



June 9, 2016

Mayor Charlie Hales
Portland City Councilors
City of Portland, City Hall
1221 SW Fourth Avenue
Portland, OR 97204

RE: Comprehensive plan update: compliance with regional requirements

Dear Mayor Hales and City Councilors:

Portland is a crucial partner for protecting quality of life in the region for decades to come. I would like to thank the City of Portland, especially Bureau of Planning and Sustainability staff for working consistently and proactively with Metro over the last several years to ensure that regional requirements are reflected in the city's proposal for updating its comprehensive plan.

Certain aspects of City land use regulations and transportation system plan must comply with regional requirements. The proposed Comprehensive Plan update is a thoughtful document that advances and balances many regional, city and community objectives. This letter comments on how the proposed Comprehensive Plan would comply with applicable Metro code sections. Please enter this letter into the record.

Urban Growth Management Functional Plan compliance

The Urban Growth Management Functional Plan provides direction to cities and counties for the elements that must be included in their comprehensive plans and zoning. As described below, there are several Functional Plan sections that are relevant to the proposed Comprehensive Plan.

Title 1 – Housing Capacity

To reinforce cities and maintain a compact urban form, Title 1 of the Functional Plan generally requires cities to maintain or increase their *zoned* housing capacity. Because the City is considering amendments to its comprehensive plan designations, not to its zoning map or code, Metro Title 1 does not apply. We appreciate that city staff has worked closely with Metro to consider downstream implications for compliance with Title 1 in implementing the comprehensive plan in City's zoning code. We look forward to continued coordination on this topic as the city begins considering possible amendments to its zoning.

Title 4 – Industrial and Other Employment Areas

Title 4 seeks to support the region's economy by limiting some non-industrial uses in areas depicted on the Employment and Industrial Areas Map (Title 4 Map). As noted in the City's draft Findings of Fact and Conclusions of Law, some of the city zones that correspond to proposed Comprehensive Plan designations (in Title 4 areas) would not comply with Title 4. Metro staff suggests that the city either amend the list of corresponding zones to exclude zones that wouldn't comply with Title 4 or add code language to ensure that future zone changes are only made if Title 4 Map amendment criteria can be met (to remove or change their Title 4 designation). We understand that the City may be requesting several Title 4 Map amendments and expect that Portland staff will continue coordinating with us to ensure that the applicable Title 4 Map amendment criteria can be met.

Title 6 – Centers, Corridors, Station Communities, and Main Streets

Title 6 recognizes centers, corridors, station communities and main streets as the principal locations of urban life and calls for actions and investments that enhance that role. Title 6 is largely voluntary and the city has worked diligently to achieve the activity levels recommended in Title 6. We commend the city proposal to adopt official boundaries for centers in Portland as that is one of the requirements for eligibility for future regional investments (as defined in the Functional Plan).

Title 7- Housing Choice

Title 7 is intended to increase the region's supply of affordable housing. We suggest that the city's Findings should note the strategies, actions and implementation measures that the proposed comprehensive plan includes for ensuring a diverse range of housing types and maintaining and increasing opportunities for affordable housing (please see Metro Code section 3.07.730).

Regional Transportation Functional Plan (Metro Code, Chapter 3.08) compliance

The Regional Transportation Functional Plan (RTFP) implements the Goals and Objectives in section 2.3 of the RTP and the policies of the RTP and its constituent freight, high-capacity transit and transportation system management and operations plans which cities and counties of the region will carry out in their comprehensive plans, transportation system plans (TSPs), other land use regulations and transportation project development. As described below, there are several RTFP sections that are relevant to the proposed Comprehensive Plan. Through its Further Findings of Fact, the City has demonstrated that it is in compliance with all of the relevant sections of the RTFP.

Title 1- Transportation System Design

Title 1 addresses street, transit, freight, bicycle and pedestrian system design, green street design, street connectivity, bicycle and pedestrian connections to the transit system, modal plans, and system management. The City has provided findings that demonstrate that it meets and is in compliance with Title 1 of the RTFP.

Title 2 – Development and Update of Transportation System Plans

Title 2 describes certain elements that must be included and standards that apply when a city updates its Transportation System Plan (TSP). The City has provided findings that demonstrate that it meets and is in compliance with Title 1 of the RTFP.

Title 3 – Transportation Project Development

Title 3 requires the City to identify the location and general description/parameters of planned facilities. The 2035 Comprehensive Plan and TSP is consistent with this title because the project list has been mapped, and includes project descriptions/parameters, estimated costs, and timeframes.

Title 4 - Regional Parking Management

Title 4 requires cities to establish parking ratios within a specified range (minimums and maximums) in their development codes. This title also requires that cities establish minimum bicycle parking requirements, and requires certain design standards for large parking areas. The title also requires parking management plans and policies in centers and station communities. The City has provided findings that demonstrate that it meets and is in compliance with Title 1 of the RTFP.

Title 5 – Amendment of Comprehensive Plans

Title 5 requires cities to consider certain strategies, including, transportation system management, transportation demand management, transit improvements, bike improvements, pedestrian improvements, traffic calming, land use, connectivity, and capacity. The City has provided findings demonstrating that these strategies have been incorporated into the plan and is therefore in compliance with Title 5 of the RTFP.

Title 6 – Compliance Procedures

Title 6 describes procedures a city must follow to be in compliance with the RTFP. The City has fulfilled these procedures and is in compliance with Title 6 of the RTFP.

Metro thanks you for the opportunity to participate in this process and looks forward to our continued partnership.

Respectfully,



Martha Bennett
Chief Operating Officer

Cc: Roger Alfred, Metro
Tom Armstrong, Portland BPS
Kathleen Brennan-Hunter, Metro
Al Burns, Portland BPS
Eric Engstrom, Portland BPS
Elissa Gertler, Metro
Lake McTighe, Metro
Ted Reid, Metro
Gary Shepherd, Metro
John Williams, Metro

Date: 4/11, 2016

AUDITOR 04/13/16 AMB:ESB

To Whom It May Concern,

This document serves as a written testimony to ask that the mayor and city council to NOT approve the Comprehensive Plan proposed amendment #M35 and deny the request of Brummell Enterprises for a change to the zoning stipulated for the properties located at 1623, 1624, 1626, 1653, 1663, 1674, and 1735 SE Sherrett St. Brummell Enterprises (head quartered in Alaska) is seeking to change the zoning from R2.5ad to R1d, from R2ad to CM2, and from R2ad and R1d to R1d and CM2 (multi unit housing - allowing up to 4-story structures).

For the following reasons the mayor and the city council should NOT approve amendment 35:

- **TRAFFIC:** The service considerations described by BPS staff are understated, and they make anyone living in this area question the validity of the BPS data source and analysis (which is not cited). On the 17th Ave. corridor South of Tacoma, traffic is currently a capacity issue as it is extremely congested during rush hours in the morning and evening due to local residential and Clackamas County traffic headed to the Sellwood or Ross Island bridges. This section is ALWAYS difficult for pedestrians to cross during the day. The construction of a new apartment building (on Umatilla – a few blocks away) is to add another 44 apartments. Another large apartment building was added last year one block west of 17th and Tacoma. A new apartment development is also planned one block east of 17th and Tacoma. Per the Bureau of Transportation study on parking concerns with CM1 housing developments, 88% of residents in these type buildings own 1 or more cars. More residents are and will be driving on 17th street to work, and for routine trips. The "mitigating factor" BPS staff suggests is under-researched at best. This area is not within an easy walk to the LRT Tacoma stop – it is about 1 mile away from Sherrett st. Residents wanting to take the LRT will and do DRIVE on 17th to the Tacoma Stop and park – if no parking is found, which is frequently the case, or if they want a more secure area to park, they will travel further to the Bybee LRT stop and park in the Eastmoreland area – THIS IS HAPPENING NOW.

To state biking on the Springwater Corridor Trail is a mitigating factor is also an overstatement. Based on City Transportation Bureau data on bicycle count locations in 2014 during weekday peak times, this trail had approximately 1,400 to 2,160 people from the entire Sellwood-Moreland and nearby neighborhoods (over 11,200 people total) using it to commute during peak weekday hours in non-winter months. A 12% to 18% bike commuter population is hardly a mitigating factor. For example, this means that the new residents of the new 44 unit apartment building may have 5-6 people who will be bikers who maybe will bike all year round to work (weekend biking drops nearly in half).

- Existing CM1 zoning on 17th street properties owned by Brummell Enterprise in this area already allows them to further increase density resulting in more housing and more cars on the 17th corridor. This capacity issue is a reality now – there is no need to further exacerbate this problem (and cause others) by changing zoning on non-corridor facing properties that are near or in the middle of the block on Sherrett St.
- The Brummell Enterprises proposal is not about conforming to the comprehensive plan's ideal of focusing development in corridors and centers. It's about pushing high density into an already dense residential area (Sellwood is now 1.5 times more dense than the average Portland neighborhood) and maximizing their profit at the expense of neighbors in the surrounding area. Their request also does not conform with other Comprehensive Plan goals and policies such as: **Policy 4.11 Access to light and air, Policy 4.12 Privacy and solar access, Policy 4.18 Compact single-family options, Goal 5.B: Equitable access to housing, Policy 5.14 Gentrification/displacement risk, Goal 5.A: Housing diversity, Policy 4.81 Growing food, Policy 4.67 Design with nature, Policy 4.71 Hazards to wildlife, Policy 4.45 Historic and cultural resource protection**
- Multi-story buildings at these locations would adversely impact the neighbors on Sherrett St., Clatsop st. and on Harney St (between 16th and 17th). They would reduce privacy, and the sunlight, which is necessary to maintain the gardens and prevent the death of the many plants many neighbors have established- using ecologically sound and pesticide-free gardening techniques (one is a National Wildlife Federation Backyard Habitat). The

many trees that have been planted to encourage a healthy ecosystem and watershed for all plants and animals would suffer or die. Residents on Sherrett St., Harney and Clatsop streets already suffered a reduction of livability and solar access when the Brummell company built the 4 story retirement home (1674 SE Sherrett st) on the South side of 17th& Sherrett St. It would be devastating to further decrease the neighbors ability to enjoy their homes, gardens, and the wildlife that have been encouraged to share it.

- Many residents throughout this area frequently protest the removal of the old homes. The historically significant homes on Sherrett st. (many over 100 years old) add to the character of Sellwood and any reduction by demolition would diminish that fact.
- Per their previous written testimony to the Bureau of Planning, Brummell Enterprises intends to create a "south gateway node into Portland" on 17th& SE Sherrett St. This would enable them to demolish existing renter occupied homes. However, Sherrett St. is a very narrow street that borders Sellwood Middle School with abundant traffic and parking issues as it is. In fact, because of its narrowness, Sherrett St. has signs on it placed by the city to not allow large trucks to travel on it. They simply do not need to destroy any more homes, damage gardens, create parking problems and reduce livability for their stated "opportunities". Also the city recently designated the intersection of 13th& Tacoma as a historic node – this is a far more appropriate gateway location to the south side of the Sellwood-Moreland neighborhood.
- Sellwood-Moreland is rapidly losing single family rental units. This is making it very difficult for people who do not have the ability to buy homes to obtain enough space for gardening that can reduce their cost of living, and a play area for children. This results in further gentrification, a lack of diversity and a forced exodus of families who have lived in the neighborhood for many years. The city needs to pay attention to this problem and preserve the current zoning for these houses.

Sincerely,

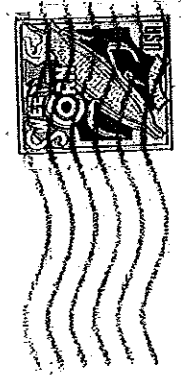
Sarah Lapham

Name

SARAH LAPHAM

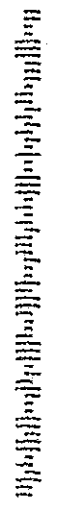
Address

1700 SE LADD AVE
PORTLAND, OR
97214



PORTLAND OR 970
 11 APR 2018 PM 2 L

Council Clerk
 1221 SW 4th Avenue, Room 130
 Portland, OR 97204



97204190021



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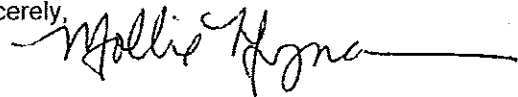
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Sincerely,



Name

Mollie Hyman

Address

1625 SE Spokane St.
Portland OR
97202

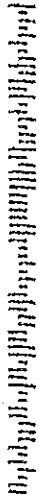
1625 OE Spokane St.
Portland, OR 97202

PORTLAND OR 972
11 APR 2016 PM 5 L



Council Clerk
1221 SW 4th Ave Rm 130
Portland OR, 97204

97204190021



Date: April 10, 2016

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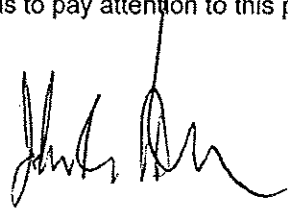
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Sincerely,



Name John R. Barber

Address 1626 S.E. Spokane St.
Portland, OR 97202-6709

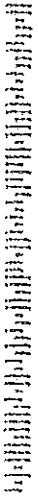
Barber
1626 S.E. Spokane St.
Portland, OR 97202-6709



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IF MAILED
IN THE
UNITED STATES

City of Portland
City Council Clerk
1221 S.W. 4th Ave.
Room 130
Portland, OR 97204

97204150021



Arevalo, Nora

From: Parsons, Susan
Sent: Tuesday, May 03, 2016 2:23 PM
To: BPS Comprehensive Plan Testimony; Arevalo, Nora
Subject: 4-27 testimony at Council - Tamara DeRidder
Attachments: 04-27-16 DeRidder Testimony Portland's Toxic Air.pptx

Follow Up Flag: Follow up
Flag Status: Completed

Nora,
This is a powerpoint from Tamara DeRidder, given as part of her testimony last week. Please add to your record. Thank you!

Susan Parsons
Assistant Council Clerk
City of Portland
susan.parsons@portlandoregon.gov
503.823.4085










Portland's Toxic Air

Propose Plan Includes DEQ Air Quality Maps

By Tamara DeRidder, AICP

TDR & Associates Land Use Planning

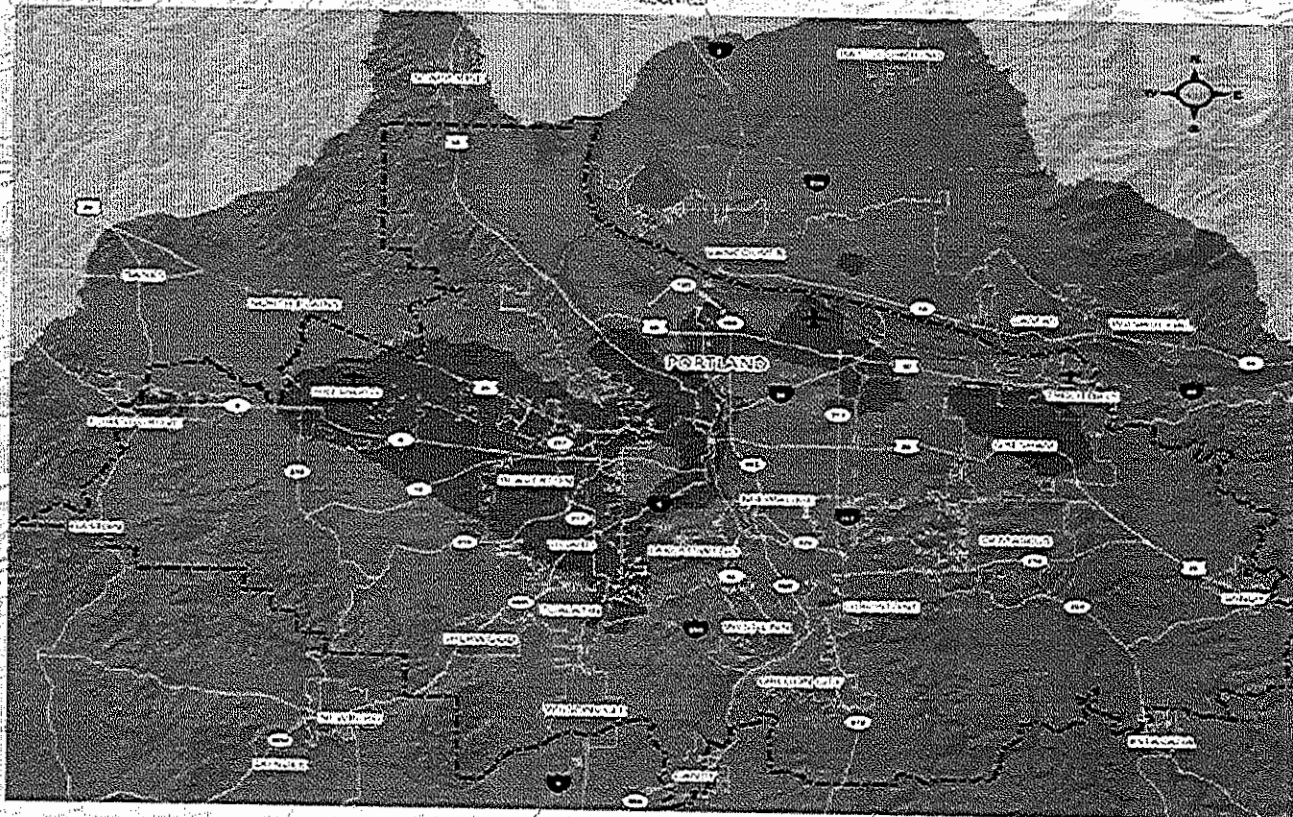
**PATS 2017
MODELING RESULTS
BENZENE
ALL SOURCES**

-  PATS Study Area boundary
-  Benchmark contour (0.13 µg/m³)
- Annual average concentration**
-  < 1/2X benchmark
-  1/2X - 1X benchmark
-  1X - 2X benchmark
-  2X - 3X benchmark
-  3X - 5X benchmark
-  5X - 10X benchmark
-  > 10X benchmark



NOTE: Areas beyond the modeling domain (color shaded region) are beyond the scope of this project.

REFERENCES:
 Concentration data from DEQ, Portland Air Toxics Study (PATS)
 Basemap from Metro and ESRI data.



Arevalo, Nora

From: Elmore-Trummer, Camille
Sent: Monday, May 02, 2016 9:27 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: CUB Testimony - Open Data / Digital Inculsion
Attachments: CUB_Testimony_Comp_Amendments_042716.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you,
Camille E. Trummer
Policy Advisor
Office of Mayor Charlie Hales
Email: camille.trummer@portlandoregon.gov
Direct: 503-823-4045
Mobile: 503-823-8062
www.portlandoregon.gov/mayor

From: Samuel Pastrick [mailto:samuel@oregoncub.org]
Sent: Wednesday, April 27, 2016 3:45 PM
To: Elmore-Trummer, Camille <Camille.Trummer@portlandoregon.gov>
Subject: Re: CUB Testimony - Open Data / Digital Inculsion

Camille,

Apologies - please use the version attached (I noticed a typo in the other and I hate typos).

Best,

Sam

On Wed, Apr 27, 2016 at 3:17 PM, Samuel Pastrick <samuel@oregoncub.org> wrote:

Camille,

Thanks for pulling me aside after my testimony this afternoon. Please find my/CUB's remarks attached.

And just to be crystal clear: CUB strongly **opposes** proposed amendments P11, P68, and P85. Conversely, CUB strongly **supports** the original PSC language around polices 2.11, 8.117, and 8.118.

Please be in touch with any questions or concerns.

Cheers,

Sam

--

Samuel Pastrick
Development Associate + Telecom Advocate

Citizens' Utility Board of Oregon
CUB Policy Center
CUB Connects

samuel@oregoncub.org
503-227-1984 x19

<http://www.oregoncub.org>
<http://www.cubpolicycenter.org>
<http://www.cubconnects.org>



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Samuel Pastrick
Development Associate + Telecom Advocate

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samuel@oregoncub.org
503-227-1984 x19

<http://www.oregoncub.org>
<http://www.cubpolicycenter.org>
<http://www.cubconnects.org>





Citizens' Utility Board
of Oregon

April 27, 2016

To: Portland City Council
Re: Comprehensive Plan Amendments

My Name is Sam Pastrick, and I'm with the Citizens' Utility Board (CUB) of Oregon. CUB opposes proposed amendments P11, P68, and P85.

While the City's Comprehensive Plan is, at its core, a land-use plan – it's also so much more. That's to say, ensuring urban and neighborhood vitality relies on so much more than solving "land-use" issues.

The Comp Plan is also a framework to inform innovative decision-making for the benefit of City residents over the long-term – and in policy arenas once thought to have less to do with land-use and more to do with, well, transportation -- for instance. This connection is now a given, but that wasn't always the case.

Ubiquitous broadband access, and fair and transparent inclusion in the digital world, has become essential to daily life. Connecting disparate communities with disparate services requires clear and pioneering policy around transportation. This same idea is true for open data and digital inclusion.

Therefore, tying land-use to open data and digital inclusion is, in CUB's opinion, akin to tying land-use to transportation.

Specifically, while private utilities, internet service, and technology companies provide communication services and facilities to Portlanders, the City does regulate some aspects of those services – such as the siting of those facilities. And through past Broadband Adoption Plans, and now the Digital Equity Action Plan (DEAP) Resolution, the City has displayed a strong track-record of promoting fair and affordable access to emerging technology and communications services for all Portland residents.

More specifically, by removing key language from policy 2.11 around open data – and also from policies 8.117 and 8.118 around broadband adoption and encouraging regulatory investments in technology and communications infrastructure – neither the City's Comprehensive Plan (as it concerns digital inclusion), nor the DEAP Resolution carry the needed "teeth".

We can't know precisely what Portland, or the world for that matter, will look like in 10 or 20 years. But it's a safe bet that the internet and data-driven decision making will play a feature role in building healthier, more vibrant, and equitable communities.

Knowing this, City Council has an opportunity to either lead the charge or bring up the rear on Open Data and Digital Inclusion policy. CUB opposes amendments P11, P68 and P85, so urges a no vote.

Thank you.

Samuel Pastrick
Citizens' Utility Board of Oregon

Arevalo, Nora

From: Elmore-Trummer, Camille
Sent: Monday, May 02, 2016 9:25 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Comprehensive Plan Testimony: S 20, S21, S22 and P45

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you,
Camille E. Trummer
Policy Advisor
Office of Mayor Charlie Hales
Email: camille.trummer@portlandoregon.gov
Direct: 503-823-4045
Mobile: 503-823-8062
www.portlandoregon.gov/mayor

From: lindsays@pdx.edu [mailto:lindsays@pdx.edu]
Sent: Wednesday, April 27, 2016 7:23 PM
To: Elmore-Trummer, Camille <Camille.Trummer@portlandoregon.gov>
Cc: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Fwd: Comprehensive Plan Testimony: S 20, S21, S22 and P45

Hi Camille,

Good chatting with you today!

Here is my written testimony I submitted later this afternoon. Hopefully it is a bit more articulate than my oral testimony as I was coming from work....and hadn't had lunch!

When I sent this, I was in a meeting at the work and seem to have left you out and misspelled the Mayor's name.

So hear it is...see below.

I look forward to meeting with you further as this all evolves.

Thank you,

Susan

Sent from my iPad

Origin forwarded message:

From: Susan Lindsay <lindsays@pdx.edu>
Date: April 27, 2016 at 4:56:13 PM PDT
To: "pdxcompplan@portlandoregon.gov" <pdxcompplan@portlandoregon.gov>
Cc: Hales Charlie <MayorHayes@portlandoregon.gov>, Commissioner Fritz <amanda@portlandoregon.gov>, Steve Novick <Novick@portlandoregon.gov>; Nick Fish <nick@portlandoregon.gov>, Commissioner Saltzman <dan@portlandoregon.gov>, "Grumm, Matt" <matt.grumm@portlandoregon.gov>, "Shriver, Katie" <Katie.Shriver@portlandoregon.gov>, Jamie Dunphy <jamie.dunphy@portlandoregon.gov>, "Adamsick, Claire" <claire.adamsick@portlandoregon.gov>
Subject: Comprehensive Plan Testimony: S 20, S21, S22 and P45

To the Honorable Mayor Hales and Commissioners Novick, Saltzman, Fritz and Fish,

I write to urge your support of Comp Plan amendments S20, S21, and S22.

While there were many zoning changes proposed for the Buckman neighborhood, these three amendments were specially requested and supported by many neighbors concerned about the potential devastating consequences brought by the proposed map changes put in place by the original BPS plan.

Buckman is an historic, eclectic neighborhood, low to medium income neighborhood with beautiful houses and trees which underwent large-scale and sweeping demolitions in the 1970's.

At that time and watching Portland's oldest eastside neighborhood being bulldozed for apartment buildings, dedicated activists got busy and worked to protect the neighborhood from further destruction and to save the houses and trees

The map changes proposed by planning threaten those hard fought protections and should be rejected.

S21 and S22 are both in an area which has recently undergone and passed the rigorous workup for a historic district and was approved for inclusion by the National Register body. Concerns within the neighborhood about design review fees caused the application to be withdrawn...but all is in place for this process to resume. S21 and S22 protect that path and the important historic resources in the proposed district.

Keeping the existing zoning in place is supported by a letter submitted from the Portland Historic Landmarks Commission which calls upon this area to remain R-5.

Regarding S20. We are so pleased to have this support and ask for it to continue! This very important "bridge" area ..the heart of our residential area...between Colonel Summers Park and Buckman Elementary should be preserved with existing zoning. BPS one sentence response that this area is all commercial is completely incorrect.

The importance of S20 cannot be underscored. The new developments being currently built are large and filled will very small, very expensive studio apartments. The existing R1 and R2.5 in this area will allow other housing types to be developed so that couples and families with children can find room in Buckman all within walking distance to the park and school.

This area contains many turn of the century homes which provide affordable rental opportunities with unit sizes that accommodate families. When this area builds out, we *want* it to include more family-size housing.

Regarding P45. This strategy is interesting, but already in place in working class Buckman. Any "middle housing" proposal for the city needs much more vetting.....and absolutely needs to be looked at city-wide..or at least city-wide west of 82nd Avenue on the east side, and east of Skyline Blvd. on the west side.

There are many close in neighborhoods on both sides of the Willamette which could lend themselves to a middle housing look...such as Sellwood, Laurelhurst, Grant Park, Irvington, The SW and NW Hills, and Alameda. As a matter of equity, density should not be increased only in the areas already doing their share, and opening alternative housing options city wide opens up more affordable housing types in neighborhoods with good schools and amenities.

Finally, I am only slightly aware of a memo issue April 14th regarding protecting the houses in S21 while increasing the density to R1. While I appreciate the effort to protect these important resources, I would oppose this at this time as there has been no process or notification ...no one knows anything about this...and the density increase suggestion is too high.

A better approach might be examining the allowing of ADUs in duplexes city-wide.

Again, thank you for your sponsoring of amendments S20, S21 and S22. We are so grateful and ask for your continued support.

Buckman is a wonderful neighborhood with many housing types. We do not want you lose our heart..which we have fought so hard to preserve.

Thank you,

Susan Lindsay
625 SE 17th Avenue
Portland, OR 97214

--
Susan Lindsay

Arevalo, Nora

From: Washington, Mustafa
Sent: Monday, May 02, 2016 8:36 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Comprehensive Plan and "Missing Middle" [scale] Housing

Follow Up Flag: Follow up
Flag Status: Flagged

Please accept this testimony, it was submitted to us prior to 5pm, I was out of the office and unable to forward emails.

Mustafa

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

From: Rob Wilcox [mailto:robwilcoxjr@gmail.com]
Sent: Wednesday, April 27, 2016 4:49 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>
Subject: Comprehensive Plan and "Missing Middle" [scale] Housing

Mayor, and Commissioners,

I am following up in the Portland Tribune article <http://portlandtribune.com/pt/9-news/302840-180514-portlanders-t-on-missing-middle-housing>.

I agree "Missing Middle" housing is worth exploring.

I believe it should *not* be added to the comprehensive plan now, but should have a period of study with public involvement of no more than a year.

Ultimately I believe I would support it strongly.

In this note I would like to:

I Expand upon my thinking on the "Missing Middle"

II Suggest the Bureau of Development Services investigate expanded code and enforcement scrutiny of water and the building envelope

I "Missing Middle"

Builders have formulas of lot cost, lot size, building types, finish and more. Building to a set of formulas housing that is in demand minimizes their risk, and homebuilding is a business risk. For these to work, the City would need to consult with regional builders to see if these are being built today and what are the parameters of the model based on land price, selling price and cost of capital that make them feasible.

parallel, the neighbors and the public need to participate and ultimately support whatever rule making is adopted.

I believe that Portland has to balance two factors:

1. Avoid unnecessarily inflating housing prices as has happened by NIMBY development limits limiting supply.
2. Avoid replacing every affordable "used" home with new construction which *always* results in a higher cost per square foot for renters and buyers.

Displacing an individual from a "used" home they rent can be devastating economically.

Maintaining "used" housing is *always* more sustainable than building new. In almost every case, the "used" construction is much more durable as well. This is amply demonstrated by the construction defects in even high cost Pearl District projects. Construction defects in my circle extend over multi-family and single family homes. They will extend into the "Missing Middle" new construction.

II Improving the building envelope in BDS

Many personal friends have had failures in the building envelope because of water infiltration or failure of the sheathing material.

They have had improperly installed flashing that directed water into the wall cavity. That was found when an AIDS patient in the building exhibited a sensitivity to fungus. Several friends have had wholesale siding or window replacements. I was at a party in a new Tudor in Beaverton when water started dripping from the ceiling of the kitchen onto the island.

If you know Stewart Brand's book "How Buildings Learn" you know the theory of the rehabilitation of buildings: that the skin is replaced several times in the building life. I believe the skin of my house was replaced about 30-50 years ago after an about 40-60 year initial life. Some of the original old growth fir sheathing is still solid. The roof sheathing was replaced once, but many Portland homes have 100 year old roof sheathing.

We have strong energy law in the Northwest from Senator Henry "Scoop" Jackson's NW Power Act of 1980. So skin replacements have added economic value.

I propose a review of building shell best practices with respect to water infiltration in similar climates and their code. The study would include plan review, inspection protocol and BDS costs.

I believe on new construction or remodeling the value to the home buyer or renter is much larger than issues with plumbing and wiring.

