

Parsons, Susan

From: Mary Beach <mebeach@hotmail.com>
Sent: Wednesday, December 14, 2016 9:02 AM
To: Council Clerk – Testimony
Subject: South Portal Plan #1408

The board of Heron Pointe Homeowners Association reaffirms their no vote on South Portal Plan #1408. The increased density in our neighborhood has been allowed without concern for the safety of the residents. Landing Drive is a private road with no sidewalks or bike path for residents to use. Increased auto traffic will impact the safety of pedestrians and bicyclists.

Sincerely,

Mary Beach
Board president of the Heron Pointe HOA

Parsons, Susan

From: Bette Owen <betteowen@gmail.com>
Sent: Tuesday, December 13, 2016 12:22 PM
To: Council Clerk – Testimony
Subject: South Portal Project - City Council Meeting December 14, 2016
Attachments: South Portal Letter to City Council - 12.13.16.pdf

Attached are our(Landing Condominiums Homeowners Association) concerns pertaining to the South Portal Project - City Council Meeting December 14, 2016.

December 13, 2016

The Honorable Charlie Hales, Mayor
The Honorable Steve Novick
The Honorable Nick Fish
The Honorable Amanda Fish
The Honorable Dan Saltzman
Leah Treat, Director, Portland Bureau of Transportation
Andrew Aebi, South Portal Project Manager

Re: South Waterfront Street Plan

We understand that this Plan is going for approval at the City Council Meeting on Wednesday, December 14, 2016.

We are asking that the City Council postpone the Moody extension piece of the South Waterfront Street Plan. When Andrew Aebi talked about the plan, he discussed the importance of putting a roundabout on Hamilton Court to allow residents on Landing Drive easier access onto Hamilton Court. What he did not mention was that there would be an expense to the Johns Landing HOA owners. This is not acceptable that the owners of the Johns Landing HOA's need to pay for helping relieve traffic in SW Waterfront (and LID's as it relates to the turnaround or any other accommodations that the owners of John Landing area would be responsible for paying). If anything, the SW Waterfront businesses and residences ought to shoulder this/these expenses.

We also disagree with shutting off Hamilton Street from the existing Moody Street that flows into Macadam. This street allows the people who work in the buildings along this portion of Moody to exit the area. Closing the street would force more people onto Hamilton Court creating more congestion.

We also were told that the City had a "handshake deal" with a developer to close this portion of Hamilton Street. If this is true, what other "handshake deals" are in place that are the basis for decisions not taking into consideration the HOA owners on Landing Drive?

Until we have more transparency and understanding for the home owners in the Johns Landing development area, we implore that you postpone the Moody extension piece decision of the South Waterfront Street Plan.

Thank you for your consideration.

Bette J Owen, Treasurer
Board of Director, Association of Unit Owners of the Landing Condominiums

The Landing Condominiums Homeowners Association

Parsons, Susan

From: Dodie Tombleson <dodiet@comcast.net>
Sent: Tuesday, December 13, 2016 11:49 AM
To: Council Clerk – Testimony
Subject: So portal plan

I'm a resident at Heron Pointe at Johns Landing condos and reaffirm a NO vote on South Portal Plan. Also on the HOA Board, living here for 13 years, contributing to the property taxes the city exists on.

I live on Landing Dr and in no way want any more traffic on this small 2-lane (barely) street. No bike lane exists & no continuing sidewalks here.

Please do not create a scape goat for So Waterfront neighborhood's congestion onto the Johns Landing neighborhood. So waterfront created & continue to amass the traffic congestion.

The city created mass apartments on Landing Dr over 500 in the past 2 years w/o adequate parking, that is enough for this neighborhood to bear.

A personal response is appreciated.

Sincerely,
Dodie Tombleson
4990 SW Landing Dr #104, 97239

Sent from my iPhone

Parsons, Susan

From: Beverley Duke-Young <bdy@spiritone.com>
Sent: Tuesday, December 13, 2016 10:40 AM
To: Council Clerk – Testimony
Subject: Sw waterfront streets through landing dr

December 10, 2016

The Honorable Charlie Hales, Mayor

The Honorable Steve Novick

The Honorable Nick Fish

The Honorable Amanda Fish

The Honorable Dan Saltzman

Leah Treat, Director, Portland Bureau of
Transportation

Andrew Aebi, South Portal Project Manager

Re: South Waterfront Street Plan

We understand that this Plan is going for approval at the City Council Meeting [on Wednesday, December 14, 2016](#).

We are asking that the City Council postpone the Moody extension piece of the South Waterfront Street Plan. When Andrew Aebi talked about the plan, he discussed the importance of putting a roundabout on Hamilton Court to allow residents on Landing Drive easier access onto Hamilton Court. What he did not mention was that there would be an expense to the Johns Landing HOA owners. This is not acceptable that the owners of the Johns Landing HOA's need to pay for helping relieve traffic in SW Waterfront (and LID's as it relates to the turnaround or any other accommodations that the owners of John Landing area would be responsible for paying). If anything,

the SW Waterfront businesses and residences ought to shoulder this/these expenses.

We also disagree with shutting off Hamilton Street from the existing Moody Street that flows into Macadam. This street allows the people who work in the buildings along this portion of Moody to exit the area. Closing the street would force more people onto Hamilton Court creating more congestion.

We also were told that the City had a “handshake deal” with a developer to close this portion of Hamilton Street. If this is true, what other “handshake deals” are in place that are the basis for decisions not taking into consideration the HOA owners on Landing Drive?

Until we have more transparency and understanding for the home owners in the Johns Landing development area, we implore that you postpone the Moody extension piece decision of the South Waterfront Street Plan.

Thank you for your consideration.

Name of HOA Owner

Beverly Duke-Young

HOA Association

Heron pointe condo association

Email to: cctestimony@portlandoregon.gov

<FullSizeRender.jpeg>

Sent from my iPhone

37257

Beverley Duke-Young
Sent from my iPhone

Parsons, Susan

From: Madelyn Stasko <mzstasko2014@gmail.com>
Sent: Saturday, December 10, 2016 3:40 PM
To: Council Clerk – Testimony
Subject: South Portal Project - City Council Meeting December 14, 2016

December 10, 2016

The Honorable Charlie Hales, Mayor

The Honorable Steve Novick

The Honorable Nick Fish

The Honorable Amanda Fish

The Honorable Dan Saltzman

Leah Treat, Director, Portland Bureau of Transportation

Andrew Aebi, South Portal Project Manager

Re: South Waterfront Street Plan - City Council Meeting 12-14-2016

We understand that this Plan is on the agenda for approval at the City Council Meeting on Wednesday, December 14, 2016.

We are asking that the City Council postpone the Moody extension piece of the South Waterfront Street Plan. When Andrew Aebi talked about the plan, he discussed the importance of putting a roundabout on Hamilton Court to allow residents on Landing Drive easier access onto Hamilton Court to get to Macadam. What he did not mention was that there would be an expense to the Johns Landing HOA owners (through a LID). This is not acceptable that the owners of the Johns Landing HOA's need to pay for helping relieve traffic in SW Waterfront (any expenses as it relates to the turnaround or any other accommodations that the owners of John Landing area would be responsible for paying). If anything, the City or the SW Waterfront businesses and residences ought to shoulder this/these expenses.

I also disagree with shutting off Hamilton Street from the existing Moody Street that flows into Macadam. (See below map.) You can see there are businesses all long this portion of Moody Street. Hamilton Street allows the people who work in the buildings along this portion of Moody a quick way to exit the area. Closing the street could force more people onto Hamilton Court, reduce the numbers of ways to get traffic in/out of this area and could create more congestion for this area and another set of problems for the City/Landing Street).

We also were told that the City had a "handshake deal" with a developer to close this portion of Hamilton Street. If this is true, what other "handshake deals" are in place that are the basis for decisions not taking into consideration the HOA owners on Landing Drive?

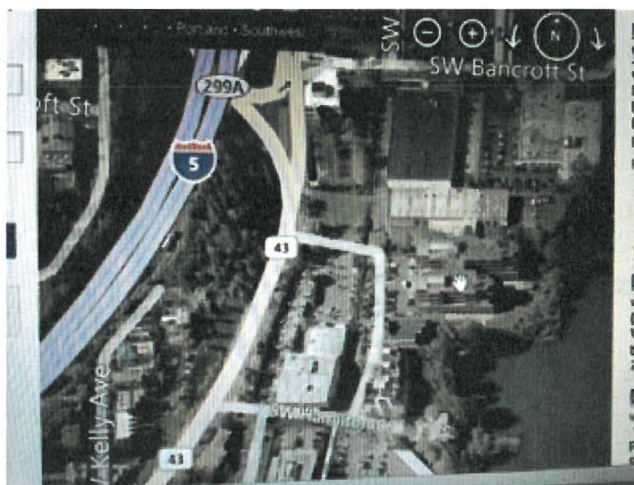
Furthermore, if this is true, it is hard for me to trust when told that the Street Car/Trolley will not come through the property to the Beaver or through any part of Johns Landing.

Until we have more transparency and understanding for the home owners in the Johns Landing development area, we implore that you respect the residents of Landing Drive and postpone the Moody extension piece of the South Waterfront Street Plan at the Council Meeting on Wednesday (12/14).

Thank you for listening and for your consideration.

Madelyn Stasko

Heron Pointe Association



link to this map for enlarged picture

<https://www.google.com/maps/place/South+Waterfront,+Portland,+OR+97239/@45.4911213,-122.6736425,318m/data=!3m1!1e3!4m5!3m4!1s0x54950a5d8d3f5d29:0xa5119b7787b61c1b!8m2!3d45.4976278!4d-122.6700401>

Parsons, Susan

From: David Jorling 971.998.2320 <djorling@comcast.net>
Sent: Friday, December 09, 2016 3:25 PM
To: Council Clerk – Testimony
Subject: Streetcar extension on Moody Street

I am writing to express my support for the extension of the Portland Streetcar on Moody Ave to Hamilton Court. I live in Lake Oswego, and was the Chair of one of the Citizen Advisory Committees that studied the Streetcar's extension to Lake Oswego. Sadly the political winds shelved that project, but with the understanding that the consortium operating the trolley on the Willamette Shore Line would continue its operation to preserve the option of mass rail transit to Lake Oswego sometime in the future. The need for that extension exists now, as Macadam Avenue and Highway 43 have become traffic sewers during rush hour, (and often other times as well). The political winds are changing in Lake Oswego, but not yet enough to support the streetcar to Lake Oswego. That is still probably several years away. In the meantime, it is important that the extension do nothing to obstruct future extension of the Streetcar further south from Hamilton Court, and that the current trolley operation be allowed to operate to Hamilton Court as its north terminus. thank you for your consideration.

David Jorling
971.998.2320
djorling@comcast.net

Parsons, Susan

From: Justin Williams <Justin@matrixintegrated.cc>
Sent: Tuesday, December 06, 2016 11:52 PM
To: Council Clerk – Testimony
Subject: Testimony on South Portal Concern

I would like to submit the testimony below in regards to the proposed South Portal Street Plan, agenda #1265.

