Chief Planner  
Subject: Opposition to Comprehensive Plan for Hayden Island Bike Path  
Date: November 16, 2016

As a resident of Hayden Island and an avid biker, I'm baffled by the proposal to build a 30ft bicycle path around private waterfront properties on Hayden Island. It does not make sense.

The Manufactured Home Park, where I live, has 440 units, as well as 60 RV units. Most residents are lower income, many are hard-working minorities with families. Current waterfront homes are only 10-12 feet from the Columbia River dike. There's simply no room for a wider bike path around the Island.

The proposed bike plan would require the removal of more than 40 river-front homes on our Westside Park. Lautrec, our management company, says the revenue loss would kill this neighborhood as viable business. All 500 families would have to move.

Where are we going to go? We can't move. Unlike trailers, Manufactured homes are NOT on wheels. It costs \$20,000 to move a manufactured home. Most cannot be moved at all.

Here are the facts:

1. The proposed bike path would remove more than 40 waterfront homes and close this park.
2. Some 500 low-income families will be homeless.
3. There is currently a bike path along the waterfront.

There is currently a bike path by the river. I bike it daily and talk to my neighbors. See for yourself.

(1) Here's a 360 degree tour of the (Westside) Manufactured Home Bike Path here:  
<https://flic.kr/p/GSLX6V>

(2) Here's a 360 degree tour of the (Eastside) Hayden Bay walking path here:  
<https://kuula.co/post/7fykN>

I don't own a car. I support Portland's pro-bike Transportation Plan. But I don't want to be homeless (again).

City officials must look at the cost/benefit of a wider bike path. It would serve nobody and hurt many.

Best regards,

Sam Churchill  
HOA Secretary, Hayden Island Manufactured Home Park  
1501 North Hayden Island Drive, #64D  
Portland, OR 97209  
503.740.9209  
[www.hayden-island.com](http://www.hayden-island.com)

To: Portland City Council

CC: Steve Novik, Commissioner, Leah Treat, Director, PBOT, Joe Zehnder, Chief Planner

Subject: Opposition to wider Hayden Island Bike Path

Date: November 16, 2016

Dear Portland City Council members:

As a resident of Hayden Island and an avid biker, I'm baffled by the proposal to build a 30ft bicycle path around private waterfront properties on Hayden Island. It does not make sense.

The Manufactured Home Park, where I live, has 440 homes, as well as 60 RV units. Most residents are lower income, many are hard-working minorities with families. Current waterfront homes are only 10-12 feet from the Columbia River dike. There's simply no room for a wider bike path around the Island.

The proposed bike plan would require the removal of more than 40 river-front homes on our Westside Park. Lautrec, our management company, says the revenue loss would kill this neighborhood as viable business. All 500 families would have to move.

Where are we going to go? We can't move. Unlike trailers, Manufactured homes are NOT on wheels. It costs \$20,000 to move a manufactured home. Most cannot be moved at all.

Here are the facts:

1. The proposed bike path would remove more than 40 waterfront homes and close this park.
2. Some 500 low-income families will be homeless.
3. There is currently a bike path along the waterfront.

Below are pictures of the current bike path on the North side of the Manufactured Home Park along the Columbia River. The walking/bike path is 2-3 ft from the edge of the steep bank which is maintained by the Army Corps of Engineers. Some 40 river front homes are within 6 ft of the path. There are dozens of 30-50 yr old trees also along the trail.

There is currently a bike path by the river. I bike it daily and talk to my neighbors.

See for yourself.

(1) Here's a 360 degree tour of the (Westside) Manufactured Home Bike Path here:  
<https://flic.kr/p/GSLX6V>

(2) Here's a 360 degree tour of the (Eastside) Hayden Bay walking path here:  
<https://kuula.co/post/7fykN>





I don't own a car and generally support Portland's pro-bike Transportation Plan. But I don't want to be homeless (again).

City officials must look at the cost/benefit of a wider bike path. It would serve nobody and hurt many.

Best regards,

Sam Churchill  
HOA Secretary, Hayden Island Manufactured Home Community  
1501 North Hayden Island Drive, #64D  
Portland, OR 97209  
503.740.9209  
[www.hayden-island.com](http://www.hayden-island.com)

**From:** VelvetRidge  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [Claudia](#)  
**Subject:** Testimony on Amendment #38 - The Bike Path To Nowhere  
**Date:** Wednesday, November 16, 2016 4:58:08 PM

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November 16, 2016

To City Council & other stakeholders

Regarding:

Comprehensive Plan Amendment #38 – Hayden Island Bike Path AKA The Bike Path To Nowhere

My name is Claudia Tietze and I have lived on the west side of Hayden Island in the Manufactured Home Community for the past seventeen years. I am incredibly disturbed by the current amendment #38 plans in the Comprehensive Plan for Hayden Island and the inability for the government planners to properly communicate the exact nature of what is planned and going on.

In truth, I am shocked that the plan could even consider such an amendment as currently sits on the map for Hayden Island and ashamed of my city's targeting of susceptible populations. This proposed amendment is clearly in direct conflict with both the stated goals of the Council and the Comprehensive Plan, as well as Portland voters. A Bike Path To Nowhere that displaces and puts into duress thousands of residents is not a sound bite I am used to hearing from my progressive city.

In October 2015, Mayor Charlie Hales declared a housing emergency in Portland. We had the highest increase of rents nationally which rose nearly 15% and some of the lowest vacancy rates (approximately 3%). The City has continually advocated that part of the solution is to fund low income housing and affordable housing yet repeatedly does not pass laws that would help keep manufactured homes as safe and fair options. In our latest November 2016 election Portland voters approved plans for more affordable housing projects for the residence of Portland so that those in jeopardy of being priced out of this beautiful city might stay and lend to our continued diversity. On the back side of this, proposed amendment #38 shows that your actions are in conflict. It is unacceptable for MY government body to give with one hand and take away with another. That does not build more affordable housing, but creates a new vacuum.

While I approve of extending bike paths and continuing our culture of a bike friendly city, I doubt it would be an intelligent nor publicly positive choice to displace residence for a Bike Path To Nowhere when there are more intelligent choices to increase bike access on and off Hayden Island that do not displace residents, do not financially harm businesses, but create a better, logical traffic flow that would enhance all these elements. Although it was stated that

City Council has “no plans to evict” tenants, a bike path as proposed on West Hayden Island would do just that.

Manufactured Home Communities are a very different breed of affordable housing. Apartment dwellers have more rights and protections in Oregon than manufactured home owners do despite owning their homes. In our case, the residents of Hayden Island Manufactured Home Community own their houses and pay taxes on those structures, but we lease the land from a landlord corporation. If a bike path is allowed to cut across our landlord's current property, subsequently the property we rent for our personal use each month, then the City Council is misusing eminent domain to create a Bike Path To Nowhere. This action would have the following projected cascade effect:

- This action would put undue financial duress on the corporation we rent our land from on a month to month basis. Because Oregon does not require manufactured home park owners to limit or justify rent increases, our rents would rise to an unaffordable amount. I base this on loss of houses along the proposed pathway and lower rental amounts should the houses along the bike path not be displaced directly, as well as potential increased maintenance from our landlords and a definite need to increase a security presence here in our park to keep our at risk residents safe.
- Currently there is a homeless encampment across Canoe Bay. Adding a bike path invites these homeless encampments to flow onto our yards and cause immense issues with safety and crime and sanitary conditions. This would create a situation that is not only unsafe, but also decrease the value of the land we lease and the homes we own, potentially causing a situation where our landlord finds it more lucrative to leave Hayden Island than continue to fix the issues this bike path caused. This is not a comment against the homeless, however I myself have had an increase of criminal activity directly in front of my home from the stealing of license plates to meth drug deals since this encampment has grown. One can only assume that more unsavory actions will take place should this encampment, or a new one, randomly crop up on what is currently private property.
- The loss of our landlord would also displace over 20 employees who currently work directly for our landlords, as well a loss in revenue for other companies to which a significant amount of work is outsourced.
- Manufactured Homes are inadequately protected in Oregon. Should the manufactured home community become a financial and “headache” black hole for owners, residents who were not initially displaced by the bike path risk becoming displaced as a ripple effect. Since Oregon regulations only require a pay out of \$5,000 for a single-wide and \$10,000 for a double-wide residents are left with a significant financial loss, unable to find adequate affordable housing, unable to move their homes to another location due to age of the homes and cost of actual relocation, many will still be responsible for a significant mortgage or loan payment on property they no longer can inhabit nor own and subsequently many residents will become disenfranchised and financially ruined and potentially homeless.
- Since there is no Rent Justification for Oregon manufactured homes, a landlord can increase our rent for any reason as often and as high as they wish so long as they give legal notice of the intention of doing so. Should this occur, to offset the income from the homes impacted by the proposed bike path, the same displacement will occur because a large number of residents would be unable to afford these arbitrary rent increases that

the landlord would need to make due to loss of rental income.

- Although it appears that the land proposed on the west side of Hayden Island belongs to our landlord, we pay for the use of our land via our rent each month and pay the property taxes on the dwelling structure. Should a bike path follow as proposed, for me personally, the public would have access to my home and yard with very little buffer if I am not evicted. Since I have rented the same lot for over seventeen years, this would breach my contract. Should residents choose to sue the landlord or city for such an illogical breach, it would create even more potential incentive to abandon our residents entirely.
- Currently there are over 420 homes in our community. Each home, on average, includes anywhere from 2 to 5 residents. Many are retirees on fixed incomes, the disabled or young families. Living here allows all of us to explore and appreciate all the beauty and wonder of our chosen city, Portland. Due to a cascade effect, not only the homes along the proposed bike path would be effected, quality of life be diminished, the ability to sell our homes at a fair market value would decrease significantly and this would effect all the other homes in our manufactured home community.