Best regards,

Rob Wilcox
SW Portland

Arevalo, Nora

From: Washington, Mustafa
Sent: Monday, May 02, 2016 8:32 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Emailing - Middle Scale Housing City Council.pdf
Attachments: Middle Scale Housing City Council.pdf; ATT00001.htm

Follow Up Flag: Follow up
Flag Status: Flagged

From: Richard Potestio [mailto:rick@potestiostudio.com]
Sent: Wednesday, April 27, 2016 5:35 PM
To: Commissioner Fish <nick@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>;
Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>;
Commissioner Novick <novick@portlandoregon.gov>
Subject: Emailing - Middle Scale Housing City Council.pdf

Dear Mayor Hales and Commissioners,

Attached please find revised testimony in support of Commissioner Novick's and Commissioner Salesman's proposed amendment regarding Middle Scale Housing.
The constraints last week set my testimony over to today, however my own business obligations precluded by ability to present in person.

I hope that you will accept this testimony and read it in complete detail.

Yours,

Rick Potestio

April 19, with revision, April 27 in red for emphasis.

To: The Portland City Council and Mayor Hales

Testimony in Support of Novick and Saltzman Proposed Amendment P45 to the Comp Plan.

By Richard Potestio, 2211 SW Park Place, no. 502, Portland.

I am here to support Commissioners Novick's and Saltzman's Proposed Amendment to the Comp Plan supporting Middle Scale Housing.

Portland is experiencing a housing crisis, aspects of which include Affordability, Equity, Gentrification and Demolition. This crisis is in part a result of our zoning, which mandates single dwellings on about 70 percent of our land area. This is a de-facto Urban Anti-Growth Boundary. Restricting the opportunity to add new housing in this huge area creates an ongoing shortage of housing where people want to live—in our cherished vintage neighborhoods.

MIDDLE SCALE HOUSING PROVIDES A SOLUTION TO THIS CRISIS, AS IT IS AFFORDABLE HOUSING FOR A DIVERSE POPULATION THAT CAN BE BUILT ON ANY BLOCK IN ANY NEIGHBORHOOD.

Because Middle scale housing is modest in size, it will be affordable for small, local developers and may not require public subsidy or large-scale investment. Because it increases density, it will be affordable for buyers as land costs are distributed to more units. And rents may be more affordable because the landlords are likely to be members of our community and sensitive to our means.

MIDDLE SCALE HOUSING FITS NEIGHBORHOODS WHERE PEOPLE WANT TO LIVE

Portland's neighborhoods are filled with well-integrated examples of Middle Scale housing adjacent to both lower and higher density housing types. New Middle Scale housing integrated in the same manner, will give residents the opportunity to raise families and retire in their same neighborhood.

MIDDLE SCALE HOUSING WILL ADDRESS SEGREGATION AND BUILD COMMUNITY

As Portland refined its zoning map over the decades, it segregated the city into areas of distinct housing types. This in turn has segregated our population into areas defined by socio-economic means. Portland has been discovered, and the resulting rise in prices has caused gentrification and relocation of individuals and communities.

Middle Scale Housing integrates a mix of housing types and thereby ensures that people of all ages, incomes, relationships and backgrounds can coexist in neighborhoods. Thus Middle Scale housing may be the basis for truly diverse and healthy communities.

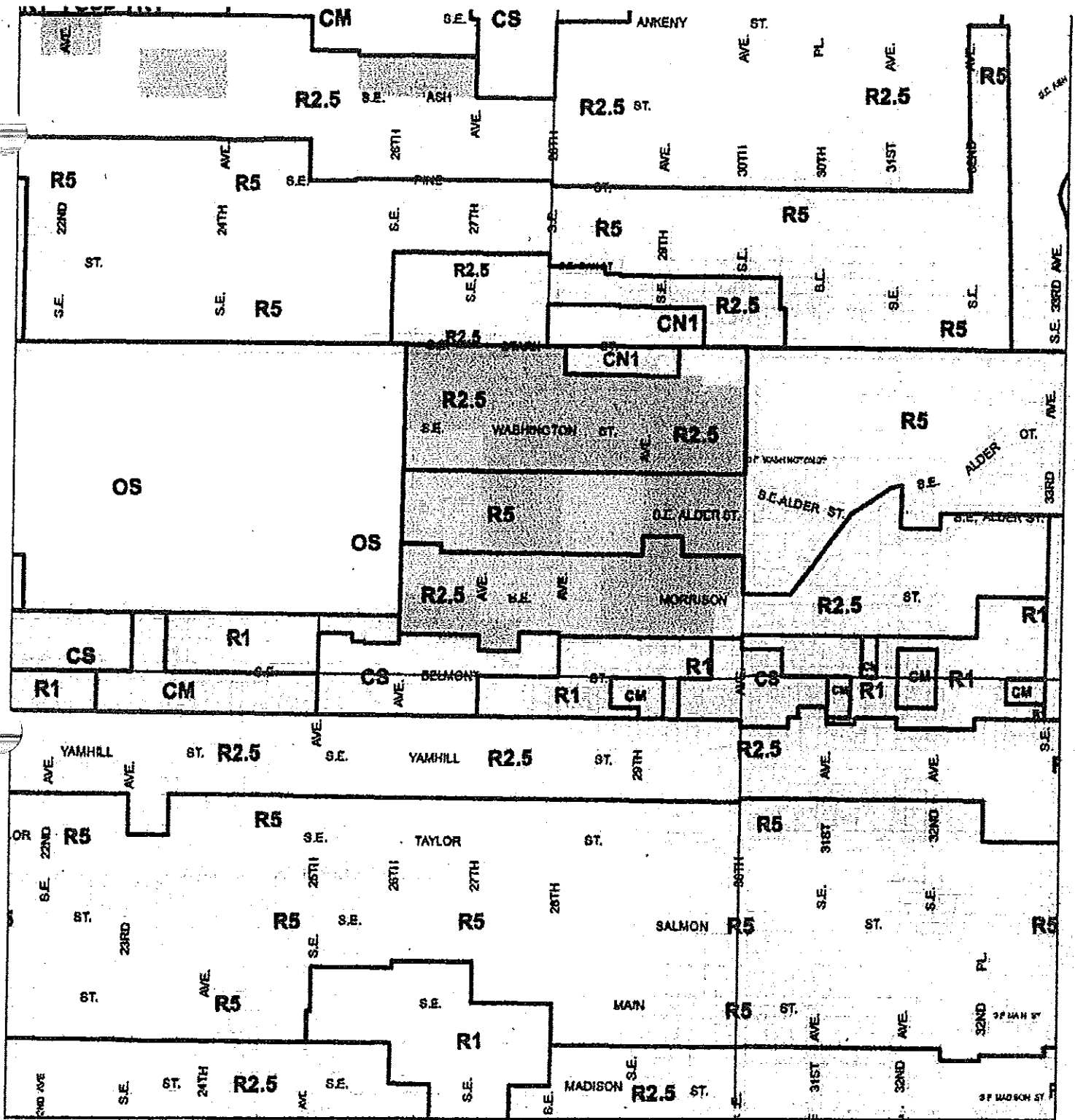
MIDDLE SCALE HOUSING MUST BE INTEGRATED

Therefore, you, our leaders, cannot undermine the benefits of Middle Scale Housing by directing our planners to grab a new color to fill in the zoning map where political opposition is the weakest.




Middle Scale housing cannot be isolated on the periphery of neighborhoods or sequestered along high density Corridors and Centers. It cannot be restricted in size by artificial zoning constraints or located on the basis of size or number of units. Middle Scale housing is not a transitional buffer between zones of different densities.

For Middle Scale housing to work, it must be integrated anywhere in all neighborhoods. It must be designed on the basis of appropriate unit sizes, unit mixes and unit numbers corresponding to programmatic requirements and normal residential room and unit sizes. It should not be built solely for singles, but must be built for middle-sized families of middle-income means.

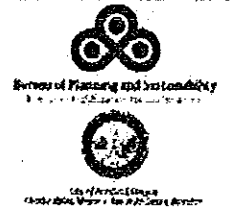
If over the course of 25 years every demolished house was required to be replaced with Middle Scale housing containing a minimum of 4 units, this would capitalize on a change of 12 per-cent of the existing housing stock by creating a 37 per-cent increase in units per block. At this rate, Portland could fit 222,000 of its 260,000 new residents in affordable housing in neighborhoods where they would like to be.



**Map C
Proposed Changes**

-  Proposed Multi-Dwelling 2,000
-  Existing Zone Designations
-  Proposed Multi-Dwelling 1,000

April 6, 2016



**TESTIMONY
RECEIVED DURING
4/23/16 HEARING
BATCH #7**

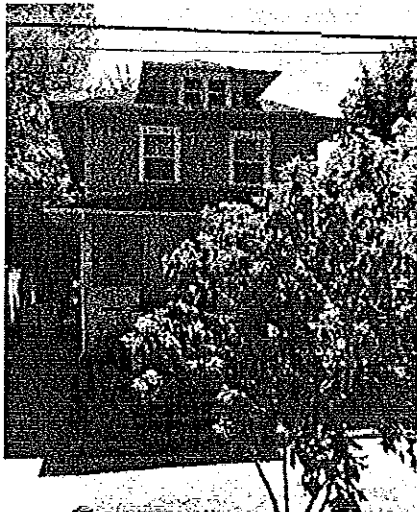
BRIAN RICHARDSON TESTIMONY



704 SE 29th
Year built: 1910
Description: single-family residential
Current zoning: R5
Proposed zoning R1



2924 SE Alder St
Year built: 1912
Description: single-family residential
Current zoning: R5
Proposed zoning: R1



2926 SE Washington
Year built: 1909
Description: single family residential
Current zoning: R2.5
Proposed zoning: R1



614 SE 29th
Year built: 1911
Description: single-family residential
Current zoning: R2.5
Proposed zoning: R1

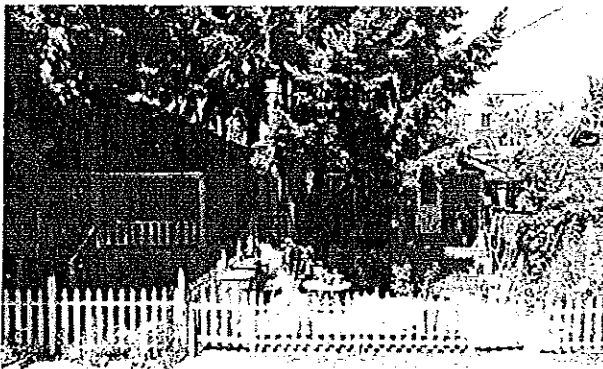
34
34



737 SE 30th Ave
Year built: 1888
Description: single-family residential
Current zoning: R2.5
Proposed zoning: R1



804 SE 29th Ave
Year built: 1911
Description: single family residential
Current zoning: R2.5
Proposed zoning: R1



2921 and 2927 SE Morrison
Year built: 1907
Use: single family residential
Current zoning: R2.5
Proposed zoning: R1



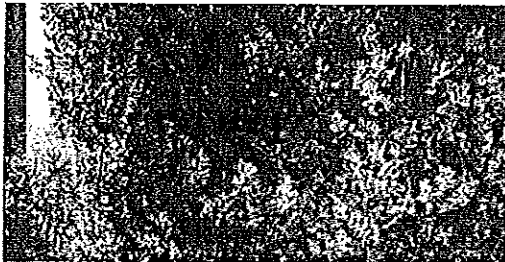
613 SE 30th
Year built: 1907
Description: single family residential
Current zoning: R2.5
Proposed zoning: ~~R2.5~~ R1



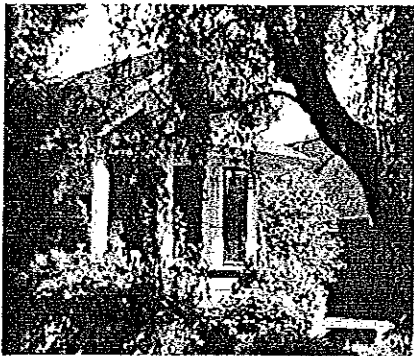
2746 SE Stark St
 Year built: 1910
 Description: single family residential
 Current zoning: R2.5
 Proposed zoning: ~~R2.5~~ R1



2736 SE Stark St
 Year built: 1906
 Description: single-family residential
 Current zoning: R2.5
 Proposed zoning: R1



517 SE 28th Ave
 Year built: 1910
 Description: single-family residential
 Current zoning: R2.5
 Proposed zoning: R1



800 SE 26th
 Year built: 1886
 Description: single family residential
 Current zoning: R2.5
 Proposed zoning: R1



520 SE 27th
 Year built: 1884
 Description: single family residential
 Current zoning: R2.5
 Proposed zoning: R1



2716 SE Washington
Year built: 1913
Description: single family residential
Current zoning: R2.5
Proposed zoning: R1



2704 SE Washington
Year built: 1928
Description: single family residential
Current zoning: R2.5
Proposed zoning: R1

Single-family residential changing to Multi-family R2

624 SE 26th Ave
710 SE 26th Ave
716 SE 26th Ave
728 SE 26th Ave
802 SE 27th Ave
734 SE 27th Ave
724 SE 27th Ave
725 SE 28th Ave
706 SE 28th Ave
807 SE 28th Ave
808 SE 28th Ave

My name is Brian Richardson and I am testifying in support of Commissioner Novick's amendment 2 in a memo dated April 12th to previous amendments S21 and S22 that would result in maintaining existing single-family R5 + R2.5 zoning in the areas between SE 26th and 30th Avenues and Belmont and Stark Streets. The changes proposed by the Comprehensive Plan to multifamily R1 and R2 are very specific to this 4x4 block area while leaving surrounding areas of southeast Portland with nearly identical housing stock unchanged. We would have all of our single family homes convert to R2 or R1, which I have included as information in the packet I gave you.

Many of us seem to agree on the need for middle-density housing, but we should face these challenges and changes together throughout inner southeast Portland. Rental housing in our neighborhood is actually relatively affordable due to our mix of single-family homes, duplex, triplexes, and small apartment buildings. So rather than just trying to bring even more density to our tiny area, with the potential for 45-foot-tall, 4-story apartment buildings next to (or replacing) single-family homes, we should instead bring our mixed, mosaic model to the nearby residential neighborhoods.

This area is not appropriate for this proposed density increase. We are certainly not a commercial center; we don't have any grocery stores. Stark St. to the north is not a commercial corridor in the way that Burnside or Hawthorne are – it is largely residential and doesn't have a bus line. Belmont to the south is also notably undeveloped and residential through this section.

The Sunnyside Neighborhood Association opposes the changes to our zoning, as do my neighbors that I have spoken to. We aren't afraid of growth or density, both of which already exist in our neighborhood. We know the city is changing. However, we feel singled out for large changes to our neighborhood while not asking the rest of the area to chip in.

I ask for your support in maintaining the existing single-family zoning in my area while working on more fair and forward thinking policies on middle-density housing that include more neighborhoods. Thank you very much for listening.

April 27, 2016

Testimony to City Council regarding provision of more opportunities for development of "Middle Housing" and affordable housing in Portland.

Also, proposal to protect sunlight access for existing dwellings

The fully written testimony has already been submitted

This testimony references three documents that are attached. *submitted April 20th*

1. The first document is the Feb 2, 2016 memo to Mayor Hales from Principal Planner Engstrom. On page 4 of this document five options are suggested to the Mayor for Council consideration. I recommend that the first 2 approaches be further pursued with adequate community input. Those are re-evaluate zoning in inner SE PDX, and evaluate R 2.5 comp Plan areas not yet zoned R2.5. In addition to the staff suggestions, I recommend that the Council have Planning staff further evaluate the potential for additional land area in the city to be designated R-1, R 2. and R-2.5. If the City Council thinks more opportunities are needed for the development of middle housing, designating more vacant and/or underdeveloped land as R-1, R-2 or R-2.5 is a more legally viable process than hastily changing the comp plan and zoning code to allow for additional density (middle housing)in fully developed single family residential neighborhoods presently zoned for that use. Housing structures built at R-1, R-2 and R 2.5 densities are qualitatively different in mass and height (development intensity) than those structures built at R-5, R-7 or R-10 densities. *with attachments*

The owners of homes in existing low-density residential zones bought those properties with the underlying understanding that their neighborhoods would not appreciably change. This understanding is based on city land use designations as proscribed at the time of acquisition. The provision of owner certainty for how intensely land adjacent to their property can be developed through zoning regulation is a major principle in the practice of land use planning.

2. The second document is the city planning definitions of multi-dwelling residential zones. To provide for more land area suitable to be zoned for R-1, R-2 and R-3 (R-2.5?) basic, rational land planning criteria for where those zones should be located has been highlighted. Examples of those criteria are: If near low residential zones, have multi-family zones be applied to large sites (1 acre +) or groups of

sites; Have multi-family zones be applied near major streets and supportive public and commercial services. As stated in the Engstrom staff report, high density residential zones should only be located in areas that are physically suitable and where adequate infrastructure is fully developed.

3. The third document is an e-mail I sent to the Mayor and Council in early February of this year. It basically appeals to you to not have the subject of low-income housing be addressed in the comprehensive plan process. My argument was and still is as follows. Providing opportunities for low cost housing is not a simple matter of supply-demand economics. Providing more land zoned for moderate density housing, thus more residential units built than the projected need, will not alone reduce the costs of those units. The e-mail includes an opinion paper written by Brian Cambell. He basically states that the Portland 20 year land supply proposed in the new comp plan for additional housing is adequate. The private real estate market, however, determines the mix, ^{and cost} and quality of what gets built. Without government affecting change in how this market functions, we will not be able to appreciably address the needs of those who cannot afford market-rate housing. The City Council needs to develop a 21st-century mix of economic inducements, incentives and requirements to engage the housing development industry in providing for a more broad range of affordable housing. Inclusionary zoning is one example of an incentive that can be used by the City.

Lastly, I request that the City Council develop a policy (and implementing ordinances) protecting existing home owner's right to sunlight. This policy and implementing codes should affect all forms of new housing development in all the moderate to low density residential zones, whether it be for middle housing or single family residential infill. Existing home owners in these zones have a right to the sunlight they presently access: sunlight on rooftops that presently have solar panels installed or have high potential for solar energy production; sunlight to their yards, especially rear yards; and sunlight to their dwelling windows. The burden of proof would be on all new residential developments, showing that the above sunlight policy and code regulations are met through planning and/or building code review.

April 27, 2016

pg 1 of 2

My name is Carol McCarthy. I am here to urge you to keep the record open for the city council amendments beyond today.

Amendment P45

~~The topic~~ is on the agenda for tonight's SWNI Board meeting. Closing the record today will not allow the outcome of a SWNI vote ^{on P45} to become part of the record. The vote tonight will be taken at the earliest possible time given the March 18th rollout of these amendments. For ~~it~~ ^{the vote outcome} to be omitted from the record is inconsistent with provisions of the current comp plan, city code, and Goal 1.

The use of the phrase "were appropriate" in P45 to specify where middle density ^{housing} would be allowed is not defined. It leaves us at the mercy of possible corrupting forces from advisory committees stacked with people who may have financial interests that stand in direct opposition to protecting the character and livability of our neighborhoods. The planners should have been more transparent and applied multi-dwelling zones "were appropriate" through the map app at the ^{informed} outset of the 2035 comp plan update. to allow for ^{citizens involvement}.

P45 is inconsistent with Metro's 2040 plan, which is quoted below:

"Neighborhoods remain largely the same under the 2040 Growth Concept. Some redevelopment can occur to better use vacant land or under-used buildings. New neighborhoods are likely to have smaller single-family lots, mixed ~~use~~ ^{use} and a mix

Carolee Anthony Apr. 27, 2016, pg 2 of 2

of housing types such as row houses and accessory dwelling units. The growth concept distinguishes between slightly more compact inner neighborhoods and the slightly larger lots and fewer street connections of outer neighborhoods."

And continues "If you live in an established neighborhood, whether in the heart of Portland or in Gresham or Beaverton, your neighborhood should continue to look and function like it does now. Protecting existing neighborhoods is one of the most important aspects of the 2040 Growth Concept."

Middle density housing is promoted as affordable but the amendment language offers no guarantee that it will be affordable. It could have the ^{opposite} unintended consequence of increasing housing costs in our neighborhoods. Please vote against P45. Please vote against P45.
Thank you.



BRIDGETON NEIGHBORHOOD ASSOCIATION

Portland City Council
1221 S.W. Fourth Avenue
Portland Oregon 97201

Bridgeton Neighborhood Association officially requests the City of Portland amend the proposed Portland Comprehensive Plan to change the designation of Bridgeton Neighborhood from Mixed-Use - Dispersed to Mixed Use - Neighborhood.

The Mixed-Use Neighborhood designation would create zoning that matches the existing scale of the buildings that have been built in our river neighborhood since the adoption of the Albina Community Plan. The Mixed Use Neighborhood designation also is consistent with the adopted Bridgeton Neighborhood Plan's spirit of creating a vibrant dense village along the Columbia River.

One important thing to understand about our topography is that our neighborhood is built along the Columbia River Levee. The Levee makes most of Bridgeton have a 14 feet elevation change from the Top to the Toe of the Levee.

The Designation Mixed Use Neighborhood and the CM2 zoning enabled by that designation allow that elevation change to be used in a better way. For instance, the elevation change allows tuck-under parking on the backside of the building while still enabling a delightful pedestrian orientation to the front of the homes along Bridgeton Road.

We also feel strongly that the best way for Bridgeton to foster a sustainable village of local services, *in partnership with the Hayden Island Community*, is for us to continue with the same development density we have now, which is Mixed-Use Neighborhood

Please adopt this change to the Portland Comprehensive Plan.

Respectfully,

Walter Valenta, Bridgeton Neighborhood Land-use Chair

Adopted by the Bridgeton Neighborhood Board

Karen Kane, Bridgeton Neighborhood Chair Leslie Sawyer Scott Niesen
Nancy MacGregor Bill Coffman Brian Stipak Ann Neuenschwander
Matt Whitney Kim Swenson Bridget Bayer

Portland City Council
1221 S.W. Fourth Avenue
Portland Oregon

Re: Written Comprehensive Plan and Zoning Testimony

Dear Members of the Portland City Council,

This testimony applies to the triangular shaped vacant 2.57 acres located at the west end of Hayden Island with property ID R323354 Map 1N1E28 100. Specifically, this is the last privately owned property at the west end of Hayden Island Drive and is adjacent to the large Multnomah County ownership that was considered for the industrial terminal. The property generally has at its northerly boundary the Columbia River, the southerly boundary the elevated railroad bridge, and the easterly boundary the private Schooner Creek ownership zoned IG2.

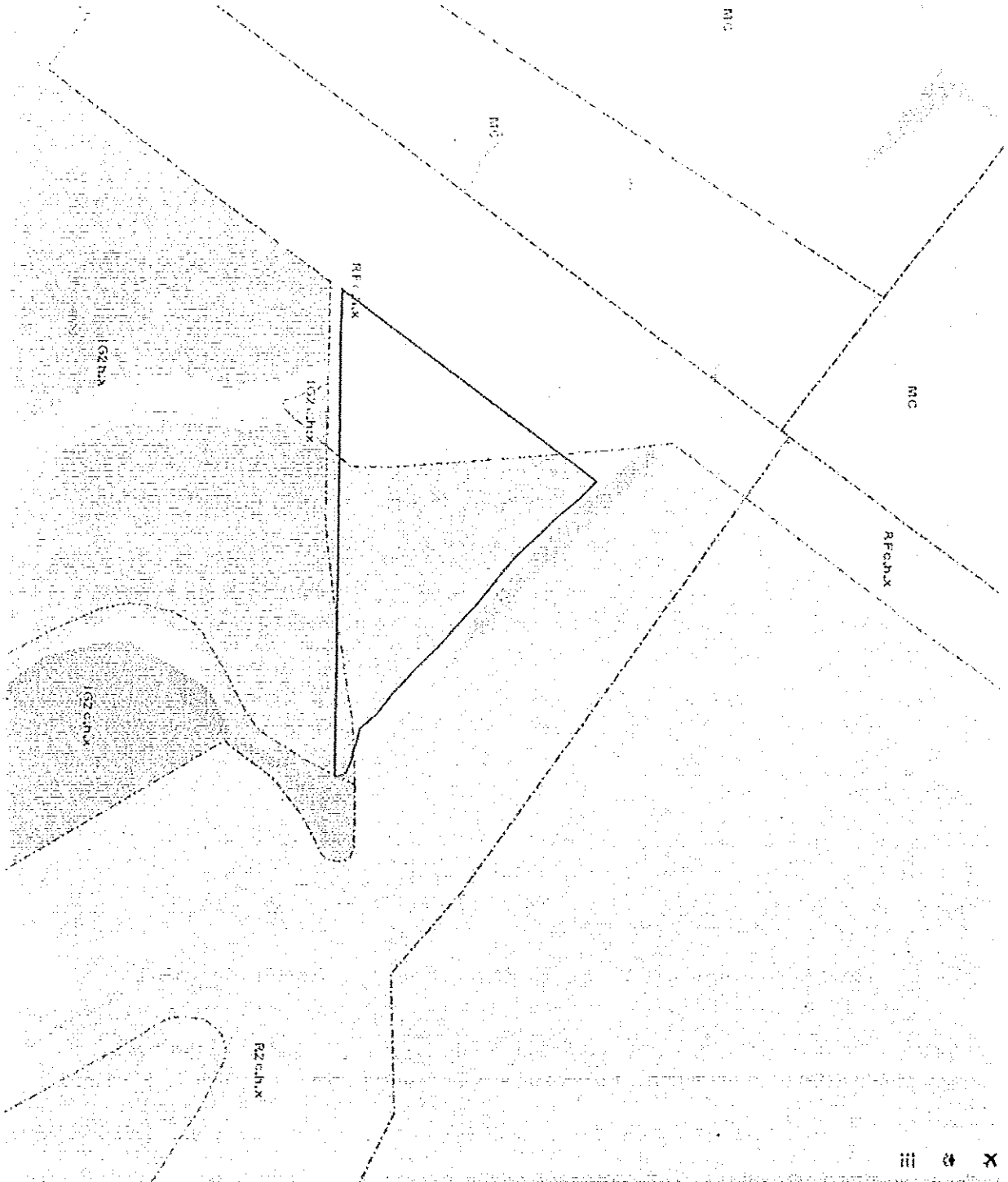
Currently, the property has three (3) zones which are portrayed on the attached exhibit. The southerly zone encompasses about one-third of the property along Hayden Island Drive and is RF Residential Farm and Forest. This is the same zone designation as the Multnomah County terminal land had before it was recently changed to industrial. The northerly zone encompasses about two-thirds of the property adjacent to the Columbia River and is R2 Residential 2000. The very most easterly corner has a miniscule area under the guidelines of General Industrial 2 and is zoned IG2. This small area abuts the neighbor zone of IG2 that is currently Schooner Creek.

The property, for the following reasons, needs to be zoned IG2 which is the same as the surrounding properties and needs to have a **COMPREHENSIVE PLAN CHANGE ALLOWING IG2 ZONING**.

1. The location between the railroad bridge and the existing industrial properties certainly does not lend itself to a residential use.
2. The existing zones were basically "remnant" zones from the past. These zones make no sense as to the reasonable ultimate use of the property and a predictable development.
3. The property is better zoned compatible to its neighbors which is IG2.
4. The conversion of this unique property to IG2 Industrial adds needed industrial property to the City of Portland's industrial land inventory.
5. One of the goals of the City in reviewing the existing the Comprehensive

In conclusion, the Portland City Council is reviewing the existing Comprehensive Plan and Zone for properties within the City to simplify and enhance development that are beneficial to long range strategies. One of the goals is to eliminate "split" zoning on City properties. This is a prime property needing a common sense Comprehensive Plan and Zone change eliminating the "split" zone and adding valuable industrial land for development.

Thank You on behalf of property owners SDP LLC and Steve Stanich



W END/ N HAYDEN IS DR

PORTLAND, OR 97217

ZONING & DISTRICTS

Zoning

Base

Overlay

Comp Plan

Comp Plan Overlay

Historic District

Conservation District

Plan District

Natural Resource Management District

Quarter Section

Historical Resource

Urban Renewal Area

Business District(s)

Name

Address

Website

Development Areas

Continued Opportunity

Map Score

Enterprise and E

Commerce Zone

East Portland

Enterprise Zone

402 - Special Industrial 2

42 - Office Professional

60 - Office

15 - Industrial Sanctuary

27 - Urban Residential Medium Density

40A

40B

40C

40D

40E

40F

40G

40H

40I

40J

40K

40L

40M

40N

40O

40P

40Q

Portland City Council
1221 S.W. Fourth Avenue
Portland Oregon

Re: Comprehensive Plan and Zone Testimony

Dear Members of the Portland City Council,

This testimony applies to the property at 4934 N Vancouver Avenue in Portland Oregon with Property ID R308868 Map 1N1E22AC 1500. The owner of the property is Douglas McCabe of the McCabe Group.

Currently the property carries a Neighborhood Commercial 2 (CN2) commercial zone.

The new proposed Comprehensive Plan designation is Mixed Use Neighborhood. This designation is acceptable to the property owner with the assumption that the new zone for the property becomes **COMMERCIAL MIXED USE 2 (CM2)**.

The new Comprehensive Plan and zones proposed by the City will be in place for a long time. The City's progressive development attitude benefits the trend to live "close in" to take advantage of the resulting commercial amenities and transit. Project values, project loan criteria, and the market will be important to determine the development for new projects.

This specific 5740 Sq.ft. property fronts N. Vancouver Avenue which is a major north south Avenue that has experienced tremendous development lately. Many of the buildings on Vancouver Avenue and nearby are 4-6 stories in height with high density. The abilities of the **CM2** zone allow for similar height and density as other properties in the area.

A letter from adjacent property owner Jackie Strong (114 and 106 Alberta Street) will be submitting a similar request for his 18,000 SqFt. of property located east.

In conclusion, Douglas McCabe feels the resource of his 5740 Sq.Ft. property at this location is best suited to the **MIXED USE NEIGHBORHOOD COMPREHENSIVE PLAN DESIGNATION WITH A CM2 ZONE**.