My name is Justin Williams, and I have commuted to work at 4000 SW Macadam Ave located between SW Lowell St and SW Thomas St for more than 15 years. I have watched the population increase in the South Waterfront/South Portal over the years and understand the traffic problems in the South Portal.

I have witnessed more accidents on both SW Lowell St and SW Thomas St than I can keep track of over my years of working in the block. Cars turning right onto either SW Lowell St or SW Thomas St have been rear ended or T-boned by cars traveling down SW Macadam Ave as they try to make the right hand turn. There often are many drivers that are coming into the South Waterfront area for the first time and are already confused where they are going or how to get into the South Waterfront/South Portal. Expecting commuters, even experienced ones like myself to merge across two lanes of traffic on SW Macadam Ave from SW Hood Ave in roughly 250 feet (from the intersection of SW Hood Ave/SW Bancroft St and SW Macadam Ave) is just not safe or realistic. I know this as I tested the proposed South Portal entrance change multiple times last week and could not regularly make it to the right lane of SW Macadam Ave and slow down to a safe turning speed without risking being hit or cutting another vehicle off. I urge you to consider the proposed risk you are asking the Citizens of Portland and visitors to the South Waterfront/South Portal to take in order to regularly navigate this treacherous intersection. I would ask that you consider who is going to be responsible for the potential serious injuries and fatalities that will occur at the intersection of SW Macadam Ave and SW Lowell St with the proposed entrance into the South Portal.

I would like to remind you that while it is not related to this project, we were informed by the City staff and traffic engineers of how the intersection at the North end of the South Waterfront at SW Macadam Ave and SW Curry St had a concrete center divider installed on SW Macadam Ave to eliminate traffic from the freeway off-ramp from being able to turn right across SW Macadam Ave onto SW Curry St because of T-bone accidents involving cars traveling down SW Macadam Ave. I believe that this same principle should be applied in this instance and that it would be safer to allow a longer travel distance for vehicles to merge before expecting them to make a right hand turn into the South Portal/South Waterfront area.

Oregon traffic law 811.375 Unlawful or unsignaled change of lane:

- 1) A person commits the offense of unlawful or unsignaled change of lanes if the person is operating a vehicle upon a highway and the person changes lanes by moving to the right or left upon the highway when:
 - a) The movement cannot be made with reasonable safety; or
 - b) The driver fails to give an appropriate signal continuously during not less than the last 100 feet traveled by the vehicle before changing lanes.
- 2) Appropriate signals for use while changing lanes are as designated under ORS 811.395 (Appropriate signals for stopping, turning, changing lanes and decelerating) and 811.400 (Failure to use appropriate signal for turn, lane change, stop or exit from roundabout)
- 3) The offense described in this section, unlawful or unsignaled change of lane, is a Class D traffic violation.

SW Macadam Ave, also known as State Highway 43 to my understanding is a Highway and therefore again to my understanding this law should apply to this situation. I also understand that the proposed plan is supposed to automatically merge traffic from SW Hood Ave into the left of the two lanes on SW Macadam Ave, but even with this being the case, the real distance to SW Lowell St once this happens is significantly less than the original (roughly) 250 feet from SW Hood Ave/SW Bancroft St. This concept may look ok on paper, but from someone that works at 4000 SW Macadam Ave (between SW Lowell St and SW Thomas St) and has to navigate this turn, often multiple times a day, I can

tell you it is not safe or realistic in real time. I have heard and understand that it is not ideal to ask drivers to travel farther North on SW Macadam Ave before entering the South Waterfront/South Portal, but I think from strictly a safety standpoint, something else needs to be done to protect the safety and well being of the drivers that are trying to get into the South Waterfront and past the South Portal on SW Macadam Ave.

Best regards,

Justin Williams
Matrix Integrated Inc.
4000 SW Macadam Ave.
Portland, OR 97239
503.443.1141 Phone
503.443.1142 Fax
888.249.0013 Orders
justin@matrixintegrated.cc
www.matrixintegrated.cc

Note: Please include all previous correspondence with your reply.

Parsons, Susan

From: Gerald <gdfox@Q.com>
Sent: Monday, December 05, 2016 12:25 PM
To: Council Clerk – Testimony
Cc: Joseph D Recker; Aebi, Andrew
Subject: Importance of providing for Rail Transit in the South Portal Street Expansion Plans

To: City Council Members

Re: South Portal Street Expansion Plans

As the City works on plans to improve traffic access to South Waterfront from the south, (the South Portal Project) I believe to is essential to provide for rail transit and to install track in whatever plans are finally improved.

The Highway 43 corridor to Lake Oswego has been identified as a future rail corridor since the mid 1970s, and all the development that has occurred along the ROW since has recognized this need. The failure to firm up plans has led to considerable opposition from property owners in the affected areas, particularly Johns Landing.

As development continues in Lake Oswego and West Linn, transportation pressure in this corridor will grow, and the need for alternatives to cars will become ever more important. There is no highway solution to this problem. The current closure of Terwilliger north of Lake Oswego is now giving a foretaste of what will become daily conditions within a decade or so.

For much of the day, traffic in the Macadam/Highway 43 corridor still flows unimpeded, and TriMet's # 35 bus provide reliable transit service. However during peak periods, particularly in the evening, serious congestion has developed at several locations. ODOT's \$100 million interchange at the Sellwood bridge doesn't seem to have made much difference. And adding peak hour buses does little to relieve the situation, because the buses are stuck in the same traffic as everyone else. At over \$100 per hour !

However in this corridor we have a unique opportunity to use the existing rail line to supplement corridor capacity by running two or three peak hour trips with the existing trolleys on the existing track. This could provide as much as a 20% capacity boost in the corridor, without adding any traffic ! And restricting this to the peak periods will minimize impacts on line side residents.

At some point the trade-off of extending the streetcar or improving Willamette Shore must be studied and resolved. Earlier plans had considered Willamette Park as the eventual streetcar terminus, with Willamette Shore running peak hour service south to Lake Oswego from there. Given the many financial pressures on the region, some lower cost compromise plan may prove to be more cost effective.

In the meantime I would urge Council to ensure that the South Portal Plans include construction of tracks in the proposed Moody Street extension.

Gerald Fox

01607 SW Greenwood Road, Portland 97219

Parsons, Susan

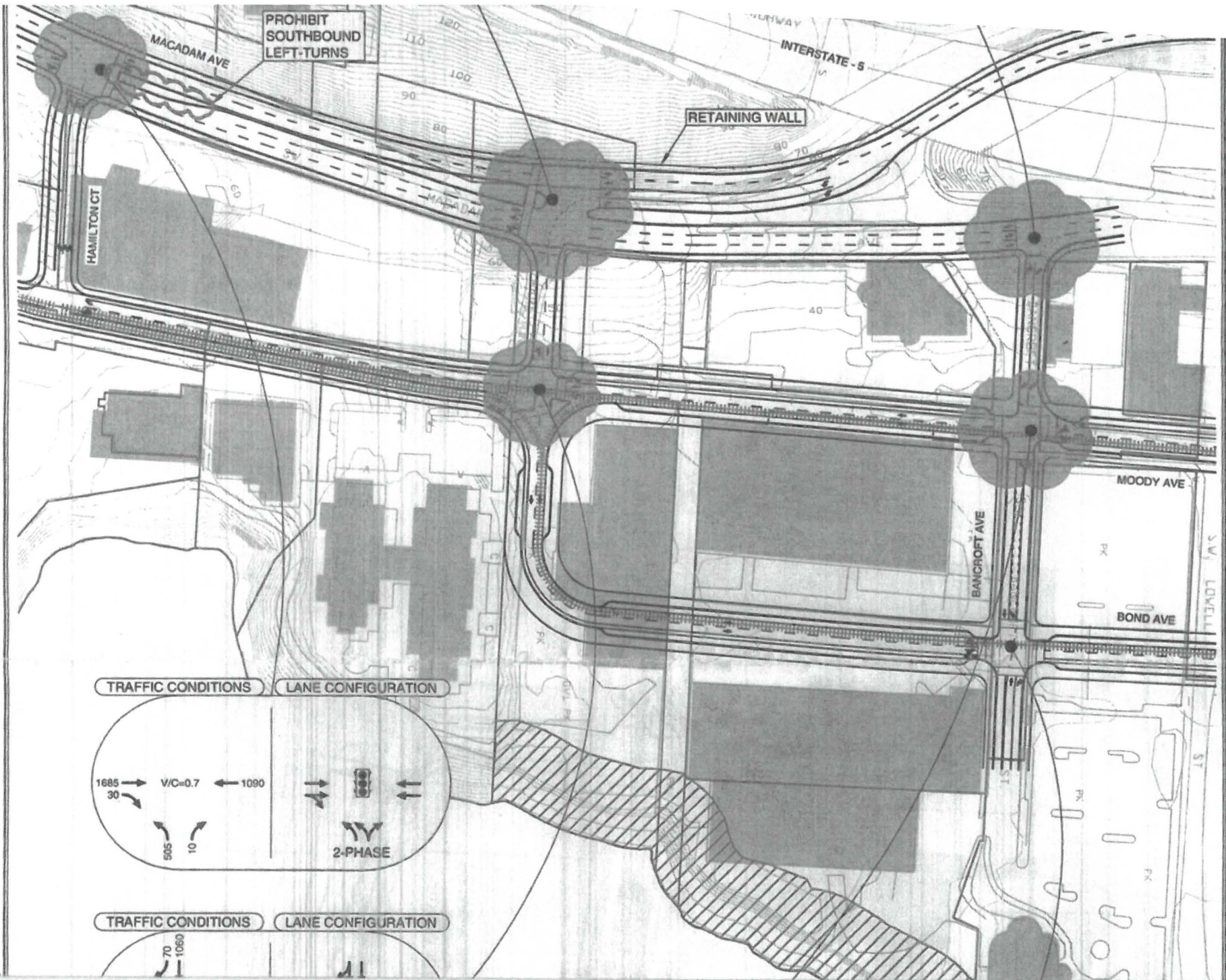
From: SPNA1617 <spna1617@comcast.net>
Sent: Monday, November 28, 2016 7:47 AM
To: Fish, Nick; Commissioner Fritz; Hales, Mayor; Commissioner Novick; Commissioner Saltzman; Council Clerk – Testimony
Subject: South Portal Agenda Item #1265
Attachments: Street Plan March 2005.tif

Mayor Hales and Commissioners,

The attached page from the "March 2005 South Portal Street Connectivity and Grading" identifies Interstate 5 at the top with Greenway/Willamette River at bottom. You will note that the current proposal to remove SW Bond Avenue & Hamilton Street, south of Bancroft, significantly reduces potential connectivity for auto and streetcar. As noted in my testimony of November 16, 2016, the current proposal would place four lanes of traffic, two street car tracks and bicycle lanes on TWO CONSTRICTED LANES of Moody Ave between Bancroft and Hamilton Street. The constriction is unavoidable due to the expansion of the I.C.E. facility and the building containing the Charter School and the storage business.