Furthermore, notice of this amendment, which I understand was a courtesy to landowners, was not adequate. Our landlord was notified on Thursday November 11<sup>th</sup> in the evening, before a national holiday weekend for a hearing than a week away. No effort was made either via email, phone or mail to notify the residents whose unique relationship to their homes and the land they rent are in particular jeopardy. While this notice is a courtesy, that does not make non-adequate notice the correct path for Council to take. There has been a mass of conflicting information coming from your assorted stakeholders and offices. This merely serves to keep the public that is more affected by the potential of a Bike Path To Nowhere unable to follow what is a reality and what is not and keeps us unable to gather force to stand up for our community situations which is our civic right.

The last confusing statement is that plans for the bike path around Hayden Bay were removed. It is interesting to note that Hayden Bay actually would be less impacted than the manufactured home community on the west side of the island with small businesses already set apart from the Columbia, harbors and condos. However, it is also true that Hayden Bay has more financial affluence than our humble group including boat owners, yacht and sailing clubs.

It is my understanding other bike paths are planned through other areas of the city. The difference here is the unique relationship manufactured homes have to their landlords and the lack of legal protections for manufactured home residents in Oregon. I imagine there are no bike paths proposed that go directly through someone's back yard, within 5 feet of their home and onto their property in quite the same way. We sit on a fine line between the income of a corporation (our landlord) and the owning of our home.

A Bike Path To Nowhere that displaces potentially over 2,000 people, decreases jobs, decreases income to the shops in the mall and local grocery stores and has no conceivable positive and logical impact would not stay true to the spirit of Portland, its people or the Comprehensive Plan specifically. It's exactly these nonsensical decisions that create the

feeling our tax dollars are not spent with thought or responsibility. A better use of this plan would be to extend bike paths to the mall which has large unused portions of parking lot currently, making shopping there easier, and safely linking bike paths currently on Hayden Island to Marine Drive, already one of the longest bike paths in the country, and to the Expo Center, allowing residents to bike to a main Max station.

Having a goal of increasing bike paths is a worthy one for a city such as Portland, but it also requires that you make logical decisions of practical benefit to all its population.

Be well,

Claudia Tietze

971-2071481

[charmedvelvet@gmail.com](mailto:charmedvelvet@gmail.com)



November 16, 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 support of amendment 34, which eliminates mandatory parking requirements in the mixed use zones. Parking, as you are aware, increases the cost of housing and suppresses additional supply.

At its core, eliminating parking minimums lowers the costs of housing, diversifies housing types in existing neighborhoods, and encourages active transportation and transit use. Portland's own research, and evidence from other cities, has demonstrated that lower parking requirements result in more and cheaper housing. Because lower-income Portlanders own fewer cars per household and are more dependent on transit, a car-centric parking policy disproportionately burdens them. Less expensive housing without parking is, on average, more attractive to lower-income people. For lower-income people who do own cars, mandating parking spaces for everyone is an indirect and inefficient method of assistance.

The city's consideration of an inclusionary zoning ordinance does not obviate the need to reform parking rules. Both changes can occur and result in a more equitable and abundant housing market. Relieving builders from parking rules expands the number of projects that are financially feasible, and enables those projects to be built while meeting their IZ obligations. At the middle of the market, reforming parking rules creates more market-rate housing in mixed use zones. As it ages, market-rate housing eventually filters down to become affordable. Portland should address its housing shortage by encouraging rules and policies that promote new housing at all income levels.

Finally, insofar as eliminating parking minimums cause on-street parking congestion in adjacent neighborhoods, the city has other parking management tools it can use to manage demand. Free and easy parking encourages solo driving, whereas careful management of existing street parking allows the city to be consistent with its policies on climate change and transportation.

We respectfully request that you approve this amendment. Thank you for your consideration of our comments.

Respectfully,

A handwritten signature in black ink that reads "Benjamin Schonberger". The script is cursive and fluid, with the first name "Benjamin" and last name "Schonberger" written in a single continuous line.

Ben Schonberger

Board Member

Housing Land Advocates

**From:** Matt Otis  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Update - Mixed-Use Zones Project - Parking Requirements - Personal Testimony  
**Date:** Wednesday, November 16, 2016 4:39:15 PM

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**RE: Comprehensive Plan Implementation**

Dear Mayor Charlie Hales and City Commissioners,

Part of the MUZ Project is looking to adjust the parking requirements on 30-unit buildings. I would like to encourage you to do the following:

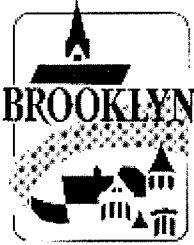
- Eliminating parking minimum requirements in Mixed Use Zones as part of the Comprehensive Plan
- Establish paid neighborhood parking zones and enforce them

By combining these two it will prevent developers from simply dumping the costs of parking onto their neighbors, which will make them then want to build the right amount of parking for their facility. And we can also make sure that we don't legally enforce more vehicles on our streets.

Thank you for all your hard work on the MUZ Project.  
And thank you for considering my requests.

Sincerely,  
Matt Otis  
Richmond Neighborhood





November 16, 2016

VIA EMAIL: [CPUTESTIMONY@PORTLANDOREGON.GOV](mailto:CPUTESTIMONY@PORTLANDOREGON.GOV)

Portland City Council  
1221 SW 4<sup>th</sup> Avenue, Room 130  
Portland, Oregon 97204  
Attention: Comprehensive Plan Implementation

Re: Trimet's request for Removal of Buffer Overlay for property located on  
SE 17<sup>th</sup> Avenue

Dear City Council Members:

The Brooklyn Action Corps strongly opposes Trimet's request to remove the Buffer Overlay for its properties located on SE 17<sup>th</sup> Avenue in the Brooklyn Neighborhood. We think it is premature and inappropriate to remove the Buffer Overlay for all the properties without first knowing the planned development for each of the sites. Removing the Buffer Overlays may increase Trimet's ability to market and sell the properties, but at the cost and detriment of the adjoining residential property owners.

Trimet was informed of the timeline to submit their request during the public comment period, but chose to submit their request two weeks after the deadline, even with it being extended once. We appreciate Trimet notifying the neighborhood board but feel that adjacent property owners should also have been approached and notified, as their properties could be severely impacted with the removal of the Buffer Overlay.

When the future owners or developers of the properties identify the type of development they want to place on each property, if they need the Buffer Overlay adjusted, they can approach the city, adjoining property owners, and neighborhood at that time.

Thank you for your consideration in this matter.

Sincerely,

Eric J. Wieland, Chair  
Brooklyn Actions Corps.  
(503)226-2966  
[Eric@brooklyn-neighborhood.org](mailto:Eric@brooklyn-neighborhood.org)

November 16, 2016

Mark D. Whitlow  
MWhitlow@perkinscoie.com  
D. +1.503.727.2073  
F. +1.503.346.2073

**VIA EMAIL AND  
HAND DELIVERY**

Mayor Charles Hales  
Portland City Council  
City of Portland  
1900 SW Fourth Avenue #7100  
Portland, OR 97201

**Re: MUZ Project - RTF/ICSC Request for Council Amendments to Provide  
Equitable Auto-Accommodating Zoning for Grocery Stores and Drive-Throughs**

Dear Mayor Hales and Council Members:

I am writing on behalf of the RTF/ICSC GR Committee for Oregon to comment on 1) proposed Council amendment 28.a regarding drive-throughs; and 2) related nonconforming development issues affecting grocery store development in Portland's Food Deserts.

**1) Avoid Drive-Through Nonconformity - Option B**

Commissioner Saltzman's Option B. should be adopted to implement the new Plan policy for drive-through facilities, which was only intended to prohibit new drive-throughs in centers, plan districts and CSMOs, the "walkable" areas of the City, but to allow new drive-throughs in the "drivable" areas. Option B. also treats existing drive-throughs as "allowed" instead of "nonconforming" for purposes of redevelopment, which also implements new Plan Policy 6.16.f. (further referenced below). However, the amendment should be revised to exempt existing drive-throughs from the provisions of Code Section 33.258.070 D. **Development that must be brought into conformance** (requiring exterior upgrades to nonconforming sites when interior alterations exceed \$155,900).

**2) Avoid Restricting Grocery Store Development/Redevelopment**

We are also missing, though, similar treatment to avoid nonconformity for the numerous existing auto-accommodating grocery stores within the City, all which will become more nonconforming in the mixed use zones in ways that will inhibit their ability to redevelop, or even remodel, given the language of Section 33.258.070 D. described above. Albertsons/Safeway and Fred Meyer requested CE zoning for their existing Portland stores (8 for Fred Meyer and 15 for

Albertsons/Safeway), with only one request approved. See copies of letters attached. All of their Portland stores except one will become more nonconforming. They should all be zoned CE to implement Plan Policy 6.67 Retail development, Policy 4.85 Grocery Stores, and Policy 6.16.f Consider Short-Term Markets (copies attached).

The following comments and requests are based on the above Plan Policies adopted by Council earlier this year to address nonconformity in addition to implementing new Plan Policy 4.85 Grocery Stores, intended to address Portland's recognized Food Desert problem.

**1) Revise CE Zone Purpose statement to make more auto-accommodating (new language underscored):**

**D. Commercial Employment Zone Purpose Statement.** *The Commercial Employment (CE) zone is a medium-scale zone intended for sites along corridors in areas between designated centers, especially along Civic Corridors that are also Major Truck Streets or Priority Truck Streets. The zone allows a mix of commercial uses, as well as some light manufacturing and distribution uses that have few off-site impacts. The emphasis of this zone is on auto-accommodating commercial and employment uses, but residential use is also allowed. Buildings in this zone will generally be up to four stories tall. Development is intended to be auto-accommodating, as well as pedestrian-oriented, as well as auto accommodating, and complement the scale of surrounding areas. (Requested revisions underlined.)*

**2) Provide Zoning Equity for existing Auto-Accommodating areas and grocery stores as requested by Albertsons/Safeway, Fred Meyer and the RTF:**

The Code is legally deficient in providing no auto-accommodating zone or zoning standards when 80% of the mode split is currently auto and will remain as high as 75% over the planning period. New grocery store develop in the east part of town needs traditional zoning until the market is ready for high-density mixed use development. Existing auto-accommodating areas and grocery stores need CE zoning to avoid additional nonconformity and allow them to redevelop. Please adopt CE zoning for the auto-accommodating areas and grocery store sites identified in the RTF's proposed CE zone areas (copy attached) and letters from Fred Meyer and Albertsons/Safeway requesting site specific CE zoning.