Thank you very much for your consideration,

Douglas McCabe POBox 14593 Scottsdale Arizona phone 503-314-3331

Portland City Council
1221 S.W. Fourth Avenue
Portland Oregon

Re: Written Comprehensive Plan and Zoning Testimony

Dear Members of the Portland City Council,

This testimony applies to the triangular shaped vacant 2.57 acres located at the west end of Hayden Island with property ID R323354 Map 1N1E28 100. Specifically, this is the last privately owned property at the west end of Hayden Island Drive and is adjacent to the large Multnomah County ownership that was considered for the industrial terminal. The property generally has at its northerly boundary the Columbia River, the southerly boundary the elevated railroad bridge, and the easterly boundary the private Schooner Creek ownership zoned IG2.

Currently, the property has three (3) zones which are portrayed on the attached exhibit. The southerly zone encompasses about one-third of the property along Hayden Island Drive and is RF Residential Farm and Forest. This is the same zone designation as the Multnomah County terminal land had before it was recently changed to industrial. The northerly zone encompasses about two-thirds of the property adjacent to the Columbia River and is R2 Residential 2000. The very most easterly corner has a miniscule area under the guidelines of General Industrial 2 and is zoned IG2. This small area abuts the neighbor zone of IG2 that is currently Schooner Creek.

The property, for the following reasons, needs to be zoned IG2 which is the same as the surrounding properties and needs to have a **COMPREHENSIVE PLAN CHANGE ALLOWING IG2 ZONING**.

1. The location between the railroad bridge and the existing industrial properties certainly does not lend itself to a residential use.
2. The existing zones were basically "remnant" zones from the past. These zones make no sense as to the reasonable ultimate use of the property and a predictable development.
3. The property is better zoned compatible to its neighbors which is IG2.
4. The conversion of this unique property to IG2 Industrial adds needed industrial property to the City of Portland's industrial land inventory.
5. One of the goals of the City in reviewing the existing the Comprehensive

In conclusion, the Portland City Council is reviewing the existing Comprehensive Plan and Zone for properties within the City to simplify and enhance development that are beneficial to long range strategies. One of the goals is to eliminate "split" zoning on City properties. This is a prime property needing a common sense Comprehensive Plan and Zone change eliminating the "split" zone and adding valuable industrial land for development.

Thank You on behalf of property owners SDP LLC and Steve Stanich

April 17, 2016

Members of Portland City Council

Re: proposed amendments to the Comprehensive Plan

Dear Mayor and City Commissioners:

Thank you for your thoughtful consideration of citizen testimony on proposed Comprehensive Plan changes that will dictate the direction Portland will take over the next 20 years.

We would like first to express support for the following amendments:

P20	Distinct identities – distinct neighborhood character is what makes Portland unique.
P21	Diverse residential areas – diverse residential areas ensure that residents are exposed to diversity of neighbors and thus cultivate empathy and understanding for different life paths
P39	Preservation equity – prioritizing preservation in working class neighborhoods ensures that the story of working class people is an important part of the story of building Portland.
P42	Deconstruction – deconstruction is important to keeping valuable resources out of the landfill and to ensure that embodied energy going into fine wood carvings or artisan glass is not thrown away.
P44	Grocery stores & markets in centers – a city does not consist of housing alone. People have to eat, buy clothes and supplies and recreate. I support the development of everyday businesses throughout the city as well as places to recreate.
P53	Central city industrial districts – industrial districts are important to Portland's history and to ensuring a diversity of jobs and workers. Support minimizing conflicts between industrial areas and neighboring residential areas.

We do not support amendment P45, Middle Housing. This amendment covers territory, which was not part of the extensive public input process during the Comprehensive Plan. While an attractive planning concept, there is not enough detail on how the public will be able to submit input on where this additional density occurs, what form it takes and what the timeline would be for the implementation. In addition, none of the affected property owners have received notice of proposed zoning changes resulting from this amendment, seemingly counter to state land use law.

The following amendments merit more in-depth discussion due to BPS's response to the amendments.

S20 – elimination of proposed comprehensive plan change #62, which changes zoning in the blocks from 16th to 19th along Belmont and Morrison from R-1 and R2.5 to mixed-use.

BPS's response is that all of these properties are commercial uses, which is incorrect. The amendment correctly deletes upzoning to mixed use commercial on those properties which are truly residential uses with the exception of the SE corner of 16th & Morrison and the SW corner of 20th & Morrison, which are both new apartment buildings with all-residential uses.

S21 – elimination of proposed comprehensive plan change #348, which changes zoning in a 6-1/2 block area from R5 to R2.5.

BPS's response is that existing structures are built predominately to R2.5 standards. This is a blanket statement which unfairly simplifies what the existing conditions are. Of 63 lots, 11 are multifamily structures larger than duplexes. There are 5 properties with 6-12 units on lots larger than 5000 SF. The zoning change will result in a loss of density on these non-conforming properties if these properties are re-developed.

All single family houses on lots larger than 3200 SF are at risk of teardowns, since the minimum lot size for R2.5 is 1600 SF. This would impact 13 single family homes and not the 6 mentioned in the Mayor's memo of April 11th.

As mentioned in previous testimony, this area received a Determination of Eligibility to be on the National Register of Historic Places. To encourage teardowns by changing the zoning would be to discourage historic preservation in this working class neighborhood.

The Mayor's proposal to allow density up to R1 standards on lots on certain lots with structures less than 75 years old is in effect putting an R1 overlay on an R5 property. This is confusing and will lead to contested development on the part of neighbors who have not been notified of this proposed change. A more palatable way to increase density would be to allow an ADU to be built on a property that is a duplex.

S22 – elimination of proposed comprehensive plan change #92, which changes zoning in a half-block area from R5 to R1 (not R2 as stated in the amendments list).

BPS's response is that the area is already developed to the multifamily standard and allows opportunities for affordable housing. The property, which is already built to the R1 standard is already affordable housing owned by the Housing Authority of Portland. The other 2 properties, a duplex and a quadriplex, already provide 6 units on a 5000 SF lot. Change to the R1 zoning would only result in teardowns and construction of more expensive housing with a net loss in the number of units.

Amendments S20, S21 and S22 in their original form support the objectives of amendments of P20, P21 and P39. We hope that you will pass these amendments so that the Comprehensive Plan is truly a cohesive document.

Sincerely,

Christine Yun and Joe Meyer
1915 SE Alder St.
Portland, OR 97214

PERKINScoie

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10th Floor
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PerkinsCoie.com

April 27, 2016

Michael C. Robinson
MRobinson@perkinscoie.com
D. +1.503.727.2264
F. +1.503.346.2264

VIA EMAIL

Charlie Hales, Mayor
Portland City Council
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: **Testimony by Providence Health & Services—Oregon (“Providence”) Concerning
Draft 2035 Comprehensive Plan; March 18 and April 11, 2016 Amendments**

Dear Mayor Hales and Members of the Portland City Council:

This office represents Providence Health & Services—Oregon (“Providence”). I am writing this letter on behalf of Providence concerning the Draft 2035 Comprehensive Plan City Council Amendments contained in the March 18 and April 11, 2016 list of amendments.

1. **Map Amendment #M67 (page 60 of March 18, 2016 Amendment List).**

Providence supports proposed Map Amendment #M67 at 4609-4615 NE Hoyt Street. Maintaining the current multi-dwelling zone assures that the existing multi-family dwellings will remain at conforming use. The Bureau of Planning and Sustainability (“BPS”) recommends that the City Council support the proposed map amendment.

2. **Policy Amendments (page 29 of March 18, 2016 Amendment List).**

Providence supports Policy Amendment #P58, Policy 6.57. Providence appreciates the proposed Policy amendment because it formalizes the concept of collaboration between Providence Portland Medical Center and its neighbors.

3. **Additional Policies Requested.**

Providence would appreciate the opportunity to continue to work with City Council and Staff on Plan policies that will shape the transportation regulations in the forthcoming Campus Institution land use regulations and Transportation System Plan. The regulations and policies related to Transportation Demand Management (“TDM”) measures should be efficient and workable while striving to meet the 2035 Climate Action Plan. Providence encourages the City Council to consider the Policy previously suggested by Providence in its January 7, 2016 letter.

38638-0044/130761328.1

PerkinsCoie LLP

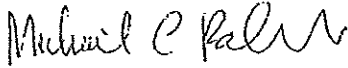
**TESTIMONY
RECEIVED DURING
4/27/16 HEARING
BATCH #2**

Ord 187872, Vol. 13A, page 3414

Charlie Hales, Mayor
April 27, 2016
Page 2

Providence appreciates the City Council's support and the time that Staff has spent on these matters.

Very truly yours,



Michael C. Robinson

MCR:rsr

- cc: Ms. Michelle Bernard (via email)
- Mr. Jeff West (via email)
- Ms. Karen Weylandt (via email)
- Ms. Dana White (via email)
- Mr. David Bodine (via email)
- Ms. Krista Farnham (via email)

RECEIVED
MAY 10 2016
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HEVINS CO. LLP
BAYON #2

Thank you City Council. My name is Mia Reback and I am here today to speak on behalf of 350PDX, The Center for the Sustainable Economy, and the Climate Action Coalition in support of amendments #P43 and #P56 to add policies to reduce carbon emissions and limit fossil fuel distribution to the comprehensive plan.

#P43: New policy after 4.63

Reduce carbon emissions. Encourage a development pattern that reduces carbon emissions.

#P56: New policy after 6.48

Fossil fuel distribution. Limit fossil fuel distribution and storage facilities to those necessary to serve the regional market.

Last November, Portland once again set itself apart as a climate leader by passing the nation's strongest and most comprehensive ban on fossil fuel infrastructure, on the grounds that ALL fossil fuels are unsafe and unhealthy for our communities and to ensure we meet our climate action plan goals.

Thank you all for voting yes on the fossil fuel resolution and for your commitments to implementing the policy in the strongest way possible. Adding the principles of the fossil fuel policy into the Comprehensive Plan is a critical step to incorporating our climate goals into other aspects of our City Planning.

While the challenge of addressing climate change is great, there is also so much to gain by the radical transformation the climate crisis demands of us.

This is exemplified by Policy 6.6 in the plan: Low carbon economy. But we can do more with this policy to help set the stage for our renewable energy future by amending the policy to a "low carbon *and renewable energy* economy" and list "*the production of renewable energy*" as an employment opportunity associated with this policy.


Diverse, expanding city economy.

6.6. Low-carbon economy.

Amend title to add "and renewable energy"

New title: "Low-carbon *and renewable energy* economy."

Amend text to add "*the production of renewable energy*"




New text: Align plans and investments with efforts to improve energy efficiency and reduce lifecycle carbon emissions from business operations. Promote employment opportunities associated with *the production of renewable energy*, energy efficiency projects, waste reduction, production of more durable goods, and recycling.”

350PDX is working for climate justice and to ensure that those who have been historically left out of the fossil fuel economy are the first to benefit during the transition to a renewable energy economy and post-fossil fuel era.

This is just one of many reasons why we are supporting The Anti-Displacement PDX Coalition and support their stance on amendments and measures including opposing downzones in high opportunity neighborhoods. 350PDX is committed to addressing the housing crisis and ensuring that our green city is affordable for all Portlanders.

I'd like to close by thanking Mayor Hales for proposing these amendments, and Michael Armstrong and others at the Bureau of Planning and Sustainability for their work on policies to reduce carbon emissions, limit fossil fuel infrastructure, reduce local demand for fossil fuels, and to build a robust clean energy economy in Portland.



We previously submitted supplemental written testimony on behalf of 350PDX and the Center for Sustainable Economy in support of these amendments, prepared by former Corvallis land use planner Patricia Weber.

Thank you all for your time and please vote yes to add P43 and P56 to the Comprehensive Plan.



April 27, 2016 (Transmitted this day to the e-mails cited)

City of Portland
City Council - cctestimony@portlandoregon.gov
1221 SW 4th Avenue, Room 130
Portland, OR 97204

CC: Susan Anderson, BPS Director, Susan.Anderson@PortlandOregon.gov
Leah Treat, PBOT Director, Leah.Treat@portlandoregon.gov
Joe Zehnder, Long Range Planning Manager, Joe.Zehnder@portlandoregon.gov
Eric Engstrom, Comprehensive Plan Manager, Eric.Engstrom@portlandoregon.gov
Nan Stark, BPS NE District Liaison, nan.stark@portlandoregon.gov
Alison Stoll, Executive Director Central NE Neighbors, alisons@cnncoalition.org

Subject: RCPNA Recommends Comp. Plan Amendment to p45 Middle Housing

Honorable Mayor Charlie Hales and fellow Commissioners:

Thank you for the opportunity to testify on the Recommended Comprehensive Plan. On April 21st, 2016 the RCPNA LU & TC met and recommended the following amendment to Plan policy p45:

"Middle Housing. Enable and encourage development of middle housing. ~~This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale transition between the core of the mixed use center and surrounding single family areas. Apply zoning that would allow this within a quarter mile of designated centers, where appropriate, and within the Inner Ring around the Central City"~~

The Committee's reason for this recommendation includes:

1. Lack of Public Notice. Lack of public notice to the neighborhoods and the opportunity for the majority of the neighborhood associations to make a comment. This policy first was published on April 11th, 2016, as a possible amendment to the Comprehensive Plan and the final public hearing on this Plan is scheduled for April 27th, 2016.
2. Locational Equity. The detail contained in this policy fails to meet the locational equity that is required by the Plan. By isolating the middle housing in a banded form around Centers (that did NOT not had a defined boundary until the April 5th, 2016 Residential Infill Project meeting) it forms a banded ghetto of sorts. The assumption of making this implementation form a priority through its inclusion totally precludes numerous, more equitable options that may emerge through public involvement.

3. Property Notification. The language, as is written in the last sentence, serves as a directive for rezoning land and therefore is in violation of the public notification requirements outlined by ORS 197.047. This Statute requires public notification to all properties affected by this policy/comprehensive plan zone amendment.

Thank you for your time and consideration.

My best,



Tamara DeRidder, AICP
Chair, RCPNA
Co-Chair, LU & TC
1707 NE 52nd Ave.
Portland, OR 97213
503-706-5804

Note: The RCPNA LU & TC has the authority to make recommendations on behalf of their Board when there are time sensitive planning decisions to be made, as in this case.

April 20th, 2016 Portland City Council Testimony on the Comprehensive Plan Update

My Name: Tamara DeRidder, 1707 NE 52nd Ave. Portland, OR 97213

I have 4 items -

First, I am representing myself as a professional land use planner as Principal of TDR & Associates. It is my ethical obligation to inform that the Oregon Land Use Laws are broken when it comes to air quality. The planning form we are using in the Comprehensive Plan places our most disadvantaged population in high density residential next to high volume toxic air corridors.

The OAR on Goal 6– Air Quality, 660-015-0000(6) states that land use planning “should include” air quality and carrying capacity. But, very little is included in this Plan that considers DEQ’s air quality data.

My testimony proposes policies that agree with the PSC’s 2009 decision on the Portland Plan not to reverse our planning form – but to mitigate for the issue of toxic air. This proposed language and maps set policies by which the city may take action to mitigate for these toxic air corridors through vegetation, designs, and construction materials as well as indoor ventilation. In addition to the 3 policies I propose the addition of 2 DEQ maps, one of diesel and the other of benzene emissions. The inclusion of these policies together with the DEQ maps provide a foundation for transparency where city officials can act to protect its residents and children from these and other toxins in our community.

Now I am testifying on behalf of RCPNA as their Chairman on 4 key items:

1. We concur with the Comp Plan Map with the exceptions:

- a. Euclid Heights should be down-zoned to R5, not R2.5, because it contains numerous steep slopes
- b. New Deal, corner of Halsey and NE 52nd should remain R5 – pre-existing non-conforming to continue allowing our neighborhood monitoring powers rather than to open it up to unlimited commercial uses.

2. Plan Text:

- a. Recommend a TSP Blue Ribbon Committee to be formed to vet the Plan and TSP’s Implementation Assumptions to reduce SOV to 25% of all trips by 2045. The success of this Plan hinges on the reduction of traffic volume. Transportation Demand Management is an unproven methodology at the scale being proposed. We strongly urge you to get this implementation policy right in this plan or the city and our communities will be shouldering this failure.

- b. Policy p45 should be reduced to just the first sentence. Please remove the remaining language as it conflicts with locational equity requirements of the Plan.





Hathaway Koback
Connors LLP

520 SW Yamhill St.
Suite 235
Portland, OR 97204

E. Michael Connors
503-205-8400 main
503-205-8401 direct

mikeconnors@hkcllp.com

April 20, 2016

VIA EMAIL & HAND DELIVERY

City Council
City of Portland
c/o Bureau of Planning & Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Re: 2035 Comprehensive Plan Amendments
Pliska Investments LLC & Space Age Fuel, Inc.

Dear Mayor and Commissioners:

This firm represents Pliska Investments LLC and Space Age Fuel, Inc. ("Space Age Fuel"). Pliska Investments LLC owns several properties in which Space Age Fuel operates gas stations/convenience stores/service garages throughout the City. The proposed 2035 Comprehensive Plan amendments propose to change the Comprehensive Plan designation of several of Space Age Fuel's properties. Space Age Fuel previously submitted testimony and written comments, dated December 3, 2015, objecting to the City's adoption of these Comprehensive Plan designations until after the City Council considered the Mixed Use Zones Project due to concerns that new mixed use zoning standards would prohibit or significantly restrict the redevelopment or modernization of these types of facilities.

Based on our review of the draft Mixed Use Zones Project and Mayor Hales' proposed Policy Amendment # P32, Space Age Fuel is even more concerned about the City Council's adoption of the 2035 Comprehensive Plan amendments and imposition of these Comprehensive Plan designations on its properties. On behalf of Space Age Fuel, we are submitting the following comments and concerns regarding the 2035 Comprehensive Plan amendments.

- A. Space Age Fuel objects to the City's adoption of the 2035 Comprehensive Plan amendments and/or imposition of the Mixed Use Comprehensive Plan designations on its properties.**

The recommended 2035 Comprehensive Plan proposes to change the Comprehensive Plan designation of the following Space Age Fuel properties: (1) 16431 SE Foster Rd. (from General Commercial to Mixed Use Civic Corridor); (2) 12920 SE Stark St. (from General Commercial to Mixed Use Civic Corridor); (3) 11214 SE Powell Blvd. (from Neighborhood Commercial to

Mixed Use Neighborhood); (3) 8410 SE Foster Rd. (from Central Employment to Mixed Use Urban Center). Space Age Fuel operates gas service stations, convenient stores and service garages on these properties.

Space Age Fuel had previously objected to the adoption of the 2035 Comprehensive Plan amendments until the City Council considered the mixed use zone standards as part of the separate Mixed Use Zones Project process. Since the City Council does not appear to be willing to postpone the adoption of the 2035 Comprehensive Plan amendments and the draft Mixed Use Zones Project amendments will significantly restrict the redevelopment or modernization of its gas service stations, Space Age Fuel objects to the imposition of mixed use Comprehensive Plan designations that will significantly impact the existing uses and the value of its properties.

The current draft of the Mixed Use Zones Project proposes several unreasonable prohibitions and restrictions on gas stations/convenience stores/service garages in the new mixed use zones that will significantly impact Space Age Fuel's business. Service stations qualify as "Quick Vehicle Servicing" uses under the PCC. PCC 33.920.220(A). Quick Vehicle Servicing and vehicle repair uses would be prohibited in the new CM1 zone under the current draft of the Mixed Use Zones Project and would not allow the redevelopment of this site with a new gas station or vehicle repair shop. Space Age Fuel has an existing gas station and convenience store located at 11214 SE Powell Blvd. which is proposed to be zoned CM1. This proposed mixed use zone restriction would render this use a nonconforming use and prohibit my clients from redeveloping and/or modernizing this facility.

The current draft of the Mixed Use Zones Project also proposes to prohibit new Quick Vehicle Servicing in the CM2 and CM3 zones, but allow for certain facilities to redevelop subject to new development standards. One of the new standards is a minimum Floor to Area Ratio (FAR) of 1:1, a standard which would be very difficult for a gas station to satisfy. Space Age Fuel has an existing gas station located at 12920 SE Stark St. which is proposed to be zoned CM2 and an existing gas station and vehicle repair shop located at 8410 SE Foster Rd. which is proposed to be zoned CM3. These proposed mixed use zone restrictions would render these uses nonconforming and make it extremely difficult for my clients to redevelop and/or modernize these facilities.

Additionally, the proposed mixed use Comprehensive Plan designations for Space Age Fuel's properties are inappropriate for these areas. For example, the proposed Mixed Use Civic Corridor designation for the 16431 SE Foster Rd. property applies to only three properties and is out of character with the Mixed Use Civic Corridor characteristics. The Mixed Use Civic Corridor designation is designed for "areas along major corridors where urban public services are available or planned including access to high-capacity transit, frequent bus service, or streetcar service" and "some of the City's busiest, widest, and most prominent streets." None of those characteristics apply to this area at the intersection of SE Forester Rd and SE Jenne Rd. The 12920 SE Stark St. property is at the eastern edge of a larger Mixed Use Civic Corridor designation and should be removed due to the negative impacts on the existing gas service stations located on this property. The Mixed Use Neighborhood designation for the 11214 SE Powell Blvd. property applies to a small area that includes a number of auto oriented uses (Space Age Fuel, Battery Specialist, Leather's Oil) even though this designation is supposed to apply to areas that are "generally pedestrian-oriented."

The City should not impose new mixed use zoning standards in a way that causes a select category of existing uses to become nonconforming and effectively prohibits the redevelopment or modernization of these types of facilities. The City needs to ensure that gas stations and vehicle repair shops are reasonably accessible to the public and should not adopt new mixed use zones that will jeopardize these types of uses or discourage their redevelopment and modernization. Nor should the City adopt new standards that undermine existing uses and substantially reduce the value of these properties.

B. Space Age Fuel objects to proposed Policy Amendment # P32.

Space Age Fuel objects to Mayor Hales' proposed Policy Amendment # P32 because it proposes to prohibit and/or restrict drive through facilities. Policy Amendment # P32 proposes to prohibit drive through facilities in the Central City area and limit them in centers and corridors. Gas service stations qualify as drive through facilities, so this policy amendment would apply to Space Age Fuel's existing and future proposed gas service stations.

The City Council should not adopt a policy amendment that singles out and prohibits/restricts a specific type of use. The City has stated throughout this process that the new Mixed Use Comprehensive Plan designations and zones are not intended to adversely impact existing uses and property values. Policy Amendment # P32 is inconsistent with this previous assurance and seeks to treat a particular type of use inequitably. The City Council should not endorse this type of disparate treatment of particular types of uses.

Nor is there any justification or evidentiary support for this policy amendment. This policy amendment appears to have been proposed by Mayor Hales without any supporting studies or evidence of its need or impact. At a minimum, the City should study the impacts of such a policy before adopting such a radical change that will have significant impacts on several existing businesses throughout the City.

There is still a substantial public need for drive through facilities, particularly gas service stations, throughout the City. Automobiles are still the primary mode of transportation for the vast majority of Portland residents and will continue to be so for many years to come. Therefore, Portland residents are going to need easy access to gas service stations. Prohibiting gas service stations in the entire Central City area and significantly limiting them in the centers and corridors will deprive residents living in these areas to reasonable access to this critical service. As previously noted, the City needs to ensure that gas service stations are reasonably accessible to the public and should not adopt new mixed use policies that will jeopardize these types of uses or discourage their redevelopment and modernization.

Page 4
April 20, 2016

Conclusion

Please be advised that Space Age Fuel strenuously object to any wholesale changes in the use and development standards that will undermine their existing facilities and will be forced to challenge the Comprehensive Plan amendments and Mixed Use Zones Project if these concerns are not adequately addressed. We appreciate your consideration of our comments. We look forward to working with the City further on this matter.

Very truly yours,

HATHAWAY KOBACK CONNORS LLP

E. Michael Connors

E. Michael Connors

EMC/pl
cc: Clients

City council members,

My name is Gabe Adoff, I live on NE 8th Ave between Knott and Brazee, and I am testifying to urge you to oppose TSP amendment 40116, which would designate NE 7th as a Greenway, and would result in traffic diverters being installed at several points along 7th Ave.

According to Transportation Bureau estimates from two years ago, 5500 cars a day travel on NE 7th Ave. The Greenway designation requires 1500. *This means 4000 cars a day will be diverted!* This could dramatically increase traffic on nearby streets, which, from 8th through 14th are all single-lane and half as wide as 7th. They're also home to many families and kids who, like mine, walk and bike to nearby schools, such as Irvington.

PBOT has said the proposed diverters would direct cars to Martin Luther Jr Blvd. (MLK), but those of us who live near the construction site at NE Russel and 7th know first-hand how determined drivers are to avoid MLK. When 7th is closed due to construction, even with detour signs at the ends of our block, we still get dangerous levels of cut-through traffic. Last week during a street closure on 7th, a neighbor counted 5 cars a minute at non-peak times on 8th, which, as I said is single-lane. It's hard to imagine those drivers will suddenly be happy to take MLK once the closures are permanent.

7th Ave does need safety improvements, but not at the expense of nearby streets.

I urge the council to make NE 9th Ave the Greenway, which was the plan prior to amendment 40116. A 9th Ave Greenway improves access to beautiful Irving park. North of the park, it gives riders a straight shot all the way to Woodlawn. And, best of all, it already has the low level of traffic to accommodate a greenway so it doesn't push dangerous levels of traffic onto adjacent streets.

Finally, I know that 7th Ave Greenway supporters have cited support by neighborhood associations and the BTA – I think these groups have done a great job listening to people who live on 7th and a very poor job listening to the folks who live on adjacent streets. On my street alone, we collected about 80 signatures of neighbors who oppose a Greenway with traffic diverters on 7th. Albina Head Start, and director Ron Herndon, also oppose the Greenway on 7th, as do many residents of the side streets between MLK and 7th near Irving park because it would limit access to their streets.

Thank you for your time.

Gabe Adoff
2533 NE 8th Ave
Portland, OR 97212

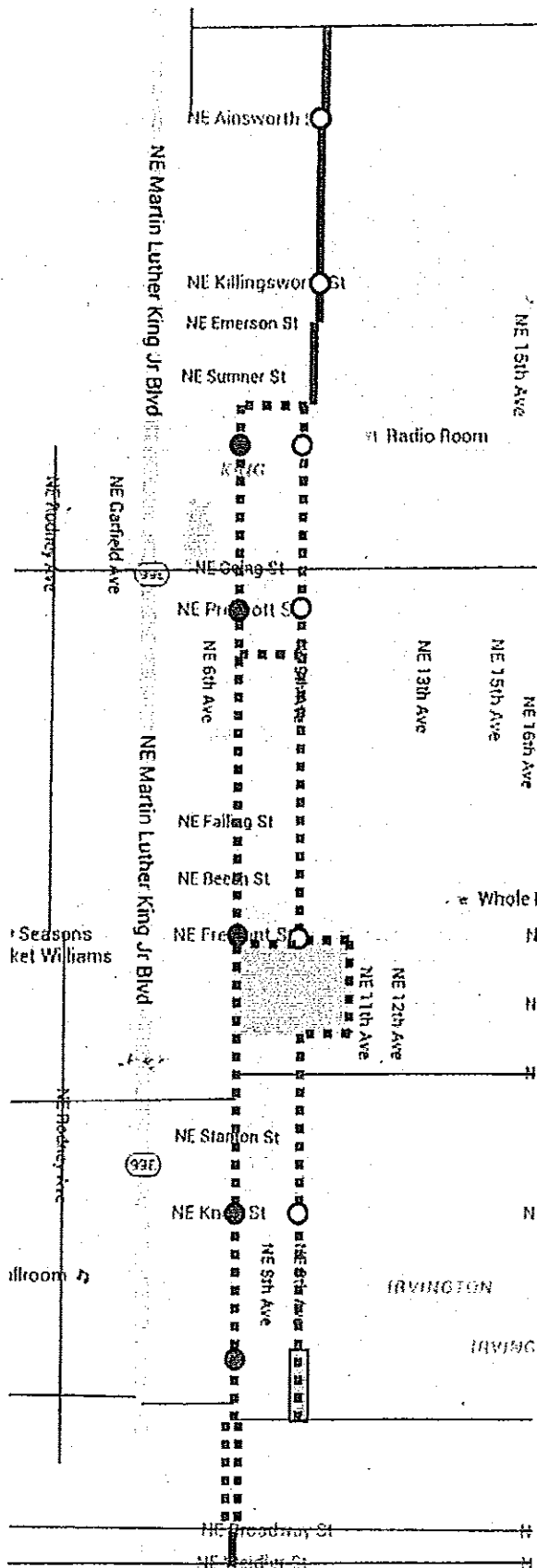
More points to consider:

A Greenway designation on NE 7th would limit the use of an important N-S corridor that already has traffic lights at key intersections, as well as commercial uses at Broadway, Knott, Fremont, and Alberta, and now, a 70-unit apartment building going up at Russel. With density increasing throughout the neighborhoods along NE 7th, why limit access to it when 9th Ave offers an alternative for cyclists, and doesn't impact the safety of the neighborhood?

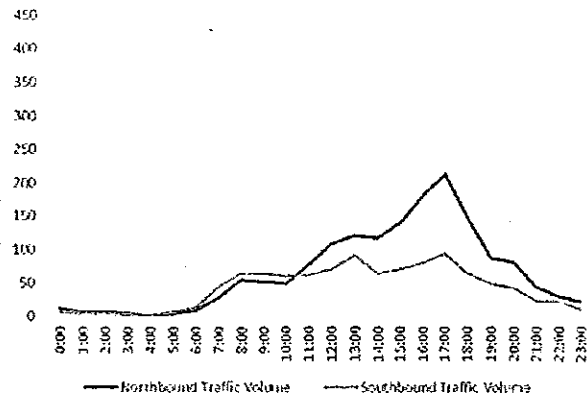
Some residents on the side streets between NE 7th and Martin Luther King Jr. BLVD have indicated that by limiting access to those streets, traffic diverters on 7th could make it difficult for first responders to access those streets in a timely manner.

The BTA's complaints about NE 9th seem to involve the grade of the incline, and the fact that Irving park would slow the commute. Apart from ignoring the effect of traffic on nearby streets, they're stance doesn't take into account the many riders who deliberately choose quieter streets to ride on – these folks already bike on NE 8th and 9th. And many of them are families who would be thrilled to have a dedicated bike lane that takes them directly to Irving Park.