The SPNA strongly opposes removal of SW Bond Avenue and SW Hamilton Street from the South Waterfront Street Plan.

G. L. Michon, Jr.
President
South Portland Neighborhood Association



Mielon

37257

ACCEPT FINDINGS OF THE SOUTH PORTAL PARTNERSHIP PLAN PROJECT

IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (PRINT)

ADDRESS AND ZIP CODE (Optional)

Email (Optional)

NAME (PRINT)	ADDRESS AND ZIP CODE (Optional)	Email (Optional)
✓ Brian Newman	OHSU	ON FILE
✓ Sallie Aidape	Area Resident	" "
✓ Justin Williams	4000 SW Macadam Ave Portland, OR 97239	justin@matruvintegrated.cc
✓ Pasquale Pascuzzi	4000 SW Macadam	ON File
✓ Madelyn Stasko	Landing Street Resident	
✓ Charles Bridgecrane JOHNSON		
✓ LEN MITCHELL	SOUTH PORTLAND NEIGHBORHOOD ASSOCIATION	SMUA1617@COMCAST.NET
let ✓ Julio FORGES	330 PDX	jforgeslapaix@yahoo.fr
✓ Wayne Wignes	111 W. Borside	WWignes@pdx.oreg
✓ MICHAEL TAYLOR Sullivan	5170 SW LANDING DR 306	

Pascuzzi Investment LLC
10250 SW North Dakota St.
Tigard, Oregon 97223

November 16, 2016

City Commissioner Dan Saltzman
1221 SW 4th Avenue
Room 230
Portland, Oregon 97204

Re: South Portal Project – Recommended Amendments to South
Waterfront Street Plan

Dear Commissioner Saltzman;

Today you received testimony on a proposal that would change the street plan in the South Waterfront District. Some testified for the changes, others against and several preferring a hybrid of the plan. With certain misgivings, we fall into the later category. We support the plan amendments north of SW Bancroft Street that would ultimately result in the deconstruction of our 4000 SW Macadam building, but oppose the plan south of Bancroft for the following reasons:

1. Constructing a “narrow” two-way street extension of SW Moody Avenue south to Hamilton Court and encumbering it with vehicle blocking streetcars (running north and south), bike lanes, and pedestrian walkways is unworkable.
2. NB streetcar and vehicle traffic on SW Moody would exasperate conditions on SW Bancroft between SW Moody and SW Bond. Vehicles would no longer be allowed to travel WB on Bancroft in that portion of the street because of the required turning radius of the NB streetcar to a SW Bond connection. Vehicles wishing to vacate the district SB on Macadam from the Spaghetti Factory and a full “build out” of Rick Saito’s extensive property would be required to travel NB on Bond, WB on SW Lowell St., SB on Moody and WB on Bancroft. Circuitous and expect increased congestion at the Lowell/Moody and Moody/Bancroft intersections as a result.
3. The City of Portland must not give away their option of extending one-way couplets on SW Moody and SW Bond to SW Hamilton Street. To do so would be short sighted and severely limit the vehicle traffic capacity in the future. Please reflect on “full build out” of the district. Prometheus with four 7 story buildings with a potential of 1,200 apartments, ZRZ with 5,000,000 square feet of development, OHSU ?, Doug Bean and Pascuzzi future development just to name a few projects.

Page 2 – South Portal

We are aware that proposals from the mayor's office, your colleagues on city council and staff are often met with resistance from citizens and special interests in the city. The customary response from those making the proposals to those opposing:

“Well, what is your plan?”

Please see attached map. Please forgive its crudeness.

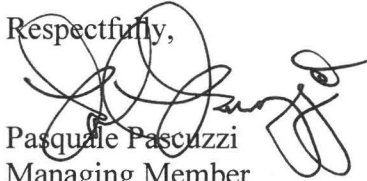
This plan recommends:

1. The phased extension of the SW Bond and SW Moody couplets to Hamilton Street. Past Hamilton Street SW Moody would revert to two-way traffic to Hamilton Court.
2. SW Moody would be built “streetcar ready” up to Hamilton Street in anticipation of future redevelopment occurring on the Lindquist and Saito properties. At that time the SW Bond extension south of Bancroft would be constructed with a streetcar loop joining the two couplets via Hamilton St.
3. Construct a round-a-bout as per staff recommendations at the intersection of SW Moody and SW Hamilton Court.
4. Construct a concrete barrier in the area indicated that would block SB vehicle traffic from the district accessing Landing Drive seeking a short cut to SW Boundary.

This plan was presented to the SPNA ad hoc transportation committee studying the staff proposal for the south portal and was met with general enthusiasm, but was not presented to the full board.

Thank you in advance for your thoughtful consideration of this extremely important matter.

Respectfully,


Pasquale Pascuzzi
Managing Member
Pascuzzi Investment LLC



Concrete Barrier Blocking SW Handing Drive Entrances From WB Hamilton Ct.

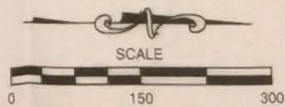
Round-a-Bout

SHOULDER LANE WILL MERGE ~500 FT BEYOND INTERSECTION

Alternative 6

WBLT at Hamilton Ct Signal

This drawing is for discussion purposes only. Lane configurations and road alignments will be revised and finalized during the next design phase.



M:\proj\1016207\img\1016207-D-Bancroft-A.dwg Jul 26, 2004 5:26pm rrc/mle
 Layer: FTO DBA

FUTURE MACADAM / BANCROFT CIRCULATORY ALTERNATIVE #6 PORTLAND, OREGON

FIGURE 6

SOUTH PORTAL TESTIMONY
PORTLAND CITY COUNCIL
NOVEMBER 16, 2016

MAYOR HALES & CITY COMMISSIONERS: THANK YOU FOR THE OPPORTUNITY TO ADDRESS YOU ON THIS MATTER.

I AM HERE REPRESENTING PASCUZZI INVESTMENT LLC, THE OWNER OF A BUILDING AT 4000 SW MACADAM AVENUE. THE ORDINANCE BEFORE YOU REQUIRES THIS BUILDING TO BE "DECONSTRUCTED" AS A RESULT OF THE PROPOSED EXTENSION OF SW LOWELL STREET BETWEEN SW MOODY AND SW MACADAM. MY FATHER, GABRIEL PASCUZZI, PURCHASED THIS UNDEVELOPED PROPERTY IN 1949 AND FINISHED CONSTRUCTION OF THE SUBJECT BUILDING IN 1953.

IT IS A BUILDING THAT IS WELL CONSTRUCTED AND MAINTAINED. OUR TENANTS, MATRIX INTEGRATED ARE RESPECTED AUTO TECHNICIANS THAT REPAIR PORSCHE, AUDI AND MERCEDES VEHICLES. APPROXIMATELY THIRTY PEOPLE WORK IN THE BUILDING AND IT IS STRATEGICALLY LOCATED FOR THEIR BUSINESS NEEDS.

MY FAMILY IS HEARTSICK OVER THE PROPOSED LOSS OF THIS BUILDING AND THE COMPRESSION OF THE SUBJECT TAX LOT FROM 29,197 DOWN TO 25,838 SQUARE FEET.

STAFF BELIEVES OUR BUILDING STANDS IN THE WAY OF A PHASED SOLUTION FOR RELIEVING SEVERE TRAFFIC CONGESTION IN THE SOUTH WATERFRONT DISTRICT.

I BELIEVE THIS DRASTIC ACTION WAS THE RESULT OF AN APPROVAL BY THE CITY OF LAND USE CASE LU 07 - 153880 ON BLOCK 49. BETTER KNOWN AS GREY'S LANDING AFFORDABLE HOUSING FACILITY ON SW LOWELL BETWEEN SW MOODY AND BOND. IN 2007, DEVELOPERS, THE PDC AND STAFF AGREED THE ESTABLISHED 200 FOOT GRID ALIGNMENT SHOULD BE ALTERED AND SW LOWELL SHOULD BE PUSHED NORTH BY APPROXIMATELY 50 FEET. THE OBJECTIVE WAS TO INCREASE THE SIZE OF THE GREY'S LANDING FOOTPRINT. THIS ACTION CREATED A MIS-ALIGNMENT OF LOWELL STREET EAST OF BOND AND WEST OF MOODY.

NO ONE BELIEVED AT THE TIME THIS WOULD CREATE A PROBLEM BECAUSE OF THE PLAN RECOMMENDED IN THE 2006 KITTLESON STUDY OF ALTERNATIVE 4A. THAT PLAN, FORMALLY ADOPTED BY CITY COUNCIL ON APRIL 8, 2009 (RESOLUTION NUMBER 36696), ENVISIONED SW HOOD AVENUE TRAFFIC TO PASS UNDER INTERSTATE 5 AND ENTER THE DISTRICT AT THE FUTURE HAMILTON STREET AND MACADAM AVENUE SIGNALIZED INTERSECTION.

FAST FORWARD AND A PROJECT THAT WAS \$50 MILLION IN 2006 IS NOW A SIGNIFICANTLY GREATER EXPENSE IN 2016 DOLLARS.

PBOT, FACING FINANCIAL CHALLENGES ADOPTED THE "KRUEGER" PLAN. BASICALLY, MODIFYING THE BANCROFT AND MACADAM AVENUE INTERSECTION TO A TWO PHASE SIGNAL CHANGE AND DIVERTING SW HOOD AVENUE TRAFFIC TO AN EXTENDED SW LOWELL STREET.

UNFORTUNATELY FOR OUR TENANTS AND MY FAMILY THIS EXTENSION OF LOWELL REQUIRES THE DEMOLITION OF OUR BUILDING. WE TRUST IF THIS RESOLUTION IS PASSED, THE CITY WILL FAIRLY COMPENSATE OUR TENANTS FOR THEIR SIGNIFICANT INCONVENIENCE.

HOWEVER, I DID NOT COME HERE TO REMONSTRATE AGAINST THIS RECOMMENDED ALTERNATIVE NORTH OF BANCROFT. IT HAS MERIT AND WILL PROBABLY SERVE TO REDUCE GROWING TRAFFIC CONGESTION AT THE MOODY/BANCROFT AND MACADAM/BANCROFT INTERSECTIONS.