Please adopt additional amendments to the MUZ Project to avoid nonconformity under Plan Policy 6.16.f and to foster new grocery store development under Plan Policy 4.85 and Plan Policy 6.67.

Mayor Charles Hales  
Portland City Council  
November 16, 2016  
Page 3

Thank you for your additional attention to these important economic development matters.

Respectfully submitted,



Mark D. Whitlow

MDW:sv

Enclosures

Cc: RTF/ICSC GR Committee

## ECONOMIC DEVELOPMENT

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- Policy 6.65 Home-based businesses.** Encourage and expand allowances for small, low-impact home based businesses in residential areas, including office or personal service uses with infrequent or by-appointment customer or client visits to the site. Allow a limited number of employees, within the scale of activity typical in residential areas. Allow home-based businesses on sites with accessory dwelling units.
- Policy 6.66 Neighborhood-serving business.** Provide for neighborhood business districts and small commercial nodes in areas between centers to expand local access to goods and services. Allow nodes of small-scale neighborhood-serving commercial uses in large planned developments and as a ground floor use in high density residential areas.
- Policy 6.67 Retail development.** Provide for a competitive supply of retail sites that support the wide range of consumer needs for convenience, affordability, accessibility, and diversity of goods and services, especially in under-served areas of Portland.
- Policy 6.68 Investment priority.** Prioritize commercial revitalization investments in neighborhoods that serve communities with limited access to goods and services.
- Policy 6.69 Non-conforming neighborhood business uses.** Limit non-conforming uses to reduce adverse impacts on nearby residential uses while avoiding displacement of existing neighborhood businesses.
- Policy 6.70 Involuntary commercial displacement.** Evaluate plans and investments for their impact on existing businesses.
- 6.70.a.** Limit involuntary commercial displacement in areas at risk of gentrification, and incorporate tools to reduce the cost burden of rapid neighborhood change on small business owners vulnerable to displacement.
- 6.70.b.** Encourage the preservation and creation of affordable neighborhood commercial space to support a broad range of small business owners.
- Policy 6.71 Temporary and informal markets and structures.** Acknowledge and support the role that temporary markets (farmers markets, craft markets, flea markets, etc.) and other temporary or mobile-vending structures play in enabling startup business activity. Also acknowledge that temporary uses may ultimately be replaced by more permanent development and uses.
- Policy 6.72 Community economic development.** Encourage collaborative approaches to align land use and neighborhood economic development for residents and business owners to better connect and compete in the regional economy.

## DESIGN AND DEVELOPMENT

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- Policy 4.82** **Portland Harbor facilities.** Reduce natural hazard risks to critical public and private energy and transportation facilities in the Portland Harbor.
- Policy 4.83** **Urban heat islands.** Encourage development, building, landscaping, and infrastructure design that reduce urban heat island effects.
- Policy 4.84** **Planning and disaster recovery.** Facilitate effective disaster recovery by providing recommended updates to land use designations and development codes, in preparation for natural disasters.

### Healthy food

Access to healthy food is important for many reasons. A nourishing diet is critical to maintaining good health and avoiding chronic disease. This leads to better long-term public health outcomes and lower healthcare costs. Food behaviors are shaped at an early age. Children who are exposed to healthy foods and eating are more likely to develop healthful food behaviors than those who are not.

In spite of these benefits, many Portlanders do not have good access to healthy food. These policies promote a range of approaches for improving access to healthy food through buying and growing. The policies help meet the Portland Plan goal for 90 percent of Portlanders to live within a half-mile of a store or market that sells healthy food.

- Policy 4.85** **Grocery stores and markets in centers.** Facilitate the retention and development of grocery stores, neighborhood-based markets, and farmers markets offering fresh produce in centers. Provide adequate land supply to accommodate a full spectrum of grocery stores catering to all socioeconomic groups and providing groceries at all levels of affordability.
- Policy 4.86** **Neighborhood food access.** Encourage small, neighborhood-based retail food opportunities, such as corner markets, food co-ops, food buying clubs, and community-supported agriculture pickup/drop-off sites, to fill in service gaps in food access across the city.
- Policy 4.87** **Growing food.** Increase opportunities to grow food for personal consumption, donation, sales, and educational purposes.
- Policy 4.88** **Access to community gardens.** Ensure that community gardens are allowed in areas close to or accessible via transit to people living in areas zoned for mixed-use or multi-dwelling development, where residents have few opportunities to grow food in yards.

- Policy 6.13** **Land supply.** Provide supplies of employment land that are sufficient to meet the long-term and short-term employment growth forecasts, adequate in terms of amounts and types of sites, available and practical for development and intended uses. Types of sites are distinguished primarily by employment geographies identified in the Economic Opportunities Analysis, although capacity needs for building types with similar site characteristics can be met in other employment geographies.
- Policy 6.14** **Brownfield redevelopment.** Overcome financial-feasibility gaps to cleanup and redevelop 60 percent of brownfield acreage by 2035. *Additional related policies are found in the Industrial and employment districts section of this chapter.*
- Policy 6.15** **Regionally-competitive development sites.** Improve the competitiveness of vacant and underutilized sites located in Portland’s employment areas through the use of incentives, and regional and state assistance for needed infrastructure and site readiness improvements.
- Policy 6.16** **Regulatory climate.** Improve development review processes and regulations to encourage predictability and support local and equitable employment growth and encourage business retention, including:
- 6.16.a.** Assess and understand cumulative regulatory costs to promote Portland’s financial competitiveness with other comparable cities.
  - 6.16.b.** Promote certainty for new development through appropriate allowed uses and “clear and objective” standards to permit typical development types without a discretionary review.
  - 6.16.c.** Allow discretionary-review as a way to facilitate flexible and innovative approaches to meet requirements.
  - 6.16.d.** Design and monitor development review processes to avoid unnecessary delays.
  - 6.16.e.** Promote cost effective compliance with federal and state mandates, productive intergovernmental coordination, and efficient, well-coordinated development review and permitting procedures.
  - 6.16.f.** Consider short-term market conditions and how area development patterns will transition over time when creating new development regulations.
- Policy 6.17** **Short-term land supply.** Provide for a competitive supply of development-ready sites with different site sizes and types, to meet five-year demand for employment growth in the Central City, industrial areas, campus institutions, and neighborhood business districts.

What's on your list today? You'll find it at  
**Fred Meyer**

Corporate Real Estate  
3800 SE 21<sup>st</sup> Ave.  
Portland, OR 97202

Don Forrest  
Division Real Estate Manager  
don.forrest@kroger.com

Fax (503) 797-3117  
(503) 797-3539

May 5, 2016

Portland Bureau of Planning and Sustainability Commission  
1900 SW 4th Avenue #7100  
Portland, OR 97201

**Re: Portland Mixed Use Zones Project**

Dear Commission Members:

I am the Division Real Estate Manager for Fred Meyer Stores, Inc. I write this letter in response to the City's proposed zoning for the Portland Fred Meyer grocery stores and fuel stations shown on the table below.

We request that the stores now zoned CG be zoned CE, as the most similar auto-accommodating zone. We also request that the other existing stores in the CS, CX and EX zones also be zoned CE, except for our Stadium store on NW 20th Place which was recently remodeled into a more urban footprint, to avoid nonconformity with the transit and pedestrian oriented purpose statement of the proposed CM2 or CM3 zones, which would impede auto-dependent store upgrades and re-developments. We note that the CE zone "is generally not appropriate in designated centers, except on a site that is currently developed in an auto-oriented manner and urban scale development is not economically feasible, so we believe that is the basis for changing the zoning on site nos. 1, 2, 3, 7 and 9 in the chart below to CE.

	Address	Existing Base Zone	Proposed Base Zone
1.	3805 SE Hawthorne Blvd.	CS	CM2
2.	6615 NE Glisan St.	CG	CM2
3.	7555 SW Barbur Blvd.	CG	CM2
4.	100 NW 20th Pl.	CX	CX
5.	3030 NE Weidler St.	CG	CE
6.	6850 N. Lombard St.	CG	CE
7.	7404 N. Interstate Ave.	CX	CM3
8.	14700 SE Division St.	CG	CE
9.	5253 SE 82nd Ave.	EX	CM3



What's on your list today? You'll find it at  
**Fred Meyer**<sup>®</sup>

Corporate Real Estate  
3800 SE 21<sup>st</sup> Ave.  
Portland, OR 97202

The list shows that not all of our stores are being comparably zoned "to the most similar new zone", or to zones that recognize nonconforming situations for our existing grocery supermarkets that incorporate drive-through facilities in their store operations. For the six (6) Fred Meyer stores zoned CG, the "most similar" zone would be the new CE zone, which would be the current auto-accommodating CG zone converted to the new auto-accommodating CE zone as "the most similar". We request that all stores now zoned CG be zoned CE, except for the "Stadium" store at NW 20th Place.

The new zoning also needs to recognize the auto-accommodating nature of our existing store developments as existing nonconforming situations, which are inconsistent with the purpose of the pedestrian or transit oriented mixed use zones. For that reason, we request that the other stores now zoned CS, CX or EX should also be zoned CE.