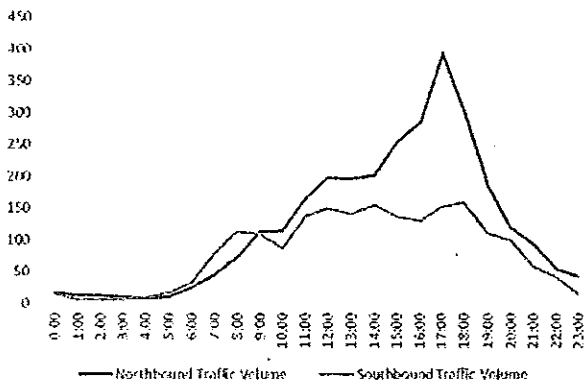
PBOT has indicated that their cost estimates are "very rough and preliminary."



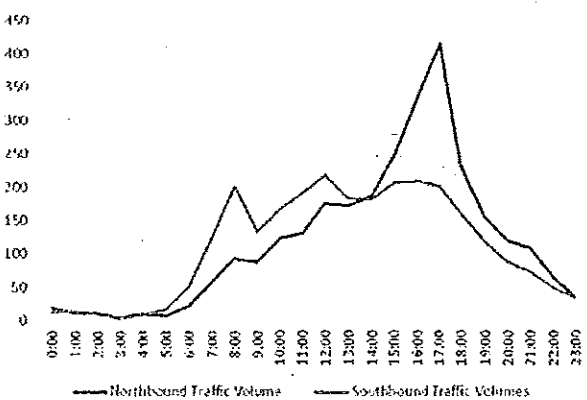
7th at Beech St



7th at Ivy St



7th at San Rafael St



○	Crossing		Cost Estimate
●	Diverter	7 th Option	~\$1,000,000
■	Pavement Repair	9 th Option	~\$2,000,000

Existing	Proposed	Options	
—	—	■ ■ ■ ■ ■	Greenway
—	—	■ ■ ■ ■ ■	Bike Lanes
—	—	■ ■ ■ ■ ■	Multi-use Path

Signatures →

**Summary of Traffic/Safety Concerns of NE 8th Neighbors (between Knott & Brazee)
Due to Apartment Building Construction on NE 7th & Proposed Greenway**

Concern #1:

We are experiencing significant traffic impacts on NE 8th (between NE Brazee & Knott) due to the 6-story building under construction by Dan Neal (Paradigm Properties) at NE 7th & Russell.

- During the week an increasing number of cars are speeding up and down NE 8th St. to avoid delays and diversions taking place on NE 7th because of the construction, especially during the morning and evening rush hours. Cars are lined up on NE 7th for blocks at times and out of delays and frustrations, drivers are cutting over to 8th to use as a north/south thruway. Cars are speeding down our block, posing serious danger to pedestrians, children headed to school and pets.
- Project flaggers have been erroneously diverting traffic to NE 8th, rather than to NE MLK Blvd., which is in the traffic mitigation plan.
- Because NE 8th Ave is narrower than NE 7th Ave, it has substantially less capacity to safely allow overflow traffic.

Requested Action:

We request assistance from the city/PBOT to slow traffic down on NE 8th immediately.

Construction will be taking place for the next 6 months and we expect the city to ensure that project managers & flaggers move traffic to MLK Blvd. instead of 8th.

We request to be informed of any options available to block off or divert traffic from using NE 8th as a through-way such as:

- Install "No Thru Traffic" signs at NE 8th and Knott and NE 8th and Brazee, and have neighbors and police enforce this.
- Put up bollards or any other type of temporary or permanent through-traffic barrier to block off NE 8th at Knott (south side) to keep through traffic from going in/out at this point. Residents will be able to enter/exit the street from Brazee, but not Knott. Bicycle and pedestrian traffic, which already makes heavy use of NE 8th Ave because of the problems on NE 7th and direct connection to Irving Park, would also benefit from this closure.

Concern #2:

We are very concerned about the proposed "Greenway" on NE 7th because we believe that, if implemented, it will slow down traffic on NE 7th enough to cause drivers to use NE 8th as a north/south thruway on a long-term, ongoing basis. If the Greenway includes a "Bikeway", this will further slow traffic on NE 7th and push cars to find alternate north/south thruways. While neighbors on NE 7th, the Eliot Neighborhood Association, and some members of the Irvington Neighborhood Association may support a Greenway & Bikeway on NE 7th, neighbors on 8th believe it will have long-term, negative impacts on our street.

Requested Action:

We request that the city/PBOT provide all available information (the specific proposals and design plans for the 7th Street Greenway & Bikeway) ASAP and include our citizens in any public meetings regarding this plan before it is finalized.

- Neighbors do not have the specific, proposed plans to review, though this concept has been talked about for years. We have no idea what the proposal is or how it might affect traffic and safety on NE 7th or the surrounding streets.

- We would like to know how the proposed plan includes measures to protect surrounding streets, specifically NE 8th Ave, from negative impacts.
- We have heard rumors that the Greenway may include the installation of traffic diverters on NE 7th, actually pushing cars over to NE 8th, which is unacceptable. Any plans that increase car traffic on NE 8th need to be mitigated through a long-term, permanent measure (could be extension of the bollards or barrier as proposed above.)

Sincerely, neighbors on NE 8th between Brazee & Knott:

NAME	ADDRESS
Joyce Larson	2543 N.E. 8 th , Portland, Oregon 97212
JAMIE DOHREMAN	2614 NE 8th AVE, PDX 97212
Patricia J. Howard	2633 NE 8 th Ave, PDX 97212
Amy Greenstadt	2618 NE 8 th Avenue Portland 97212
Polly Birnbaum	2527 NE 8 th Ave Portland OR 97212
Jackie Farlinger-King	803 NE Brazee Street, Portland, OR 97212
Vickie Stepp	2531 NE 8 th Ave Portland OR 97212
Cynthia Irvine	2641 NE 8 th Ave Portland, OR 97212
JOSEPH MAZZA	2603 NE 8 th AVE, PORTLAND OR 97212
Carlos Carrada Ortiz Jesse Davis	2637 NE 8 th Ave Portland, OR 97212
Steven Cornik	2544 NE 8 th Ave, Portland, OR, 97212
SEAN GREEN	2618 NE 8 th AVE PORTLAND, OR 97212
PAUL STEINER	2528 NE 8 th AVE PDX 97212
Estee Regal	2533 NE 8 th AVE PDX 97212
TJ Kearney	2522 NE 8 th Ave PDX 97212
Laura Chall	2522 NE 8 th Ave PDX 97212
Gabe Adoff	2533 NE 8 th Ave Portland OR 97212
Catherine Arp	2617 NE 8 th Ave Portland OR 97212
James Coy	2617 NE 8 th Ave Portland OR 97212
JOHN SOY	2627 NE 8 th Ave Portland, OR 97212

NAME	ADDRESS
Kandy Phillips	809 NE Knott St.
Patrick Cox	809 NE Knott St
Marlene Blanes	2817 NE 8th Ave
Kathleen M. Wood	2817 NE 8th Ave
Sonia Connolly	2833 NE 8th Ave PRO GREENWAY
Jocelyn Ann	2846 NE 8th Ave
Pauline Kasey	2834 NE 8th Ave 97212
Judith Allen	2827 NE 8th Ave. Portland, OR ⁹⁷²¹²
Antoine Peah	2827 NE 8th Ave.
Tanya Zumaeh	2812 NE 8th Ave PDX 97212
Paula Reschke	737 NE Knott St, Pdx 97212
LISA LACY	2733 NE 8th Ave, PDX 97212
Bob Ornstern	730 NE Stanton PDX 9712
Hyekwon	2926 NE 8th Ave, 97212
A. Madhwal	2923 N.E. 8th, 97212
Jim G. Lee	3207 NE 8th 97212
Nancy Kay Cunningham	3033 NE 8th 97212
Dan Malley	3033 NE 8th 97212
Tom Witt	3101 NE 8th, 97212
Dad Latta	3118 NE 8th Ave, PDX 97212
Karen Kohli	3145 NE 5th Ave 97212
Pan Sammons	3133 NE 8th Ave 97212
Holly Koudzieta	2903 NE 8th Ave. 97212
Ken Koudzieta	2903 NE 8th Ave PDX OR 97212
Melissa Pancuak	2717 NE 8th Ave PDX 97212

NAME	ADDRESS
Charlotte N. Battle	2719 N.E 8 th 97212
Anthony M. Baker	2009 NE 8 th 97212
Kiesha Stewart	2808 NE 8 th AVE 97212
ADAM	CROWN
	2933 NE 8 th Ave 97212
Andrew Blount	737 NE Knott St.
BJ Jackson	2736 NE 8 th
Carolyn Jackson	"
Leather Anderson	3132 NE 8 th Ave 97212
Erik Anderson	" "
NATHAN MARTIN	3112 " " "
JAMES	3016 NE 8 97212
Krisson Oube	3004 NE 8 th Ave, PDX 97212
Kris Oube	2726 NE 8 th Ave, PDX 97212
Kris Oube	2726 NE 8 th Ave, PDX 97212

Sincerely, Neighbors on NE 8th Ave.

NAME	ADDRESS
ROD PERNIZIK	2244 NE 8th Ave
Dawn Ciler	2232 NE 8th Ave
Deepak Yembar	786 NE Thompson St
Ruth Trego	2237 NE 8th Ave
Sandra Amersch	2229 NE 8th Ave.
Mary Weller	2238 NE 8th
Diana St. Amour	2147 NE 8th Avenue
Robin deAlencar	2337 NE 8th Ave
Jenny Osborne	2423 NE 8th Ave
Julie Pieringer	2423 NE 8th Ave
Amy Dachtler	2327 NE 8th Ave
Angela Potter	730 NE Thompson
TODD RINKER	2218 NE 8th Ave.
*Christina Mitchell	2146 NE 8th Ave
Johnston Mitchell	2146 NE 8th Avenue
Dena Shehab	2244 NE 8th Ave

Ron Ebersole
HiNoon Brd Member & Land Use Chair
11630 N Island Cove Ln
Portland 97217

Hayden Island Moving Forward

- **Restoring Neighborhood Center is Great Idea**
 - Consistent with the character of the Island
 - Needs significant work to turn it into actual center
 - Extension of Light Rail to Hayden Island would help tremendously
- **Hayden Island Plan should be Updated or Redone**
 - Previous plan was based on CRC, improved I5 access, and substantial development that CRC would support
 - A simple dotted line on the plan calling for a future bike path has been turned into 30' wide Bicycle FREEWAY destroying 112 units of low-cost housing!
 - A new or updated plan should reflect the Neighborhood Center designation and encourage appropriate development.
- **Reset Height Limits to 45 Feet**
 - 4 parcels with 75 to 120 foot limits set in HIP should be reset to previous 45 foot limit.
 - Consistent with Neighborhood Center designation
 - Reflects the character of the Island
 - Consistent with actual infrastructure
- **Local Bridge to Marine Drive is Bad Idea**
 - Significant truck traffic on Marine Drive would use local bridge as a shortcut to I5
 - Hayden Island would become an onramp to I5 North during evening rush hour!
 - Replace with extension of Light Rail to Hayden Island

Public Hearing 2 p.m. April 27, 2016
City Hall Council Chambers

Re: Amendment M74 to the Portland Comprehensive Plan

Ladies and Gentlemen of the Portland City Council:

My name is Steve Kilduff and I have lived at 3735 SE Lambert Street for 15 years. My house is within the area under consideration of this amendment. I am here to address Amendment M47 to the Portland Comprehensive Plan. Allowing rezoning to R7 west of SE 36th street will put ever increasing pressure on property East of 36th Street to be divided into smaller parcels. I therefore recommend that the zoning change **NOT** be made.

These houses East of SE 36th Street are some of the most affordable houses in the area. To illustrate this point: In the last 2 weeks I, personally, have received unsolicited letters from 7 development companies asking if I would sell them my house. These companies know that they can buy my house, demolish it and replace it with one or two new, more expensive houses.

If Eastmoreland proper is designated R7 the pressure to demolish houses east of SE 36th will only increase. There will be more new houses built but they will all be more expensive than those that were replaced. It is also likely that the demolition of houses in Eastmoreland proper will continue with the only change being that the new structures will be larger and more expensive still. A couple of examples: Senator Maurine Neuberger's house (in Eastmoreland) was demolished because it did not fulfill the desires of today's home buyers. Only a couple of years ago Senator Ron Wyden bought a large house (in Eastmoreland) that replaced a much smaller house that sat on the same lot. In each case the neighbors were not thrilled with the change. If a profit can be made by demolishing an existing structure to be replaced by a newer home it will happen. Zoning will not change that reality.

I think that we can all agree.

MARKET VALUE will determine what happens to the existing structures in this area.

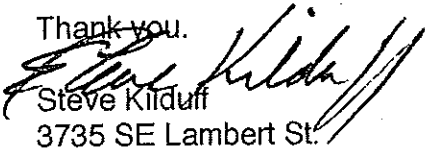
Changing Eastmoreland proper's zoning will only increase the pressure on houses East of SE 36th to be destroyed and their lots split. Existing houses will continue to be demolished in Eastmoreland. Construction after destruction will continue.

Having been a U.S. History teacher and a Principal in Oregon Secondary schools for over 30 years, I have every confidence in the system of government that exists in our wonderful city. I hope that the decision made concerning this zoning question will be made in favor of the middle income earners in our region. I hope that your decision will allow more of the modest homes that now exist in my neighborhood to continue to exist as long as possible and **NOT** be even more quickly destroyed so as to continue to

provide shelter to middle income families that they have so marvelously provided in the past.

I appreciate the time I have been given today to address the City Council.

Thank you.


Steve Kirduff
3735 SE Lambert St.
Portland, Oregon
97202

(503)775-9714

Sullivan's Gulch Trail Now

Safe routes to school? Why not safe routes to work, home, store and recreation? Better yet, live or work in a building above the safe route.

After six years of work by an *ad hoc* committee, supported by over a dozen neighborhoods, \$250,000 was secured to develop the Concept Plan for Sullivan's Gulch Trail (SGT), which is on the blackberry-infested northern bank of the I-84 corridor. The Plan was approved by the Portland City Council on July 25, 2012.

Recent efforts by citizens to partner with the Portland Bureau of Planning (PBOT) to secure private and public funds for Sullivan's Gulch Trail's much needed engineering have been ignored by both PBOT and Commissioner Steve Novick. PBOT bike czar, Roger Geller's, attempts to increase bike-riding percentages by painting bike lanes on dangerous, high-volume streets such as NE Broadway, Weidler and Sandy Boulevard with vehicle speed limits over 25 mph. These are available to the young and old, but only used by those road warriors who don't mind risking their bodies being hit by distracted drivers in protected vehicles of steel with airbags.

A better way for PBOT to increase bike usage is to create safe bike-riding corridors that emphasize greenways on side streets that are designed so bicyclists stop only at major intersections and avoid crossing I-5, I-84 and I-205 entrances and exits. An even safer corridor for all ages of riders, an off-street bike corridor such as Sullivan's Gulch Trail acts as a main artery connecting all intersecting veins of bike corridors. These intersections, mostly at bridgeheads over I-84, are prime sites for market-rate and affordable housing. These bike-oriented development sites should all be connected, like a "string of pearls," in a new urban renewal district along I-84 to NE 181st with tax-increment financing to pay for trail construction and other improvements.

Popularity of the SGT will eventually lead to connecting existing Lewis & Clark, Delta and Rooster Rock State Parks along I-84 in the Columbia Gorge to Multnomah Falls, a flatter and much safer corridor along the Columbia River that can later connect the less congested Columbia River Highway and trail past Multnomah Falls.

A more appropriately named Rose Quarter to Gorge Trail, connecting our two greatest rivers, for bike commuters and pleasure seekers who wish to live above where they ride is what this great State of Oregon is all about: living to enjoy a healthier lifestyle that helps the environment.

Brad Perkins
cascadiahighspeedrail.com
perkinsrealty@comcast.net
503-317-6455

XFINITY Connect

perkinsrealty@comcast.net
Font Size

Fwd: Sullivan's Gulch

From : perkinsrealty@comcast.net

Wed, Mar 30, 2016 03:50 PM

Subject : Fwd: Sullivan's Gulch

To : danielpirofsky <danielpirofsky@comcast.net>, John Frewing <gkjfrewing@gmail.com>

Daniel, Jack, A start, but SGT still begs for engineering money and a plan for construction financing. Peace, Brad

From: "Jillian Detweiler" <Jillian.Detweiler@portlandoregon.gov>**To:** "Brad Perkins" <perkinsrealty@comcast.net>**Sent:** Tuesday, March 29, 2016 1:56:53 PM**Subject:** FW: Sullivan's Gulch

Hi Brad-

Here is the information I received from Timur. I think this encouraging information.

Points regarding Sullivan's Gulch:

- PBOT is a finalist in an upcoming funding opportunity from the State of Oregon. We have a "high confidence" we will receive the award to construct the segment that goes under I-205 and connects to Gateway. We will be 100% sure by this summer.
- PBOT is working on designing a bridge across I-84 at NE 7 or 8th into Lloyd. Funding could come from URA funds, SDCs, and other funds. This bridge would be part of the green loop and could connect to Sullivan's gulch trail.
- We have made some changes to our TSP so that the timeline for the Sullivan's gulch trail is sooner than originally scheduled. We have also divided the projects into bite-size segments so that we can accomplish parts at a time. One of the segments is entirely within PBOT right of way (not UP railroad). We hope to focus on this after the segment under I-205 is completed.
- Further, some development is going in along NE Lloyd. PBOT staff has negotiated with the developer so that when the trail is built near their property, the developer would be on the hook for funding the trail segment through its property and street level connections to the trail. Legally, this is the most we can require of the developers at this time.

I hope that is helpful.

Thanks,
Timur

When he references URA funds, he means the existing Convention Center URA.

Regards,

Jillian Detweiler
 Policy Director
 Office of Mayor Charlie Hales
 City of Portland
 (503)823-4290

From: Detweiler, Jillian**Sent:** Thursday, March 24, 2016 5:01 PM**To:** Ender, Timur <Timur.Ender@portlandoregon.gov>**Subject:** Sullivan's Gulch

NE Residents,

Let the fight for safe bike trails begin. Neither Commissioner Steve Novick nor the Portland Bureau of Transportation (PBOT) gets it. It has been nearly four years since the Portland City Council voted unanimously in favor of the Sullivan's Gulch Trail Concept Plan. Six years of work by NE neighborhood representatives to get us to City Council approval, and nothing has happened since.

It is now time to roll up our collective NE neighborhood representative's sleeves and work on a financial action plan that is basically an offer the City can't refuse.

Basically, the needed financial plan will be proactive in two ways:

1. Engineering: \$2.5 million first phase from the Willamette River to the Hollywood Transit Station. \$1.25 million will be privately raised via Nike, Addidas, etc. and the City of Portland matching it with existing Convention Center Urban Renewal District funds.
2. Engineering: \$2.5 million second phase from the Hollywood Transit Station to Gateway Green. \$1.25 million from Providence Hospital, Legacy, etc. and the City of Portland matching it.
3. Construction: \$33 million derived from new urban renewal district funds.*

*The question is, "Do the neighborhoods along I-84 wish to have a continuous, safe bikeway between the Willamette River and Multnomah Falls?" This new trail concept should be called the Rose Quarter to Gorge Trail (RQGT) because it would historically connect two rivers via the approximate path of an old Indian trail. If we encourage Mayor Hales to create a new urban renewal district from NE 16th Avenue to the eastern City limits of Portland, we create our own financial payment plan for RQGT development and other NE neighborhood improvements. Think of it as a string of pearls, with the pearls being the bridgeheads across I-84 where development is enticed to occur with a freeway for bike riders: recreational riders to Multnomah Falls and commuters to Providence, Lloyd Center and downtown Portland. With development plans already in the works for NE 21st, 33rd and 42nd Avenues, why not capture the tax increment funds that are going to occur from these projects? This is a "no brainer" without taxing existing properties as a Limited Improvement District (LID) would.

If you are interested in making a trail for the next 100 years a reality, meet us at noon on April 29th at McMennamin's east private room on NE 15th and Broadway.

Peace;

Brad.

Questions: perkinsrealty@comcast.net or call 503-317-6455

Arevalo, Nora

From: customwoodworking@msn.com on behalf of James Peterson <mnalanduse@swni.org>
Sent: Thursday, April 28, 2016 11:57 AM
To: jim.rue@state.or.us; Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; BPS Comprehensive Plan Testimony; Planning and Sustainability Commission
Cc: mnachair@gmail.com; Jim Redden
Subject: Comprehensive Plan Mixed Use Project
Attachments: Mixed Use 4.28.16.docx

Follow Up Flag: Follow up
Flag Status: Flagged

The PSC hearings for the Mixed Use Project need to be postponed until 45 days after the Comprehensive Plan Policies have been adopted and needed information has been provided.

Please add the attachment to the record

James Peterson
Mulnomah
Land use Chair

DLCD

Director Jim Rue, jim.rue@state.or.us

Portland City Council

Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov

Commissioner Amanda Fritz, Amanda@portlandoregon.gov

Commissioner Nick Fish, nick@portlandoregon.gov

Commissioner Steve Novick, novick@portlandoregon.gov

Commissioner Dan Saltzman, dan@portlandoregon.gov

Council Clerk , cputestimony@portlandoregon.gov

1221 SW Fourth Avenue, Room 130

Portland, Oregon 97204

Chair PSC Katherine Schultz, psc@portlandoregon.gov

Planning and Sustainability Commission, psc@portlandoregon.gov

1900 SW 4th Ave, Suite 7100,

Portland, OR 97201

RE: 2035 Comprehensive Plan

PSC Hearings Mixed Use Project

The Portland Planning and Sustainability Commission hearings on the 2035 Comprehensive Mixed Use Project needs to be postponed at least 45 days until after the City Council adopts the 2035 Comprehensive Plan Policies and Mixed Use Project staff provides the citizens with the basic required information needed to analyze the effect of the project on their neighborhoods. Projections made over a year ago by the BPS staff on the changes the Mixed use Project would have on Multnomah Neighborhood showed a 28 % increase in capacity. The Mixed Use Project has significantly changed since the projections were made and the Multnomah Neighborhood Association has not received needed information to determine the effect of the Mixed Use Project will have on the neighborhood. Below is an email exchange showing that needed information will not be available until after City Council adopts the Comprehensive Plan Policies. The hearings for the Comprehensive Plan have been put on a fast track, basic information is not being provided and there is not enough time for citizens, neighborhood associations and neighborhood coalitions to respond to plan for the long term future growth of the city. The PSC hearing for the Mixed Use Project is now scheduled for May 10, 2016 and public testimony on the Comprehensive Plan Policies is closing today April 28, 2016. Provisions of Goal 1, Metro's citizen involvement polices, the existing Comprehensive Plan and the city code are not being followed. Please add these to the record.

Thank you,

James F. Peterson
Multnomah
Land Use Chair
2502 SW Multnomah Blvd.
Portland, Oregon 97219

cc: City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov



From: Barry.Manning@portlandoregon.gov
To: mmlanduse@swni.org
CC: Joan.Frederiksen@portlandoregon.gov; Eric.Engstrom@portlandoregon.gov
Subject: RE: Mixed Use Project
Date: Fri, 8 Apr 2016 19:02:24 +0000

Hi Mr. Peterson:

BPS has not yet finalized capacity modeling on the proposed zoning. We will be doing that soon, but are waiting on final City Council plan amendment outcomes before we do so. It will probably be May before this happens. I will follow up when we have that information and will also look back at my meeting notes regarding any additional analysis/information we have for Multnomah Village.

On the topic of the Low-rise Storefront Area proposal that led to CM1 zoning in selected neighborhood centers, please refer to the Proposed Draft (<https://www.portlandoregon.gov/bps/70425>), specifically pages 40, 41 (building scale issues), 43, and implementing code on pages 228-229. For additional background you should also review the slideshow we presented to the Project Advisory Committee in January, as well as the notes from that meeting

1/20/16 PAC Meeting Presentation: <https://www.portlandoregon.gov/bps/article/562090>


1/20/16 PAC Meeting Notes: <http://www.portlandoregon.gov/bps/article/572097>

Please give me a call if you wish to discuss the Mixed Use Zones Proposed Draft (<https://www.portlandoregon.gov/bps/70425>); I will follow up with additional information on the modeling (or work with Joan on this) as soon as we have that information.

Thanks.

Barry





Barry Manning | Senior Planner

Portland Bureau of Planning and Sustainability

1900 SW 4th Avenue #7100, Portland, OR 97201

503.823.7965 (p) | 503.823.7800 (f)

barry.manning@portlandoregon.gov

From: customwoodworking@msn.com [mailto:customwoodworking@msn.com] **On Behalf Of** James Peterson


Sent: Thursday, April 07, 2016 1:24 PM

To: Manning, Barry <Barry.Manning@portlandoregon.gov>

Cc: mnachair@gmail.com; martie sucec <martie.sucec@gmail.com>; Claire Coleman-Evan <eclair27@comcast.net>; Michael Miliucci <michaelmcterry@hotmail.com>; Jan Wilson <jannett.wilson@gmail.com>; Frederiksen, Joan <Joan.Frederiksen@portlandoregon.gov>; Jim Redden <jredden@portlandtribune.com>; anne.debbaut@state.or.us

Subject: Mixed Use Project

Hi Barry



You were going to forward the analysis of the increase in capacity that is the outcome of the Mixed Use Project. Now that the project is going to the planning commission the numbers should have changed from the early analysis that Joan provided us some time ago.

Some members of the MNA were at one of your recent meetings and it was stated that there had been some analysis of the Mixed Use Zones in the village. Please forward this information

Some of the CM2 in the village was change to CM1 please forward the policies and the analysis of staff that resulted in these changes.

Thank you of your attention to this matter



James Peterson

Please add these to the record.

Thank you,

James F. Peterson
2502 SW Multnomah Blvd.
Portland, Oregon 97219

cc: City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov

Arevalo, Nora

From: Schwab Mary Ann <e33maschwab@gmail.com>
Sent: Thursday, April 28, 2016 11:49 AM
To: BPS Comprehensive Plan Testimony
Subject: mas response to Comprehensive Plan 2035 Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

April 28, 2016

Submitted by:
Mary Ann Schwab, Community Advocate
605 SE 38th Avenue
Portland, Oregon 97214-3203

Mayor Hales and Commissioners Fish, Fritz, Novick, Saltzman:

Regarding the proposed Council Amendments (March 18, 2016) to the 2035 Comprehensive Plan about what troubles me. *Like SWNI, SE Uplift found it impossible to respond to X# Comp Plan amendments within 41 calendar days, when ONI 95 neighborhood associations guidelines required 60-days to notify their constituents that an action will be taken during the next meeting. As for the City of Portland Public Involvement Principles Adopted by the City of Portland, Oregon on August 4, 2010 reads well; however, it lacks enforcement when dishonored.*

Like SWNI, SE Uplift found it impossible to respond to X# Comp Plan amendments within 41 calendar days, when ONI 95 neighborhood associations guidelines required 60-days to notify their constituents that an action will be taken during the next meeting. As for the City of Portland Public Involvement Principles Adopted by the City of Portland, Oregon on August 4, 2010 reads well; however, it lacks enforcement when dishonored. Furthermore, the clock is ticking too fast even for SE Uplift Board of Directors meeting today at noon -- to consider responding to lack of enforcement within Goal 1 public involvement, when ignored by elected officials and bureau directors.

Take these cases for example where a SWNI volunteer is alerting SE Uplift volunteers that "These loopholes need to be fixed! Otherwise What's the point of a even having a historical registry? This so called process is working against us in every way shape and form. Who side is the city on anyway... It's pretty clear they don't want citizen input...or involvement. Goal 1 not being addressed yet again. <http://restoreoregon.org/historic-no-more/> Like SWNI, this 2013 Spirit of Portland Award recipient wants know why aren't more older homes under this ordinance? It's too darn easy to remove homes from the historical register. Homes need better protection. Removal of the 120 day delay has done nothing but given the green light. <http://www.portlandchronicle.com/historic-1925-kenton-home-demolition-triggers-120-day-delay/it> To be perfectly honest, I have not been paying close attention to this 120-day-delay notification demolition time-line issue -- until the Grinch stepped in to steal Christmas on Peacock Lane. ...too busy to respond to the property owners attempt to meet with him. As for if he did finally meet -- like you -- I'm clueless. So stay tuned... .

Portland Oregon - Peacock Lane - History - 1925 American Builder Magazine - 1920s It breaks my heart, knowing no one living in the Sunnyside ever thought about declaring Peacock Lane "historic" until learning that

buyer was the same Developer who also attempted to cut-down three sequoias in Eastmoreland. I'm guessing without his hammer hitting a two-penny nail, drove laughing to the bank. Property owners are feeling anxious when hearing that he has no plans to demolish her house; in that someone's someone's in-laws-will be living in her beautiful tutor-style house, on Peacock Lane's largest lot. Developers "by-right" continue to access turn-of-the-century lot lines... . Lastly, be sure to read this article on Peacock Lane!! It's not looking good for 522 SE Peacock Lane. <http://www.antiquehomestyle.com/primary-sources/american-builder/peacock-lane.htm>

Portland Nursery, 5050 SE Stark Street, Portland, OR 97215.

I support Mt. Tabor Neighborhood Association and Planning Sustainability Commissioner's recommendations that Portland Nursery, the 'back half' of their property in residential zoning should stay a conditional use. Albeit troubling was when hearing rumors that Commissioner Dan Saltzman's supports up-zoning the "back half" of their property, which means we must lobby City Council until we find the Mayor and three City Commissioner to vote in opposition.

Regarding #P15 in general, like Jeff Cole, I urge Council to remove the currently proposed "Public Benefit" bonus provisions for FAR and Height from the MUZ zone CM2. Instead, use the Comprehensive Plan process to set a clear definition of rights with a 45 foot height limit and an 2.5 FAR limit. The bonus provisions proposed were devised prior to passage of SB1533 which enables several incentives that can be employed in lieu or in addition to bonus density incentives. Further, MUZ proposed bonus densities offered are higher by a factor of 2-3 times compared to other cities that have inclusionary zoning programs. I recommend introducing bonus provisions outside the Comprehensive Plan process as a Task 5 option after SB1533 has been fully studied. Because bonus densities are not a limit in terms of right, they do not require Measure 56 notification. Any bonus density programs should have a definitive start and end date and require re-evaluation prior to renewal.