INSTEAD, I CAME HERE TO RESPECTFULLY SUGGEST THAT COUNCIL REJECT PBOT'S PROPOSALS SOUTH OF BANCROFT. THE ORDINANCE BEFORE YOU SEVERELY LIMITS THE POSSIBILITY OF FUTURE STREET, RAIL, PEDESTRIAN AND BICYCLE IMPROVEMENTS BY THE REMOVAL OF ESTABLISHED CORRIDORS FROM THE CURRENT PLAN. SPECIFICALLY, STAFF WISHES TO REMOVE THE EXTENSION SOUTH OF THE BOND AVENUE COUPLET WITH THE LOGICAL CONNECTION OF SW HAMILTON STREET TO THE PROPOSED SOUTHERN EXTENSION OF MOODY AVENUE. THESE FUTURE STREET ALIGNMENTS NEED TO REMAIN IN THE PLAN TO PROVIDE SIGNIFICANT STREET CAPACITY WHEN FULL BUILD OUT OF THE DISTRICT OCCURS.

I AM MINDFUL THIS DECISION WILL IMPOSE HARDSHIPS ON CERTAIN PROPERTY OWNERS THAT DESIRE TO HAVE THOSE ESTABLISHED STREET CORRIDORS REMOVED. HOWEVER, IT IS CLEAR SACRIFICES NEED TO BE MADE TO INCREASE VEHICULAR TRAFFIC CAPACITY IN THE SOUTHERN PORTIONS OF THE DISTRICT.

THANK YOU FOR YOUR THOUGHTFUL CONSIDERATION OF THIS MATTER.

November 16, 2016

To Whom It Concerns;

I am submitting comments to the proposed road changes in the Landing Drive/Hamilton area of Johns Landing. In John's Landing we have been overwhelmed with new high density housing, and are working to create a community neighborhood integrating these many new neighbors.

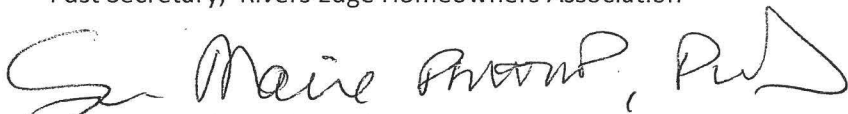
The proposed road changes will adversely affect this neighborhood development. Landing Drive is small, privately owned and literally wanders through three parking lots serving apartment buildings, offices and condominiums on its way to Boundary Avenue. Routing OHSU traffic to Hamilton will, by planning or unintended consequence, result in Landing Drive becoming an alternative thoroughfare to Macadam to avoid the debacle of the Hamilton intersection.

I request you act to protect neighborhood development. Johns Landing has seen exploding growth. We need to protect the parochial nature of Landing Drive to preserve and promote community connection. Your action to protect our growing neighborhood is greatly appreciated.

Sincerely,

Susan Marie, PMHNP, PhD

Past Secretary, Rivers Edge Homeowners Association



5110 SW Landing Drive Unit 306

Portland, Oregon 97239

ssnmarie@gmail.com

From: Aebi, Andrew
Sent: Tuesday, November 15, 2016 11:26 AM
To: Council Clerk – Testimony
Subject: FW: Moody extension to Hamilton Court - Council Agenda Item #1265 on 11/16/16

FYI.

-----Original Message-----

From: Connie-Stephens [mailto:connie-stephens@comcast.net]
Sent: Monday, October 10, 2016 10:25 PM
To: Aebi, Andrew <Andrew.Aebi@portlandoregon.gov>
Cc: Dodie Tombleson <dodiet@comcast.net>; Mary Beach <mebeach@hotmail.com>; Sallie Aldape <morrison.aldape@gmail.com>; mctaylor.sullivan@gmail.com; Madelyn Stasko <mzstasko2014@gmail.com>; Sandy Ramirez <sandyLou29@yahoo.com>
Subject: Moody extension to Hamilton Court

I live at Heron Pointe and was not able to be there for your presentation. My two main concerns are the increased traffic on Landing Drive and the continuation of the Portland Streetcar past Hamilton Court. If the plan is approved I would be pleased if there were no left turn allowed from Hamilton Court onto Landing Drive. As you know Landing Drive is a privately owned and maintained street that is narrow and has no sidewalks and no room for the addition of sidewalks. Recently auto, bike and pedestrian traffic has increased due to the completion of two large apartment complexes with another to be completed soon. The street is unsafe as it is.

My second concern is with the extension of Moody there is talk of extending the Streetcar south from Hamilton Court. This is sure to disrupt the Heron Pointe Condominiums in which I live. One proposal I have seen would send the Streetcar between two of our buildings and would wipe out some of our parking spaces. This would be extremely disruptive to our lovely neighborhood.

I hope you will take my concerns into consideration.

Connie Stephens

Sent from my iPhone

Parsons, Susan

From: Aebi, Andrew
Sent: Tuesday, November 15, 2016 9:49 AM
To: Harrison, Michael
Cc: Council Clerk – Testimony
Subject: Re: OHSU South Portal Letter
Attachments: Council Agenda Item 1265 letter of support 11-14-16.doc.pdf

Michael, I am copying the Council Clerk on this. This letter will be included in the memo to Council that I am drafting.

Andrew Aebi MBA

Local Improvement District Administrator | City of Portland | Bureau of Transportation
voice 503.823.5648 | fax 503.823.7371
e-mail: andrew.aebi@portlandoregon.gov
website: www.portlandoregon.gov/transportation/article/82647

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From: Michael Harrison [mailto:harmicha@ohsu.edu]
Sent: Monday, November 14, 2016 3:12 PM
To: Aebi, Andrew <Andrew.Aebi@portlandoregon.gov>
Subject: OHSU South Portal Letter

Hi Andrew,

Are you circulating position statements to Council offices or should I be doing that directly?

Thanks,

Michael

**Campus Development**

Mail code L101
3181 S.W. Sam Jackson
Park Road
Portland, OR 97239-3098
tel 503 494-1451

November 14, 2016

Dear Mayor and City Commissioners,

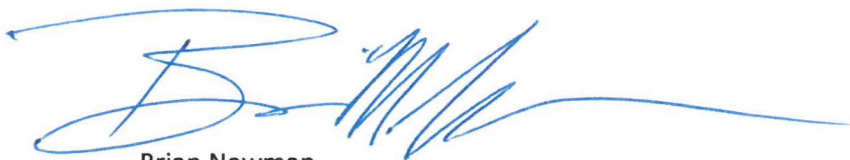
I am writing today in support of Council Agenda Item #1265, the South Portal Partnership Plan (Plan) Project. The City of Portland has identified important goals for South Waterfront – notably, increased jobs, housing and open space – and the Plan helps ensure the viability of achieving those goals. I hope you can support the Plan, and am happy to answer any questions that you may have.

The existing SW Bancroft Street, Hood Avenue and Macadam Avenue intersection is inadequate to serve the rapidly growing South Waterfront community. Traffic currently backs up from this intersection into South Waterfront along SW Moody Avenue. Not only does this result in excess pollution while traffic idles, but the congestion often impacts the streetcar as well, which also uses SW Moody Avenue. These problems will only get worse with time, and threaten the viability of fully transforming South Waterfront from a brownfield into an extension of the Central City.

While there have been a variety of previous studies focused on solving these problems, they have been expensive and had far greater impacts than the Plan coming before you. The ordinance is the product of extensive discussions with those living and working in the area, and I urge you to support it.

Thank you in advance for considering my comments.

Sincerely,



Brian Newman
Vice President of Campus Development

Parsons, Susan

From: Bob Niehaus <bob@niehausproperties.com>
Sent: Monday, November 14, 2016 4:24 PM
To: Aebi, Andrew
Cc: Tom Tetherow; J.D. Watumull; Council Clerk – Testimony; Nebel, Erika
Subject: RE: South Waterfront - Agenda Item #1265 at 9:45 AM on 11/16/16
Attachments: South Waterfront 11-14-16.pdf

Andrew,

Please see attached.

Robert Niehaus

President/Principal Broker
 Niehaus Properties, Inc.
 4380 SW Macadam Ave. Suite 190
 Portland, Oregon 97239

O: (503) 295-3791
 C: (503) 358-7770
 F: (503) 295-3769

bob@niehausproperties.com
www.niehausproperties.com

From: Aebi, Andrew [mailto:Andrew.Aebi@portlandoregon.gov]
Sent: Monday, November 14, 2016 4:07 PM
To: Bob Niehaus <bob@niehausproperties.com>
Cc: Tom Tetherow <tom@niehausproperties.com>; J.D. Watumull <jdw@wpchawaii.com>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>; Nebel, Erika <Erika.Nebel@portlandoregon.gov>
Subject: RE: South Waterfront - Agenda Item #1265 at 9:45 AM on 11/16/16

Yes, indeed, Bob, it is. I am copying the Council Clerk and will plan to see you Wednesday morning at 9:45 AM.

Andrew

Andrew Aebi MBA

Local Improvement District Administrator | City of Portland | Bureau of Transportation
 voice 503.823.5648 | fax 503.823.7371
 e-mail: andrew.aebi@portlandoregon.gov
 website: www.portlandoregon.gov/transportation/article/82647

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From: Bob Niehaus [<mailto:bob@niehausproperties.com>]
Sent: Monday, November 14, 2016 4:03 PM
To: Aebi, Andrew <Andrew.Aebi@portlandoregon.gov>
Cc: Tom Tetherow <tom@niehausproperties.com>
Subject: Fwd: South Waterfront

Andrew,

Let me know if the attached letter is helpful.

Also, If you have any edit suggestions let me know.

Otherwise I'll send you a signed version.

Bob

Robert Niehaus
Principal Broker
Niehaus Properties INC.
4380 SW Macadam Avenue Suite 190 Portland Oregon 97239
C 503 358-7770
O 503 295-3791
Bob@niehausproperties.com
www.niehausproperties.com

Begin forwarded message:

From: Tom Tetherow <tom@niehausproperties.com>
Date: November 14, 2016 at 3:23:00 PM PST
To: Bob Niehaus <bob@niehausproperties.com>
Subject: South Waterfront

letter attached

Tom Tetherow

Niehaus Properties, Inc.

4380 SW Macadam Ave., Ste. 190

Portland, OR 97239

O: 503-295-3791 C: 503-819-9904



NIEHAUS PROPERTIES INCORPORATED

November 14, 2016

Andrew H. Aebi
South Portal Manager
Portland Bureau of Transportation
1120 SW Fifth Avenue, Suite 800
Portland, OR 97204

Dear Mr. Aebi,

Thank you for providing the September 16, 2016 proposed amendment to the South Waterfront Street Plan.

My firm has helped facilitate six commercial real estate transactions since 2012 in the South Waterfront, all of which are impacted by the proposed plan:

1. The GSA lease at 4310 SW Macadam Ave.
2. The sale of the South Waterfront Heated Storage building at 0680 SW Bancroft.
3. The lease to SW Charter School at 0680 SW Bancroft.
4. The sale of the Benz Spring Building at 4330 SW Macadam Ave.
5. The lease to Tesla of the 4330 SW Macadam Ave building.
6. The sale of the FiServ building at 4550 SW Macadam Ave.

Given my experience in the district and the feedback from most property owners and tenants, I support the amended street plan of September 2016 for the following reasons:

The plan is less disruptive to property owners and businesses in the district than prior plans.


