

URGENT!!!!

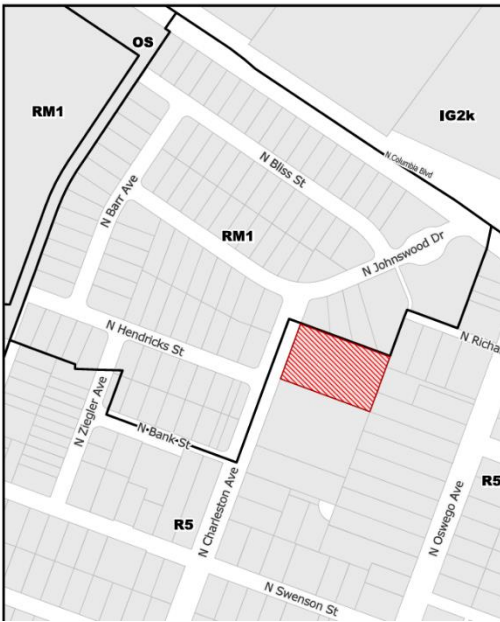
Do you: **Travel on the north end of Charleston Ave?** **Live in the Charleston Place development** **at the north end of Charleston?**

If so, here is an **urgent situation that you must provide written comment on by September 12, 2025 AND/OR testify via Zoom on October 1, 2025.**

A land use permit being contemplated for 10302 N Charleston Ave. will...

“day-to-day activities are likely to draw **5 to 50 participants** total. **Evening events** (music performances, poetry readings, etc.) are proposed **up to three times per month**. These programs will generally draw **50 to 200 guests** and will usually be amplified. They are proposed to end at 10 pm”.

This will mean cars parked on both sides of Charleston and possibly/probably on the side streets in the Charleston Place development.



1.Charleston from Swenson to Johnswood, Johnswood from intersection with Charleston to Bliss and ALL streets west and north of these are skinny streets with only enough room for one lane of travel when cars are parked on both sides. [Charleston *narrows*, from Swenson going north.]

2.ALL blocks north and west of Charleston here are part of Charleston Place, created as an affordable housing first-time homeowner development, and they form a large cul-de-sac. There is NO WAY to enter or exit from these streets except by way of Charleston.

3.Currently, even though many cars are parked on either side of the streets in Charleston Place since traffic is low because of its being a cul-de-sac, and Charleston does not normally have cars parked on both sides, we manage with two-way traffic, but we often have to pull over to let an oncoming car pass. Were traffic to increase and cars to be parked on both sides of all these skinny streets, it would be chaotic, frustrating and dangerous – the last both because site-lines and places to pass will be nonexistent at times, and because blockages from traffic coming both ways will impede not only normal traffic but vehicles

in emergency situations.

Zoning Codes to highlight in your comments! Speaking directly to how the situation does not follow code will help **enormously**. These two code sections, and four specific items relate to our situation.

Conditional Use https://www.portland.gov/sites/default/files/code/815-cu_0.pdf

33.815.105 Institutional and Other Uses in Residential and Campus Institutional Zones

C. Livability. The proposal will not have significant adverse impacts on the livability of nearby residential zoned lands due to:

2. Privacy and **safety issues**.

D. Public services.

2. Transportation system:

a. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include safety, street capacity, level of service, connectivity, transit availability, availability of pedestrian and bicycle networks, access restrictions, neighborhood impacts, impacts on pedestrian, bicycle, and transit circulation. Evaluation factors may be balanced; a finding of failure in one or more factors may be acceptable if the failure is not a result of the proposed development, and any additional impacts on the system from the proposed development are mitigated;

3. **Public services for** water supply, **police and fire protection** are capable of serving the proposed use

Adjustments https://www.portland.gov/sites/default/files/code/805-adjustments_0.pdf

33.805.040 Approval Criteria

B. If in a residential, CI1, or IR zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, I, or CI2 zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area...