



Dec. 15, 2015 (Transmitted this day via e-mail to the following)

City of Portland

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Subject: RCPNA Support of Campus Institutional Zone with Amendments

Honorable Chairman Baugh and Commissioners:

Thank you for the opportunity to testify on the Proposed Campus Institutional Zone Draft on behalf of Rose City Park Neighborhood Association. I served on the Campus Institutional Zone Advisory Committee for most of the year and have great respect for the work that John Cole has done to try to balance all the interests as we developed policy. Although we had major concerns with the original draft of the CIZ the Proposed Draft contains much more certainty for on-going neighborhood involvement with the institutions as they change and grow over time.

The RCPNA Board met on Dec. 1, 2015, and approved recommendations from their Land Use and Transportation Committee to support the Proposed Campus Institutional Zone with amendments, as follows:

1. RCPNA still has concerns that satellite campus facilities for the institutions represented by the CIZ are not included in the transportation analyses. It is our experience with Portland Providence Medical Center that the proximity of their office complex developed at 4400 NE Halsey and warehouse at 6500 NE Halsey increase the number and frequency of vehicles between these locations and the Portland Providence Hospital, located at NE 47th and Glisan. We recommended that Transportation Impact Review and Demand Management include factoring in the frequent travel between satellite facilities located within a one-mile of the primary institution.

The following amendments are proposed:

Additions = **bold and underlined**

Deletions = ~~strikethrough~~

2. **“33.150.050 Neighborhood Contact and Outreach”**

“D. Annual meeting. Colleges and Medical Centers must conduct at least one community meeting per year:

1. The meeting must provide the following information:

a. The status of and any updates to the College’s or Medical Center’s Transportation Demand Management Plan, Transportation Impact Analysis, and related mitigation measures, **including the Good Neighbor Agreement(s);”**

3. **“33.852.110 Approval Criteria for Transportation Impact Review”**

“D. Transportation improvements adjacent to the development and in the vicinity needed to support the development are available or will be made available when the development is complete or, if the development is phased, will be available as each phase of the development is completed.”¹

<New Language> E. CIZ Good Neighbor Agreement (GNA) with neighborhood(s). A Good Neighbor Agreement shall be developed between the Institution and neighborhoods contiguous to the facility that shall be reviewed annually in a public meeting with the impacted parties. The GNA shall serve as the guiding document to help all parties monitor transportation impacts and stimulate possible changes to the demand management strategies and/or phased development.

Proposed Chapter 33.150.050 A. Purpose states “The requirements of this section promote ongoing communication between campus institutions and their surrounding communities.” Our proposed amendments, stated above, provide the implementation language needed for requiring a Good Neighbor Agreement (GNA) be established between the Institutions and the surrounding communities. In the Conditional Use process, which is being traded for the CIZ, Good Neighbor Agreement have always been a condition of approval for institutional developments. It is vitally important that we do not lose the GNA tool as we work together to improve the overall process for expediting institutional development. Thank you again for the opportunity to comment on this important policy document for our community. We look forward to continuing our work together in building a livable and vibrant community.

Respectfully,



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