The scope of the amended plan is more realistic and undoubtedly less expensive than previous proposals.

This amended plan – for the most part – avoids costly, impractical, and unfair demolition or taking of existing structures.

The amended plan should realistically improve ingress and egress despite the many constraints inherent in the district.

You'll never be able to please everyone, but I think you have provided a realistic alternative to best alleviate traffic challenges in the South Waterfront.

Sincerely,


Robert Niehaus
President/Principal Broker
Niehaus Properties, Inc.
4380 SW Macadam Ave, Suite 190
Portland, OR 97239

Niehaus Properties, Inc.
4380 SW Macadam Ave., Suite 190
Portland, Oregon 97239

www.niehausproperties.com
Direct: 503 295 3792
Facsimile: 503 295 3769

The Honorable Charlie Hales, Mayor
The Honorable Steve Novick, Commissioner
Leah Treat, Director PBOT
Andrew Aebi, South Portal Project Manager

AUDITOR 11/14/16 PM 4:53

November 14, 2016

Dear Friends and Decision Makers:

I am writing regarding the South Portal plan which comes before Council in November.

Having recently moved to Rivers Edge Condominiums from the Hillsdale neighborhood, I now have **direct experience** of the transportation infrastructure inadequacies in this area. The improvements proposed in the South Portal Plan (SPP) are needed but incomplete. More must be done in the Plan to protect pedestrians and cyclists.

The SPP as written does not address the patchwork of narrow, substandard streets (in some cases privately owned) in this area. It is dangerous and cannot handle the increased traffic brought by hundreds of new apartments, condos and OHSU/Office buildings. As a pedestrian, cyclist, and streetcar rider who regularly travels in and around the South Waterfront and John's Landing areas, the safety challenges are frightening. The SPP proposed changes at Hamilton Court are a start but I fear they will only shift the transportation safety issues further south to Landing Drive.

If you approve the proposed extension of Moody and changes at Hamilton Court, I request that you include sidewalks and other enhanced safety measures. If the City acquires Hamilton Court and possibly Landing Drive, it is imperative that these streets be brought up to city standards including sidewalks for maximum pedestrian safety.

The City through PBOT and other agencies must also be encouraged to work with neighbors to slow traffic and assist pedestrians. In addition, any new development, whether residential or commercial, must be held to a higher standard to insure pedestrian safety.

I respectfully request that you address these safety issues in the South Portal Plan. As the City continues to approve more apartments, condos, and commercial construction in and around our neighborhood, you must also make needed infrastructure investments.

Sincerely,

Olivia Clark
5170 SW Landing Dr. #303
Portland, Oregon 97239

From: Aebi, Andrew
Sent: Monday, November 14, 2016 4:06 PM
To: Biggs, Jean; Recker, Joseph D; Elissa Gertler; Williams, Brant; MAKLER Jon (Jon.MAKLER@odot.state.or.us); Jamie Snook; Council Clerk – Testimony; Nebel, Erika
Subject: RE: WSL - letter of support for South Portal Partnership Plan (Council hearing 2016-11-16)

Yes, this is much appreciated. I really appreciate the teamwork from the Consortium for the past several years. Copying the Council Clerk on this testimony, which will also be in the Memorandum to Council.

Andrew

Andrew Aebi MBA

Local Improvement District Administrator | City of Portland | Bureau of Transportation
 voice 503.823.5648 | fax 503.823.7371
 e-mail: andrew.aebi@portlandoregon.gov
 website: www.portlandoregon.gov/transportation/article/82647

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From: Biggs, Jean
Sent: Monday, November 14, 2016 3:53 PM
To: Recker, Joseph D <ReckerJ@trimet.org>; Elissa Gertler <Elissa.Gertler@oregonmetro.gov>; Williams, Brant <bwilliams@ci.oswego.or.us>; MAKLER Jon (Jon.MAKLER@odot.state.or.us) <Jon.MAKLER@odot.state.or.us>; Jamie Snook <Jamie.Snook@oregonmetro.gov>
Cc: Aebi, Andrew <Andrew.Aebi@portlandoregon.gov>
Subject: RE: WSL - letter of support for South Portal Partnership Plan (Council hearing 2016-11-16)

Thank you!!!

I just checked with Andrew and he's happy to have our letter.

From: Recker, Joseph D [<mailto:ReckerJ@trimet.org>]
Sent: Monday, November 14, 2016 3:43 PM
To: Biggs, Jean <Jean.SenechalBiggs@portlandoregon.gov>; Elissa Gertler <Elissa.Gertler@oregonmetro.gov>; Williams, Brant <bwilliams@ci.oswego.or.us>; MAKLER Jon (Jon.MAKLER@odot.state.or.us) <Jon.MAKLER@odot.state.or.us>; Jamie Snook <Jamie.Snook@oregonmetro.gov>
Cc: Aebi, Andrew <Andrew.Aebi@portlandoregon.gov>
Subject: WSL - letter of support for South Portal Partnership Plan (Council hearing 2016-11-16)

Here's an electronic copy of the letter submitted to the City Council.

Thanks,

37257



Joe Recker
Environmental Permits Coordinator
TriMet Capital Projects and Construction
1800 SW 1st Ave., Suite 300, Portland, OR 97201
Office: 503-962-2893 **Email:** reckerj@trimet.org



A better way to pay — coming in 2017!

November 14, 2016

Mayor Charlie Hales
Commissioner Steve Novick
Commissioner Amanda Fritz
Commissioner Nick Fish
Commissioner Dan Saltzman
1221 SW 4th Avenue
Portland OR 97204

**RE: South Portal Partnership Plan
Council Calendar Item 1265**

Dear Mayor Hales and Commissioners:

The Willamette Shore Line Consortium is comprised of the cities of Portland and Lake Oswego, Metro, TriMet and the Oregon Department of Transportation with the purpose of preserving a rail right-of-way between South Waterfront and the city of Lake Oswego for future passenger rail transit use. We oversee the management and maintenance of the rail right-of-way, as well as the operations of the Willamette Shore Trolley that connects Portland to Lake Oswego.

As the owner of the rail right-of-way that would, at least in part, make up SW Moody Avenue, the Consortium is writing to express support for the extension of SW Moody Avenue from SW Bancroft Street south to SW Hamilton Court as shown in the South Portland Partnership Plan and the proposed South Waterfront Street Plan amendments.

We've been engaged in the planning process and have appreciated the opportunity to weigh in on the proposed amendments. As the owner of the rail right-of-way, improvements for a SW Moody Avenue extension must have the approval of the Consortium. The conversion of part or all of the rail right-of-way in this segment into a street improvement requires that rail use be maintained and we look forward to further conversations with staff from the Portland Bureau of Transportation and Portland Streetcar to determine the appropriate solution as SW Moody is designed and improved.

Sincerely,



Joe Recker, TriMet Representative to the WSL Consortium

cc: Andrew Aebi, Portland Bureau of Transportation

Moore-Love, Karla

From: SPNA1617 <spna1617@comcast.net>
Sent: Wednesday, November 09, 2016 11:09 AM
To: Hales, Mayor; Commissioner Fritz; Commissioner Saltzman; Fish, Nick; Commissioner Novick
Cc: Council Clerk – Testimony; Aebi, Andrew
Subject: South Waterfront Street Plan Amendments
Attachments: SPNA City Council Letter.tif

Commissioners,

The attached file contains the South Portland Neighborhood Association position on the proposed amendments to the South Waterfront Street Plan which is currently scheduled for your hearing on November 16, 2016.

G. L. Michon, Jr.
President
South Portland Neighborhood Association
571-334-0836



37257

South Portland Neighborhood Association

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

www.southportlandna.org

Commissioner Steve Novick
1221 SW 4th Avenue, Room 210
Portland, OR 97204

November 9, 2016

Dear Commissioner Novick:

Re: South Waterfront Street Plan Amendments

The South Portland Neighborhood Association (SPNA) would like to thank PBOT and ODOT staff, as well as the public and stakeholders, for taking part in discussions that resulted in the proposed amendments to the South Waterfront (SWF) Street Plan coming before the City Council on November 16, 2016. The SPNA has voted to support a subset of those amendments and related projects, and not to support others. The SPNA specifically supports:

- Turning the intersection of SW Hood/Bancroft/Macadam into a two-phase signal
- Removing SW Thomas and realigning SW Lowell
- Restriping SW Macadam between SW Bancroft and SW Lowell to add a dedicated right turn lane onto SW Lowell

The SPNA's support is based on the need to address growing congestion in South Waterfront as well as assurances from the Portland Bureau of Transportation that projects resulting from these map amendments would only occur after detailed technical analysis confirms that such changes will improve traffic flow without unintended consequences.

At this time, the SPNA board does not support removal from the South Waterfront Street Plan of mapped roadways to the south of SW Bancroft – SW Bond Avenue and SW Hamilton Street – that are called for in the amendment package nor the current concept for extending SW Moody. While there is some support among SPNA board members for a SW Moody extension, a majority of the SPNA board had the following concerns about the proposed changes south of SW Bancroft Street:

- South Waterfront traffic may further congest SW Hamilton Court and/or SW Landing Drive and the Johns Landing community east of Macadam
- A much more robust transportation project is needed to address future South Waterfront congestion
- Eliminating portions of SW Bond Avenue and SW Hamilton Street from the street plan may make development of a more robust transportation project more difficult

Page 2, November 9, 2016, South Waterfront Street Plan Amendments

While we applaud the city for its foresight in developing a multi-modal transportation alternative within SWF, residents and businesses share a consensus view that there is a pressing need for improved access for vehicular traffic. The neighborhood also believes this traffic demand will increase in the near term. As such, we urge the City Council to continue to investigate additional, more robust transportation improvements to the south of SW Bancroft, while moving forward with implementation of improvements at SW Bancroft and to the north.

Very truly yours,



G. L. Michon, Jr
President
South Portland Neighborhood Association

CC:

Mayor Charlie Hales
Commissioner Amanda Fritz
Commissioner Dan Saltzman
Commissioner Nick Fish

Parsons, Susan

From: Mary Beach <mebeach@hotmail.com>
Sent: Tuesday, November 08, 2016 5:24 PM
To: Council Clerk – Testimony
Subject: South Waterfront Street Plan

To: City Council Members

Re: Proposed Amendments to the South Waterfront Street Plan

City Council Agenda Item, November 16, 2016

We, the board of the Heron Pointe Condominiums, the governing body for this 48 unit development, do not support the proposed changes listed in the 9/16/2016 mailing from PBOT to area Property Owners titled "Proposed Amendments to the South Waterfront Street Plan".

There has been a great increase in density in our area leading to increased auto, bicycle and pedestrian traffic on our private road (Landing Drive). This density was added without requiring the addition of sidewalks along Landing Drive to ensure the safety of pedestrians. We are concerned the extension of SW Moody to SW Hamilton Court will further add to increased traffic on Landing Drive as autos use our private road as a pass through to SW Boundary and SW Macadam.