Now as for HB 4133 MFI 60%, when reaching the Senate, SB 1533 MFI 80%, plus egregiously harmful Developer's inclusionary "by-right" inclusionary bonus needs debate during the next Legislative Session. I appreciate, Commissioner Dan Saltzman's effort to cap rent increased at 5% and property owners giving tenants 90-day no cause eviction notices. These are socio-economic equity issues when parents are forced to transfer schools -- regardless of the school calendar. Juniors moving during winter-break, take semester exams scheduled late January, often grades effects their GPA and SAT scores.

In closing, the time has come for City Planners to wake up, start thinking about placing schools within their PDC URAs, Hoyt, Broadway Improvement, Centennial Mills. Did I fail to mention South Waterfront \$15.1 million on a path to no where? Albeit, like the "phoenix" rising from the ashes, today's Developers will continue to access turn-of-the-century lot lines; i.e., 522 SE Peacock Lane.

Best regards,
Mary Ann Schwab, Community Advocate
605 SE 38th Avenue
Portland, Oregon 97214-3203

Arevalo, Nora

From: Eric Bohne <diggabone@gmail.com>
Sent: Thursday, April 28, 2016 11:11 AM
To: BPS Comprehensive Plan Testimony
Subject: zoning testimony Eric Bohne

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

My name is Eric Bohne. I recently purchased three lots located in the 42nd Ave business district. Two of the lots are going to change zoning from R7 to CM1. The third lot is not included in the change. I believe it makes sense to include the third lot since they have been part of the same property for many years and will be redeveloped together. It will save costly and laborious rezoning or having to create two different developments at the same time. It really just makes sense when you see the property and the potential for the neighborhood. Please consider this and reach out with any questions and follow up. Thank you,

The 2 lots included in the new plan are: 1. 4311-4313 NE Prescott St 2. 4323 NE Prescott St.
The 1 lot not included is: 4337 NE Prescott.

NOTICE

THE ATTACHED LETTER/TESTIMONY WAS SUBMITTED IN THE LAST FEW

DAYS WITHOUT CONTACT INFORMATION. IF THIS IS NECESSARY, PLEASE ~~CONTACT~~

~~NAME~~ TELEPHONE ~~303-555-1103~~

~~NAME TO BE CONTACTED~~

503-286-1103

Portland City Council
1221 S.W. Fourth Avenue
Portland Oregon

Re: Comprehensive Plan and Zone Testimony

Dear Members of the Portland City Council,

This testimony applies to the property at 4946 N. Vancouver Avenue in Portland Oregon with Property ID 308870 Map 1N1E22AC 1400. The owner of the property is Ernest and Sonya Hill.

Currently the property carry a Neighborhood Commercial 2 (CN2) commercial zone.

The new proposed Comprehensive Plan designation is Mixed Use Neighborhood. This designation is acceptable to the property owner with the assumption that the new zone for the property becomes **COMMERCIAL MIXED USE 2 (CM2)**.

The new Comprehensive Plan and zones proposed by the City will be in place for a long time. The City's progressive development attitude benefits the trend to live "close in" to take advantage of the resulting commercial amenities and transit. Project values, project loan criteria, and the market will be important to determine the development for new projects.

The specific 3080 Sq.Ft. property is a corner location and fronts both N. Vancouver Ave. and N. Alberta Street both of which are significant traffic carriers that have experienced numerous developments lately. Many of the buildings nearby on Vancouver Avenue and MLK Ave. are 4-6 stories in height with high density. The abilities of the CM2 zone on this property allow for similar height and density as other properties in the area.

A letter from adjacent property owners Douglas McCabe (4934 N. Vancouver Ave.) and Jackie Strong (106 and 114 N. Alberta St.) will be submitted to request a similar zone for their properties.

In conclusion, Ernest and Sonya Hill feel the resource of their 3080 Sq.Ft. property at this location is best suited to the **MIXED USE NEIGHBORHOOD COMPREHENSIVE PLAN DESIGNATION WITH A CM2 ZONE**.

Thank you very much for your consideration,

Ernest and Sonya Hill 4946 N. Vancouver Ave Portland Ore

Arevalo, Nora

From: Dave Malcolm <dmail.shna@comcast.net>
Sent: Thursday, April 28, 2016 10:59 AM
To: BPS Comprehensive Plan Testimony
Cc: Commissioner Novick; Commissioner Fritz; Commissioner Fish; Hales, Mayor;
Commissioner Saltzman
Subject: comp plan testimony
Attachments: 6141canyon.ltr.dm.160428.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Council Clerk:

Please add my attached letter to the Comp Plan testimony and confirm receipt of this email. Thank you.

Sincerely,
Dave Malcolm

Dave Malcolm
1511 SW Skyline Blvd, Portland, OR 97221

April 28, 2016

Comprehensive Plan Testimony, Council Clerk
1221 SW 4th Avenue #130
Portland, OR 97204

RE: Objection to Novick Comp Plan Amendment N-14

Dear Council Clerk:

At the end of last year, the Sylvan-Highlands Neighborhood Association ("SHNA") supported the zoning changes for our neighborhood area as stated in the August 2015 draft Comp Plan. Neighbors responded to the issue with letters, online comments and personal testimony. We appreciated the opportunity to participate in the process and felt listened to. We complimented City staff, the Mayor and Commissioners on the then current Comp Plan version.

Two months later in February, Commissioner Novick proposed an amendment (N-14) changing the zoning for a single property located at 6141 SW Canyon Court. SHNA objected to this amendment and urged the City Council to direct the property owner to follow the standard process for a zone change. I agree and stand with SHNA in this matter.

SHNA was told that the property owner's team of lawyers, consultants and architects employed had no effect on the Commissioner Novick's decision. That's hard to believe.

Commissioner Novick's staff explained that he cherry-picked a zoning change for this property to forward his goals of urban density and affordable housing. This amendment will increase density but will certainly not create affordable housing. Earlier this month at a public SHNA meeting, the property owner told us that he plans to build 11 luxury condominiums on the property.

Commissioner Novick's goal of replacing the missing middle homes is generally a reasonable and good goal. In this case, it seems like the goal was applied in a one-size-fits-all manner. If one looks deeper than the surface it's clear that the goal cannot apply in all situations and certainly not with this property. This amendment will (a) work against affordable housing, (b) increase private vehicular use to the detriment of public transit and alternative transportation and (c) degrade the neighborhood's livability due to its substandard transportation infrastructure. These and other reasons are why the City staff rejected the zone change. The BPS Recommendation was "No change. Support PSC recommendation. This location is not near services and has poor transit access." The BPS recommendation is based upon facts and common sense.

This amendment N-14 undermines the public process and good staff work done on the Comp Plan update. It's an affront to the public in that it ignores public input and avoids the public process. It stinks like a back room deal to benefit the property owner. It's hard to say who will benefit from this amendment other than the property owner.

I respectfully request that Commissioner Novick withdraw the amendment or the City Council vote against the amendment.

Sincerely,

Dave Malcolm
SHNA resident

cc: Mayor Hales
Commissioner Fish
Commissioner Fritz
Commissioner Novick
Commissioner Saltzman

Arevalo, Nora

From: Evan Heidtmann <evan.heidtmann@gmail.com>
Sent: Thursday, April 28, 2016 10:32 AM
To: BPS Comprehensive Plan Testimony; Hales, Mayor; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman; Commissioner Novick
Cc: Transportation System Plan
Subject: Neighborhood support of TSP amendment 40116 -- Greenway on NE 7th
Attachments: comments_1461863093.pdf; Signatures.xlsx

Mayor and Commissioners,

Thanks for allowing testimony on the Comp Plan amendments through this morning. I've testified before in support of amendment 40116 and today I want to share the results of a petition posted by my neighbors yesterday morning.

This online petition, titled "Please support NE 7th Greenway," was posted on the NextDoor pages for Irvington, King, and Eliot neighborhoods yesterday morning. It's also been circulated on a few other channels.

Today, about 24 hours later, it has gained 354 signatures in support. I'm personally floored at the volume of support!

I'm well aware that we haven't yet reached all constituents with this limited effort, but I think the support for this petition should indicate that there is significant support from neighbors both on and off 7th. I'm looking forward to the project design phase, if and when the Greenway is funded, when we'll be able to hear from more people who might be affected by the changes.

I've copied the text of the petition below and attached the comments and a list of the signers we've received so far on the petition. The online version of the petition can be found here: <https://www.change.org/p/mayor-charlie-hales-please-support-ne-7th-greenway-pdx/c>

Thanks again for your time.

Best,
Evan Heidtmann (and associated neighbors in support of a NE 7th Greenway)

--

Petition text below:

We strongly support the proposed Greenway on NE 7th from Lloyd Ave to Sumner St. We believe that a Greenway on 7th will dramatically improve Portland's bikeway network, improve the safety of people using and crossing the street, and restore 7th to its original function as a local neighborhood street.

For many years neighbors on 7th Avenue have seen a lot of unsafe traffic behaviors mainly from frustrated commuters avoiding MLK. They are cutting through the neighborhood using 7th Avenue as their route driving faster than posted speed limits, refusing to stop for pedestrians and rarely yielding to cyclists. Currently 7th Avenue is a de-facto bike route. In addition, hundreds of pedestrians use this street including children that attend Albina Head Start, King and Irvington Schools and residents walking to take public transportation.

Keeping all people safe that are using 7th should be a priority.

A Great Bikeway

A Greenway on 7th would be a superior bikeway for one simple reason: it doesn't require a map to understand. All the way from I-84 to Sumner, it's a straight and direct route with an easy and even grade. This is exactly the kind of bikeway we need in Portland to make bicycling accessible to more of our neighbors: easy to use, easy to find, and easy to follow. And every person that uses a bike is one person who's not using a car, thereby improving mobility for everyone in the city.

These are the additional reasons why we believe that NE 7th is a superior choice over NE 9th:

- 1) Already heavily used by bicyclists and pedestrians to access neighborhood destinations. Used by children attending Irvington School, King School, Albina Head Start, and people with disabilities. (DaVita, Norco Medical, Numotion)
- 2) Through traffic should be using MLK Blvd; vulnerable road users and adjacent residents should not be overwhelmed by traffic avoiding MLK
- 3) Connects directly to existing bike infrastructure in the Lloyd and across Broadway/Weidler
- 4) Most mellow grade, which is key for those unexperienced riders, people with disabilities and elderly pedestrians
- 5) Existing traffic signals at Fremont, Prescott, and Alberta
- 7) Only a few blocks away from the bike/ped-unfriendly MLK commercial corridor; connects to King School and King Farmer's Market
- 8) There are existing traffic calming measures in place on stretches of 7th (improvement is necessary but better than starting from a blank slate)
- 9) Future bike/ped bridge over I-84 likely to touch down at 7th on N side of freeway
- 10) Every cyclist we asked riding on 7th told us that they would not ride on 9th even if a greenway went on it.
- 12) More direct route, keeps bike traffic out of Irving Park
- 13) In the Community Outreach event that we held on March 6, 2016, we found out that support from residents on the street was strong. We have collected 72 signatures from residents from NE 7th Ave. Including King, Eliot and Irvington neighborhoods.
- 14) The area on 9th between Weidler/ Broadway is challenging and Lloyd District stakeholders objected strongly to have a greenway there.
- 15) 9th Ave would require running a path entering by the playground and by the baseball and soccer fields where young children play, dogs play free and stray soccer and baseballs fly. Or a path forced to skirt around the park necessitating 4 tight right angle turns for the bike commuter plus the installation of a traffic light on NE 9th and Fremont.

16) PBOT provided a cost estimate and a greenway on 7th could cost \$1 million VS a greenway on 9th could cost \$2 million.

The only way the City can reach its ambitious goals laid out in the Bike Plan for 2030 is supporting projects like this.

Our city must work quickly to achieve our goal of 60% of trips made on foot, by bike, or by transit in 2030. Projects like this are necessary to create the safe conditions necessary to get young, elderly, family, and "interested but concerned" folks traversing the city on foot and by bike.

Please keep the greenway on NE 7th and protect the hundreds of pedestrians and riders that use NE 7th on a daily basis!

A greenway on NE 7th Ave is enthusiastically supported by the following organizations:

- Bicycle Transportation Alliance
- Bike Loud PDX
- Weidler-Broadway Alliance
- King Neighborhood Association
- Eliot Neighborhood Association
- Irvington Community Association

change.org



Recipient: Mayor Charlie Hales and City Council of Portland

Letter: Greetings,

Please support NE 7th Greenway @ PDX



Comments

Name	Location	Date	Comment
Evan Heidtmann	Portland, OR	2016-04-27	This greenway would represent a huge improvement for neighborhood mobility and is a necessary step towards our long-term goals as a city. Alternative alignments are inferior; 7th is the only good choice!
Pat Shepherd	Corvallis, OR	2016-04-27	My grandchildren live on 7th and I am concerned for their safety - the traffic moves so fast on that street
Allan Rudwick	Portland, OR	2016-04-27	This project will improve safety on NE 7th which I use regularly. And it'll remove those stupid roundabouts.
Mike Warwick	Portland, OR	2016-04-27	Traffic volumes and speeds on NE 7th have been an issue for the Eliot Neighborhood for all of the 40 years I have lived on my street. It is dangerous for children to cross enroute to Irvington School and park and for wheelchair bound residents of the Quad Center on Williams who use Thompson to get to Lloyd Center. Numerous pets have been killed and cars wrecked due to speeding. This needs to be stopped before children are killed. PS The road diet on Williams made the problem worse, thank you very much:)
john Ritchey	portland, OR	2016-04-27	7th Ave. was not intended for what it has become; 7th is a straight shot to and across I-84, therefore a more perfect route; changing 7th would do more for the quality of life in this city.
Steve Cole	Portland, OR	2016-04-27	It is essential for the residents of 7th, the children who cross 7th to attend school, and the cyclists and drivers who share the street, that 7th be converted to a bike greenway. It has become far too dangerous a street to be allowed to continue in its present configuration.
Danny Garcia	Portland, OR	2016-04-27	As a former neighborhood resident, I strongly support the safety and livability of this amazing community. I still transit this area by bike and visit my former neighbors!

Name**Location****Date****Comment**

Erin Fish

Portland, OR

2016-04-27

The cumulative changes that the 7th Ave Greenway proposal could make should have a significantly positive impact on the many Portland neighborhoods that NE 7th Ave, NE 9th Ave, and MLK Blvd connect. I have my personal thoughts and feelings, and although some of them are focused on my immediate family, home, street, and neighborhood, my testimony does involve a broader scope with consideration for the patchwork of neighborhoods that make up our Portland community.

We live on Graham St between MLK & NE 7th Ave. Our street is often used as a shortcut for drivers who want to bypass MLK by cutting over to 7th Ave. It is a hazard and a safety risk to the residents and visitors in our neighborhood. My 3.5 year old daughter mimics me when speeders zoom by our house, by yelling "SLOW DOWN!"

For elongated periods of each day NE 7th Ave becomes a stressful street to navigate for autos, bicyclists, and pedestrians alike as the areas in North & Northeast Portland become more dense and more commuters try to find alternate routes to MLK.

Many cars seem to be traveling significantly over the speed limit, sometimes ignoring stop signs, clipping the roundabouts, coming close to hitting parked cars, as well as people crossing the street.

It makes sense to designate NE 7th Ave as an official greenway with traffic diverters, especially south of Fremont, to direct traffic away from the neighborhood and towards MLK, which is a designated highway and should be equipped for higher volumes of traffic.

7th Ave seems to be a more common sense and cost-effective placement of the greenway due to its more consistent, slighter slope than 9th, and for the fact that it continues on past Irving Park, and that it will connect directly with the new pedestrian bridge on NE 7th crossing the 84 freeway.

Furthermore, to mitigate issues from drivers who redirect east of 7th (8th, 9th, 10th, 11th), as well as on the MLK-bound streets as a result of the diverters, perhaps speed bumps and other speed reducing structures or tactics can be implemented on such streets in order to decrease the risk to other vehicles, pedestrians, and residents.

MLK should also be better equipped to handle a higher volume of vehicles driving in both directions, perhaps with current, intuitive traffic signals.

I wish for our family, our neighbors, our neighboring neighbors, and our visitors to feel safer on the streets in our community. Turning NE 7th Ave into an official designated greenway is a common sense action to take to achieve this goal.

Thank you for the opportunity to speak on this.

Best, Erin

Kee Song

Portland, OR

2016-04-27

This will help make 7th safer for bicyclists and pedestrians, especially during rush hour. I see bicyclists squeezed out around the traffic calming circles, it is very concerning.

Please help make NE 7th safer by reducing traffic.

Thank you.

Name	Location	Date	Comment
Jeanne Stringer	Portland, OR	2016-04-27	My children live on that street
Joseph Albert	Portland, OR	2016-04-27	We don't need bicycles speeding across our beautiful, pedestrian-oriented neighborhood park (Irving Park).
Khalid Wahab	Portland, OR	2016-04-27	Let's face it, cyclists are already using NE 7th and they will likely continue to do that for a variety of reasons stated in the petitions so why not make the road they are already using safer, instead of creating a new path where we know the adoption may not be high. This will mean that we will still have a high volume of bike riders and a lot of traffic on 7th, the greenway on another, therefore, adding no value.
craig harlow	portland, OR	2016-04-27	I've a child at Irvington School, I live in Irvington and work in the Lloyd District, and I and my four children mainly bicycle for transportation in and through the neighborhood. NE 7th is a fright, and I don't allow my children to ride on it. 7th Ave makes the best sense as a bikeway, due to its lower expense over 9th to make needed enhancements, it's direct connection through the Lloyd District and the planned bike/ped bridge over I-84, and it's more even and gentle elevation profile compared to 9th. Autos currently use 7th as a high-speed mostly stop-free alternative to MLK, which leaves almost no incentive for current 7th traffic to choose other nearby neighborhood streets if restrictions are placed on 7th. Traffic will redistribute to MLK and to NE 15th, avoiding the stop-signs and obstacles on the other streets in-between. It will be easy to model those traffic pattern changes by temporarily diverting 7th autos.
Susan Ritchey	Portland, OR	2016-04-27	Having a Greenway through NE would be awesome. 7th Ave is a mess from carrying traffic that should be on MLK
Adron Hall	Portland, OR	2016-04-27	818 SW 3rd Ave 378
Kiel Johnson	Portland, OR	2016-04-27	I want to be able to safely bike down 7th which is the easiest bike route option
Maria Garcia	Portland, OR	2016-04-27	The city of Portland is growing. But with growing comes responsibilities in proper planning. It makes sense for 7th to become a greenway as it is one street over from MLK and it has no park cutting it. Keeping all people in Portland safe is a responsibility. I live in Brazee Street between 7th and MLK and already see how people cut through my residential street at speeds of 35 MPH into 7th Avenue trying to cut their travel time. There are children playing in the streets of this neighborhood. A tragedy is just in the waiting if nothing is done.
David Kennedy	Portland, OR	2016-04-27	7th is supposed to be a neighborhood street, yet, as it stands, is high-traffic.
Adrienne Tozier de la Poterie	Portland, OR	2016-04-27	Having lived in the neighborhood for almost a decade I use 7th frequently as a bicyclist and pedestrian. With MLK right there 7th is not a key route for cars, nor is it terribly convenient given the roundabouts and speed bumps. A greenway sounds great to me.
andrew shepherd	portland, OR	2016-04-27	A greenway on 7th Ave is a fantastic idea!
Betsy Reese	Portland, OR	2016-04-27	To make routine bicycle commuting attractive for more people we need not just safe, but direct, fast, efficient, and smooth routes. I might meander along on NE 9th on a weekend ride, but a Greenway on NE 7th is what would make commuting or running errands possible to routinely do by bicycle instead of by car.
Josh Berezin	Portland, OR	2016-04-27	Thanks for considering this option. Improving 7th will benefit neighbors as well as those who choose to travel around the city by foot and bike.

Name	Location	Date	Comment
David Goodyke	Portland, OR	2016-04-27	I support diversion for motorized traffic on 7th to create a street that is safer to bike on and much better to live on. Please also consider adding bike facilities to Skidmore between Michigan and MLK. This missing link would bolster all the nearby bike improvements and redevelopment by creating connections between bike routes on Concord, Interstate, Michigan, Vancouver-Williams, 7th and Going. Adding bike lanes on Skidmore would create safe crossings for bikes by using existing traffic control devices at Interstate, Mississippi, Vancouver, Williams and MLK. Skidmore also links commercial streets like Interstate, Mississippi, Williams and Alberta 7th is very important, but complete the network, please also add bike lanes to Skidmore.
Jason Markantes	Portland, OR	2016-04-27	3003 SE Schiller St.
Stone Doggett	Portland, OR	2016-04-27	As car traffic increases along with the increasing population in Portland, residential roads will see more dangerous through traffic unless we take steps to protect these roads. NE 7th is a prime example with dangerous spill-over traffic from MLK negatively impacting safety and quality of life for people who live on 7th and in this area. Establishing 7th as a greenway would greatly improve cycling and walking access in NE Portland and protect this vibrant residential area from further encroachment from traffic. My family and I frequently use 7th for access to the park and local businesses.
JEREMY SPENCER	PORTLAND, OR	2016-04-27	<p>Please make NE 7th Ave. a "major city bikeway." It's the most logical choice and will provide the most long-term benefit to the neighborhoods and the city.</p> <p>I ride [and sometimes drive] all over Eastside, especially NE, all year long and have done so for almost a decade. As a prime "major city bikeway" in the making, NE 7th makes so much sense. I've ridden the length of NE 7th countless times, and I've always wished it was a cycling superhighway [and also that you didn't have to divert to 12th to cross the Banfield]. NE 7th is ready; it already has speed humps, multiple four-way stops, lights, and lots of cycling traffic. I have also read that NE 7th would cost \$1 million less than the proposed NE 9th option. (As for the other proposed option of NE 9th, I can't understand why the city would even consider, for example, running a bikeway thru a park vs. alongside it. Not to mention crossing the park and then crossing Fremont, sans light, is much slower, and the path thru Irving Park wiggles up, down, and around past a playground and off-leash area.)</p> <p>Thank you!</p>
Androos Cherper	Portland, OR	2016-04-27	7TH is obviously the best location for the greenway.
Aimee sisco	Portland, OR	2016-04-27	I've been nearly hit and screamed at by people going too fast on 7th. People live here. It's a residential street that has become unusable as such. Getting out of my car in front of my residence is now dangerous.
Matt Hawley	Portland, OR	2016-04-27	It would be the best bike route through the area, with a better grade than alternative routes. Traffic on 7th is dangerous with people driving well over the speed limit from Fremont to Alberta.
Jeffrey Brock	Portland, OR	2016-04-27	I support a 7th Ave Greenway and other safety improvements.
Ben Grylewicz	Portland, OR	2016-04-27	I support this 100%!
Doug Klotz	Portland, OR	2016-04-27	I often travel to NE Portland, and use NE 7th. I would like improvements to reduce the auto traffic and make it a more pleasant place to ride.

Name	Location	Date	Comment
Collin Zimmerer-Mazza	Portland, OR	2016-04-27	As a father of 2 young children living on Brazee between MLK and 7th I strongly support this and see two important connected issues here: choosing a street for the North South bike greenway and the second more important life-safety issue of the reduction of speed and volume of auto traffic on 7th. Designating 7th Ave as the greenway will slow and reduce auto traffic creating a safer environment and bring 7th back to its designed neighborhood use. In my mind there really is no choice. Improving life-safety should be the most important gauge of an infrastructure project. Designating 7th Ave as a greenway will drastically increase pedestrian and bike safety. Designating another street as the greenway would only encourage additional traffic on 7th driving at high speeds through the neighborhood further increasing the risk of an accident. There is no question that 7th should be the greenway.
John Brennan	Portland, OR	2016-04-27	I live in the neighborhood and regularly ride my bike on NE 7th. I also hold the vision of a NE 7th bike crossing over I-84. This greenway can be completed earlier and support NE 7th as a strong N/S bike corridor.
Dan Loda	Portland, OR	2016-04-27	This is a direct cycling route I have used in the past but now avoid due to increased auto traffic and aggressive drivers. I would love to use it again!
Marsha Hanchrow	Portland, OR	2016-04-27	I ride 7th daily to get to work, whenever I have to get to Kaiser, and any time I'm going just about anywhere in N Portland. I often feel threatened by headless drivers, and would love to see it improved.
Rebecca Rapple	PORTLAND, OR	2016-04-27	Biking to work from NE is a key issue.
Kristin Yates	Portland, OR	2016-04-27	I work in the neighborhood and this would be a perfect bike route from north to south Portland!
David Sweet	Portland, OR	2016-04-27	I ride through there often. Ninth is a disaster as a greenway due to bumpy pavement & pedestrian & dog conflicts in Irving Park.
Michelle Garner	Portland, OR	2016-04-27	As a resident of a wide "connector" street between MLK and NE 7th, I see the same frustrated, speeding commuters others have noted cutting through to NE 7th and putting my children, neighbors and pets at risk every day. A greenway would once again make NE 7th what it was meant to be: a neighborhood street.
R. Samuel Hopkins	Portland, OR	2016-04-27	I bike commute in this neighborhood and walk 7th frequently and the car traffic is not safe with the heavy bike traffic. This is going to get worse with increased apartments going in. 7th is the logical bike route and bikers will favor it over 9th
Emily Leuning	Portland, OR	2016-04-27	I live in King neighborhood and bike on 7th all the time- safety improvements for people on bikes are needed! A greenway on 7th is much more logical than 9th.
Gerald Fittipaldi	Portland, OR	2016-04-27	I'm tired of motorists aggressively passing me on NE 7th while I'm biking.
Carl VanderZanden	Portland, OR	2016-04-27	I live in the neighborhood and agree with these observations about 7th Ave. We also need better traffic policing.
David Bernal	Portland, OR	2016-04-27	Using 7th rather than 9th as a greenway just makes more sense - for the city, my neighborhood, and the Portland cycling community.
Mark Carter	Portland, OR	2016-04-27	I lived in this neighborhood for years and was constantly frustrated by the aggressive behavior of motorists while attempting to ride 7th. This is a neighborhood street, not a cut-through for MLK traffic and I'd love to see traffic speeds decreased and cycling encouraged.
Nell Johnson	Portland, OR	2016-04-27	7th Avenue would be the perfect route for safety and neighborhood issues.

Name	Location	Date	Comment
Rob Darmour	Portland, OR	2016-04-27	<p>I believe this would improve not only the quality of the Elliot/Irvington neighborhood, but also, the safety and quality of cycling/walking the city as a whole. The benefit of reduction in cost to the proposed project of \$2 million on 9th compared to \$1 million on 7th seems fiscally responsible in a city that can't seem to pave its roads without additional tax proposals and is struggling to shelter the homeless.</p> <p>Lastly, as a cyclist, I can say that from first hand experience 9th avenue is a more difficult road to pedal due to hills and obstacles like the Irvington park. If we want to encourage more cycling by residents and visitors, aligning greenways with geographically easy routes is common sense. Additionally, there are far more businesses/farmers markets along 7th that would benefit from the increased bike/foot traffic and would make these businesses easier destinations for cyclists to access.</p>
Adam Espersen	Portland, OR	2016-04-27	I've seen too many close calls between cars rushing through and cyclists/pedestrians. Placing a Greenway on 7th would keep MLK as the primary road for North-South Travel in the area, where traffic lights allow for safe crossing of pedestrians and cyclists.
Christine Chen	Portland, OR	2016-04-27	I see the issues on 7th avenue daily and think this proposal makes the most common sense, much needed!
Phil Richman	Portland, OR	2016-04-27	The Inner East Side is long overdue for a safe option for North/South bike riding including our children and seniors.
courtney miller	Portland, OR	2016-04-27	We live in this street and experience VERY unsafe encounters every single day. Our puppy was hit and killed (without the car stopping) in front of our children. The car was racing down 7th at a dangerous speed. Please, move forward with this change.
Karen Berry	Portland, OR	2016-04-27	I have 3 very young grandchildren living on 7th Ave and the speed of the traffic scares me a lot.
Robert Baskette	Portland, OR	2016-04-27	I live less than a block off NE 7th. With a higher density of people in the neighborhood, NE 7th becomes more dangerous all the time. It's an unfortunate new reality for this part of town.
Andrew connelly	Portland, OR	2016-04-27	i will use this greenway more than the current mess of aggressive drivers
Luke Norman	Ann Arbor, MI	2016-04-27	As a new biker, the manageable incline and easy legibility of NE 7th has opened up the neighborhoods North and Northeast Portland to me. However, increasing traffic makes than a less safe and inviting option for the next generation of new bikers. I support building on the existing investment to move NE 7th from a good bike route to a great greenway
Brian Greer	Portland, OR	2016-04-27	It will serve the cause of safety for schoolchildren in the area and is the most fiscally responsible and logical solution
Tracy Schlapp	Portland, OR	2016-04-27	this would be a wonderful improvement for the neighborhood and the many people of the city who use Irving Park.
Alexis Warwick	Portland, OR	2016-04-27	I live off NE 7th Ave and this is necessary for ongoing safety in the neighborhood
Jeff Stringer	Portland, OR	2016-04-27	2836 NE 19th Ave
Tracy Schlapp	Portland, OR	2016-04-27	Individual bike commuters, families of cyclists, pedestrians... travel daily on our stretch of 7th avenue near Irving Park. During the week days, the car traffic is increasingly heavy and aggressive — it is often difficult to cross 7th to access the park. This feels like a smart, forward-thinking fix for the city. A great way to move people from NE to SE, while also supporting the families of King Elementary.