For the stores being proposed for zoning as CM2 or CM3, the CM zoning will make them all more nonconforming to some degree, which will make grocery store or fuel station upgrades and remodels more difficult. Fred Meyer wishes to avoid mixed use zoning that will make its existing stores and fuel stations more non-conforming, as now proposed.

Further, all of the CM zones prohibit drive-through facilities. As you know, Fred Meyer offers fuel at many of its locations and would like to have the option of adding fuel to its other Portland stores in the future. Fred Meyer has recently initiated its ClickList program allowing customers to order online and pick-up their groceries at the store using a drive-through lane. Fred Meyer utilizes pick-up windows for its pharmacy department in various locations. Because of those operational features, Fred Meyer requests CE zoning (except for the Stadium store), the only new zone intended to be auto-accommodating, for its Portland stores. The CE zone does not prohibit drive-through facilities and has an appropriate purpose statement which is needed for expansions and store redevelopments.

If CE zoning is unavailable for all of Fred Meyer's existing auto-accommodating grocery store developments, to accommodate our need to expand or redevelop or add fuel or ClickList facilities, please exempt drive-through facilities in conjunction with grocery supermarkets in the mixed use zones. Grocery supermarkets routinely utilize drive-through facilities for fuel, pharmacy pick-up and grocery pick-up. Allowing multiple stops on one site in a single trip reduces vehicle trips and vehicle miles traveled.

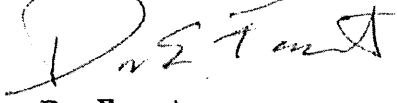
Thank you for the opportunity to comment. Please make this letter a part of the hearing record.

What's on your list today? You'll find it at  
**Fred Meyer.**

**Corporate Real Estate**  
3800 SE 21<sup>st</sup> Ave.  
Portland, OR 97202

We would appreciate the further opportunity to work with your staff at your direction regarding our issues. We remain available to answer their questions and to provide further comments.

Respectfully submitted,



**Don Forrest**

**Cc: Mayor Charles A. Hales**



February 29, 2016

Barry Manning  
Senior Planner  
Portland Bureau of Planning and Sustainability  
1900 SW Fourth Avenue #7100  
Portland, OR 97201

**Re: Mixed Use Zones Project  
Request for CE Zoning for Albertsons/Safeway Stores**

Dear Mr. Manning:

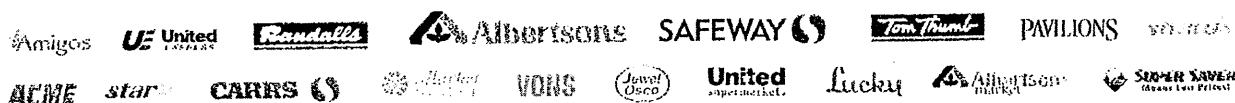
I am the Real Estate Manager for Albertsons/Safeway and wish to comment on the proposed zoning for the Albertsons and Safeway stores in the areas of Portland subject to the proposed mixed use zones. Our stores are all "auto-accommodating", as defined in the Portland Zoning Code (copy attached). None of the proposed mixed use zones provide development standards which are as auto-accommodating as the development standards (for access, parking and main entrance locations) contained in the definition, but the CE zone comes the closest. Also, we notice that the CE zone is the only new zone that doesn't prohibit drive-through facilities, which are part of our grocery supermarket operations. Therefore, we request that our store sites be zoned CE, without the CMSO overlay, because we need auto-accommodating development standards to continue to operate, modernize and grow our grocery supermarket business in Portland. A list of our existing Albertsons and Safeway stores impacted by the Mixed Use Zones Project is attached.

We are also concerned about the high degree of nonconformity which will be created for our existing Portland stores if they are zoned anything but CE. Nonconformity lowers market value, makes it more difficult to obtain financing and to sell and, finally, makes it difficult if not impossible to maintain and upgrade in the interim. Zoning the Albertsons and Safeway stores to CE, with no CMSO overlay, will be necessary to avoid excess nonconformity.

We are also concerned that the proposed CE zone is not truly "auto-accommodating". Accordingly, we would ask that consideration be given to softening the main entrance and glazing requirements of the CE zone's development standards to be consistent with the Code's definition of "auto-accommodating".

Finally, we are concerned with the City's proposal to greatly reduce, if not effectively eliminate, drive-through facilities in the City. Please remember that grocery supermarkets consist of a variety of drive-through facilities, including those for fuel, pharmacy and grocery pickup. In addition, grocery supermarkets frequently have pad users with drive-through facilities for restaurants, banks and coffee shops. Elderly citizens and people with disabilities rely on drive-

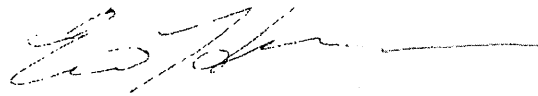
Working together to be the *favorite local supermarket™*



through facilities to assist them in obtaining their daily goods and services. We request that fuel stations in conjunction with grocery supermarkets be exempted from any prohibition of drive-through facilities in any of the zones, especially the CE zone.

Thank you for the opportunity to present written comments. We would appreciate an opportunity to further discuss our recommendations with you prior to the issuance of your next staff report.

Yours truly,



Eric Holzer

Enclosure

cc: RTF/ICSC GR Committee

Store			Current Zoning		Proposed Zoning	
Banner	Street Address	Sq. Ft.	Zoning	Zoning	Comp Plan	Overlay Zone
Safeway	3527 SE 122nd Ave	48,564	CG	CE	MU-C	No
Albertsons	5415 SW Beav.-Hillsdale Hwy	37,547	CG	CE	MU-C	No
Safeway	5920 NE Martin Luther King Blvd	39,064	CG	CM2	MU-C	No
Albertsons	5850 NE Prescott St	48,754	CG	CM2	MU-N	CMSO
Safeway	11919 North Jantzen Ave	54,975	CG	CE	MU-D	No
Safeway	6901 NE Sandy Blvd	51,602	CG	CM2	MU-C	CMSO
Safeway	221 NE 122nd Ave	52,568	CX	CM3	MU-C	CMSO
Safeway	4515 SE Woodstock	54,689	CN2	CM2	MU-N	CMSO
Safeway	3930 SE Powell Blvd	47,248	CG	CM2	MU-C	CMSO
Safeway	8336 N. Ivanhoe St	56,536	CN2	CM2	MU-UC	No
Safeway	2800 SE Hawthorne Blvd	55,787	CS	CM2	MU-UC	Design
Safeway	8145 SW Barbur Blvd	62,925	CG	CM2	MU-C	No

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Recommendations per RTF/ICSC participants Bob LeFeber of Commercial Realty Advisors, Joe Angel of Pacific Star, McDonald's, Albertsons/Safeway, Dutch Bros Coffee, and Fred Meyer Stores. The recommendations are based on a review of the existing built environment, TSP traffic classifications, and the locational criteria of the CE Zone. These state that the CE zone is "...intended for sites along corridors with a Neighborhood Collector or higher traffic classification, especially along civic corridors that are also Major Truck Streets or Priority Truck Streets..." and is appropriate on "...a site that is currently developed in an auto-oriented manner and urban scale development is not economically feasible."

### Recommended CE Areas

- 1) N Richmond and Ivanhoe: The Safeway property at the SEC should be CE.
- 2) N Lombard, between Tyler and Polk: The Grocery Outlet and Dollar Tree should be CE zoning.
- 3) The Hayden Meadows Shopping Center: This area is currently proposed to be EG2, but was redeveloped with a number of large retail stores (Lowe's, Dick's, Walmart) and serves North Portland & Vancouver residents as well as travelers along the I-5 corridor. CE is most appropriate for the current use, and the area is anticipated to remain serving this purpose.
- 4) N Lombard and Interstate: The Fred Meyer at the SEC, and the NEC and SWC corners should all be CE. The SWC has a very successful gas station.
- 5) NE Ainsworth and MLK Blvd: At the SEC of Ainsworth you have a Safeway that should be CE, a Walgreen at the NEC that has a drive-thru. The NWC & SWC corner also have drive-throughs.
- 6) NE Killingsworth & 33rd Ave: At the SEC is a very successful New Seasons. These should be rezoned to CE so they can be rebuilt if necessary.
- 7) NE Killingsworth & 42nd Ave: The NEC and the SEC should be zoned CE. There is a former grocery store on the NEC currently owned by PCC that could redevelop one day.
- 8) NE Cully and 57th: The Albertsons should be CE.
- 9) NE Freemont and Sandy: The Safeway at the SWC should be CE.
- 10) NE Schuyler and 33rd: At the NWC is a QFC. This should be rezoned to CE so they can be rebuilt if necessary.
- 11) SE Hawthorne and 39th Ave: Fred Meyer is at the NWC. This site unlikely to be torn down given its success, but could be rebuilt.
- 12) Burnside and 55th Ave: The SEC where QFC is should be CE.
- 13) NE Glisan and 67th Ave: The Fred Meyer at the NWC should be CE.
- 14) SE Stark and 82nd Ave: The McDonalds at the NWC & gas station at the SWC should be CE.
- 15) Burnside and 82nd Ave: The SWC has an old Safeway that was re-tenanted by an Asian market called Hong Phat. The CE zoning should continue to Ash.
- 16) NE Halsey and 102nd Ave: The McDonald's at the NEC should be CE.
- 17) NE Glisan to SE Stark and 122nd Ave: At the SW Corner of 122nd and Glisan, where Safeway is located and the former Target has been re-tenanted, should be CE. Going South, on the Eastside of 122nd there are a number of car dealerships that are more likely to redevelop with CE zoning. At the corners of Stark and 122nd there are old shopping centers including a gas station, bank and Burgerville right on the corners. Part of this is CE, but all 4 corners should all be CE.
- 18) SE Stark and 148th Ave: There are old shopping centers that can be redeveloped at this corner. While the land was not CG before, it would be easier to redevelop as CE
- 19) SE Stark and 162nd Ave: The old shopping center at the SW corner of Stark with Perry's Dollar Store and neighboring automotive uses should be CE.