Please use this email as evidence against this proposal in the upcoming City Council meeting scheduled for 11/16/2016.

Sincerely,

Mary Beach, Board Chairman

(mebeach@hotmail.com)

Heron Pointe Condominiums

Mailing Address:

c/o Noah and Associates Community Management

12550 SE 93rd Ave. Ste 300

Clackamas, OR 97015

503.654.0118

Moore-Love, Karla

From: Aebi, Andrew
Sent: Monday, November 07, 2016 6:52 PM
To: Madelyn Stasko
Cc: Mike Stasko; Council Clerk – Testimony; Nebel, Erika
Subject: Re: South Portland Project
Attachments: South Portland Project 10-21-16.pdf

Thank you, Madelyn. I am forwarding your attached written testimony to the Council Clerk and it will be forwarded to those included in your letter and also will be included in the record. See you on November 16th.

Warmest regards,

Andrew Aebi

From: Madelyn Stasko <mzstasko2014@gmail.com>
Sent: Monday, November 7, 2016 6:04 PM
To: Aebi, Andrew
Cc: Mike Stasko
Subject: Fwd: South Portland Project

Hi Andrew—My husband and I own a condo on Landing Drive and know Robin McArthur. She put together a recommendation for the project and shared with us. My husband and I share her concerns and agree with her recommendations and would like to add our name to her letter. I have attached with signature of support.

Although not part of this project, we do want to voice strong concern about the streetcar or trolley being extended past SW Hamilton Court. We want to make sure that there is transparency with HOA's and Building owners on Landing drive of any discussions of such a project.

We appreciate your including our comments as part of the agenda at the upcoming Council discussion.

Madelyn Stasko 503-348-7751
Michael Stasko

October 21, 2016

The Honorable Charlie Hales, Mayor
The Honorable Steve Novick, Transportation Commissioner
Leah Treat, Director, Portland Bureau of Transportation
Andrew Aebi, South Portal Project Manager

Subject: Testimony for the Public Record Regarding the South Waterfront Transportation Plan Amendments

I am a resident of the Johns Landing area located along SW Landing Drive, SW Hamilton Court and SW Boundary. I am writing to request that a number of design elements be included in the South Waterfront Transportation Plan/South Portal project amendments to address concerns that have been raised by me and many of my neighbors about pedestrian safety, traffic flow, and transit access.

Proposed Amendments: In an effort to improve traffic flow in the South Waterfront area, the City is proposing to extend SW Moody Avenue from SW Bancroft to SW Hamilton Court thereby providing South Waterfront traffic with an additional access point to SW Macadam. The plan would also close, or limit access on, a number of streets that currently provide South Waterfront residents and employees with direct ingress/egress to SW Macadam Avenue.

The changes would increase the volume of South Waterfront traffic using the existing SW Bancroft/SW Macadam Avenue intersection as well as the newly created connection to SW Hamilton Court/SW Macadam Avenue via the SW Moody Avenue extension.

Concerns: I, and many of my neighbors, are concerned about the additional volume of South Waterfront traffic that will use our relatively narrow, privately owned, neighborhood streets which do not have sidewalks. In the past year, several apartment buildings have been built on SW Landing Drive. This has significantly increased vehicular, bicycle and pedestrian traffic in our neighborhood.

Please note that I am not opposed to the South Waterfront project. If designed and constructed correctly, the project would address some pedestrian safety concerns and provide a multi-modal connection to South Waterfront and downtown without having to rely on SW Macadam which gets very congested during peak periods.

My biggest concerns are:

- 1) Pedestrian safety on SW Landing Drive and Hamilton Court. Both streets are privately owned by the Johns Landing Commercial Area Association (JLCAA). They are poorly designed, do not have sidewalks, and function more like parking lots than through-streets.
- 2) Increased traffic on SW Hamilton Court which will make it more difficult to use that street to access SW Macadam Avenue.
- 3) The potential for increased through-traffic on SW Landing Drive.
- 4) Lack of continuous sidewalk connections to access streetcar and light rail in the South Waterfront area.
- 5) Increased personal liability and maintenance costs associated with allowing additional non-local traffic to use Hamilton Court, a private street owned by the JLCAA.
- 6) The potential for streetcar or trolley extensions through the neighborhood without proper vetting of the pros and cons with all affected neighborhood and home-owner associations.

My neighbors and I have raised these concerns in a number of forums with city staff. I appreciate Andrew Aebi, the South Portal project manager, for responding to many of those concerns in his letter dated September 16, 2016.

Desired Outcome: I respectfully request that the following elements be incorporated into the South Waterfront Transportation Plan/South Portal project amendments scheduled for City Council consideration in November 2016 and that will be constructed as part of the project.

The amendments would help the city accomplish the broader goal of enhancing transportation safety and choice throughout the South Waterfront area as well as for residents and employees located in the Johns Landing area located between SW Hamilton Court and SW Boundary.

- The city should acquire SW Hamilton Court and improve it to city standards including constructing a sidewalk extending from SW Macadam Avenue to SW Moody Avenue. I understand that SW Landing Drive will remain a private street at this point but I intend to work with my neighbors and the Johns Landing Commercial Area Association to seek pedestrian safety enhancements as well as traffic calming elements that will dissuade through-traffic.

- Construct a round-about at the intersection of SW Hamilton Court and SW Moody Avenue to give residents and businesses south of SW Hamilton Court the ability to travel northbound to the South Waterfront area and downtown without using Macadam Avenue. It should also be designed to provide us with the ability to travel westbound on SW Hamilton Court to access Macadam Avenue.

The round-about is a critical element for our neighborhood. Without it, the increased volume of South Waterfront traffic on SW Hamilton Court essentially will prevent us from accessing SW Macadam Avenue during peak periods.

- Include sidewalks on SW Moody to provide a safer and more direct route for our residents and employees to access streetcar and light rail in the South Waterfront area.
- In a separate but related issue, engage all affected neighborhood, homeowner and business associations in robust and thorough assessment of the benefits and costs associated with extending streetcar or trolley south of SW Hamilton Cr. prior to considering action on that alternative.

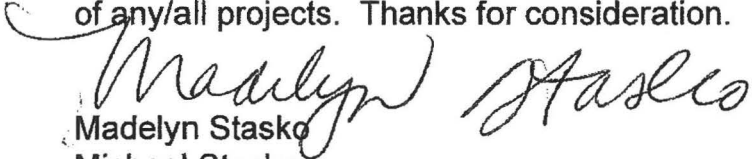
Thank you for your consideration.

Sincerely,

Robin McArthur

We would like to add my name to this letter and emphasize the last bullet to NOT add streetcar or trolley south of SW Hamilton Cr.

We also would like to request that the HOA's and Commercial Building owners on Landing Drive keep fully up to date on any plans for Landing Drive. Could there be a website created that provides summary of all discussions and feedback from HOA's and Commercial Building owners to provide transparency of any/all projects. Thanks for consideration.


Madelyn Stasko
Michael Stasko
4980 SW Landing Drive #303
Portland, OR 97239

Moore-Love, Karla

From: Michael Taylor-Sullivan <toponod@yahoo.com>
Sent: Friday, November 04, 2016 4:39 PM
To: Council Clerk – Testimony
Subject: Testimony for the Public Record Regarding the South Waterfront Transportation Plan Amendments
Attachments: South Waterfront Testimony 11-04-16MT-S.doc; SouthPortalTrafficCalmingAddendum.pdf

See attachments

Thank you
Michael Taylor-Sullivan

November 4, 2016

The Honorable Charlie Hales, Mayor

The Honorable Steve Novick, Transportation Commissioner

Leah Treat, Director, Portland Bureau of Transportation

Andrew Aebi, South Portal Project Manager

Subject: Testimony for the Public Record Regarding the South Waterfront Transportation Plan Amendments

My wife and I live and work, 15 years now, in the Johns Landing area located along SW Landing Drive, SW Hamilton Court and SW Boundary. Landing Drive is a private street in southwest Portland, extending nearly a half mile through a community of campus-style, owner-owned multi-family condominium complexes from the 1980's; multi-family apartment complexes recently constructed 2015/2016; and commercial office and service businesses zoned from the 1970's.

I am writing to request a number of design elements be included in the South Waterfront Transportation Plan/South Portal project amendments to address concerns that several neighbors have shared with me about pedestrian safety, traffic flow, and transit access.

Proposed Amendments: In an effort to improve traffic flow in the South Waterfront area, the City is proposing to extend SW Moody Avenue from SW Bancroft to SW Hamilton Court thereby providing South Waterfront traffic with an additional access point to SW Macadam. The plan would also close, or limit access on, a number of streets that currently provide South Waterfront residents and employees with direct ingress/egress to SW Macadam Avenue.

The changes would increase the volume of South Waterfront traffic using the existing SW Bancroft/SW Macadam Avenue intersection as well as the newly created connection to SW Hamilton Court/SW Macadam Avenue via the SW Moody Avenue extension.

Concerns: Neighbors are concerned about the additional volume of South Waterfront traffic that may use our relatively narrow, privately owned, neighborhood streets which do not have sidewalks. In the past year, several apartment buildings have been built on SW Landing Drive. This has significantly increased vehicular, bicycle and pedestrian traffic in our neighborhood. Even now the neighborhood association is investigating certain traffic-calming scenarios (see attachment: Traffic-Calming Scenarios Landing Drive Corridor).

Although I am not opposed to the South Waterfront project. If, designed and constructed correctly, the project would address some pedestrian safety concerns and provide a multi-modal connection to South Waterfront and downtown without having to rely on SW Macadam which gets very congested during peak periods.

My biggest concerns are:

- 1) Pedestrian safety on SW Landing Drive and Hamilton Court. Both streets are privately owned by the Johns Landing Commercial Area Association (JLCAA). They are poorly designed, do not have sidewalks, and function more like parking lots than through-streets. (refer to remedy scenarios in planning stages in attachment)
- 2) Increased traffic on SW Hamilton Court which will make it more difficult to use that street to access SW Macadam Avenue.
- 3) The potential for increased through-traffic on SW Landing Drive.

- 4) Lack of continuous sidewalk connections to access streetcar and light rail in the South Waterfront area.
- 5) Increased personal liability and maintenance costs associated with allowing additional non-local traffic to use Hamilton Court, a private street owned by the JLCAA.
- 6) The potential for streetcar or trolley extensions through the neighborhood without proper vetting of the pros and cons with all affected neighborhood residents and business owners.

My neighbors and I have raised these concerns in a number of forums with city staff. I appreciate Andrew Aebi, the South Portal project manager, for responding to many of those concerns in his letter dated September 16, 2016.

Desired Outcome: I respectfully request that the following elements be incorporated into the South Waterfront Transportation Plan/South Portal project amendments scheduled for City Council consideration in November 2016 and that will be constructed as part of the project.