Name	Location	Date	Comment
Ayollo Olika	Portland, OR	2016-04-27	Ayollo D. Olika
Lisa Lacy	Portland, OR	2016-04-27	7th is an important corridor for bicyclists and a street used by many kids who attend Irvington.
David Sanchez	Portland, OR	2016-04-27	This would make for a better neighborhood. I lived for 10 years near 7th and Prescott. 7th was my primary bike route
Anna Austin	Portland, OR	2016-04-27	All the unsafe traffic on 7th must stop! The new GIGANTIC, UNWANTED building on 7th and Russell will increase traffic which already is so heavy during rush hour, that I cannot even get out from my driveway! Please do not ignore our request for a Greenway!
Susan Stringer	Portland, OR	2016-04-27	Everyone who uses NE 7th Ave deserves a safe street.
Shannon Grzybowski	Portland, OR	2016-04-27	I live on NE 7th Ave. Every day, I see numerous cars speeding up and down the road (in excess of 40mph!) and cyclists nearly hit. My children and I often wait for 10, 15, 20 or more cars to speed by before we can safely cross. It's not safe as is. Designating NE 7th Ave as a greenway saves the city \$1 million instead of 9th. Improved safety with less cost? Yes, please.
Eric Maxwell	Portland, OR	2016-04-27	because I support a greenway on 7th
Jessie Marquez	Portland, OR	2016-04-27	My family and I live on 7th Ave. We have a small child and know many others on this street with small children. We worry about their safety as many cars drive very quickly down this street. We've chosen not to have pets because we think the street is too dangerous. We hope 7th becomes a bicycle-friendly street. It would make our lives better!
sabolch horvat	chicago, IL	2016-04-27	9th would be a more ideal bike way for cyclists. Expanding cycling safety should be a priority for our friendly neighborhood.
Richard Way	Portland, OR	2016-04-28	Traffic on 7th has become congested and dangerous
sabolch horvat	chicago, IL	2016-04-28	Oops, I meant to write that NE 7th ave would be ideal: less detours, a real connecting route for cyclists, and many great objects to slow traffic in place for a start on the projects
Ashley Koger	Portland, OR	2016-04-28	This is a great idea.
Tessa Watson	Portland, OR	2016-04-28	I bike from Prescott and 7th to Weidler and 7th Monday - Friday so this would be AMAZING.
Mike O'Brien	Portland, OR	2016-04-28	I bike!
Kurt Nordback	Boulder, CO	2016-04-28	I support this alignment as a direct and logical route, and the one that is most beneficial to the neighborhoods.
Carl Larson	Portland, OR	2016-04-28	NE 7th is a neighborhood street, not an arterial. By installing traffic calming and diverters as part of a bikeway project, neighbors will finally get relief from speeding MLK cut-through traffic and the city will gain a safe, direct, north-south bike route on the inner eastside. It's a cheaper, better, more-impactful route than NE 9th. I strongly support construction of a greenway on NE 7th. Neighborhood associations and the Bicycle Transportation Alliance (as noted in their "Blueprint for World Class Bicycling") also support it.
Margaret Smeekens	San Diego, CA	2016-04-28	Please help make 7th Ave a safer street!
chris mccraw	portland, OR	2016-04-28	I exclusively bike, and live a few blocks off 7th at Rosa Parks, and would love a greenway that gets me most of the way north! I use 9th sometimes but it is pretty non-optimal, from crappy pavement to park throughway to steep grades, it's a challenge to navigate with my bike trailer - particularly crossing fremont out of the park! 7th would be pretty awesome, but has too much high speed traffic for me now.

Name	Location	Date	Comment
Joan Pelit	Portland, OR	2016-04-28	We need a safer NE 7th, for my kids to get to Irving Park and to use as a north-south bike way.
Josh Capps	Portland, OR	2016-04-28	Do the right thing, city council.
Gabriel Tiller	Portland, OR	2016-04-28	Used to be my commute, very scary to ride on but no other efficient N-S routes in that area.
Tessa Walker	Portland, OR	2016-04-28	Cyclists deserve routes that are straightforward to find and simple to access. I used to live half a block W of Irving Park and walk to the Lloyd MAX station every day. Even as a pedestrian the direct connectivity, existing signal infrastructure, and adjacency to destinations on 7th was much better than 9th.
Fiona Kenshole	Portland, OR	2016-04-28	Good infrastructure makes Portland a better, safer place to live. It is the best mayoral legacy you could wish for.
David Roth	Portland, OR	2016-04-28	This makes the most sense, benefiting the most people (pedestrians, pets, and pedallers). The only ones disagreeing want to make 7th Ave their own personal high-speed thoroughfare for cars and trucks.
Thomas Van Raalte	Portland, OR	2016-04-28	Need another north south route
V R	Portland, OR	2016-04-28	People drive like nutcases down 7th Avenue all the time. I live in this neighborhood. I have almost been hit both riding my bike and crossing the street as a pedestrian. It would be super duper to turn 7th into a greenway with divertors to keep the crazy speeders off the street and make it a safe place for the neighborhood to get around. Thank you!
Daron McCaulley	Portland, OR	2016-04-28	I ride NE 7th every morning on my bike commute! This is a topic I'm passionate about, namely because I've been called annoying by a car for traveling on 7th. Bikers deserve direct routes just as much as cars. Bikes should not be diverted for the convenience of car traffic. Encourage bikes on 7th and cars on MLK.
Nathan Schlingmann	Portland, OR	2016-04-28	I live on 7th avenue and use 7th avenue to commute by bicycle. Often the commute feels dangerous for commuting and I've had some near misses. It's not that the cats are driving aggressively but when two cars are passing each other and your on a bike it's just not wide enough to have a safe passing.
Matthew Piclo	Portland, OR	2016-04-28	I strongly support and believe in the 7th bikeway proposal
Alan Gunn	Portland, OR	2016-04-28	I used to bike this way home 5 years ago. I stopped doing it because it got very busy. I'd do it again these changes were implemented. This would be a great alt to get home from the Lloyd district with my child.
David Ross	Portland, OR	2016-04-28	I live in the neighborhood and this is an important connector.
Jason Nolin	Portland, OR	2016-04-28	I bike on 7th every day to and from work. The drivers have become terrifyingly aggressive. I want 7th to return to being friendly to cyclists and pedestrians!
Adam parsley	Portland, OR	2016-04-28	I bike on seventh every day!
Curtis Miller	Portland, OR	2016-04-28	It's obvious what's coming in our beloved Portland-- population explosion. And it's obvious what our transportation priority must be. And it shouldn't be cars. Bicycles ought to be lauded and supported over the automobile anyplace and anytime we possibly can. NE 7th is again, an obvious place to do that.
Zoe Anderson	Portland, OR	2016-04-28	7th Avenue has too much traffic for it's size. It's a residential street that should be more for pedestrians, bikers and the local car owners.
Dora DeCoursey	Portland, OR	2016-04-28	I worry about using 7th now when I bike, but it would be the most direct route to many places I go, so I would be happy to see it made safer.
Nick Fox	Portland, OR	2016-04-28	7th is not as safe as it should be. Fewer cars would be good for my child and my family.
Ovid Boyd	Portland, OR	2016-04-28	Streets should be safe

Name	Location	Date	Comment
David Goldstein	Portland, OR	2016-04-28	I am signing because the way cars and trucks use the shortcut between Prescott and Alberta Sts. is truly a danger to public safety. I live right on that block, and I routinely see cars gunning it in excess of 50 mph, not even pausing to cross Going St., a very popular bicycle route, and then cruise right by an elementary school.
Charles Graham	Portland, OR	2016-04-28	It's a great idea!
John Westerman	Portland, OR	2016-04-28	I ride a bicycle and I commute.
Eric Iverson	Portland, OR	2016-04-28	How else will we reduce the incentives to drive and reach our bike commuting goal?
Paula Wichienkuer	Portland, OR	2016-04-28	I want safe roads for children and everyone for biking.
Sharon Espersen	Salem, OR	2016-04-28	I support having safe bicycle routes and safe residential areas
Jere Fitterman	Portland, OR	2016-04-28	I'm signing this because I walk and bike there a lot. I live very near. Our neighborhood kids cross 7th to go to school. I cringe watching them try cross.
Amber McKenna	Portland, OR	2016-04-28	I want my neighborhood to be safe for pedestrians, cyclists and drivers.
Daniel Gebhart	Nashua, NH	2016-04-28	Traffic calming is needed now!
Clint Riley	Tallahassee, FL	2016-04-28	I support this endeavor because it will increase pedestrian safety, and will encourage and support increased bike usage.
John Karabaic	Cincinnati, OH	2016-04-28	I'll use this greenway often.
Lisa Frank	Portland, OR	2016-04-28	This is the right place AND it's where the community wants it!
Michael Tousignant	Portland, OR	2016-04-28	Bike infrastructure is one of the most important local issues to me.
Erika Almskaar	Portland, OR	2016-04-28	I'll feel safer with this greenway!
Robin Bogert	Portland, OR	2016-04-28	I want more safe convenient routes to bike without fear.
Kate Marquez	Klamath Falls, OR	2016-04-28	I'm signing because people drive too fast on 7th.
Carolyn Evans	Portland, OR	2016-04-28	I ride my bike everywhere, often with my child. More green ways would really help us get around. Thanks!
Terrence Dublinski-Milton	Portland, OR	2016-04-28	This would make for a much more robust route than 9th which we need to reach our bike mode share goals. It would be open 24 hours as Irving Park closes at night. MLK is parallel, making 7th the perfect north-south "Clinton of NE" if built with proper diversion from the start.
Christopher Higgins	Portland, OR	2016-04-28	Seventh Avenue is far too dangerous at the moment, for pedestrians motorists and cyclists. And it's far congested with cars especially at rush-hour. There are children that play on Brazeo Street and had around 5 o'clock cars start ripping through our block. K pasta?
Erika Stanley	Portland, OR	2016-04-28	NE 7th was my bike route for years and it should be designated officially so that we can keep cyclists safer and neighborhoods quieter as density and traffic increase.
Rebecca Gundle	Portland, OR	2016-04-28	I live in NE and ride my bicycle on 7th regularly. It just makes sense!
Chelsea Petrakis	Portland, OR	2016-04-28	I bike on NE 7th a lot in my commute and consistently have felt 'scared off' the road by drivers moving too fast, cutting too close to me, and driving quickly by me just before roundabouts and over speedbumps. NE 7th already gets a lot of bike traffic and is clearly the best choice for a greenway running from I-84 North. It just doesn't feel safe currently and it should be. I would love to see it protected more as a Greenway and re-paved in spots so it safe for all bicyclists!

Name	Location	Date	Comment
Robert Nystrom	Portland, OR	2016-04-28	This would reflect concepts of 'social engineering' - supporting what people DO (cycle & walk 7th) vs someone else's idea of what looks good on paper. The reasons stated are accurate and wise. I ride this all the time and agree with the assessment (and increasing potential problems).
Stephanie Noll	Portland, OR	2016-04-28	A 7th Ave bikeway would provide a safe, direct route to take my kids to the dentist and other places we need to go.
Muriel Gueissaz-Teufel	Portland, OR	2016-04-28	I am a resident, a biker, a parent, and an MLK commuter. I agree with the observations in the petition, the need to slow down traffic on 7th while finally making 7th safe for bikers.
Owen Walz	Portland, OR	2016-04-28	I bike on 7th all the time!
Lucas Gray	Portland, OR	2016-04-28	I bike a lot and there are very few easy and safe north-south arteries in Portland - especially east of MLK.
Jeanie Golino	Portland, OR	2016-04-28	This is a good idea and one that will benefit many. Please support this. Too many people are injured and even killed because we don't have safe routes for bikes and pedestrians.
Naomi Campbell	Portland, OR	2016-04-28	It makes sense for a good bike commute. Also I own a home on 7th and would love my children to be able to go near the street. Right now it's too dangerous. I do hope I wouldn't lose all of my street parking though.
Paul Jeffery	Portland, OR	2016-04-28	I want sensible, convenient, and safe bike routes throughout the city.
John Dendiuk	Portland, OR	2016-04-28	I ride my two boys all around portland and I want safe roads allowing us to stay out of our car.
andrew vanvlack	astoria, OR	2016-04-28	I have used this path daily for bike travel and find it to be a perfect north/south route.
Katie Weinstein	Portland, OR	2016-04-28	This community needs safe, reliable routes for travel. Drivers often try to bypass traffic on MLK to speed at high rates on 7th. We need designated routes throughout our city for non-vehicle travel. PLEASE.
Tom McTighe	Portland, OR	2016-04-28	Neighborhood Greenaways are a key part of smart growth.
armando luna	Portland, OR	2016-04-28	we need to start making cycling and other active transportation options a priority.
Seth Thomas	Portland, OR	2016-04-28	I'm signing because I primarily use 7th to bike to and from work and it is a jarring enough experience with bad car behavior that I often resort to a circuitous route using other streets rather than simply the straight shot 7th would provide because 7th does not feel safe.
Andrew Holz	Portland, OR	2016-04-28	I ride 7th
Ian Wolf	Portland, OR	2016-04-28	I live on that street and have seen a huge increase of traffic causing unsafe conditions for bikers, walkers, etc....
John Adamson	Portland, OR	2016-04-28	Myself and my family commute by bicycle daily up and down seventh avenue with many other bike riders/commuters. It would make it a direct route of safe travel connecting NE to SE 7th Ave
John paul castiaux	Portland, OR	2016-04-28	This is long overdue and extremely important to the future of Portland's livability.
Dan & Kirsten Kaufman	Portland, OR	2016-04-28	Safe bike routes make for better neighborhoods and a better city.
Mark Colman	portland, OR	2016-04-28	We strongly support the proposed Greenway on NE 7th from Lloyd Ave to Sumner St. We believe that a Greenway on 7th will dramatically improve Portland's bikeway network, improve the safety of people using and crossing the street, and restore 7th to its original function as a local neighborhood street. Make it so, Mayor Hales!

Name	Location	Date	Comment
Ben Salzberg	Portland, OR	2016-04-28	Anything to improve cycling through the Lloyd district would be welcome. It is the best route through now but could be vastly improved!
Michelle Kline	Portland, OR	2016-04-28	I want 7th to be a greenway!
Carl Alviani	Portland, OR	2016-04-28	I'm signing because I live just 10 blocks away, and regularly bike with my young son in this area. And while east/west connectivity is reasonably good, through Greenways on Tillamook, Klickitat and Going, heading north/south is always fraught with discomfort and occasionally dangerous car conflict. Returning NE 7th to its original role as a low-speed, low-stress neighborhood street is the best way I can see doing it.
Rex Burkholder	Portland, OR	2016-04-28	2824 SE Yamhill Street
Garth Upshaw	Portland, OR	2016-04-28	I use 7th already and would love the extra measures to make it safer. Thanks.
Anita Dilles	Portland, OR	2016-04-28	I'm signing because I strongly support 7th as a bike greenway! Cars drive too fast on that residential street, and need to be diverted to the arterials.



Name	City	State	Postal Cod	Country
Montserrat Shepherd	Portland	Oregon		United States
Evan Heidtmann	Portland	Oregon	97211	United States
Stephen Scott	Portland	Oregon	97212	United States
Susan Stringer	Portland	Oregon	97212	United States
Patricia Shepherd	Mancos	Colorado	81328	United States
Ioan Fodor	Portland	Oregon	97212	United States
Alex Reed	Portland	Oregon	97206	United States
Allan Rudwick	Portland	Oregon	97212	United States
Mike Warwick	Portland	Oregon	97212	United States
Adam Herstein	Portland	Oregon	97206	United States
Blake Goud	Portland	Oregon	97217	United States
Taylor Murray	Portland	Oregon	97212	United States
John ritchey	Portland	Oregon	97212	United States
Danny Garcia	Portland	Oregon	97218	United States
Steve Cole	Portland	Oregon	97212	United States
Rose Gunn	Portland	Oregon	97212	United States
Erin Fish	Portland	Oregon	97212	United States
Emily Guise	Portland	Oregon	97217	United States
Kee Song	Portland	Oregon	97212	United States
Jeanne Stringer	Portland	Oregon	97209	United States
Collin Zimmerer-Mazza	Portland	Oregon	97212	United States
Joseph Albert	Portland	Oregon	97212	United States
Soren Impey	Portland	Oregon	97214	United States
Khalid Wahab	Portland	Oregon	97212	United States
Swapna Mukhopadhyay	Portland	Oregon	97212	United States
Sarah Newsum	Portland	Oregon	97227	United States
craig harlow	Portland	Oregon	97212	United States
susan ritchey	Portland	Oregon	97212	United States
Adron Hall	Portland	Oregon	97204	United States
Rob Mumford	Portland	Oregon	97202	United States
kiel johnson	Portland	Oregon	97232	United States
Steven Nelson	Portland	Oregon	97212	United States
Maria A. Garcia	Portland	Oregon	97212	United States
David Kennedy	Portland	Oregon	97211	United States
Carrie Yager	Portland	Oregon	97232	United States
Adrienne Tozier de la Poterie	Portland	Oregon	97212	United States
Alise Munson	Portland	Oregon	97212	United States
andrew shepherd	Portland	Oregon	97212	United States
Betsy Reese	Portland	Oregon	97202	United States
Jonathan Gordon	Portland	Oregon	97206	United States
David Goodyke	Portland	Oregon	97227	United States
Thomas Asturias	Portland	Oregon	97212	United States
Minh Truong	Portland	Oregon	97212	United States
Josh Berezin	Portland	Oregon	97217	United States
Jason Markantes	Portland	Oregon	97202	United States
Megan Zimmerer-Mazza	Portland	Oregon	97211	United States

Jon Newman	Portland	Oregon	97212 United States
Marisa Flower	Portland	Oregon	97212-313 United States
Martin Chasehill	Portland	Oregon	97212 United States
Angela Fish	Portland	Oregon	97212 United States
Stone Doggett	Portland	Oregon	97212 United States
JEREMY SPENCER	PORTLAND	Oregon	97212 United States
Michela McMahon	Portland	Oregon	97212 United States
Androos Cherper	Portland	Oregon	97209 United States
aimee sisco	Portland	Oregon	97212 United States
Gina Newman	Portland	Oregon	97212 United States
nils benson	Portland	Oregon	97212 United States
George Weissmann	Portland	Oregon	97212 United States
Matt Hawley	Portland	Oregon	97212 United States
Jeffrey Brock	Portland	Oregon	97211 United States
Ben Grylewicz	Portland	Oregon	97212 United States
Noah Flower	Portland	Oregon	97212 United States
Dylan Stringer	Portland	Oregon	97202 United States
Nina leibow	Portland	Oregon	97212 United States
Doug Klotz	Portland	Oregon	97214 United States
Kristin Gross	Portland	Oregon	97218 United States
James Grant	Portland	Oregon	97212 United States
Jennie Cronin	Portland	Oregon	97212 United States
John Brennan	Portland	Oregon	97212 United States
Karen Wells	Portland	Oregon	97211 United States
Dan Loda	Portland	Oregon	97266 United States
Marsha Hanchrow	Portland	Oregon	97214 United States
Jaime Vasquez	portland	Oregon	97211 United States
Cory Poole	Portland	Oregon	97215 United States
Rebecca Rapple	Portland, OR	Oregon	97212-113 United States
Kristin Yates	Portland	Oregon	97203 United States
David Sweet	Portland	Oregon	97218 United States
Michelle Garner	Portland	Oregon	97212 United States
Michael Barrett	Portland	Oregon	97212 United States
Jeff Aslakson	Portland	Oregon	97212 United States
Sky Cunningham	Portland	Oregon	97218 United States
Robert Samuel Hopkins	Salem	Oregon	97312 United States
teresa mcgrath	portland	Oregon	97212 United States
Emily Leuning	Portland	Oregon	97212 United States
Jacob Harris	Portland	Oregon	4.2E+09 United States
Stephen Dorow	Portland	Oregon	97212 United States
Anna Leuning	Portland	Oregon	97215 United States
Gerald Fittipaldi	Portland	Oregon	97211 United States
Carl VanderZanden	Portland	Oregon	97212 United States
Karen Crichton	Portland	Oregon	97203 United States
Cameron Schnur	Portland	Oregon	97232 United States
Steve Bozzone	Portland	Oregon	97214 United States
David Bernal	Portland	Oregon	97211 United States

Tom Schmidt	Portland	Oregon	97211 United States
Cynthia Chilton	Portland	Oregon	97212 United States
Mark Carter	Portland	Oregon	97202 United States
Nell Johnson	Portland	Oregon	97211 United States
Angela Espersen	Portland	Oregon	97212 United States
Yonit Sharaby	Portland	Oregon	97210 United States
Rob Darmour	Portland	Oregon	97212 United States
Chris Shaffer	Portland	Oregon	97214 United States
Sarah Wiebenson	Portland	Oregon	97227 United States
Adam Espersen	Portland	Oregon	97212 United States
Rebecca Key	Portland	Oregon	97214 United States
Christine Chen	Portland	Oregon	97212 United States
Adam Weber	Hood River	Oregon	97031 United States
Tony Hawke	Portland	Oregon	97214 United States
Jason Templeman	Portland	Oregon	97210 United States
Phil Richman	Portland	Oregon	97219 United States
Courtney Miller	Portland	Oregon	97212 United States
Karen Berry	Portland	Oregon	97212 United States
Luca Steiner	Portland	Oregon	97211 United States
Jeri Stein	Portland	Oregon	97212 United States
Robert Baskette	Portland	Oregon	97212 United States
Courtney Veraldi	Portland	Oregon	97212 United States
Betsy Wright	Portland	Oregon	97210 United States
Joe Hand	Portland	Oregon	97232 United States
Mary Senatori	Portland	Oregon	97212 United States
Gabe Cabatic	Portland	Oregon	97212 United States
David Robinson	Portland	Oregon	97211 United States
Andrew connelly	Portland	Oregon	97211 United States
Stephen Judkins	Portland	Oregon	97227 United States
Mark vanderzanden	Portland	Oregon	97212 United States
Luke Norman	Portland	Oregon	97232 United States
Julie Forbes	Portland	Oregon	97212 United States
George Greer	Portland	Oregon	97212 United States
Tracy Schlapp	Portland	Oregon	97212 United States
Alexis Warwick	Portland	Oregon	97212 United States
Rowena Norman	Portland	Oregon	97232 United States
Alexander Gerace	Portland	Oregon	97211 United States
John Mermin	Portland	Oregon	97212 United States
Eric Wilhelm	Portland	Oregon	97219 United States
Peter Lacy	Portland	Oregon	97212 United States
Erica Morris	Portland	Oregon	97212 United States
Jeff Stringer	Portland	Oregon	97212 United States
Shaun Soden	PORTLAND	Oregon	97214 United States
Steven Howland	Portland	Oregon	97212 United States
Abhinav Tripathi	Portland	Oregon	97212 United States
Mark Hilton	Portland	Oregon	97202 United States
Ayollo Otika	Portland	Oregon	97212 United States

Celia Beauchamp	Portland	Oregon	97212 United States
Lisa Lacy	Portland	Oregon	97212 United States
Katherine Wishart	Portland	Oregon	97212 United States
Anna Gonsalves	Portland	Oregon	97217 United States
Marcia Alvar	Portland	Oregon	97212 United States
David Sanchez	Portland	Oregon	97212 United States
Brent Shultz	Portland	Oregon	97211 United States
Fred Lifton	Portland	Oregon	97211 United States
Courtney Grace h.	Portland	Oregon	97212 United States
Spencer Soderlind	Portland	Oregon	97212 United States
Dave McCabe	Portland	Oregon	97211 United States
Anna Austin	Portland	Oregon	97212 United States
sari watnick	portland	Oregon	97212 United States
Deb Owen	Portland	Oregon	97212 United States
Cornelia Withington	Portland	Oregon	97211 United States
Caitlin Arbeiter	Portland	Oregon	97212 United States
Shannon Grzybowski	Portland	Oregon	97212 United States
Eric Maxwell	Portland	Oregon	97211 United States
Jessie Marquez	Portland	Oregon	97211 United States
Rambod Behnam	Portland	Oregon	97217 United States
Audra Duran	Portland	Oregon	97211 United States
jody guth	portland	Oregon	97212 United States
Sabolch Horvat	Portland	Oregon	97212 United States
Richard Way	Portland	Oregon	97212 United States
Ashley Koger	Portland	Oregon	97212 United States
Tessa Watson	Portland	Oregon	97211 United States
John Sturm	Portland	Oregon	97211 United States
Mike O'Brien	Portland	Oregon	97217 United States
sean pliska	Portland	Oregon	97266 United States
Kurt Nordback	Portland	Oregon	97212 United States
Carl Larson	Portland	Oregon	97214 United States
Nelson Earnshaw	Portland	Oregon	97212 United States
Anne Kari Lyshaug	Portland	Oregon	97232 United States
Skye Macalester	Portland	Oregon	97212 United States
peggy guth	portland,	Oregon	97227 United States
Margaret Smeekens	Portland	Oregon	97212 United States
Zane Ingersoll	Portland	Oregon	97206 United States
JJ Heldmann	Portland	Oregon	97214 United States
chris mccraw	Portland	Oregon	97211 United States
Bjorn Warloe	Portland	Oregon	97218 United States
Carolina Pfister	Portland	Oregon	97212 United States
Romey Murrow	Oregon City	Oregon	97045 United States
Richard Dawson	Portland	Oregon	97204 United States
Joan Petit	Portland	Oregon	97212 United States
Lindsay Adamson	Portland	Oregon	97212 United States
Alexis Grant	Portland	Oregon	97211 United States
Josh Capps	Portland	Oregon	97213 United States



Adnan Kadir	Portland	Oregon	97214 United States
GABRIEL TILLER	Portland	Oregon	97214 United States
Jessica Jenkins	Portland	Oregon	97232 United States
CJ (Tessa) Walker	Portland	Oregon	97206 United States
Fiona Kenshole	Portland	Oregon	97210 United States
David Roth	Portland	Oregon	97212-386 United States
Anne Houran	Portland	Oregon	97212 United States
THOMAS VAN Raalte	Portland	Oregon	97202 United States
Scott Mainwaring	Portland	Oregon	97202 United States
Paul Souders	Portland	Oregon	97202 United States
Esther Harlow	Portland	Oregon	97213-656 United States
Will Vanlue	PORTLAND	Oregon	97202 United States
Vanessa Renwick	Portland	Oregon	97212 United States
Clint Culpepper	Portland	Oregon	97212 United States
Daron McCaulley	Portland	Oregon	97212 United States
John Arehart	Portland	Oregon	97212 United States
Kara Dale-Sonnars	Portland	Oregon	97211 United States
Nathan Schlingmann	Portland	Oregon	97211 United States
Matthew Picio	Portland	Oregon	97206 United States
Elliot Hohn	Portland	Oregon	97211 United States
Alan Gunn	Portland	Oregon	97217 United States
Scott Batchelar	Portland	Oregon	97209-354 United States
David Ross	Portland	Oregon	97211 United States
Jason Nolin	Portland	Oregon	97218 United States
Christopher Russell	Portland	Oregon	97212 United States
kate Walker	Portland	Oregon	97220 United States
Adam parsley	Portland	Oregon	97212 United States
Lynn Thompson	Portland	Oregon	97211 United States
Andrew Weller-Gordon	Portland	Oregon	97212 United States
Eileen Ryan	Portland	Oregon	7212 United States
Curtis Miller	Portland	Oregon	97211 United States
Mary Wahlquist	Portland	Oregon	97211 United States
Zoe Anderson	Portland	Oregon	97212 United States
Viva Soffian	Portland	Oregon	97211 United States
Robert Bardel	Portland	Oregon	97212 United States
Ian Shepherd	Portland	Oregon	97212 United States
Nathan Martin	Portland	Oregon	97211 United States
Ana Shepherd	Portland	Oregon	97212 United States
Karla Gostnell	Brooklyn	New York	11218 United States
Lawrence Boothby	Portland	Oregon	97212 United States
Lucy Burningham	Portland	Oregon	97217 United States
Dora DeCoursey	Portland	Oregon	97212 United States
Brian Martin	Portland	Oregon	97211 United States
Meghan Keys	Portland	Oregon	97211 United States
Nick Fox	Portland	Oregon	97212 United States
Shannan Cox	Portland	Oregon	97206 United States
judith lienhard	Portland	Oregon	97225 United States

Ovid Boyd	Portland	Oregon	97232 United States
heather hoeringer	portland	Oregon	97212 United States
David Goldstein	Portland	Oregon	97211 United States
Jonathan Forney	Portland	Oregon	97215 United States
Charles Graham	Portland	Oregon	97212 United States
John Westerman	Portland	Oregon	97211 United States
Elizabeth Borte	portland	Oregon	97202 United States
Paula Funatake	Portland	Oregon	97215 United States
Lee Tillman	Portland	Oregon	97211 United States
Patrick Hazen	Portland	Oregon	97217 United States
Spencer Bushnell	Portland	Oregon	97239 United States
Eric Iverson	Portland	Oregon	97202 United States
Ann zawaski	Portland	Oregon	97211 United States
Paula Wichienkuer	Portland	Oregon	97212 United States
Sharon Espersen	Salem	Oregon	97304 United States
Jere Fitterman	Portland	Oregon	97212 United States
Amber McKenna	Portland	Oregon	97212 United States
Daniel Gebhart	Clackamas	Oregon	97015 United States
Clint LeMoyne Riley	Portland	Oregon	97212 United States
John Karabaic	Portland	Ohio	97202 United States
Ryan Butler	Portland	Oregon	97213 United States
Michael Snow	Portland	Oregon	97212 United States
Lisa Frank	Portland	Oregon	97210 United States
halley weaver	portland	Oregon	97217 United States
michael tousignant	Portland	Oregon	97202 United States
erika almskaar	Portland	Oregon	97217 United States
Alex Aranda	Grosse Pointe	Michigan	48230 United States
Bob Kellett	Portland	Oregon	97214 United States
greg lavender	portland	Oregon	97211 United States
Eva Danon	Portland	Oregon	97212 United States
Robin Bogert	Portland	Oregon	97217 United States
Heather Watkins	Portland	Oregon	97202 United States
Kate Marquez	Klamath Falls	Oregon	97601 United States
Carolyn Evans	Portland	Oregon	97214 United States
Terrence Dublinski-Milton	Portland	Oregon	97215 United States
Christopher Higgins	Portland	Oregon	97212 United States
Matt Stewart	Portland	Oregon	97214 United States
Andrew Sheie	Portland	Oregon	97217 United States
Corina Overman	Portland	Oregon	97212 United States
Stephan Lindner	Portland	Oregon	97212 United States
Carole Johnson-Smith	Portland	Oregon	97212 United States
Erika Stanley	Portland	Oregon	97211 United States
Ian Stude	Portland	Oregon	97213 United States
Dana Hargunani	Portland	Oregon	97212 United States
Russ Van Horn	Portland	Oregon	97212 United States
Lisa Schonberg	Portland	Oregon	97217 United States
Tony Jordan	Portland	Oregon	97215 United States

Clay Giberson	Portland	Oregon	97211 United States
Grace Marian	Portland	Oregon	97214 United States
Justin Yuen	Portland	Oregon	97212 United States
Rebecca Gundle	Portland	Oregon	97212 United States
Chelsea Petrakis	Portland	Oregon	97212 United States
Darin Lund	Portland	Oregon	97213 United States
Robert Nystrom	Portland	Oregon	97232 United States
Stephanie Noll	Portland	Oregon	97217 United States
Muriel Gueissaz-Teufel	Portland	Oregon	97212 United States
Owen Walz	Portland	Oregon	97211 United States
Jonathan Maus	Portland	Oregon	97217 United States
Lucas Gray	Portland	Oregon	97211 United States
Geoffrey Earl	Portland	Oregon	97214 United States
Amy Fitzpatrick	Oakland	California	94606 United States
Adam McAree	Portland	Oregon	97211 United States
Charis Deutsch	Portland	Oregon	97211 United States
Susan Westby	Portland	Oregon	97212 United States
Jeanie Golino	Portland	Oregon	97211 United States
Alan Kessler	Portland	Oregon	97202 United States
Naomi Campbell	Portland	Oregon	97212 United States
Paul Jeffery	Portland	Oregon	97214 United States
John Dendiuk	Portland	Oregon	97213 United States
Eli Spevak	Portland	Oregon	97218 United States
Emee Pumarega	Portland	Oregon	97213 United States
David Bartges	Portland	Oregon	97211 United States
Andrew VanVlack	Portland	Oregon	97211 United States

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Arevalo, Nora

From: Warwick, Mike <mike.warwick@pnml.gov>
Sent: Thursday, April 28, 2016 10:03 AM
To: BPS Comprehensive Plan Testimony
Subject: RE: Residential Zoning testimony

As the Comp Plan lead for the Eliot Neighborhood Association Land Use Committee, I have been submitting comments on the Comp Plan, including proposed zone changes per the comment schedule. The recent revisions of the Map App had me confused, so I reached out to Planning staff for an explanation. The specific question I posed was why 435 NE Stanton and the adjacent lot R101963 are shown as R1 zoning in the Comp Plan map, but the Residential map shows "no zoning change proposed." We concurred with the change to the R1 zone for the reasons noted on the Comp Plan map and wish to have that zone change implemented.

