

From: Zach Holz [mailto:zach.a.holz@gmail.com]
Sent: Monday, May 09, 2016 7:22 AM
To: Planning and Sustainability Commission <psc@portlandoregon.gov>
Subject: PSC Mixed Use Zone Testimony

Hi there,

Thank you for allowing residents to provide some testimony/feedback about the new mixed use zones. I only have some brief comments.

First, I wanted to thank you for working to bring these regulations up to date, and out of the era of auto-oriented development! I am thankful to live in a city where we pay attention to the future of walkable, bikable and transit-oriented neighborhoods. I support nearly all of the changes being made in the MUZ Proposed Draft.

I live in the Richmond neighborhood, in one of the new mixed use buildings on Division. Even though I've lived all over in Portland during my 8 years here, I love my current building, and the ease in which I can get everything that I need within walking and biking distance, allowing me and my partner to live our dream of being a no-car household. I owe this luxury to the density of our urban corridors.

While I understand the concerns of some neighbors who are frightened by the pace of change in their area, I do not think that building scale restrictions, like the ones proposed on Division between 35th and 37th, or on Hawthorne between 35th and 38th, are a sound way to address the housing crisis we are in. Historical preservation is important, but not when it is used as a tool to block new people from moving to a neighborhood. One (and even two, sometimes) story buildings, unless they are of significant historical importance, do not belong on major arterial streets like Hawthorne and Division.

Division has not been a "streetcar suburb" for quite some time. Until the city redesigned the streetscape from west of 39th, Division was just another auto-oriented arterial. The plea to save its "streetcar character" is a bit of a red-herring, serving only current property interests in the neighborhood, and not its future residents, many of whom will move here for density, walkability and transit-oriented access.

Please do not make it more difficult to build multistory, multifamily housing in the neighborhoods that need it most -- those close in to the inner city. These are desirable areas, for many reasons, and we need to allow as many people as we can to take advantage of their benefits, encouraging those who are able to live without cars. (So, also, please no new parking requirements either on apartments, unless the entire neighborhood signs on to parking reform/permitted parking.)

Otherwise, I support many of the other changes! I particularly like the new benefits on page 2 of the MUZ proposed draft, with required outdoor access for residents (e.g. balconies) and a minimum activation of ground floor space for retail, etc.

Thank you for your work on this, and I look forward to seeing these changes in the upcoming years.

Best,

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