The amendments would help the city accomplish the broader goal of enhancing transportation safety and choice throughout the South Waterfront area as well as for residents and employees located in the Johns Landing area located between SW Hamilton Court and SW Boundary.

- The city should acquire SW Hamilton Court and improve it to city standards including constructing a sidewalk extending from SW Macadam Avenue to SW Moody Avenue. I understand that SW Landing Drive will remain a private street at this point. I intend to work with my neighbors and the Johns Landing Commercial Area Association to seek pedestrian safety

enhancements as well as traffic-calming elements that will dissuade through-traffic increases and through-traffic speeding.

- Amelioration efforts may have to be implemented on the private street to include: adding sidewalk infrastructure coupled with off-set pavement alterations with pavement narrowing designs, if, significant cut-through traffic should adversely impact the Landing Drive corridor. I include this as a provision due to the high demographic of OHSU students and professionals commuting daily through this corridor.
- Construct a round-about at the intersection of SW Hamilton Court and SW Moody Avenue to give residents and businesses south of SW Hamilton Court the ability to travel northbound to the South Waterfront area and downtown without using Macadam Avenue. It should also be designed to provide us with the ability to travel westbound on SW Hamilton Court to access Macadam Avenue.

The round-about is a critical element for our neighborhood. Without it, the increased volume of South Waterfront traffic on SW Hamilton Court essentially will prevent us from accessing SW Macadam Avenue during peak periods.

- Include sidewalks on SW Moody to provide a safer and more direct route for our residents and employees to access streetcar and light rail in the South Waterfront area.
- Well-conceived provisions for cyclists. Whether dedicated bike lanes or sharrows lanes, several concerns have been raised about the integration of a mini-round-about and right-of-way-oriented fast commuter-type bicyclists.
- *I wish to emphasize that if, and when, some kind of rail service accompanies future growth it will be welcomed as an amenity to a thriving central business district sited west of OR43.* That said, It is my desire that any engagements with affected neighborhood, homeowner and business associations be robust and thoroughgoing in assessment of the

benefits and impacts associated with extending streetcar or trolley south of SW Hamilton Crt. prior to considering action on that alternative.

In closing, as a resident living and working near (quarter mile) at the south interface of the South Waterfront community, I hope for an improved dialog with neighboring leaders going forward. I wish to share my continued desire to contribute towards revitalizing the once existing, circa 1985, Johns Landing master plan. As a well-intentioned and thoughtful urban plan, it was crafted to guide the community over time to both steward the natural riverside amenities and adapt to new infrastructure demands and developments, all necessities now require us to demonstrate our resolve and legitimacy as a forward-thinking and groundbreaking community presenting positive amenities and thriving examples which we all know are integral to what and how we live in this special part of Portland.

Thank you for your consideration.

Sincerely,

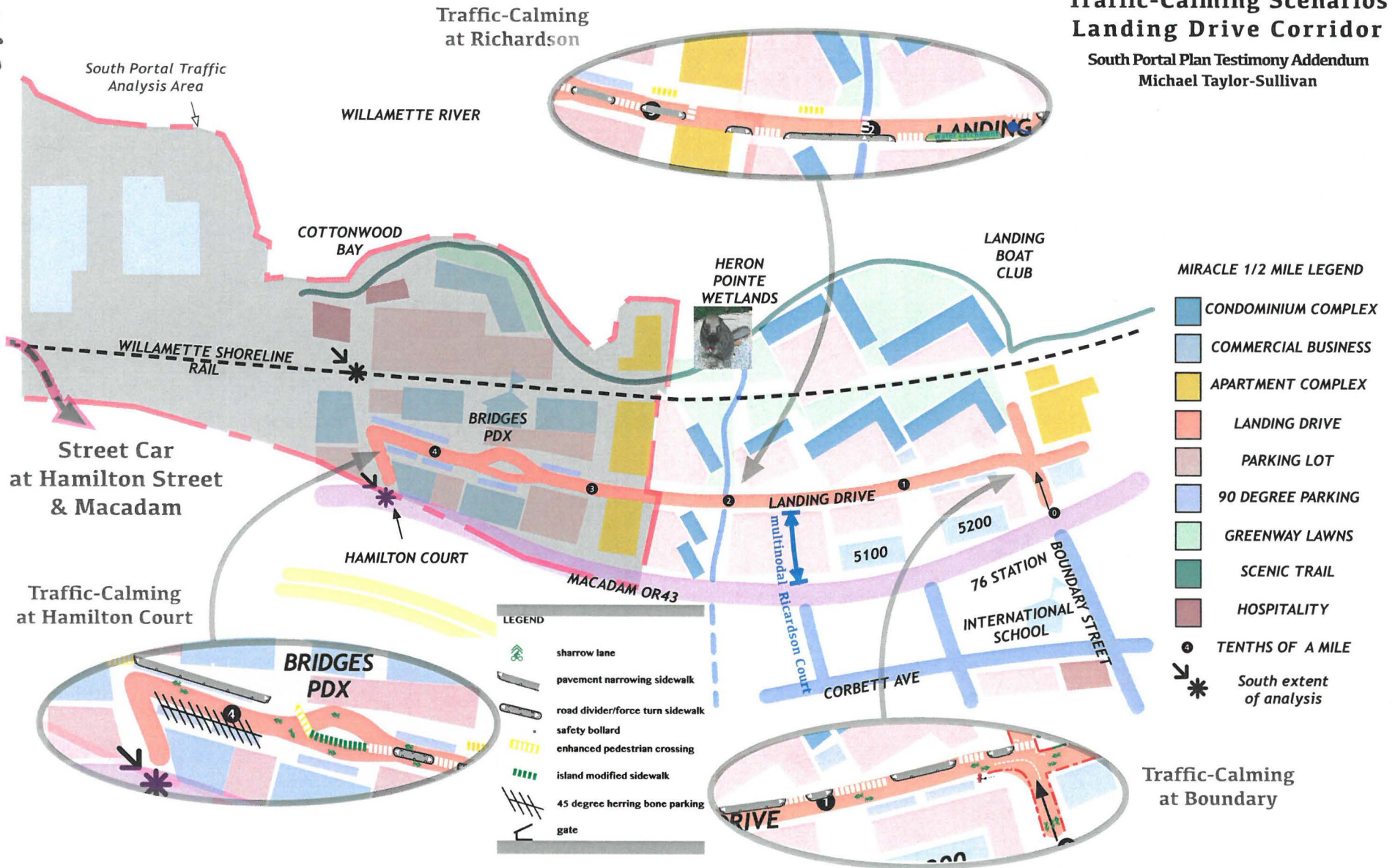
A handwritten signature in black ink that reads "Michael Taylor-Sullivan". The signature is written in a cursive, flowing style.

Michael Taylor-Sullivan

Attachment: Traffic-Calming Scenarios Landing Drive Corridors ~ in the planning stages!

Traffic-Calming Scenarios Landing Drive Corridor

South Portal Plan Testimony Addendum
Michael Taylor-Sullivan



MIRACLE 1/2 MILE LEGEND

- CONDOMINIUM COMPLEX
- COMMERCIAL BUSINESS
- APARTMENT COMPLEX
- LANDING DRIVE
- PARKING LOT
- 90 DEGREE PARKING
- GREENWAY LAWNS
- SCENIC TRAIL
- HOSPITALITY
- TENTHS OF A MILE
- South extent of analysis

- ### LEGEND
- sharrow lane
 - pavement narrowing sidewalk
 - road divider/force turn sidewalk
 - safety bollard
 - enhanced pedestrian crossing
 - island modified sidewalk
 - 45 degree herring bone parking
 - gate

Parsons, Susan

From: Aebi, Andrew
Sent: Friday, October 21, 2016 7:12 PM
To: Robin McArthur
Cc: Council Clerk – Testimony; Nebel, Erika; Gleason, Megan
Subject: Fw: Testimony for 11/16/16 South Waterfront Transportation Plan/South Portal Project
Attachments: South Waterfront Testimony 102116.pages

Thank you for your kind words, Robin. Consider it done and have a good trip!

Andrew

Sent using OWA for iPhone

From: Robin McArthur <robin.mcarthur2010@gmail.com>
Sent: Friday, October 21, 2016 7:00:31 PM
To: Aebi, Andrew
Subject: Testimony for South Waterfront Transportation Plan/South Portal Project

Andrew - attached is my testimony on the South Waterfront Transportation Plan amendments that will be considered by City Council next month. Please include it in the public record.

I want to thank you for responding to many of the neighborhood concerns raised during the vetting process. I especially appreciate the letter you mailed to area residents and businesses on September 16th outlining the project proposal and design elements that will contribute to making this a better project for S. Waterfront and Johns Landing alike.

Unfortunately, I will be out of town on November 16th and will be unable to testify in person. I hope the attached letter gets considered as part of the record during council deliberations.

I will send a signed copy of my letter through the mail.

Sincerely, Robin

October 21, 2016

The Honorable Charlie Hales, Mayor
The Honorable Steve Novick, Transportation Commissioner
Leah Treat, Director, Portland Bureau of Transportation
Andrew Aebi, South Portal Project Manager

Subject: Testimony for the Public Record Regarding the South Waterfront Transportation Plan Amendments

I am a resident of the Johns Landing area located along SW Landing Drive, SW Hamilton Court and SW Boundary. I am writing to request that a number of design elements be included in the South Waterfront Transportation Plan/South Portal project amendments to address concerns that have been raised by me and many of my neighbors about pedestrian safety, traffic flow, and transit access.

Proposed Amendments: In an effort to improve traffic flow in the South Waterfront area, the City is proposing to extend SW Moody Avenue from SW Bancroft to SW Hamilton Court thereby providing South Waterfront traffic with an additional access point to SW Macadam. The plan would also close, or limit access on, a number of streets that currently provide South Waterfront residents and employees with direct ingress/egress to SW Macadam Avenue.

The changes would increase the volume of South Waterfront traffic using the existing SW Bancroft/SW Macadam Avenue intersection as well as the newly created connection to SW Hamilton Court/SW Macadam Avenue via the SW Moody Avenue extension.

Concerns: I, and many of my neighbors, are concerned about the additional volume of South Waterfront traffic that will use our relatively narrow, privately owned, neighborhood streets which do not have sidewalks. In the past year, several apartment buildings have been built on SW Landing Drive. This has significantly increased vehicular, bicycle and pedestrian traffic in our neighborhood.

Please note that I am not opposed to the South Waterfront project. If designed and constructed correctly, the project would address some pedestrian safety concerns and provide a multi-modal connection to South Waterfront and downtown without having to rely on SW Macadam which gets very congested during peak periods.