To recap, Eliot initially proposed almost neighborhood-wide rezoning to be consistent with the Comp Plan goal of protecting existing "residential" neighborhoods and facilitating development in "centers" and along "corridors." Planning staff revised our proposal to restrict our requested residential zone changes from R2 to R2.5 ONLY in the Eliot Historic Conservation District. The R2 zone will be retained in the other, roughly half of Eliot's existing residential area. They also proposed the zone change noted above (435 NE Stanton/R101963). As Comp Plan lead, I assumed this change on the "old" Map App was a "zone change;" however, as noted above, it does not show up on the "new" Map Apps on the "Residential" map but does on the "Comp Plan" map. I have since gotten clarification that a change on the "Comp Plan" map may not have an associated zone change on the residential or commercial/mixed use map. To reiterate, I would like to request the PSC include the R2 to R1 zone change for the parcels noted. I will also note that based on the information I received today about the potential disconnect between the Comp Plan map changes and other maps, I will be reviewing all relevant maps to see if there are other "missing" zone changes that we thought were done deals.

Mike Warwick
Eliot Neighborhood Association Land Use Committee Vice Chair and Comp Plan Lead
535 NE Thompson
Portland, 97212

From: Warwick, Mike
Sent: Wednesday, April 27, 2016 12:22 PM
To: 'cputestimony@portlandoregon.gov'
Subject: Residential Zoning testimony

I am confused. The new version of the Map App has a Comp Plan link and a Residential link and the information on each is different. The Eliot Neighborhood proposed a large number of zone changes to make existing zoning consistent with the Comp Plan vision to preserve existing neighborhoods and direct growth along corridors and in centers. Planning staff altered our proposal, primarily to limit our requested R2 to R2.5 downzone to the boundaries of the Eliot Historic Conservation District. Fair enough. They also changed zoning on parcels in the existing R2 zoned areas outside of the Conservation District. Again, fair enough. What is confusing is the different records for the proposed changes to zoning and on the Comp Plan. For example, one of the changes proposed by staff was for. The revised proposal from staff proposed to rezone the parcels to R1 to provide a transition between a change in the Mixed Use zone to lower density residential areas (R2 zoning). These parcels are sandwiched between the new Mixed Use zone and previous R1 development on Stanton. This proposed zone change doesn't show up on the "Residential" map, but does on the "Comp Plan" map. Hence my confusion. Does the proposed R1 density use in the Comp Plan include a zone change once the Plan is adopted or is that just a "future use" envisioned by the Plan as the FAQ suggests? In any case, this is a zone change the PSC should support.

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 28, 2016 9:55 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: SWNI Letter Re Amendment P#45 to the 2035 Comprehensive Plan
Attachments: SWNI Letter Re Amendment P#45,.doc

Importance: High

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

From: Sylvia Bogert [mailto:sylvia.bogert@gmail.com] **On Behalf Of** Sylvia
Sent: Thursday, April 28, 2016 9:17 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Fish, Nick <NickFish@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Cc: Carol McCarthy <mnachair@gmail.com>; Gibbon, John <jtgorygun@aol.com>; sam pearson <sfjpr1@gmail.com>
Subject: SWNI Letter Re Amendment P#45 to the 2035 Comprehensive Plan
Importance: High

Dear Mayor Hales and City Council members:

On April 27, 2016 the SWNI Board of Directors voted in support of the position adopted by the Multnomah Neighborhood Association and the SWNI Land Use Committee in opposition to Amendment P#45 because:

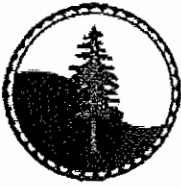
- The amendment was introduced at the last minute and without notification commensurate with the potential changes that could ensue from this amendment, with the result that we have not had time to adequately evaluate the amendment;
- The “where appropriate” clause is not defined and therefore we cannot evaluate its application;
- The map app is a more appropriate tool to implement this type of middle density housing by rezoning properties for multi-family occupancy, where appropriate, using existing notification procedures.
- There is no provision in the amendment to guarantee that the middle housing that it would allow would be affordable.
- We are concerned that an unintended consequence of this amendment would be the demolition of existing affordable housing in the name of affordable middle housing

Thank you for extending the comment period to allow the Southwest Neighborhood Board of Directors time to submit testimony. Please see the attached letter. We would hope in the future there could be adequate time for more fully responsive testimony

Sincerely,

Sam Pearson
President
Southwest Neighborhoods, Inc.

Sylvia Bogert, Executive Director
Southwest Neighborhoods Inc. (SWNI)
7688 SW Capitol Hwy, Room 5
Portland, OR 97219
503-823-4592



Southwest Neighborhoods, Inc.

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

www.swni.org

April 28, 2016

Mayor Charlie Hales and members of the Portland City Council
City of Portland
1221 SW 4th Avenue
Portland, OR 97204

Re: Proposed Amendment P#45 to the 2035 Comprehensive Plan

Dear Mayor Hales and City Council members:

On April 27, 2016 the SWNI Board of Directors voted in support of the position adopted by the Multnomah Neighborhood Association and the SWNI Land Use Committee in opposition to Amendment P#45 because:

- The amendment was introduced at the last minute and without notification commensurate with the potential changes that could ensue from this amendment, with the result that we have not had time to adequately evaluate the amendment;
- The "where appropriate" clause is not defined and therefore we cannot evaluate its application;
- The map app is a more appropriate tool to implement this type of middle density housing by rezoning properties for multi-family occupancy, where appropriate, using existing notification procedures.
- There is no provision in the amendment to guarantee that the middle housing that it would allow would be affordable.
- We are concerned that an unintended consequence of this amendment would be the demolition of existing affordable housing in the name of affordable middle housing

Thank you for extending the comment period to allow the Southwest Neighborhood Board of Directors time to submit testimony. We would hope in the future there would be adequate time for more fully responsive testimony

Sincerely,

Sam Pearson
President
Southwest Neighborhoods, Inc.

Arevalo, Nora

From: Susan Lindsay <lindsays@pdx.edu>
Sent: Thursday, April 28, 2016 9:46 AM
To: BPS Comprehensive Plan Testimony
Subject: Fwd: Comprehensive Plan Testimony: S 20, S21, S22 and P45

Hello there,

Please see Sara's note and my official testimony below it which was submitted yesterday (before 5pm) using the only email address I could find after a whole lot of searching! :))) Please add my testimony to the official record.

Thank you very much for all you do!

Susan

----- Forwarded message -----

From: PDX Comp Plan <pdxcompplan@portlandoregon.gov>
Date: Thu, Apr 28, 2016 at 9:23 AM
Subject: RE: Comprehensive Plan Testimony: S 20, S21, S22 and P45
To: Susan Lindsay <lindsays@pdx.edu>

Ms. Lindsay:

Thank you for engaging in the Comprehensive Plan process. However, this email address is for questions, and cannot log testimony. If you want your email to be added to the legal record of testimony, please re-send it to cputestimony@portlandoregon.gov.

Sincerely,

Sara Wright

Community Outreach and Information Representative

City of Portland | Bureau of Planning and Sustainability

p: [\(503\) 823-7728](tel:(503)823-7728)

sara.wright@portlandoregon.gov

From: Susan Lindsay [mailto:lindsays@pdx.edu]

Sent: Wednesday, April 27, 2016 4:56 PM

To: PDX Comp Plan <pdxcompplan@portlandoregon.gov>

Cc: Hales Charlie <MayorHayes@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Grumm, Matt <Matt.Grumm@portlandoregon.gov>; Shriver, Katie <Katie.Shriver@portlandoregon.gov>; Dunphy, Jamie <Jamie.Dunphy@portlandoregon.gov>; Adamsick, Claire <Claire.Adamsick@portlandoregon.gov>

Subject: Comprehensive Plan Testimony: S 20, S21, S22 and P45

To the Honorable Mayor Hales and Commissioners Novick, Saltzman, Fritz and Fish,

I write to urge your support of Comp Plan amendments **S20, S21, and S22**.

While there were many zoning changes proposed for the Buckman neighborhood, these three amendments were specially requested and supported by many neighbors concerned about the potential devastating consequences brought by the proposed map changes put in place by the original BPS plan.

Buckman is an historic, eclectic neighborhood, low to medium income neighborhood with beautiful houses and trees which underwent large-scale and sweeping demolitions in the 1970's.

At that time and watching Portland's oldest eastside neighborhood being bulldozed for apartment buildings, dedicated activists got busy and worked to protect the neighborhood from further destruction and to save the houses and trees

The map changes proposed by planning threaten those hard fought protections and should be rejected.

S21 and S22 are both in an area which has recently undergone and passed the rigorous workup for a historic district and was approved for inclusion by the National Register body. Concerns within the neighborhood about design review fees caused the application to be withdrawn...but all is in place for this process to resume. S21 and S22 protect that path and the important historic resources in the proposed district.

Keeping the existing zoning in place is supported by a letter submitted from the Portland Historic Landmarks Commission which calls upon this area to remain R-5.

Regarding S20. We are so pleased to have this support and ask for it to continue! This very important "bridge" area ..the heart of our residential area...between Colonel Summers Park and Buckman Elementary should be preserved with existing zoning. BPS one sentence response that this area is all commercial is completely incorrect.

The importance of S20 cannot be underscored. The new developments being currently built are large and filled with very small, very expensive studio apartments. The existing R1 and R2.5 in this area will allow other housing types to be developed so that couples and families with children can find room in Buckman all within walking distance to the park and school.

This area contains many turn of the century homes which provide affordable rental opportunities with unit sizes that accommodate families. When this area builds out, we *want* it to include more family-size housing.

Regarding P45. This strategy is interesting, but already in place in working class Buckman. Any "middle housing" proposal for the city needs much more vetting.....and absolutely needs to be looked at city-wide..or at least city-wide west of 82nd Avenue on the east side, and east of Skyline Blvd. on the west side.

There are many close in neighborhoods on both sides of the Willamette which could lend themselves to a middle housing look...such as Sellwood, Laurelhurst, Grant Park, Irvington, The SW and NW Hills, and Alameda. As a matter of equity, density should not be increased only in the areas already doing their share, and opening alternative housing options city wide opens up more affordable housing types in neighborhoods with good schools and amenities.

Finally, I am only slightly aware of a memo issue April 14th regarding protecting the houses in S21 while increasing the density to R1. While I appreciate the effort to protect these important resources, I would oppose this at this time as there has been no process or notification ...no one knows anything about this...and the density increase suggestion is too high.

A better approach might be examining the allowing of ADUs in duplexes city-wide.

Again, thank you for your sponsoring of amendments S20, S21 and S22. We are so grateful and ask for your continued support.

Buckman is a wonderful neighborhood with many housing types. We do not want you lose our heart..which we have fought so hard to preserve.

Thank you,

Susan Lindsay

625 SE 17th Avenue

Portland, OR 97214


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Susan Lindsay

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Susan Lindsay

Arevalo, Nora

 **From:** Arevalo, Nora
Sent: Thursday, April 28, 2016 9:39 AM
To: BPS Comprehensive Plan Testimony
Subject: Testimony
Attachments: Testimony Received April 27 II.pdf

Follow Up Flag: Follow up
Flag Status: Flagged



April 18, 2016

To: Mayor Hales and Commissioners

Re: Support for Council Comp Plan Amendments P45 – P47

Mayor Hales and Commissioners,

We are writing to express our support for proposed Comp Plan amendments P45 – P47. These amendments were not explicitly on the table when the Planning and Sustainability Commission reviewed the Comp Plan, but we're glad to support them at this time. As per PSC protocol, we should note that this letter represents the opinions of certain PSC members as individuals and does not reflect a recommendation by the PSC as a whole.

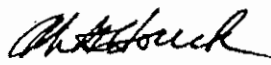
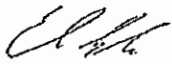
Proposed amendment P45 builds on language already in the Comprehensive Plan to support the development of "Missing Middle" housing types, including "multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale transition between the core of the mixed use center and surrounding single family areas." This change will support equity and affordability goals at amenity-rich locations throughout our city, in keeping with the way our neighborhoods were originally built before single-family zoning was broadly introduced in Portland following WWII. Once implemented through code reform, this will create a regulatory environment that expands and adds variety to the (limited) pallet of housing options being created in our neighborhoods today under existing single-dwelling zoning.

We would like to suggest one amendment to Amendment P45, as follows: "Apply zoning that would allow this within a quarter mile of designated centers AND CORRIDORS, where appropriate,..." The logic for supporting more varied housing types is based on proximity to higher-density, higher-amenity commercial districts – which in Portland are at least as likely to be found along corridors as within designated centers. This would bring the Amendment closer to what is now part of the City Club of Portland's even more expansive recommendation (still subject to final vote), to "revise zoning code to allow for middle housing in residential neighborhoods."

Proposed amendments P46 and P47 call on the city not just to 'produce' at least 10,000 regulated affordable housing units citywide by 2035 in the 0-80 percent MFI bracket, but actually to fund their creation. This call to action acknowledges that zoning reform alone will be insufficient to address our housing crisis – and that we as a city must raise additional revenues for the creation of affordable housing. The comp plan does not provide specifics on how to do this, but we look forward to supporting specific proposals from the Welcome Home Coalition to create dedicated new funding streams for affordable housing, consistent with this proposed amendment.

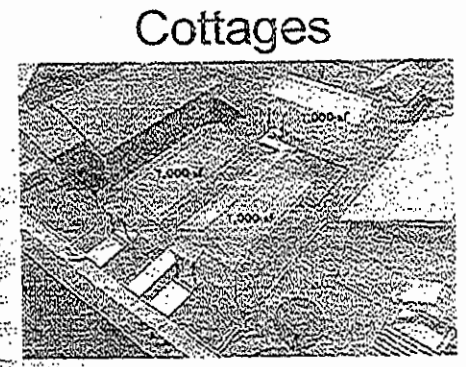
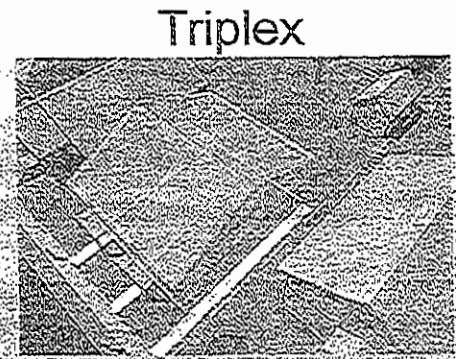
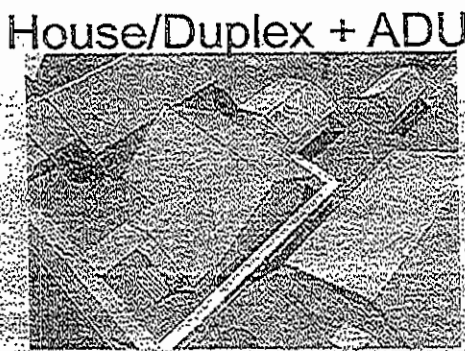
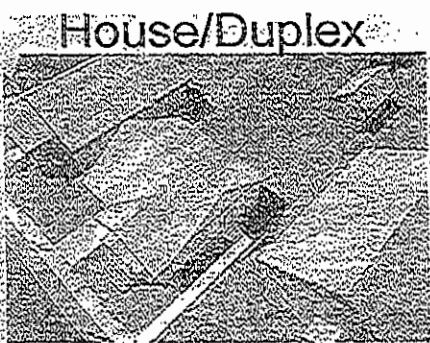
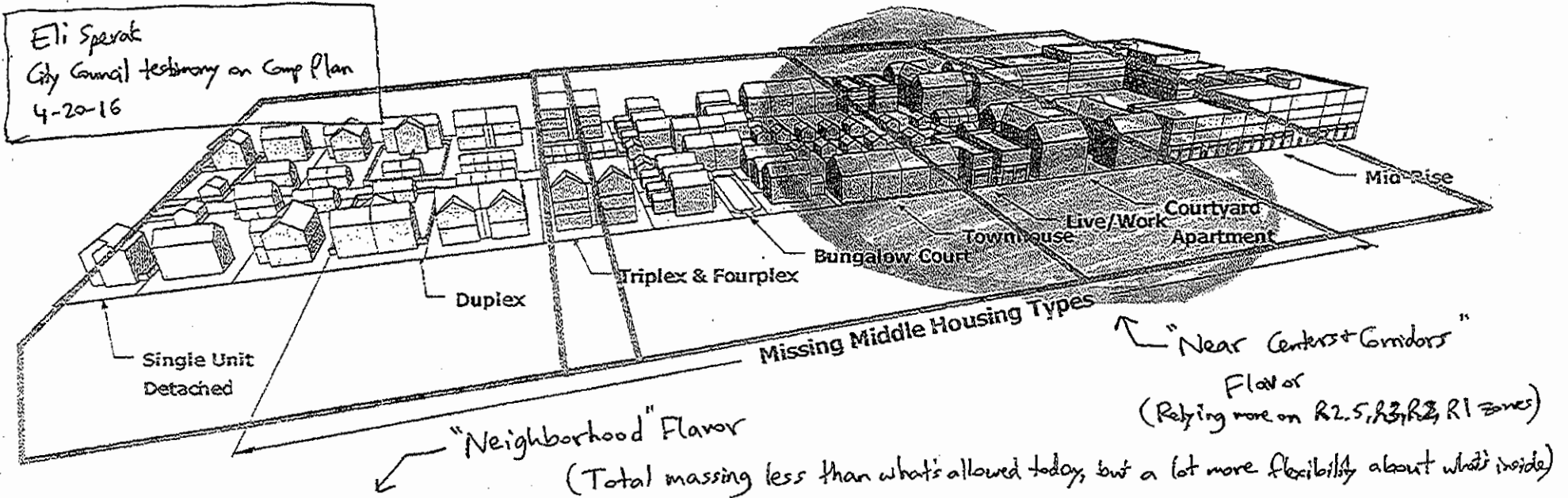
Thank you for your consideration,

- Eli Spevak
- Teresa St. Martin
- Mike Houck
- Chris Smith
- Maggie Tallmadge



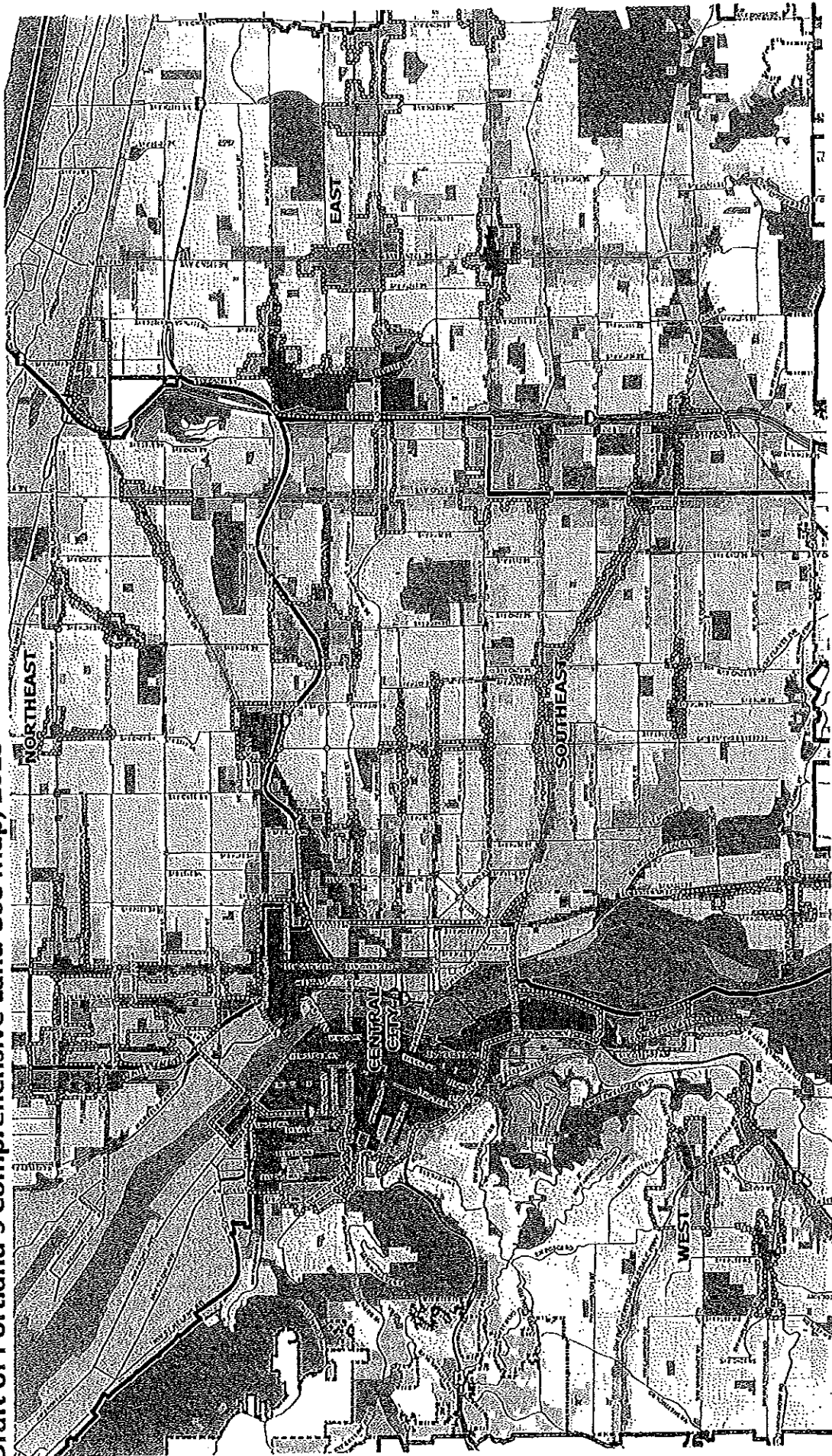
Alternative Housing Options

Single-dwelling zones

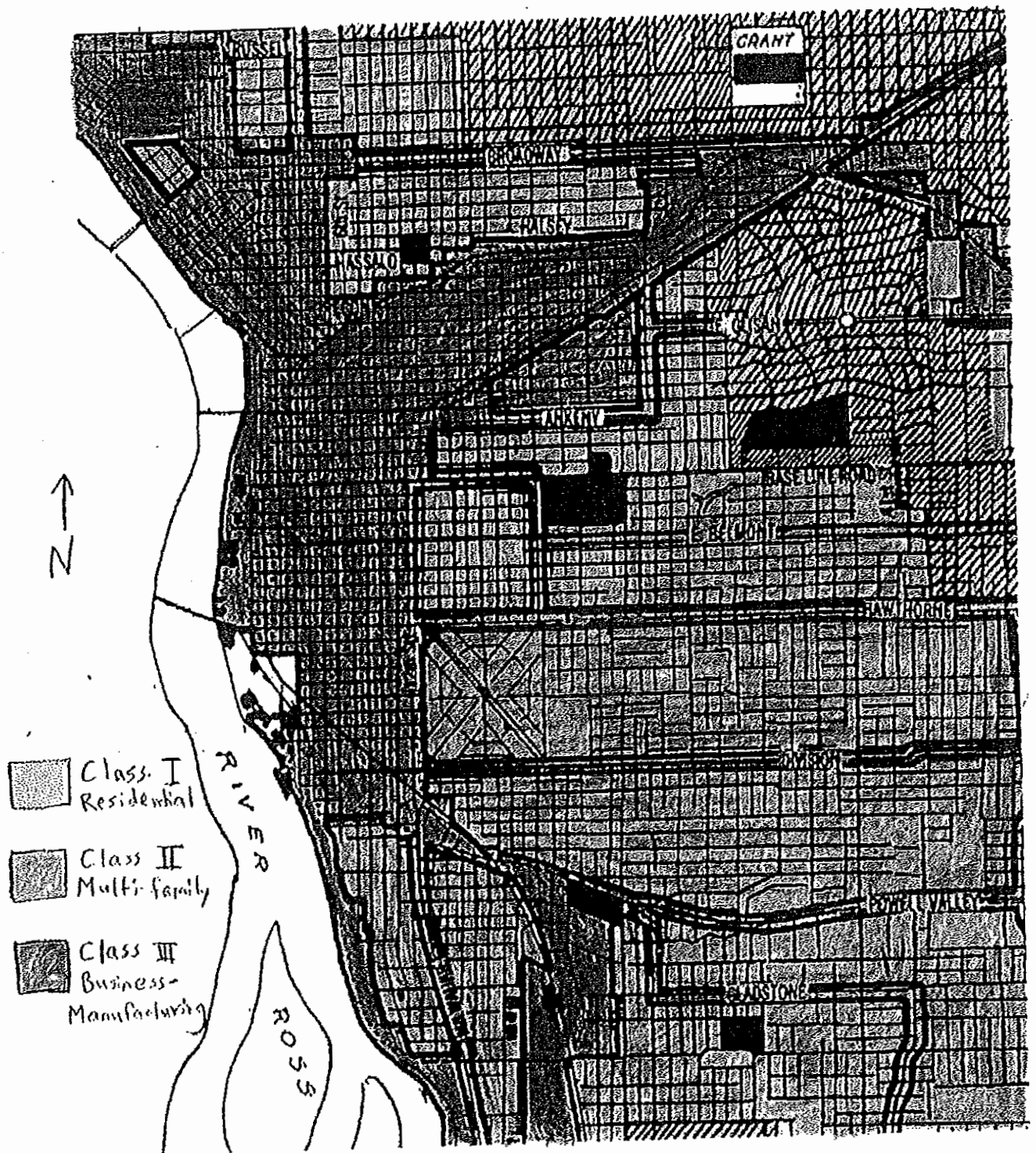


WHERE WILL WE BUILD AT THIS "MISSING MIDDLE" SCALE OVER THE NEXT 20 YEARS?

Draft of Portland's Comprehensive Land Use Map, 2015



Draft of Portland's First Zoning Code Map, 1923



Extract of a draft version of Portland's first zoning code, published in the August 5th 1923 edition of the Oregonian. The areas with the diagonal dash are Class I Residential zones, the gridded areas are Class II-Multi-family zones, and the areas with dots are Class III-Business-manufacturing districts.