- 20) SE Powell Blvd and 39th Ave: At the corner of Powell you have Safeway at the SEC and the NEC is redeveloping to accommodate Natural Grocers. Both corners should be CE.
- 21) SE Schiller St and 39th Ave: A very successful Trader Joes is at the NWC with Schiller, this area should be CE.
- 22) SE Woodstock Blvd. between 43rd and 46th: The Bi-Mart and Safeway should be CE zoned. It appears that the frontage of these lots may be CMSO too.
- 23) SE Foster Rd and 67th Ave: The old shopping center at the SEC of 67th and Foster that used to have a grocery store should be CE down to 70th.
- 24) SE Powell Blvd and 82nd Ave: The 4 corners of 82nd and Powell should all be zoned CE. There are a number of drive-throughs and the large shopping center on the NW corner recently had a vacant grocery store that was just re-tenanted with WinCo.
- 25) SE Foster RD and 82nd Ave: The 4 corners should also be zoned CE and the CMSO overlay removed. There is a Fred Meyer at the NWC, Big 5 at the NEC (former Safeway) and several drive-throughs and gas stations in the area.
- 26) SE Division and 122nd Ave: Where there are a number of older shopping centers, all of this should be CE. The largest center at the SW Corner is a well-maintained larger center with a Rite Aid and a closed Albertsons that was recently re-tenanted with a Grocery Outlet. The center also has a Burger King. The NEC has a gas station. These are appropriate for this node in this area and far more likely to be improved and re-tenanted with CE zoning.
- 27) SE Division and 136th Ave: There are Dutch Bros and Dairy Queen drive-throughs on the SEC and a Drive in Diner on the SWC of the intersection that should be zoned CE.
- 28) SW Capital Hwy and Barbur Blvd: There is a Barbur Foods, Walgreens, an auto service center, gas station, McDonalds and other auto oriented uses. This area should be CE and the CMSO overlay removed.
- 29) SW Barbur Blvd and Multnomah Blvd: The Safeway should be CE.
- 30) SW Barbur Blvd and Bertha Blvd: The Fred Meyer should be CE.

### **CMSO Removal Recommendations**

- A) N Richmond and Ivanhoe: The CMSO within the proposed CE next to the Safeway at N Richmond and Ivanhoe should be removed.
- B) NE Killingsworth & 42nd Ave: The NEC and the SEC should be zoned CE. There is a former grocery store on the NEC currently owned by PCC that could redevelop one day. The CMSO within this CE should be removed.
- C) NE Cully and 57th: The CMSO should be removed around the Albertsons on this corner.
- D) NE Fremont and Sandy: The CMSO should be removed at the Safeway located on the SWC.
- E) SE Hawthorne and 39th Ave: The CMSO should be removed over the Fred Meyer at the NWC.
- F) SE Powell Blvd and 39th Ave: At the corner of Powell you have Safeway at the SEC and the NEC is redeveloping to accommodate Natural Grocers. The CMSO should be removed over both of these corners.
- G) SE Woodstock Blvd between 43rd and 46th: The frontage of the Bi-Mart and Safeway in this area both have a CMSO overlay that should be removed.
- H) SE Foster Rd and 82nd Ave: The CMSO overlay should be removed for all four corners of this intersection. There is a Fred Meyer at the NWC, Big 5 at the NEC (former Safeway) and several drive-throughs and gas stations in the area.

- I) NE Glisan and 122nd Ave: At the SW Corner of 122nd and Glisan, where Safeway is located and the former Target has been re-tenanted, this area should have the CMSO overlay removed.
- J) SE Stark St and 122nd Ave: The CMSO should be removed at the corners of Stark and 122nd, where there are old shopping centers including a gas station, bank and Burgerville right on the corners.
- K) SE Division St and 122nd Ave: Where there are a number of older shopping centers, all of this should have the CMSO overlay removed. The largest center at the SW Corner is a well-maintained larger center with a Rite Aid and a closed Albertsons that was recently re-tenanted with a Grocery Outlet. The center also has a Burger King. The NEC has a gas station. These are appropriate for this node in this area and far more likely to be improved and re-tenanted with CE zoning.
- L) SE Stark St and 148th Ave: The CMSO overlay should be removed over this intersection. There are old shopping centers that can be redeveloped at this corner.
- M) SE Stark St and 162nd Ave: The proposed CMSO dropped for the old shopping center at the SW corner of Stark with Perry's Dollar Store and neighboring automotive uses.
- N) SE Division St and 162nd Ave: The intersection is proposed to be CE around the Ross, Rite Aid, Regal properties and other corners, but there is a proposed CMSO overlay. The overlay should be removed.
- O) SW Capital Hwy and Barbur Blvd: There is a Barbur Foods, Walgreens, an auto service center, gas station, McDonalds and other auto oriented uses. This area should have the CMSO overlay removed.

**From:** Garrett Downen  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 3:09:18 PM

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In light of the well-documented impact of parking on housing affordability, please pass amendment 34 and amendment 51 of the 2035 Comprehensive Plan.

Thank you for taking testimony on this matter, and for leading Portland into an equitable, affordable, sustainable future. Adoption of those amendments will help us on that path.

Garrett Downen  
Montavilla neighborhood resident



**From:** Betsy  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Please Pass Amendment 34 and Eliminate Minimum Parking Requirements in Mixed Use Zones  
**Date:** Wednesday, November 16, 2016 3:09:05 PM

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To whom it may concern,

**Please pass Amendment 34 and Eliminate Minimum Parking Requirements in Mixed Use Zones.**

Please help reduce the number of off-street parking spaces so that land can be used for more important things like housing and parks.

In the Division/Clinton neighborhood where we live we have had an increase in both residential and commercial development resulting in more people circling the block looking for parking. Please put in parking meters on Division St. where so many restaurants, retail businesses, salons, and studios are located. Set up the meter system based on demand pricing of parking so that those who do drive will always find a spot available at the curb near their destination and they won't have to keep circling our neighborhood streets.

Please consider implementing a low-priced residential permit program so that those who live here can find parking on their block. Please treat renters the same as homeowners in the pricing and availability of these permits.

Please continue to develop our transportation system and urban planning in a way that encourages people to drive less and instead walk, bicycle, take transit, carpool, carshare, rideshare, etc. I believe we will all be healthier and happier for it.

Thank you for taking my testimony.

Betsy Reese  
SE Brooklyn St.  
Portland Oregon

**From:** Jan Roxburgh  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation November 17, 2016  
**Date:** Wednesday, November 16, 2016 3:05:36 PM

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## Written Public Testimony

### Comprehensive Plan Implementation, November 17, 2016

Dear Mayor Hales, and Commissioners Amanda Fritz, Nick Fish, Dan Saltzman, and Steve Novick,

Thank you for your time.

My husband and I live on Hayden Island and have made it our home. For the record, we are pro-bicycle and environmentalists.

We applaud Portland's strong efforts to become a truly sustainable and Green City, and we recognize that a network of safe bicycle trails and bikeways are part of this exciting Green movement. However, when I studied the PBOT map for the proposed bikeway that goes around the edge of the Hayden Island Manufactured Homes Park Community, I became very concerned! There is not 30+ feet of land available for this bikeway unless it goes over the roofs of homes... unless about 112 homes are displaced! There is only a narrow winding path along the edge of the river that residents use for walking, and also for exercising their dogs. The distance between the Columbia River and the homes is only about 6 feet wide before a steep, 20 foot drop-off. We have no real city park area. The walking path is it, and we love it just the way it is!

Most of the residents in the Manufactured Homes Park are low-income, and many are elderly, or disabled. There are also many families, with a sizable percentage being Latino. What is keeping me awake at nights is the knowledge that displacing residents here would tragically result in a lot of homelessness. The monetary value of the manufactured homes is really low, and the purchase of the homes for the bikeway would not allow the residents to get a suitable home elsewhere, even if there was some acceptable area in Portland to rehouse them. By the way, almost all of the homes have been where they are for a long time, and could not simply be picked up and transported somewhere else. They are no longer mobile. They would fall apart.

The Manufactured Homes Park has about 450 homes altogether. I have verified with the park managers here that if the 112 higher-rent-paying riverfront homes were lost from the park, the park could no longer survive financially. This would impact the large thriving Hayden Island RV Park as well, as it is all under the same

management. With the current Portland housing crisis, it is so important that the city does not do anything that would destroy the viability of a diverse, close-knit community residing in affordable homes.

There are issues of deep concern regarding all other sections of the proposed bikeway on Hayden Island as well...concerns for our neighbors and safety in Hayden Bay, for example.

Please completely remove the proposed North Hayden Island Bikeway from the Comprehensive Plan Transportation System Plan.

Thank you.

Janet Roxburgh  
1503 N. Hayden Island Drive, #860  
Portland, OR 97217

November 16th, 2016



This email has been checked for viruses by Avast antivirus software.

[www.avast.com](http://www.avast.com)

**From:** Bryan Blalock  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** [User Approved] Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 2:54:44 PM

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Please pass Amendment 34 to the Comprehensive plan to eliminate minimum parking requirements in mixed use zones.

Parking requirements are a financial burden on dense urban development (where land is most valuable) and practically guarantees dispersed less walkable development and sprawl, while at the same time, effectively limiting the number of housing units developers are interested in building.

