

# Weston Investment Co. LLC

A Real Estate Holding Company

## *Administrative Office*

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PLANNING & SUSTAINABILITY

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June 14, 2016

Mr. John Cole, Senior Planner  
City of Portland  
Bureau of Planning & Sustainability  
1900 SW 4<sup>th</sup> Avenue, Suite 7100  
Portland, Oregon 97201

Dear Mr. Cole,

Thank you for the maps on the proposed Sullivan's Gulch trail alignment.

Weston Investment Co. LLC acquired the former Furniture Factory from the Federal Bankruptcy Court in 1979.

The Furniture Factory, originally known as Doernbecher, was the largest employer in the State of Oregon in the 1920's.

All of their goods, both raw materials and finished case goods furniture were moved by rail box cars. On the property there were rail spur lines to facilitate the placement of box cars.

In the 1950's when trucking became the dominate method of transportation, they cut off the east end of the administration office building and put in level dock platforms, which allowed for truck loading. At this time the spur lines were asphalted over.

The railroad right of way is 100 feet in width, measuring 50 feet from the center line of the tract, 50 feet to the south, and 50 feet to the north.

The advocates for the trail system is fully aware of this fact and they have repeatedly come to me and said all you have to do is cut 10 feet off of the south front of the buildings and this will give us a bike path outside of the railroad ownership of land.

I think they now believe me when I have told them it is easier to deal with the Pope of Rome than the railroad.

Weston Investment Co. LLC, at their expense, provided the rail crossing gate and the maintenance of that gate equipment. If you look at the mechanical boxes it will state Weston Investment crossing.

The City of Portland owns the street from NE 28<sup>th</sup> Avenue to the railroad right of way.

There is no way a bike trail is going to be practical along the stretch of the Gulch from NE 33<sup>rd</sup> to the Lloyd Center. The trail should come out of the Gulch at 37<sup>th</sup> and follow a surface street to the bridge head.

I request that on your mapping of the property you do not show a proposed bike trail on the railroad property or our property. As in so doing you are encumbering our properties with a restriction that may, at a future date, limit any building modification we may want to do.

As you may be aware of, I have been involved in development construction for our own account for a term in the excess of 50 years, and during this time I have gone through two major comprehensive plans. The one that is being developed now is by far the most difficult and complex.

In working with staff, for the most part we have agreed on the basic base zoning designations on property help for future development, but now we are being inundated with the overlay zoning restriction then cover buffer, scenic, parking, height, FAR, inclusionary zoning, retail placement, design review and many more.

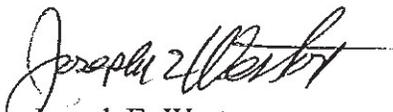
Many of the chief planners are not in agreement as to the effect of the new comp plan and overlay assigned. They reply, that is not in my jurisdiction, I think, I believe, we haven't made a decision, that will be reviewed at a later date, etc., etc.

I strongly recommend you do not "push" this comprehensive plan through until everyone is in agreement as to the effectivity of what the plan is going to accomplish.

In closing, my main request is to get the overlay bicycle path off of the map on parcel 1100-1130 NE 28<sup>th</sup> Avenue, Portland, State ID INIE36B-200.

Your written assurance of my request is requested.

Yours truly,  
Weston Investment Co. LLC



Joseph E. Weston

JW/ts

CC: Keith Vernon, Senior Vice President, Weston Investment Co. LLC  
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Commissioner Dan Saltzman, City of Portland, 1221 SW 4<sup>th</sup> Avenue, Room 230, Portland, Oregon 97204  
Commissioner Amanda Fritz, City of Portland, 1221 SW 4<sup>th</sup> Avenue, Room 220, Portland, Oregon 97204  
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