

From: Rachel Hill [mailto:hill.rachel@gmail.com]
Sent: Thursday, March 24, 2016 9:50 AM
To: Planning and Sustainability Commission <psc@portlandoregon.gov>
Subject: PSC Residential Zones Testimony

Hello,

My name is Rachel Wynn Hill. My address is 9515 N. Lombard Street, Portland, OR 97213

I oppose the zoning change on my property from R1 to R2.5. I disagree with this zoning change along the corridor of Lombard from Catlin, north to Bruce.

This is a small scale commercial street with a mix of residential and commercial establishments. This proposed zoning is incongruous with the current street's land use. It is also incongruous with the transportation plan proposal (St Johns Truck Strategy, Phase 2) to increase truck traffic on this street. What will result is a hodge podge of lots developed by savvy developers getting in their permits before the change, existing residential homes that will become less desirable as single family homes because of the truck route, and thus often going to lower rent rentals. It does not encourage a more appropriate urban land use which would ENCOURAGE a more urban and dense street, not decrease it. Truck traffic does not coincide with low density/single family residential zones.

Additionally, for those of us who live on it, it a lose/lose. We get the increased traffic, yet the development options for our properties are decreased because of less flexible zoning.

Most lots (with the exception of my neighbor, who, knowing this zoning change may happen, applied for permits to max out her lot and put SEVEN units on what will become a less dense, single family focused zone. I don't disagree with her development. I do think it will feel out of context with what is proposed.

If this zoning change goes through I will be a single family house, on property zoned for less density, sandwiched between a restaurant, a 7 unit apartment complex, on a truck route. This is an awful solution.

I encourage you to leave the zoning as it is, allowing for flexibility in development options as the street evolves. Do not fossilize a poor transportation and zoning choice. Yes, I understand it is complex (the Port, and the increasingly urbanizing St. Johns will be grappling with this for a long time). For this reason, allow for flexibility. Do not cement people and their properties in this incongruous land use/transportation situation.

If this can not be done, please consider leaving my property - 9515 N Lombard - as existing zoning (R2). I am attaching a graphic that shows where I live. It shows that I will be sandwiched between a commercial establishment and a dense apartment complex, across from another commercial establishment. And yet, my property will have great restrictions on what can happen in the future. This will be an odd condition.

Overall, this decision further sacrifices N Lombard, north of St. Louis. We already have accepted increased diesel fumes, decreased safety due to trucks being funneled onto Lombard, reduced parking (to make it easier for trucks), noise pollution and general reduction in livability. Please do not also sacrifices our personal properties to poor decisions.

Kind regards,

Rachel Hill

hill.rachel@gmail.com

Portland, OR
503.849.8337

EXHIBIT TO ACCOMPANY TESTIMONY OF RACHEL HILL
 LAND USE DECISION 190 - CHANGE OF ZONING ON N LOMBARD STREET,
 NORTH OF CATLIN
 3/15/2016



CURRENT - Medium Density Dwelling
 PROPOSED - Mixed Use Development



9525 N. Lombard - neighboring property, 7 units to be built on it

9515 N. Lombard - my home, single family residence