Bryan Blalock

**From:** [Cole, John](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [Engstrom, Eric](#)  
**Subject:** FW: Cereghino Property  
**Date:** Wednesday, November 16, 2016 2:49:52 PM  
**Attachments:** [image001.png](#)

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See below

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**From:** MacLean, Scott [mailto:Scott.MacLean@colliers.com]  
**Sent:** Wednesday, November 16, 2016 2:09 PM  
**To:** Cole, John <John.Cole@portlandoregon.gov>  
**Subject:** RE: Cereghino Property

John

Following is a letter from Mr Cereghino's representative confirming our support for housing in the CI2 Zone. Please let me know if this is what you were looking for from us? Thank you for all your help and efforts on the comprehensive plan.

Thanks Scott

Dear Mr. Cole:

On behalf of our client Richard Cereghino we support the revisions to the current Zoning Code proposal. As I mentioned in my October 13, 2016 letter, our primary objection is to the prohibition against housing and residential uses in the new CI-2 Zone. Mr. Cereghino's property, located adjacent to the Adventist Medical Campus in SE Portland, is slated for the CI-2 Zone, yet his property is currently in residential use with two houses. The site and the area are appropriate for residential use, even if used in conjunction with the adjacent medical campus. If residential uses in the new CI-2 Zone are prohibited, the only potential buyer for Mr. Cereghino's property in the future will be the Adventist Hospital, who will have no incentive to pay fair market value for the property. Finally, elimination of residential use on Mr. Cereghino's property would constitute the deprivation of a valuable property right that is compensable under Ballot Measure 49 (ORS 195.300 to 195.336).

Staff's new proposed amendments to the CI-2 zoning package (staff memo dated November 4, 2016) are a significant improvement and resolve all of the above-mentioned legal and practical problems. In particular, we favor adoption of Amendment #30 (Housing in the CI2 Zone), because it advances the original planning objectives of the institutional/campus zoning amendments while still allowing residential uses. Alternatively (second choice), if Amendment #30 is not adopted, we favor adoption of Amendment #18, which merely retains the R1 Zoning for Mr. Cereghino's property, again, not our first choice, but one that protects Mr. Cereghino's property for residential use and solves his problem with the Campus/Institutional Zoning proposal. Accordingly, we urge the adoption of Amendment #30 and alternatively Amendment #18, in that order. Please forward this letter and comment to the City Council and include it in the record of this proceeding. Thank you.

Daniel Kearns  
REEVE KEARNS PC  
621 SW Morrison Street  
Suite 1225  
Portland, OR 97205  
Telephone: (503) 225-1127

**Scott MacLean**

Senior Vice President | Portland  
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**From:** Cole, John [<mailto:John.Cole@portlandoregon.gov>]  
**Sent:** Monday, November 14, 2016 10:47 AM  
**To:** MacLean, Scott <[Scott.MacLean@colliers.com](mailto:Scott.MacLean@colliers.com)>  
**Subject:** Cereghino Property

Scott,

I want to draw your attention to the most recent zoning map and code text changes proposed as part of the Task 5, Comprehensive Plan Implementation Project.

After reviewing public testimony submitted in response to the Planning and Sustainability Commissions recommended draft, staff and commissioners have proposed amendments to the Recommended Draft. Memos outlining the proposed amendments are viewable [here](#) .

City Council will hold a public hearing on these proposed amendments on

November 17<sup>th</sup> at 2PM. Public testimony focused on these amendments will be received up until that time and in person at the hearing.

I call your attention to the following City Council proposed amendments conyained in [Eric Engstrom's Memo to City Council dated November 4, 2016](#) which are of interest to you and Mr. Cereghino.

**18. 1004 and 1040 SE 102nd Ave, SE Yamhill St (R149793, R149785, R149787, R149788)**

**Requested by:** Hales, Fritz

**Related testimony (for or against):** property owner

**Neighborhood:** Hazelwood

**Amendment:** Change from CI2 to R1

**Comprehensive Plan designation:** Institutional Campus

**Staff recommendation:** Support. This is a private parcel within the boundaries of the Adventist Medical Center. Allowing residential zoning is consistent with how other similar situations have been handled.

**30. Housing in CI2 zone**

**Code section:** Table 150-1

**Requested by:** Hales

**Explanation:** Allows housing on campuses with CI2 zoning. Without this amendment campus housing would be limited to student and faculty housing.

**Related testimony (for or against):** PCC

Proposed amendments will need to garner support of a majority of the City Council in order to become part of the final adoption package.

You may wish to submit testimony requesting Council approve item 18. Rezoning Mr. Cereghino's property to **R1 only if item 30 does not pass Council.** If Item 30 does pass and residential development does become a permitted use in the CI2 Zone then you will want to stay with the CI2 zoning designation as it will allow both residential and commercial uses giving you the most flexibility in marketing this property.

Let me know if you have additional questions on this matter or if I can

otherwise help you with your testimony.

Regards,

John

John Cole | Senior Planner | Portland Bureau of Planning & Sustainability

1900 SW 4<sup>th</sup> Avenue | Suite 7100 | Portland, OR 97201 | 503.823.3475

[John.cole@portlandoregon.gov](mailto:John.cole@portlandoregon.gov)

[www.portlandoregon.gov/bps](http://www.portlandoregon.gov/bps)

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me at 503-823-6991, City TTY 503-823-6868, or use Oregon Relay Service: 711.



**From:** David Himmelberger  
**To:** [BPS Comprehensive Plan Testimony](#); [Hales, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Commissioner Fritz](#); [Commissioner Novick](#)  
**Subject:** Item 48. Saltzman Rd W. of Skyline - trail segment #147, 859  
**Date:** Wednesday, November 16, 2016 2:31:10 PM

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Dear City Council Member,

We are Louise Erricson and David Himmelberger, owners of State ID#: 1N1W22AA 603, 2 acres located on NW Saltzman Road, West of Skyline, on which we are planning to build our home after our plans are approved by the City of Portland's Planning Department.

We support Mayor Fritz Hale's recommendation in Item #: 48 , trail segment #147, 859 , to remove this trail segment from NW Saltzman Road. NW Saltzman Road dead ends and the proposed trail would not be able to connect with any other trails. This would cause confusion for anyone who would continue down this segment of the proposed trail.

We urge you to adopt Mayor Hale's recommendation.

Sincerely,

David Himmelberger and Louise Erricson

**From:** Dan McIntyre  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 1:14:18 PM

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Nov 16, 2016

Portland City Council  
1221 SW 4th Ave, Room 130  
Portland, OR 97204  
[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)  
**Attn: Comprehensive Plan Implementation**

Dear City Council,

**This email is our testimony for the Nov 17 City Council public hearing on amendments to the City's 2035 Comprehensive Plan.**

My wife Susan and I are 33-year residents of Hayden Bay and we **strongly oppose building a City Bikeway around around Hayden Bay.**

Therefore, we ***strongly support Council Amendment "38 Hayden Bay Trail Bike Classification ... Remove the City Bikeway classification from Hayden Bay"***. This amendment was requested by "Hales, Novick". This amendment is identified as #38 on page 37 in the Nov 4 2016 memo from Eric Engstrom, Bureau of Planning and Sustainability to the City Council, subject line "2035 Comprehensive Plan Early Implementation, Council Amendments".

Here's a quick outline of why we oppose a City Bikeway around Hayden Bay:

**1. UNNECESSARY -- A PUBLIC-ACCESS PATH IS ALREADY BUILT**

A primary plan goal of public access has already been met via a 1-mile-long public easement walking path from the Red Lion hotel to the Columbia River Yacht Club.

**2. LAND CONFIGURATION MAKES THE PLANNED PATH UNFEASIBLE**

There is no room for widening the path to accommodate bikes or to meet the width requirement for a City Bikeway without massive landfills that would shrink the size of the bay, and displace several marinas, and displace many homes and condominium buildings placed close to the current shoreline.

**3. CONCERNS ABOUT NOISE, CONGESTION, TRAFFIC AND PRIVACY**

The Hayden Bay neighborhood hosts a quiet, largely retirement community. Multi-family and single-family homes around the bay are built with decks and windows facing -- and mostly very close to -- the path.

**4. CONCERNS ABOUT SAFETY AND SECURITY**

The increased traffic of a City Bikeway would likely draw in more transients to sleep or camp under structures, on beaches and in shrubbery. This will create new danger of theft and break-ins to homes close to the path, and property on residents' decks.

**5. WILL DEGRADE WILDLIFE HABITAT**

Hayden Bay is home and feeding ground to ospreys, bald eagles, coots, mallards, Canada geese and grebs, and a stopover for migrating birds using the Columbia River flyway, and by marine mammals including seals, sea lions and beavers of which there are frequent sightings. Widening the path to

City Bikeway requirements would shrink the bay area, extend the river frontage into the river and disturb the river and bay banks. And added bike and pedestrian traffic would discourage marine and shore animal life and stopovers.

Sincerely,

Dan and Susan McIntyre

Dan McIntyre  
Chairman, Board of Directors, Columbia Point HOA  
102 N Hayden Bay Drive  
Portland OR 97217  
[dan55dan55@aol.com](mailto:dan55dan55@aol.com)  
503 286 9833

**From:** Evan Heidtmann  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 1:00:41 PM

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Mayor and Commissioners,

As policy, minimum parking requirements say one thing: space to park cars is more important than any other competing interest. Is this in alignment with our long-term goals as a city?

Clearly, it's not. Over the next 15 years, we are aiming for a dramatic shift in mode choice, hoping that dramatically more people will choose transit, walking, or biking for most of their trips. We're hoping that car ownership and use will decrease, so we'll have cleaner air, a livable climate, and more space for people in our city.

But we won't get there with hope alone. We must change the economics of car ownership and the best way to do that is by managing parking demand. Let's stop giving away street parking for free, and simultaneously stop forcing developers to build more parking than they can sell at market rates.

Current policy asks carless residents to subsidize car owners. This is backwards -- car owners are more likely to be wealthy while our poorest neighbors are more likely to not own a car.

Let's end this stealth subsidy. Amendment 34 would eliminate minimums in mixed-use zones that are well served by transit; amendment 51 would require developers to manage travel demand, including parking demand. Together these changes will begin to move our city where we need to go.

