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**Subject: Testimony to the Portland Planning and Sustainability Commission related to up zoning
in the Rose City Park Neighborhood, April 12, 2016**

As a board member and land use and transportation committee member of the Rose City Park Neighborhood Association, I am here today speaking as an individual to support the resolutions that were approved by my neighborhood association.

Even though a Metro survey clearly shows a public preference for single family homes, many of Portland's single family home neighborhoods are under attack. Developers are demolishing affordable homes an alarming rate. Up zoning related to the comp plan in single family home neighborhoods virtually makes the dirt more expensive and the home standing on that dirt worthless. In all practicality, it gives the backhoe operators a license to plow through and demolish numerous entire city blocks of single family homes. Will wall-to-wall tenement warehouses, new more costly houses that are wedged in like sardines ^{IN A CAN} and greed replace a more livable quality of life that retains modest homes with green yards and trees? Do we really need to destroy and obliterate the village to save it?

This is what is being proposed in Rose City Park near the 60th Avenue Max Station. The large swath of properties between I-84 and Halsey Street, from 57th to 63rd (see attached MAP A) includes affordable starter homes, well kept working class homes with modest yards and a few multi-family structures consistent with the scale of the homes.

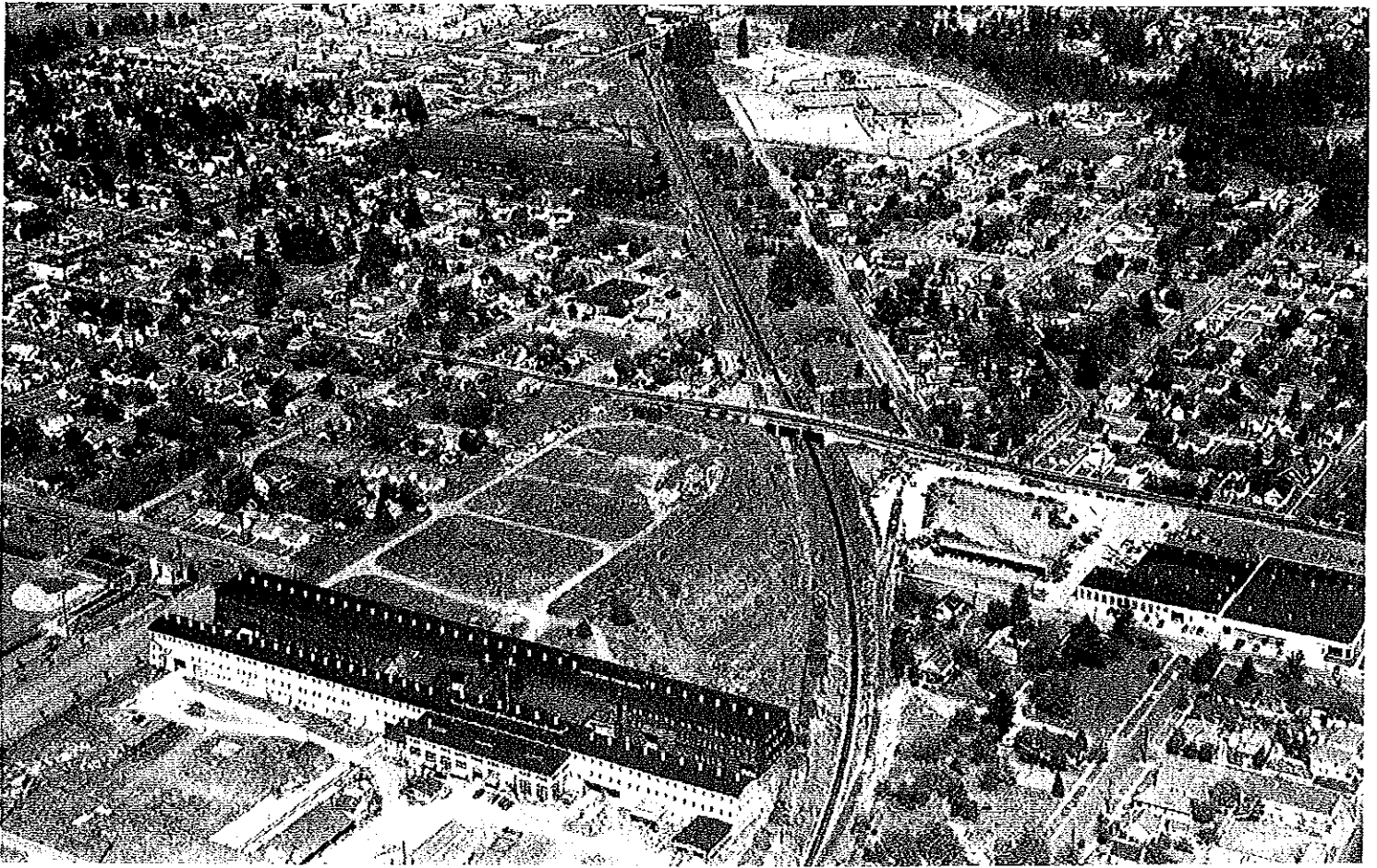
My neighborhood has suggested a modified change in the comp plan to add density, but also to retain the existing R-5 base zoning except for non-conforming use properties that already have higher densities. In short, the neighborhood is not ready for mass change and wants a stronger voice in piecemeal change. One of the issues driving this decision are the narrow four foot sidewalks on 60th Avenue. Should wider sidewalks come first or with new development? Is there truly a need for 10 to 12 foot super-sized sidewalks when six to eight foot sidewalks with no encroachment on the street would be adequate? The neighborhood also wants to preserve historic homes and some character of the area.

Furthermore, why should Rose City Park take a hit while more affluent neighborhoods like Laurelhurst - which has a direct pedestrian connection over I-84 to the Hollywood Max Station - and East Moreland (see MAP B) near the new Bybee Boulevard Max Station have no proposed up zoning? The mere fact that low income and working class neighborhoods are proposed to be up zoned while affluent neighborhoods that have a similar proximity to a Max station escape up zoning. This inconsistency reeks of income inequality, borders on discrimination and diminishes the opportunities for the less than affluent classes of people to make an investment in home ownership.

Working class neighborhoods deserve the same equal protections from the density zealots as the affluent neighborhoods. Rose City Park is asking you for your support with a recommendation for maintaining the existing R5 base zoning.

Respectfully submitted,

Terry Parker



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



Text of the recommendation for the Portland Zoning Map update for the 60th Avenue station area from the minutes of the Rose City Park Neighborhood Association Land use and Transportation committee meeting March 21, 2016, and passed at the Rose City Park Neighborhood Association board meeting April 5, 2016:

"Leave the R-5 zoning the same with the exception where there are pre-existing densities higher than allowable in R-5 zone. Properties already developed to higher densities than allowed in an R-5 zone should be up-zoned."