P2 of 3

My biggest concerns are:

- 1) Pedestrian safety on SW Landing Drive and Hamilton Court. Both streets are privately owned by the Johns Landing Commercial Area Association (JLCAA). They are poorly designed, do not have sidewalks, and function more like parking lots than through-streets.
- 2) Increased traffic on SW Hamilton Court which will make it more difficult to use that street to access SW Macadam Avenue.
- 3) The potential for increased through-traffic on SW Landing Drive.
- 4) Lack of continuous sidewalk connections to access streetcar and light rail in the South Waterfront area.
- 5) Increased personal liability and maintenance costs associated with allowing additional non-local traffic to use Hamilton Court, a private street owned by the JLCAA.
- 6) The potential for streetcar or trolley extensions through the neighborhood without proper vetting of the pros and cons with all affected neighborhood and home-owner associations.

My neighbors and I have raised these concerns in a number of forums with city staff. I appreciate Andrew Aebi, the South Portal project manager, for responding to many of those concerns in his letter dated September 16, 2016.

Desired Outcome: I respectfully request that the following elements be incorporated into the South Waterfront Transportation Plan/South Portal project amendments scheduled for City Council consideration in November 2016 and that will be constructed as part of the project.

The amendments would help the city accomplish the broader goal of enhancing transportation safety and choice throughout the South Waterfront area as well as for residents and employees located in the Johns Landing area located between SW Hamilton Court and SW Boundary.

- The city should acquire SW Hamilton Court and improve it to city standards including constructing a sidewalk extending from SW Macadam Avenue to SW Moody Avenue. I understand that SW Landing Drive will remain a private street at this point but I intend to work with my neighbors and the Johns Landing

Commercial Area Association to seek pedestrian safety enhancements as well as traffic calming elements that will dissuade through-traffic.

- Construct a round-about at the intersection of SW Hamilton Court and SW Moody Avenue to give residents and businesses south of SW Hamilton Court the ability to travel northbound to the South Waterfront area and downtown without using Macadam Avenue. It should also be designed to provide us with the ability to travel westbound on SW Hamilton Court to access Macadam Avenue.

The round-about is a critical element for our neighborhood. Without it, the increased volume of South Waterfront traffic on SW Hamilton Court essentially will prevent us from accessing SW Macadam Avenue during peak periods.

- Include sidewalks on SW Moody to provide a safer and more direct route for our residents and employees to access streetcar and light rail in the South Waterfront area.
- In a separate but related issue, engage all affected neighborhood, homeowner and business associations in robust and thorough assessment of the benefits and costs associated with extending streetcar or trolley south of SW Hamilton Cr. prior to considering action on that alternative.

Thank you for your consideration.

Sincerely,

Robin McArthur

P.3M3

Moore-Love, Karla

From: dodiet@comcast.net
Sent: Tuesday, October 18, 2016 5:51 PM
To: Council Clerk – Testimony
Subject: 11/16/2016 Meeting for South Waterfront Street Plan
Attachments: South Portal Extension.docx

Presenting my attached email testimony regarding South Waterfront Street Plan
Thankyou,
Dodie Tombleson, 4990 SW Landing Dr #104, Ptld, Or 97239 (503-234-0075)

South Portal Extension

My name is Dodie Tombleson and I have been a resident at Heron Pointe Condos in Johns Landing for the past 11 years. I moved in at the time of conversion from apartments to condos. Landing Drive is a privately owned and maintained street, and in my opinion it cannot handle anymore traffic. It is at capacity now since the city allowed three (3) large developments in the past 2-3 years, over 600 units in 3 high rise buildings. Two on Landing Dr directly across from each other. The city has allowed these developers setbacks resulting in no sidewalks and no bicycle lanes. Landing Dr is a very narrow 2 lane street and can be at times extremely unsafe for cars, pedestrians, bicycles and the service vehicles that need to access our community.

I do not want the South Portal Extension in anyway to add to the already existing congestion between Hamilton Ct and Boundary which would ultimately impact Landing Dr.

I am also concerned about the possibility of extending the Portland Streetcar past Hamilton Ct.

It appears that the city does not want or need a comprehensive plan but only a desire to pass on the **South Waterfront** traffic congestion to other areas, one being Johns Landing.

I encourage all to visit our neighborhood especially during peak hours and see how difficult it already is to navigate on foot, bicycle or vehicle.

Thank you for considering these issues,

Dodie Tombleson

4990 SW Landing Dr #104, 97239

dodiet@comcast.net

Aebi, Andrew

From: Council Clerk – Testimony
Sent: Thursday, October 13, 2016 10:07 AM
To: Hales, Charlie; Fritz, Amanda; Fish, Nick; Saltzman, Dan; Novick, Steve
Cc: Aebi, Andrew; Wiggins, Rachael; Broughal, Justine; Salazar, Goldann; Quitugua, Betsy; Brewster, Stacy; Gleason, Megan
Subject: FW: South Portal Plan 11/16/2016 Council Meeting

Testimony from Sallie Aldape.

Karla Moore-Love |Council Clerk
 Office of the City Auditor |City Hall Rm 130
 503.823.4086

-----Original Message-----

From: Sallie Aldape [mailto:smaldape@icloud.com]
Sent: Tuesday, October 11, 2016 3:02 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Cc: Sallie Aldape <morrison.aldape@gmail.com>
Subject: South Portal Plan 11/16/2016 Council Meeting

Reasons the City Council should withhold support for the South Portal Extension, in its present form

Lack of Transparency - PBOT wants a show of support for its plan to extend Moody to Hamilton Ct, but has been unwilling to provide a traffic study that could detail the impact of its South Portal Expansion on the abutting neighborhood(s), specifically the property along the privately owned SW Landing Drive between Boundary and SW Hamilton Ct. Repeated requests have been made to PBOT to provide a traffic study, but no such study has been provided to date. The city cannot expect the neighborhood(s) to provide written support for a program without information detailing the impact to its community, private roads and related infrastructure, as well as the related costs expected from the neighborhood to mitigate those impacts going forward.

Lack of Accountability - PBOT wishes to reroute its SWF traffic problem South, away from the publicly owned roads and sidewalks in the SWF to privately owned roads and infrastructure in the Johns Landing neighborhood. It appears the city plans to send its problems Southbound onto roads it does not own nor pays to maintain (i.e. SW Landing Drive).

Lack of Comprehensive Plan - Similar to the SWF, the area along SW Landing Drive between SW Hamilton Ct and SW Boundary has seen explosive growth over the past 2 years. Residential units in this area have increased from 144 in 2014 to 625 (end of 2016), a 334% increase. Despite a practice of comprehensive planning for multimodal travel and oversized sidewalks in the SWF, the city planning dept. has repeatedly allowed for insufficient building setbacks and waivers along SW Landing Drive, severely limiting the Johns Landing Commercial Area Association's (JLCAA) ability to plan for adequate road, pedestrian and bike improvements along its primarily arterial, SW Landing Drive. The plan to shift the traffic congestion south from the SWF to Johns Landing with the South Portal Plan only makes this roadway more of a liability it is current state. It is problematic that the City reaps the tax revenues and related charges from the increasingly dense new development in the SWF and Johns Landing, and appears to make setback and design decisions with little input from owners of the roadways in Johns Landing (JLCAA), but at the same time is not on the hook to pay for the related infrastructure and safety improvements that will required along SW Landing Drive to accommodate this growth.

The project appears to primarily benefit SWF car travel at the expense of the Johns's Landing's car, bike and pedestrian travel on SW Landing Drive between Hamilton Court and Boundary. The South Portland Plan is designed to relieve congestion within the SWF at Bancroft by creating an additional exit point southbound along Moody at Hamilton Ct.

Although PBOT's proposed condemnation of Hamilton Ct will reportedly result in improved sidewalks on Hamilton Ct and a small roundabout, no such improvements are proposed for SW Landing Drive, the street that will likely bear the brunt of the increased car congestion from (1) weaker left turn access on Hamilton CT to Macadam and (2) increased overall in car thru traffic emanating from the north. The only truly viable exit point open for all to use will be SW Boundary, again a street in which no improvements by the city are slated to occur. If the South Portal Plan is implemented as presently proposed, pedestrian and bike safety along SW Landing will suffer, due to the increase in car congestion on SW Landing Drive; PBOT offers no infrastructure improvements or mitigations in the area which will feel the most impact, nor even a baseline traffic study. This seems to contradict recent Vision Zero goals adopted by the City, in which "every street project be designed to achieve zero deaths" (City of Portland Vision Zero Website).

Possible Solutions.

Transfer All Johns Landing Road & Infrastructure to the Public Domain. If the City truly believes a South Portal extension is in the best interests of the community as a whole, it should take ownership of all infrastructure within the Johns Landing neighborhood (roads, sewer water, other) so any negative impact it creates in the neighborhood will borne by the City, not a private entity with little say in the development decisions nor the resources to accommodate this pace of change. The city will make better design decisions overall if they have an ownership interest in the impacted areas.

Share Tax Revenue Growth with the Entity that Maintains the Infrastructure within the Area. If the City does not want to take control of the roads and related infrastructure within the area, it seems like a tax revenue sharing program with the JLCAA would be warranted. If the City is gaining notable tax revenue from high density development within this private neighborhood, it should help pay for related infrastructure improvements within that same neighborhood, or as noted above, take ownership and control of those infrastructure improvements that the taxes are generally expected to support (roads, water, sewer).

Route Car, Bike and Pedestrian Travel along Moody to Hamilton Ct, but Route Streetcar to Macadam at Bancroft. If neither of the above options are achievable, a re-adoption of the streetcar alignment from Bancroft to Macadam would represent a compromise. This option would notably decrease the amount of private real estate condemned along the proposed streetcar route along Moody into the JL neighborhood, thereby reducing the negative impact of routing a streetcar through a residential and heavy pedestrian and bike area (adheres to Vision Zero Principles). In addition, it would conform to the original plan laid out in the Portland to Lake Oswego Streetcar Alignment Study ("Final Phase") from 2011, (and reaffirmed in 2014 in the City's 20 Year Transportation Plan). To deviate from this plan, given the considerable time and energy spent to complete, seems problematic. Additionally, this plan would also leave the Willamette ROW free to make a dedicated bike path, improving bike flow through the area providing a separation of bike and pedestrian traffic.

FINAL THOUGHTS

People forget that the Johns Landing neighborhood stood out as an unconventional development for its time. John Grey, the developer, was a pioneer in promoting increased density, while at the same time maintaining a high degree of livability through access to the river, wetlands, green spaces, and a walkable/bikeable neighborhood. Remember, this was the 1970's! It is also one of the few neighborhoods in the city's core that continues to own and maintain its own roads and related infrastructure. Many in the neighborhood will continue to support increased density, as this is a tenet by which the neighborhood was created, but the City must do its part to share in the burden of that increasing density. Please remember that although the Community owns and maintain the roads, water and sewer lines and related infrastructure, it does not share in the revenues from the property taxes, development charges, or governmental sewer and water service fees. Please give the residents of this community meaningful input in the decisions or at a minimum the fees and/or services to defray the related development costs.

Sincerely, Sallie M. Aldape

2222 SW 17th Ave

37257

Portland OR 97201
503-278-0070
Morrison.aldape@gmail.com

Sent from my iPad