Thanks for supporting amendments 34 and 51. I hope you will also support implementing a performance-based parking permit program as soon as possible.

Evan Heidtmann  
4906 NE Grand Ave  
Portland, OR 97211

**From:** Norm Lee  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Novick](#); [Commissioner Fritz](#); [Commissioner Saltzman](#)  
**Subject:** Comprehensive plan implementation  
**Date:** Wednesday, November 16, 2016 12:53:53 PM

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Sent from my iPad We are residence of Hayden island mobile home park. One of the last affordable low rent areas in the Portland area. I understand there is a proposed bike path to be constructed through our park. This would result in the removal and demolition of many dozens of homes. Most of these homes are too old to be moved. They probably wouldn't even survive Hayden island drive which has many deep potholes. It would cost thousands of dollars to move the homes that could be moved. Then where is a destination? Many of the folks living in the park are seniors on social security and can not afford to move. A bike path of this magnitude would kill the park. This is our home. Please take this proposal off the table permanently. I would like to install new carpet and build a new back porch but I am worried it will be money down the drain. Thanks, Norm (ex marine). PS Perhaps a meandering bike/walking path through the woods on west Hayden island would be nice and something we all could enjoy without uprooting anyone. Could be a nice day use park.

**From:** Cory Poole  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 10:57:35 AM

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I am writing to support the removal of all parking requirements in mixed-use zones and along frequent service transit corridors.

It has been well established that Portland desperately needs more housing. The existing parking requirements for new construction hurts our ability to create new housing in several ways.

Covered parking is expensive. Building covered parking on the ground floor or sub floor of a building adds significantly to building costs. Building developers and owners cannot recoup that cost by charging market rate for covered parking passing these costs onto the other building residents.

Portland's future cannot be a car dependent. As we are already seeing, our roadways cannot accommodate additional traffic at peak travel times. The city of Portland should be taking every possible step to discourage additional privately owned vehicles in Portland. The existing requirements encourage new Portland residents to bring more cars into the already congested core.

Off street parking endangers people on sidewalks and in bike lanes. One of the greatest dangers to people on bicycles, skateboards and walking are cars pulling out of driveways. By requiring parking on busy corridors we increase the number of potential injuries when drivers pull onto the street across sidewalks and bike lanes.

Space used to store cars could be better used to house Portlanders. For every two covered parking spaces, we lose the space of a one bedroom apartment. With our current housing crisis, we need every housing unit we can get.

I hope the council will give this proposal serious consideration and find that we need to house and protect people, not cars.

Thank you.  
Cory Poole  
Portland Resident, 97215

**From:** Wilbur Widicus  
**To:** [BPS Comprehensive Plan Testimony](#); [Carol Chesarek](#)  
**Subject:** Westside Trail Maps  
**Date:** Wednesday, November 16, 2016 10:21:27 AM

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Mayor Hales and Portland City Council Members  
1221 SW 4th Ave.  
Portland, OR 97204

Dear Mayor Hales and City Council Members

Subject:

**I am writing to ask the city to remove the new trail segments shown on NW Saltzman Road (and NW Skyline Blvd) from your revised Major Trails Map (Figure 8.2 in the draft Transportation System Plan).**

My wife and I and our daughter's family own property and live at 11175 NW Saltzman Road. This section of Saltzman is a dead end road which terminates at the edge of our property.

When we bought the property about two and a half years ago we received a letter from METRO asking us to provide an easement across our property for the proposed West Side Trail. We discussed the desirability of providing this easement, and for several reasons decided to not provide it.

Our reasoning was that the trail would come so close to our house and barns that our security would be severely compromised. Another determining factor was Saltzman Road. The section of Saltzman which leads to our house is paved, but is not of a standard width. For most of its length there is no parking space. Our belief is that the proposed trail would create a trail head, and that people, perhaps many people, would park wherever they could. Also, our property has a network of horse trails. Keeping hikers using the proposed Westside Trail off our trails, we assume, would be impossible.

For these reasons we decided to not provide an easement over our property. We can't imagine that our decision will change so long as we own the property, which is expected to be for many years.

It is of great concern to us that we continue to see West Side Trail maps which show a trail through our property. Sometime the trail is designated as "proposed" or "conceptual" but to many hikers this simply means that the trail exists but isn't quite completed. Anyway, people read these maps, and they show up on our property. We have posted many signs stating that this is private property, but this doesn't seem to deter the avid hikers.

We respectfully ask that Westside Trail maps be updated so that they do not show a route through our property. We understand that there are several other routes which can be used to complete the trail connection to Forest Park. These routes may not be as desirable as one through our front yard, but they can be used to make the connection to Forest Park. As it now stands, we will never provide an easement through our property and the proposed West Side Trail will never be completed as it is proposed in the Metro planning documents. It is time to move forward with a trail route which will complete the connection to Forrest Park.

Sincerely,

Wilbur and Isabel Widicus



**From:** judy  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 9:44:10 AM

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City Council members,

I am a resident of Hayden Island Manufactured Home Community.

Concerns have been raised about the bike path plan which could result in the removal of 120 Columbia riverfront mobile homes. This is quite disturbing; removing homes for a bike path?

Lautrec, the company which owns this park, has said if those homes are removed the park would no longer be financially viable, resulting in their sale of this mobile home park.

Please, I beg you all, do not implement actions which could result in the loss of 440 affordable homes, displacing the families who reside therein.

I personally am a retired senior citizen without financial resources. This plan, if implemented, would be a disaster for me. I'm sure I'm not the only one here who might end up homeless as a result of this bike path. Please show some humanity and compassion. There are enough bike paths already. Don't destroy this community.

Thank you,

Judy Chapman  
1503 N Hayden Island Dr #49  
Portland OR 97217

**From:** Gaye A Flyer  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 9:21:44 AM

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I speak in favor of Amendment #38 to remove the City Bikeway classification from Hayden Bay.

As we walked the other night along the pathway from our condominium on Hayden Bay past the Red Lion to the Interstate Bridge, three abreast and holding hands, we could only marvel at the beauty and serenity and the feeling of safety that we didn't have to dodge any bicyclists.

We have also spent years walking along the path that runs beside and behind Jantzen Beach RV Park and Mobile Home Community. There is something to say about peace and serenity and the feeling of safety and the ability to stop and look at the water, watch the birds, the ducks, the geese and the squirrels as they enjoyed their peace and serenity.

We spent 12 years staying at the Jantzen Beach RV park and were always very happy to go on our walks along the waterfront and feel safe.

Yes, we do listen to the airplanes from the airport, the fighter jets, the trains, the opening and closing of the train bridge but it all became part of where we were living.

We choose not to walk along Marine Drive's path because we do not want to be dodging bicycles and other people in order to have a peaceful quiet existence.

There are miles and miles of bicycle paths in the city and I'm sure more to come but it is a shame to invade serenity.

We feel it is very wrong for the views and privacy living at the waters edge to be taken from anyone by building walking and biking paths that will just drop their land value and interrupt their peace and quiet.

There are so many places in the city that people already have access to ride and many places that will be made accessible but someone has to consider the fact that people choose to live in quiet places for reasons and enjoy every moment of their peace, quiet and serenity.

All I could think about the other evening while we were walking was what it would be like to have to dodge bicycles, more people walking, dogs that are quite often off their leashes.

Also the unfortunate fact that a good part of the people do not follow the rules that are set up for them.

If bicycles have the same rules as automobiles, they should be following the same rules as people who drive automobiles such as stopping at red lights, not riding on the sidewalk, and riding in crosswalks. This is for their safety and for the safety of pedestrians and motorists.

I say this as a person who used to ride my bicycle all over West Los Angeles and Santa Monica California when I was younger and I'm not against bicycle riders. I am against the entitlement that they feel when it comes to following rules.

I write this as I sit here looking out my window at the beauty of the water, the boats and still have the gnawing feeling of the upset that I feel when bicycles do come tearing down our path, even though it is posted everywhere that no bicycles or dogs off of leashes are allowed.

I shudder to imagine how many people will just have to explore where they're not supposed to go and wonder how they're going to keep this from happening as it is in our nature to want to see what is around the corner.

Thank you for your time and please consider all of the people who live along the water at Jantzen Beach and the guests that come to the Red Lion Hotel.

Gaye Flyer  
214 N. Hayden Bay Dr.  
Portland, Or., 97217

["The words you speak, become the house you live in..." Hafiz

**From:** Neil Heller  
**To:** [BPS Comprehensive Plan Testimony](#); [Commissioner Novick](#); [Commissioner Fritz](#); [Commissioner Saltzman](#); [Commissioner Fish](#); [Hales, Mayor](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 9:08:32 AM

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Dear Representatives -

I write this message in support of **Amendment 11: West Side of SE Cesar E. Chavez Blvd between SE Division and SE Sherman St - 2301 to 2347** for the following reasons:

- Changing the zone on these lots to CM-2 will strengthen and expand the commercial node at Chavez and Division.
- Lots are near frequent transit on Chavez and on Division.
- Matches the zoning pattern to the south, as well as across the street.
- CM-2 zoning will require step-downs at rear to ease transition to lots behind these, as it does all along Division and Hawthorne.
- Expands housing opportunities at a high-opportunity, well-served location.

Thank you,

Neil Heller

Portland, Oregon | 479.422.6038

**From:** Lee Buhler  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [Jan Holibaugh](#)  
**Subject:** Re: 018 & 04 SW Hamilton St.  
**Date:** Wednesday, November 16, 2016 9:04:03 AM

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Dear Mayor Hales and Commissioners Saltzman, Fish, Fritz, Novick and Saltzman:

This letter is to say I think the two properties above should be CM2 as originally planned and under consideration now. I own and live in the property at 018 SW Hamilton St.

I think it is important to make the change now and not wait for light rail as the intersection is already busy and getting busier all the time. It is not a good location for a small island of residential and it is a good location for mixed use.

The properties are not currently suitable for residential use due to traffic noise and congestion.

The properties are on a busy street (Hamilton) and between two other busy streets (Barbur and Corbett)

The mixed use designation for these properties went through public review with no objection. The South Portland Neighborhood Association knew about the zone and did not object. It does not make sense to make last minute changes after public review.

All other properties on Hamilton, Barbur and Corbett are zoned mixed use. It does not make sense to leave a small island of residential next to a light rail stop and a very busy corner.

People do not want more density in residential areas. Why not put it where people do want it. Next to transit corridors.

It seems that having mixed use in this location is in-line with the goals of the Comprehensive Plan such as 20 minute neighborhood and concentrating commercial and density next to transit corridors.

Thank you for considering our request to keep the zoning as mixed use.

Sincerely,

Lee Buhler  
018 SW Hamilton St.  
Portland, OR 97239

**From:** Aaron Maples  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 8:53:11 AM

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Passing Ammendments 34 is crucial to livability and affordability in our great city, not just this year, but for future Portlanders as well. This is a huge opportunity to speak for the citizens.

Thank you,  
Aaron Maples  
Native Portlander

**From:** Lamar, Dylan  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comp Plan Implementation: Amendment 34  
**Date:** Wednesday, November 16, 2016 8:48:54 AM

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Hello,

I'm writing as an architect and resident of inner SE Portland to support Amendment 34, and the removal of off-street parking requirements for buildings close to mass transit. Off-street parking requirements add tremendous cost to projects which is born by all users of the building, not just those with cars. This makes housing in Portland even more out of reach to lower income folks.

By continuing reliance on cars it also does not alleviate off-street parking congestion. Off-street parking also damages the pedestrian streetscape by replacing activity areas with stark concrete drive aisles.

Instead, we should encourage car-free living by eliminating mandatory off-street parking, supporting frequent and effective mass transit, and car share programs. In this way we can mirror the same conditions which gave us the most-loved historic, walkable street-car neighborhoods of Portland.

Drivability should not hinder Walkability and Affordability.

Sincerely,  
Dylan Lamar  
3217 SE 25th Ave  
Portland, OR 97202

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[Dylan Lamar | Architect & Energy Consultant](#)

[Green Hammer | Designed for People. Built for Life.](#)

1323 SE 6th Avenue | Portland, Oregon 97214  
o [503-804-1746 ext 102](tel:503-804-1746) | f [503-232-7924](tel:503-232-7924)



**From:** judith Dauchy  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, November 16, 2016 8:19:39 AM

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As a long time resident of Hayden Island, I am grateful that the bike path around and through the island has been taken off the table - at least for the near future. I am a great supporter of bicycle ridership and making safe paths available. It seems that creating and maintaining pathways that reduce automobile use and provide good access to places of employment, shopping, entertainment, and community events should be the goal and focus of the city. Hayden Island is scenic but disrupting a lot of homeowners for recreation doesn't seem like a great achievement or good use of everyones tax dollars when there is a higher priority of reducing emissions by getting cars off the road.

Sincerely,  
Judith Dauchy  
630 N Hayden Bay Drive  
Portland, Oregon 97217



**From:** [Seed, Ryan](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** FW: Eastmoreland Historic district  
**Date:** Tuesday, November 29, 2016 11:08:27 AM

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**From:** Dr. Ted Rothstein DDS PhD [mailto:[drted35@gmail.com](mailto:drted35@gmail.com)]  
**Sent:** Wednesday, November 16, 2016 4:28 AM  
**To:** Hales, Mayor <[mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)>  
**Subject:** Eastmoreland Historic district

Dear Mayor Hales:

I am the owner of 3035 se Martins st. Portland OR 97202 and I have read the HD proposals. Ourr home is contributing and within the proposed district boundaries:

I oppose the plan to make Eastmoreland an Historic district. I vote "NO" Yours Truly dr. Ted Rothstein

Ted Rothstein DDS PhD/Orthodontics  
AAO--Life-active member  
ADA (National, State and County)  
Specialist in [OJW](#) for weight control  
Portland, Oregon 97202  
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Portland City Council  
Portland, Oregon  
Re: Major Public Trails Proposal

November 16, 2016

Dear Mayor Hales and Commissioners Fritz, Saltzman, Fish and Novick,

I represent the Woods Creek Homeowners Association in the Garden Home area of Southwest Portland. The map proposal is found under the following address: 7525 SW 64th Pl.

I reviewed the notes under the City Council Amendments Memo, November 4, 2016. My interest was addressed on p.45 of the BPS memo dated, November 4, 2016, specifically "#45 SW 64th Trail". I see that Mayor Hales and Commissioner Fritz did not recommend approval of the proposed trail. I and the HOA are most grateful for their support! We hope Commissioners Saltzman, Fish and Novick will also agree that the trail proposal is unnecessary.

I am writing so that the following comments will become part of the public record.

The overall proposal is to link April Hill Park and Hideaway Park. While it is laudable to propose that as many as possible of the current trails be interconnected, please note that there are already three developed trails that connect these parks:

- SW Miles Ct from April Hill Park to SW Hickman to SW 67th St.
- SW Oleson between SW Miles Ct and SW Canby St.
- SW 68th off of Canby St.

Adding a fourth access through our green space is ecologically damaging, unnecessarily expensive and detrimental to safety. Please consider:

- 15 houses on the north side of Woods Creek form a cul de sac. Changes to the green space can negatively affect the flow of runoff and put serious stress on the stability of the bridge that spans the creek. This would strand 15 houses on the north side of the bridge.
- Privacy and safety are a legitimate concern for the homeowners. 13 houses back up to the green space. Increased noise, traffic and potential for theft and vandalism are realistic concerns.
- The green space is home to a healthy and diverse wildlife population. Construction and increased foot and bicycle traffic will negatively impact the well-established eco-system that currently thrives here.
- The proposed trail area floods with heavy rains in the fall, winter and spring. The green space is designed to hold this excess water. When the green space is completely flooded the water flows at a rate that would be a safety risk for hikers. A trail in this area would be challenging to maintain and could cause erosion and interfere with the already established system for absorption and drainage.
- SW 64th Place is very steep and challenging to ascend by foot or bicycle. Children, elderly and disabled citizens would find the trek difficult; most would turn around to Hideaway Park to take a different and less challenging trail that is already established.

Other access points are not within the city limits but the public is in no way inconvenienced using those access points. The proposed trail DOES NOT improve the current trail system.

In order to accurately assess this proposal, we request that an environmental expert evaluate the potential impact to the green space to fully understand the costs and benefits of this proposed trail.

Please support our need and desire to keep our green space undisturbed in its current natural condition! Thank you for your consideration.

Respectfully,

Jan Brittan, President  
Woods Creek Home Owners Association

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Map App Comments -  
Recommended Zoning  
11/15/16-11/18/16

Portland

Ross Island

Heatmap

Comments

POWERED BY  
**esri**



**Map App Comments -  
Major Public Trails  
11/15/16-11/18/16**



Tigard

Ross Island

Milwaukie

Oak Grove

Lake Oswego

Oswego Lake

Marylhurst

- Heatmap
- Comments

ID	Name	Date	Comment	Feature	Neighborhood
22233	Doug Klotz	11/16/2016	I support this zone change, as it matches the other large buildings at this intersection.	mixed_use-141	Mt. Tabor
22245	Marshall Johnson	11/17/2016	I support adjusting the zoning for this cluster of single family homes between SE Division and SE Sherman St - 2301 to 2347. This is a terrible location for single family homes and/or R 1 zoning, as this area has great access to Chavez, Division, and Hawthorne. They should be adjusted to CM-2 to strengthen and expand the commercial node at Chavez and Division, which both have frequent transit lines. Also, this adjustment would create balance with the other side of Chavez, as well as the areas to the south of these lots. This is a great location to expand housing opportunities and encourage density on a n/s street and with excellent proximity to transit and commercial offerings.	mixed_use-152	Richmond

22260 John Gibbon	11/17/2016	<p>I previously provided comments on the designation of unused right of way adjacent to the North side of the Maricara Natural area blaming its inclusion on on the policy of SW Trails.</p> <p>After a discussion with a represent of that organization I have to stand corrected as I now understand that the designation of the right of way as part of the trail system in a PBOT organizational response to SW Trails request that the main trail through be so designated so that a bike could be developed on it. Given the environmental character of the natural area this is,in my opinion, one bad idea chasing another..</p> <p>Additionally both suffer from being plans that don't think outside the box when a potential alternative route, the Quail Park Association trail, present itself in a manner at least sufficient to justify designation as some sort of trail in the comprehensive plan.</p>	trail - 14	Markham
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ID	Name	Date	Comment	Feature	Neighborhood
22227	John Gibbon	11/16/2016	<p>As Land Use Chair I have to question the inclusion of this undeveloped right of way that is now the fringe of the maricara Natural Area in this proposal. While I understand the good reasons that SW Trails has put forth on this proposal it is not something that the neighborhood has and especially the neighbors have supported in the past. It also come just as a another controversy has arisen about the impact of other activity in the park "fairy doors" . Applying this designation to part of the park may make persuading neighbors involved in that controversy that there is a need to maintain the natural character of the area in accordance with Parks department more difficult since this designation would appear to be inconsistent with that position.</p> <p>As a resident of Quail Park I have to further express my frustration with the SW Trails advocates who continue to push designations onto unsuspecting properties that fit their "Right to the right of way model" when there are other trails of similar utility, Quail Park HOA trail where the property owner would welcome a similar designation.</p>	trail - 14	Markham

ID	Name	Date	Comment	Feature	Neighborhood
no comments					



ID	Name	Date	Comment	Feature	Neighborhood
no comments					