2035 Comprehensive Plan – Council Amendments

#P13

Policy 2.37	Accommodation. Ensure accommodations to let individuals with disabilities participate in administrative, quasi-judicial, and legislative land use decisions, consistent with <u>or exceeding</u> federal regulations.
Requested by: Fritz	
Related testimony (for or against): None	
BPS Staff Recommendation: Support	

Chapter 3 Amendments

#P14

Introduction, GP3-11	<p>Central City</p> <p>The Central City is a living laboratory for how the design and function of a dense urban center can concurrently provide benefits to human health, the natural environment, and the local economy. As Portland is the major center for jobs, transit, services, and civic and cultural institutions for the entire city and region. The Central City houses numerous attractions including Portland State University, the Oregon Convention Center, <u>City Hall</u>, Tom McCall Waterfront Park and the Willamette River, Pioneer <u>Courthouse</u> Square, and many museums and venues for artistic and cultural activities and professional sports. The Central City's ten unique districts include Downtown, the West End, Goose Hollow, Pearl, Old Town/Chinatown, Lower Albina, Lloyd, the Central Eastside, South Waterfront, and South Downtown/University. Together, these districts provide a diversity of opportunities for urban living, economic development, retail and entertainment.</p> <p>BPS Staff Recommendation: Support.</p>
Requested by: Fritz	
Related testimony (for or against): None	

#P15

Policy 3.3	<p>Equitable development. Guide development, growth, and public facility investment to reduce disparities; <u>ensure encourage equitable access to opportunities, mitigate the impacts of development on income disparity, displacement and housing affordability;</u> and produce positive outcomes for all Portlanders.</p> <p>3.3.a. Anticipate, avoid, reduce, and mitigate negative public facility and development impacts, especially where those impacts inequitably burden communities of color, under-</p>
Requested by: Hales, Saltzman, Fish, Fritz, Novick	
Related testimony (for or against): Anti-displacement coalition, SEIU, Office of Management and Finance	

	<p>served and under-represented communities, and other vulnerable populations.</p> <p>3.3.b. Make needed investments in areas that are deficient in public facilities to reduce disparities and increase equity. Accompany these investments with proactive measures to avoid displacement and increase affordable housing.</p> <p>3.3.c. Encourage use of community benefit plans, agreements, incentives and other tools to ensure <u>promote equitable outcomes for development projects that benefit from public facility investments, increased development allowances, or public financial assistance. Consider community benefit agreements as a tool to mitigate displacement and housing affordability impacts.</u></p> <p><u>3.3.d. Incorporate requirements into the Zoning Code to provide public and community benefits as a condition for development projects to receive increased development allowances.</u></p> <p>3.3.d.c. Consider use of exactions imposed on development and other tools to capture value created by plans and investments, as a means to reduce or mitigate displacement and housing affordability impacts. When private property value is increased by public plans and investments, require development to address or mitigate displacement impacts and impacts on housing affordability, in ways that are related and roughly proportional to these impacts.</p> <p>3.3.e.f. Coordinate housing, economic development, and public facility plans and investments to create an integrated community development approach to restore communities impacted by past decisions. <i>See Policy 5.17</i></p> <p><u>3.3.g. Encourage developers to engage directly with a broad range of impacted communities to identify potential impacts of private development projects, develop mitigation measures, and provide community benefits to address adverse impacts.</u></p> <p>BPS Staff Recommendation: Support. This language is the product of discussion with OMF and the City Attorney.</p>
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2035 Comprehensive Plan – Council Amendments

	<p>access to affordable and reliable technology and communications for all Portlanders.</p> <p>The policies in this section embrace <u>encourage</u> innovation to ensure all Portlanders are able to access and benefit from <u>in</u> emerging technologies and systems that have the potential to make Portland a cleaner, safer, and more efficient, resilient, and affordable city. This section acknowledges that information and technology services have become essential infrastructure and the benefits of these sources should be available to all Portlanders. , related to the City's growth and future prosperity, and it supports investments and partnerships to keep Portland competitive and build on the City's tradition of open source collaboration and innovation.</p> <p>BPS Staff Recommendation: Support. Policy exceeds scope of Comprehensive Plan.</p>
--	---

#P69

<p><u>Policy 8.5</u></p>	<p>Planning service delivery. Provide planning, zoning, building, and subdivision control services within the <u>boundaries of incorporation, and as otherwise provided by intergovernmental agreement within the City's Urban Services Boundary.</u></p> <p>BPS Staff Recommendation: Support. This is a technical correction.</p>
<p>Requested by: Staff</p>	
<p>Related testimony (for or against): None</p>	

#P70

<p><u>Policy 8.32</u></p>	<p>Community benefits agreements. Encourage <u>providing additional the use of negotiated community benefits with agreements</u> for large public facility projects as appropriate to address environmental justice policies in Chapter 2: Community Involvement.</p> <p>BPS Staff Recommendation: Support</p>
<p>Requested by: Hales, Saltzman, Fish, Fritz</p>	
<p>Related testimony (for or against): Anti-displacement coalition, SEIU, Office of Management and Finance</p>	

#P71

New Policy after 8.32	<u>Community knowledge and experience. Encourage public engagement processes and strategies for large public facility projects to include community members in identifying potential impacts, mitigation measures, and community benefits.</u> BPS Staff Recommendation: Support
Requested by: Hales, Saltzman, Fish, Fritz	
Related testimony (for or against): Anti-displacement coalition, SEIU, Office of Management and Finance	

#P72

New Policy after 8.36	<u>Age-friendly public facilities. Promote public facility designs that make Portland more age-friendly.</u> BPS Staff Recommendation: Support
Requested by: Fish	
Related testimony (for or against): Elders in Action, AARP, Portland Commission on Disability, and Age-Friendly Portland and Multnomah County Initiative	

#P73

New Policy after 8.40	<u>Parking. Consider the need for parking for cars, bicycles, and freight when designing and modifying streets.</u> BPS Staff Recommendation: No change. PBOT has noted that policies in Chapter 9 already address this issue, and Chapter 9 is where street design policies are. This policy is in the wrong place.
Requested by: Fritz	
Related testimony (for or against): Rose City Park Neighborhood	

#P74

Policy 8.42	Community uses. Allow community use of rights-of-way for purposes such as public gathering space, events, <u>food production</u> , or temporary festivals, as long as the community uses are integrated in ways that balance and minimize conflict with the designated through movement and access roles of rights-of-ways. BPS Staff Recommendation: Support
Requested by: Fritz	
Related testimony (for or against): None	



Historic District Boundaries

NE 7th

Fremont

NE 27th

The Irvington Historic District includes the area from the middle of NE Fremont Street south to the middle of NE Broadway Street, and from the middle of NE 7th St east to the east side of NE 27th St. A small portion of NE 28th St, between NE Tillamook St and NE Hancock St, is also included.

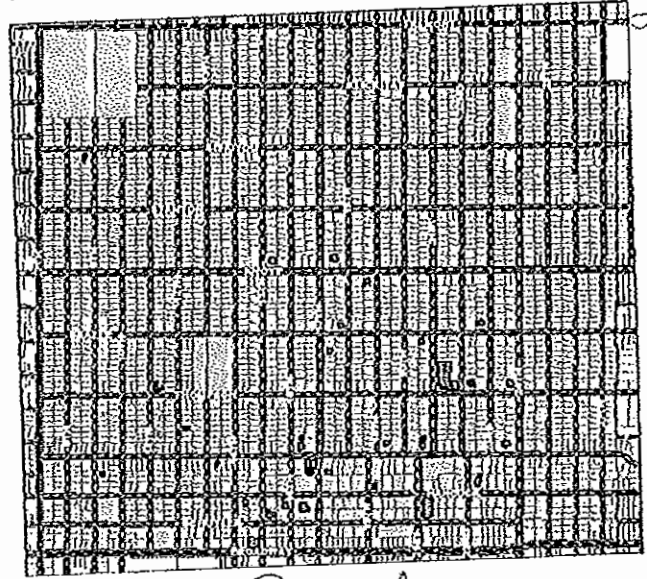
These Historic District boundaries are based in local history. From 2007 to 2010 the Historic District Team researched all the physical and legal and historical attributes of the geographical area that was nominated to become a historic district. The research team has found more documentation for the District's approved boundaries as additional research has been compiled in the years since the District was established. Much of this documentation was presented to the State Historic Preservation Office in 2015 when a challenge to the boundary arose.

The Irvington Historic District boundaries relate to a number of neighborhood features from the defined Period of Significance for the District, including:

- Irving Family Connections
- Topography
- Streetcar Lines
- Real estate plots
- Early development covenants
- Architectural styles

Historic District boundaries are NOT based on:

- City of Portland Neighborhood lines
- Portland Public Schools attendance lines
- Street sign toppers



Broadway

Effective Oct 2010

Dean P. Gisvold

From: Dean P. Gisvold
Sent: Thursday, January 07, 2016 7:50 AM
To: Patty A. Richardson
Subject: Fwd: Comp Plan Testimony Irvington Historic District

Patty

Please send this email to the Mayor to the Team and to the neighbor group. please indicate that copies have been sent to all Commissioners as well.

Dean

Sent from my iPad

Begin forwarded message:

From: "Dean P. Gisvold" <deang@mcewengisvold.com>
Date: January 7, 2016 at 9:41:18 AM CST
To: "mayorcharliehales@portlandoregon.gov" <mayorcharliehales@portlandoregon.gov>
Cc: "Patty A. Richardson" <pattyr@mcewengisvold.com>, "jsheuer@easystreet.net" <jsheuer@easystreet.net>, Barb Christopher <barbfc@comcast.net>, Steven Cole <stevencole86@gmail.com>, "Nathan.Corser@ch2m.com" <Nathan.Corser@ch2m.com>, Nikki Johnston <ndjz@yahoo.com>
Subject: Comp Plan Testimony Irvington Historic District

Mayor Hales,

I am unable to be present for the hearing tonight. Thus, I submit my written testimony via this email. Thanks for your consideration of same.

Based on my long experience with Portland city planning, and five years of working with the Irvington Historic District and the City to implement the largest historic district in Oregon, I offer the following comments and proposed amendments.

Over the five year period, we have dealt with numerous significant remodels and several new infill construction projects. In doing so we have used the 10 criteria set forth in the City Code in 33.846.060 G. For large remodels and new construction, the key criteria require compatible massing, scale, size, and architectural features, (see criterion no. 8), and an overall compatibility with the existing resource, then secondarily with adjacent properties, and finally with the rest of the historic district. See criterion no. 10.

We have learned over the five year period that the zoning in many cases is inconsistent or not compatible with the applicable criteria, that the historic district criteria trump and take precedent over the applicable zoning, and that all facades matter, including the rear facade. The myth that anything goes on the rear facade is just that, a myth, not grounded in the criteria or in the interpretation of same by the Landmarks Commission.

I also know from my experience on the N/NE Quadrant Committee, that there is enough density in the present zoning code and its application (before any up zoning contemplated by the Comp Plan) for the next 30 or 40 years, perhaps 50 years, which means that there is no need for additional density generally, and certainly not in the Irvington historic district.

Based on the above, a reduction in zoning density, height, and FAR in certain areas in the Irvington Historic District is consistent with the current amount of zoning and density, and with the goals of the Comp Plan and the City as a whole. The City has an obligation to preserve its existing historic districts, and I would argue, its inventory of older neighborhoods.

I offer the following proposed amendments to the zoning code and to the Comp Plan

① 1. The RH zoning in the Irvington Historic District with its FAR of 4.0 is incompatible with the fabric of the district. Thus, the RH zoning where currently found in Irvington should be restricted to FAR of 2.0 or, if north of Schuyler Ave, the RH should be reduced to R1 to achieve compatibility with the transition to a predominantly residential neighborhood.

2 2. The maximum height of 75 feet along Broadway on the north side between 7th and 16th is not justified either by market needs nor by consistency with the compatibility with the historic development pattern and should be adjust downward in that stretch to match the 45 foot height currently established along the north side of Broadway between 16th and 27th.

3 3. The CX zoning along the north side of Broadway between 7th and 16th is also not compatible with an historic district, and should be changed to CM 2, but without the benefit of bonuses. The bonuses are too much for an historic district. *CM1 w/ bonus*

3. The specific changes affecting the Irvington Historic District on the Comp Plan map are:

a. 24th and Fremont commercial node-change from CN 2 to CM1-this is acceptable.

b. 7th and Knott commercial node-change to from CN1 to CM1-this is acceptable.

4 c. Half block east of 7th, between Schuyler and Tillamook, and the full block between 7 and 8, Schuyler and Hancock-change from EX to ~~CM3~~ CM1. This is NOT acceptable. The proposed CM3 designation should be change to CM1

5 d. Half block north of Broadway between 16 and 27th, change CS to CM2. This is acceptable if bonuses are not allowed; the bonuses would push the height and FAR above levels compatible with an historic district. *CM1 w/ bonuses*

6 e. 15th and Brazee commercial node-change from R5 to CM1. This area is in the middle of the residential heart of Irvington, and one block from Irvington School. The original commercial

building on this site was allowed only if it looked like a library building which it did. This commercial node is surrounded on all sides by residential dwellings. Yes, the current uses are non conforming, but they knew this when they relocated. If the staff is trying to rectify non conforming uses, this is not the way to do it. **This change is not acceptable and should be deleted from the Comp Plan. If adopted, it would be the first commercial zoning on NE 15th except for the small area on Broadway. Indeed, the Irvington Community Association was formed (1964) in part to fight a proposed commercial project on NE 15th and Knott, a proposed gasoline station, three years before my wife and I moved into the neighborhood.**

I ask that you enter this email in the official record and initiate amendments to accomplish the foregoing. Further, I have additional comments about the Comp Plan process and would be happy to share same with you or your office staff should there be any interest in hearing or reading same.

I am sending copies of this email to the Commissioners as well.

Dean Gisvold
2225 NE 15th Ave
Portland, OR 97212
503 284 3885

Sent from my iPad

1. City Comp plan staffers admit that there is enough density in the present zoning for the next 50 years, so why the need to up zone areas in the Irvington Historic District.
2. Also because of the over zoning, it is entirely consistent with the comp plan to reduce the zoning in certain limited areas in the Irvington Historic District.
3. The RH zoning in the Irvington Historic District with its floor area ratio (FAR) of 4.0 is incompatible with the fabric of the district, and that RH zoning where currently found in Irvington should be restricted to FAR of 2.0 or, if north of Schuyler, the RH should be reduced to R1.
4. The maximum height of 75 feet along Broadway on the north side between 7th and 16th is not justified either by market needs nor by consistency with the compatibility with the historic development pattern and should be adjusted downward in that stretch to match the 45 foot height currently established along the north side of Broadway between 16th and 27th.
5. The CX zoning along the north side of Broadway between 7th and 16th is also not compatible with an historic district, and should be changed to CM 2, but without the benefit of bonuses. The bonuses are too much for an historic district.
6. The changes affecting the Irvington Historic District on the Comp Plan map are:
 - a. 24th and Fremont commercial node-change from CN 2 to CM1-this is acceptable.
 - b. 7th and Knott commercial node-change from CN1 to CM1-this is acceptable.
 - c. Half block east of 7th, between Schuyler and Tillamook, and the full block between 7th and 8th, Schuyler and Hancock-change from EX to CM3. This is NOT acceptable and the CM3 should be changed to CM1
 - d. Half block north of Broadway between 16th and 27th, change CS to CM2. This is acceptable if bonuses are not allowed; if bonuses are allowed this would push the height and FAR above levels compatible with an historic district.
 - e. 15th and Brazee commercial node-change from R5 to CM1. This area is in the middle of the residential heart of Irvington. The original commercial building on this site was allowed by the neighborhood only if it looked like a library building which it did. This commercial node is surrounded on all sides by residential dwellings. Yes, the current uses are non conforming, but they (businesses and the city) knew this when they relocated. If the staff is trying to rectify non conforming uses, this is not the way to do it. **This change is not acceptable and should be deleted from the Comp Plan.**

RH Areas with Maximum FAR of 4:1

Map 120-10

Map Revised January 1, 2015



- City Boundary
- Boundary of Existing/Potential RH - Zoned Area

4



Quarter Section(s): 2831, 2832


RH Areas with Maximum FAR of 4:1

Map 120-10

Map Revised January 1, 2015



----- City Boundary

 Boundary of Existing/Potential
RH - Zoned Area

Quarter Section(s): 2831, 2832

4



Scale in Feet
Bureau of Planning and Sustainability
Portland, Oregon

- Compassity*
- b. When a guideline that is specific to a historic district, such as one of the NW 13th Avenue Historic District Design Guidelines, conflicts with one of the Central City Fundamental Guidelines or with a subdistrict design guideline, such as one of the River District Design Guidelines, the guideline specific to the historic district supersedes the Central City Fundamental Guideline and the subdistrict guideline.
 - c. When a subdistrict design guideline, such as one of the Goose Hollow District Design Guidelines, conflicts with one of the Central City Fundamental Design Guidelines, the subdistrict guideline supersedes the Central City Fundamental Guideline.
 - d. When a guideline from the Historic Alphabet District Addendum to the Community Design Guidelines conflicts with one of the Central City Fundamental Design Guidelines, the Alphabet District Guideline supersedes the Central City Fundamental Guideline.
 - e. When a Lloyd District Design Guideline conflicts with a Central City Fundamental Design Guideline, the Lloyd District Guideline supersedes the Central City Fundamental Guideline.

G. Other approval criteria. Requests for historic resource review will be approved if the review body finds that the applicant has shown that all of the applicable approval criteria have been met. The approval criteria are:

- MP SAC*
- 1. Historic character. The historic character of the property will be retained and preserved. Removal of historic materials or alteration of features and spaces that contribute to the property's historic significance will be avoided;
 - 2. Record of its time. The historic resource will remain a physical record of its time, place, and use. Changes that create a false sense of historic development, such as adding conjectural features or architectural elements from other buildings will be avoided;
 - 3. Historic changes. Most properties change over time. Those changes that have acquired historic significance will be preserved;
 - 4. Historic features. Generally, deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement, the new feature will match the old in design, color, texture, and other visual qualities and, where practical, in materials. Replacement of missing features must be substantiated by documentary, physical, or pictorial evidence;
 - 5. Historic materials. Historic materials will be protected. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials will not be used;
 - 6. Archaeological resources. Significant archaeological resources affected by a proposal will be protected and preserved to the extent practical. When such resources are disturbed, mitigation measures will be undertaken;

7. Differentiate new from old. New additions, exterior alterations, or related new construction will not destroy historic materials that characterize a property. New work will be differentiated from the old;
8. Architectural compatibility. New additions, exterior alterations, or related new construction will be compatible with the resource's massing, size, scale, and architectural features. When retrofitting buildings or sites to improve accessibility for persons with disabilities, design solutions will not compromise the architectural integrity of the historic resource;
9. Preserve the form and integrity of historic resources. New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic resource and its environment would be unimpaired; and
10. Hierarchy of compatibility. Exterior alterations and additions will be designed to be compatible primarily with the original resource, secondarily with adjacent properties, and finally, if located within a Historic or Conservation District, with the rest of the district. Where practical, compatibility will be pursued on all three levels.

33.846.070 Modifications Considered During Historic Resource Review

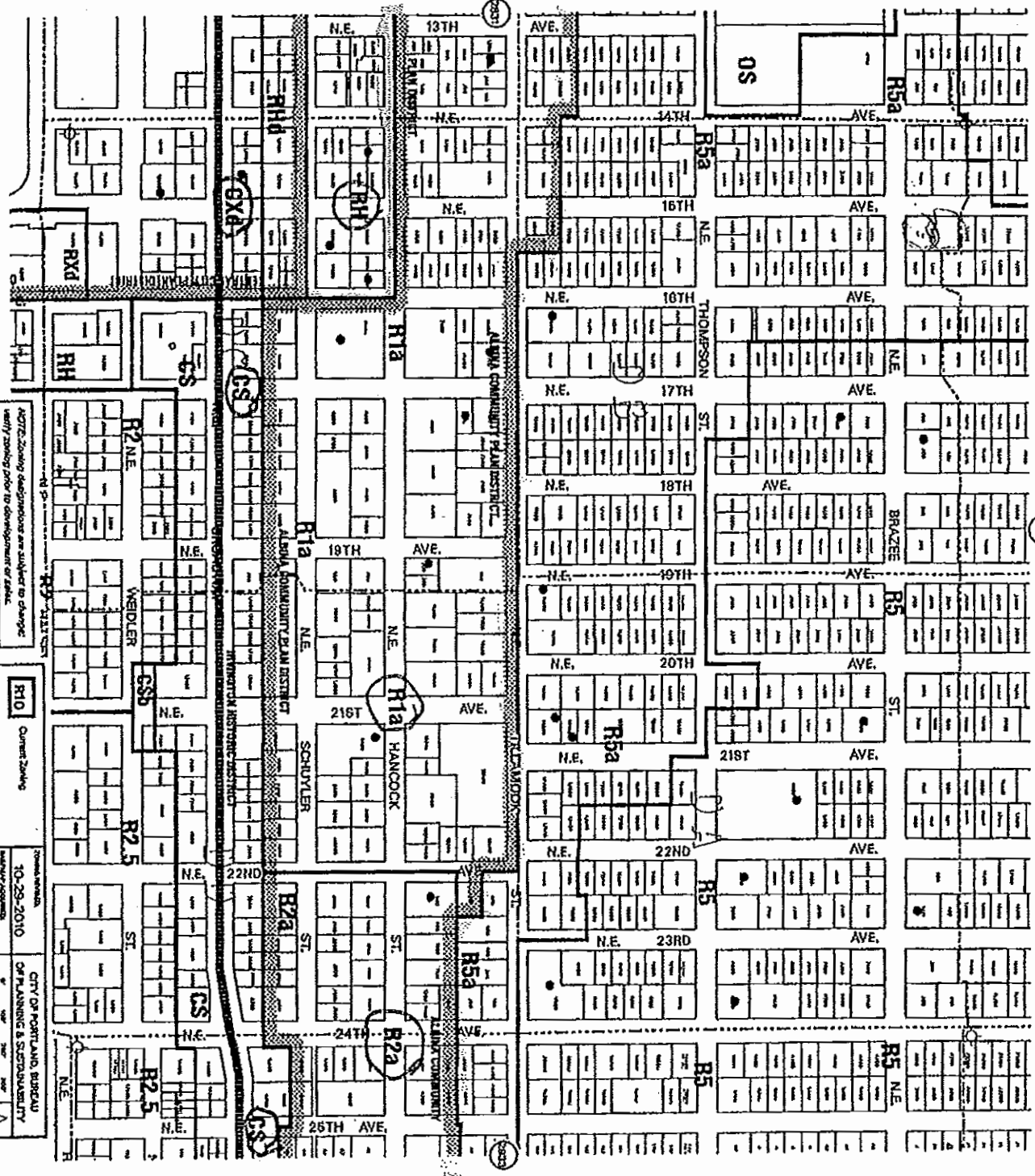
The approval criteria for modifications considered during historic resource review are:

- A. Better meets historic resource review approval criteria. The resulting development will better meet the approval criteria for historic resource review than would a design that meets the standard being modified; and
- B. Purpose of the standard.
 1. The resulting development will meet the purpose of the standard being modified; or
 2. The preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.

33.846.080 Demolition Review

- A. Purpose. Demolition review protects resources that have been individually listed in the National Register of Historic Places or are identified as contributing to the historic significance of a Historic District or a Conservation District. It also protects Historic Landmarks and Conservation Landmarks that have taken advantage of an incentive for historic preservation and historic resources that have a preservation agreement. Demolition review recognizes that historic resources are irreplaceable assets that preserve our heritage, beautify the city, enhance civic identity, and promote economic vitality.
- B. Review procedure. Demolition reviews are processed through a Type IV procedure.
- C. Approval criteria. Proposals to demolish a historic resource will be approved if the review body finds that one of the following approval criteria is met:
 1. Denial of a demolition permit would effectively deprive the owner of all reasonable economic use of the site; or

2

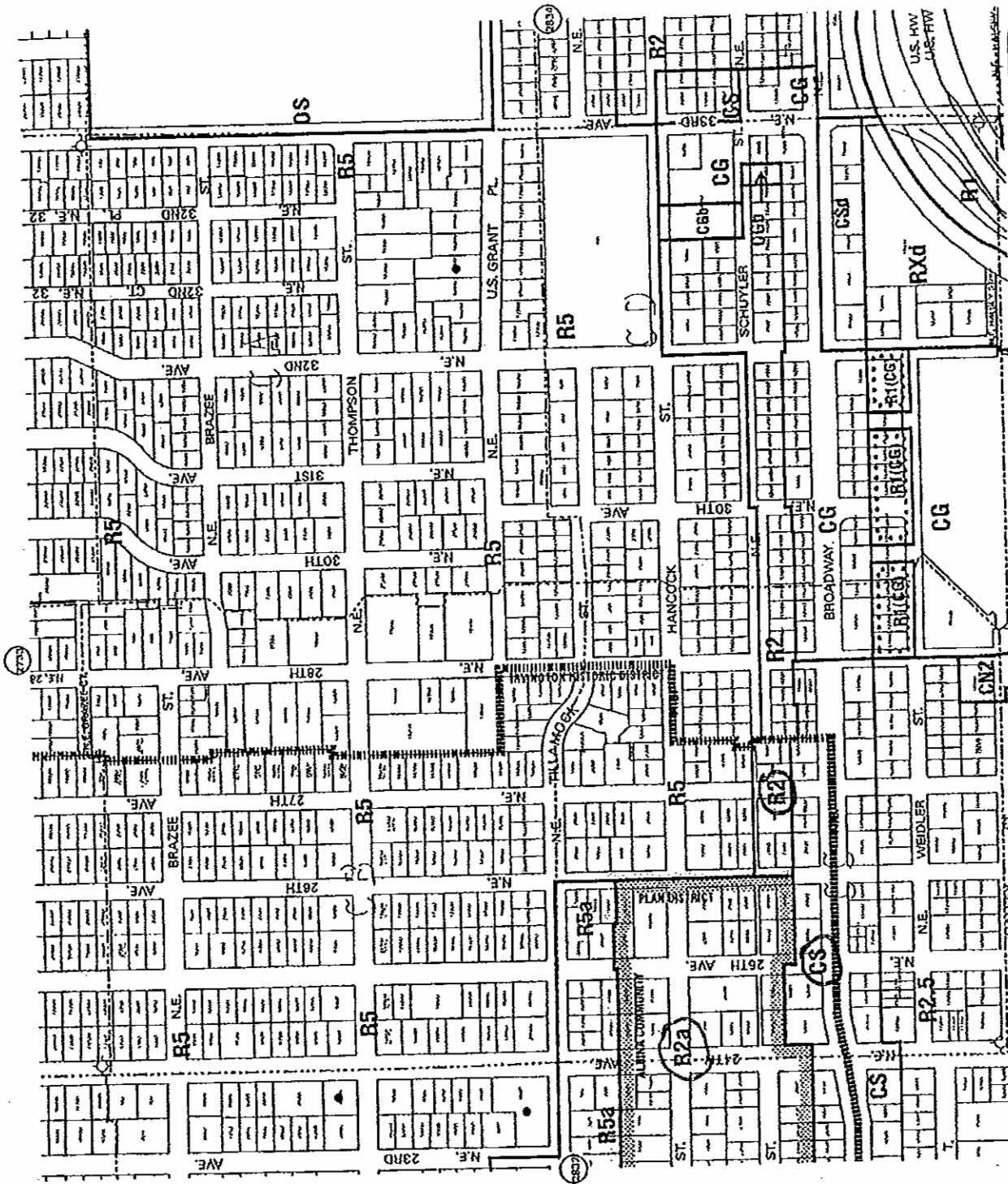


Plan District Boundary
 Historic or Conservation District or NURM's Boundary
 Zoning Line

ADRTZ: Zoning designations are subject to change
 verify zoning prior to development or sale.

▲ HISTORIC LANDMARK
 ▲ CONSERVATION LANDMARK

R10	Current Zoning
● ● ● ● ●	Adopted
● ● ● ● ●	Repealed
● ● ● ● ●	Conservation Plan
● ● ● ● ●	State to Map Boundary
10-29-2010	CITY OF PORTLAND, BUREAU OF PLANNING & SUSTAINABILITY
07-2010	
SE 71A SEC 26 - 1N - 1E	
2832	



CITY OF PORTLAND, BUREAU OF PLANNING & SUSTAINABILITY ZONING DISTRICT MAP SW 1/4 SEC. 25 - T1N - 1E	2833
Zoning District R10	Current Zoning Maximum Potential Minimum Potential Comprehensive Plan State ID Map Boundary
Zoning Review 10-29-2010 SW 1/4 SEC. 25 - T1N - 1E	07 - 2010

MDZZ Zoning designations are subject to change.
 Verify zoning prior to development activities.

- HISTORIC LANDMARK
- Plan District Boundary
- Historic or Conservation District or N.L.M.P. Boundary
- Zoning Line



Add CX ✓

David Douglas School District
Learn · Grow · Thrive

Don Grotting, Superintendent | 11300 NE Halsey Street, Portland, Oregon 97220 | Phone 503-252-2900 | Fax 503-256-5218

February 23, 2016

Mayor Charlie Hales
1221 SW 4th Avenue
Portland, OR 97204

Dear Mayor Hales,

At your initiative, the owners of three of the larger parcels of land in the Gateway URA have come together to explore the possibilities of jointly planning and developing our real estate into something consistent with the vision of the Gateway Regional Center Plan. These property holdings consist of 13 acres between NE 102nd and the TriMet Park 'n Ride overflow parking lot (I-205) all along NE Pacific Street. The properties are across the street from the Gateway Transit Center and are identified as 1, 2, and 3, on the attached site plan. The individual parcel identification numbers are also shown. The Portland Development Commission is sponsoring a planning and design process, on the adjoining 10 acres and has retained the firm DECA to facilitate.

During this process, we have come to realize that to foster the optimum design and provide the development flexibility to meet our respective needs and the urban vision, it would be beneficial to have a uniform zoning designation. Currently, the parcels are zoned CX and RX, and are surrounded by other properties currently zoned CX, including the Fred Meyer Gateway Shopping Center and PDC's 2-acre development site at NE 99th and Pacific (adjacent to Oregon Clinic). Prior to your bringing us together to work collaboratively, David Douglas School District requested a zone change of our property from RX to CX through the current Comprehensive Plan process and have received encouraging feedback to this request. If this is approved, without also bringing zoning consistency to the other parcels, our collective properties would be left with a checker-board zoning of (east to west): CX, RX, CX, RX.

What the stakeholders envision for our combined parcels would provide for a mixed-use, mixed-income, transit-oriented development of housing, retail, office, medical office, educational and community facilities. All of these would be allowed with CX, but would be more challenging, and less flexible, with RX zoning. In RX, our type of development could be considered through a Master Plan, however, that approach would provide unnecessary complications for the timing, phasing, and eventual ownership of the developed properties.

In summary, we hereby request favorable consideration of our joint request to include in the Comprehensive Plan a consistent CX zone for these properties in order to:

1. Create a uniform zoning designation; and
2. Avoid split-zoning straddling the parcels.

Sincerely,

Don Grotting, Superintendent
David Douglas School District

Ted Gilbert
GMB Unlimited, LLC

c: Jillian Detweiler
Justin Douglas

Visit our website: www.ddouglas.k12.or.us Email: David_Douglas@ddouglas.k12.or.us

School Board | Bryce Anderson | Fleda Christopher | Donn Gardner | Christine Larsen | Shannon Raybold | Kyle Riggs | Cheryl Scarcelli Anchetta

TESTIMONY
RECEIVED
DURING 4/27 M.

Testimony of Howard Patterson
267 North Ivy Street – co-owner
18-year resident of Portland.
20 April 2016

I'm here to support Amendment P45, and also to speak in strong opposition to Amendment M42.

North Fremont Street west of Martin Luther King Blvd. is designated as a Local Street. Sandwiched between the burgeoning commercial and high-density areas of Vancouver-Williams to the east and Mississippi to the west, the stretch of North Fremont affected by amendment M42 features a beloved elementary school, a historic church that has ministered to the community for over half a century, and two lots of affordable Middle Density Housing. The other structures are single-family homes ranging from very small to fairly expansive: a few are relatively new, most date to the turn of the previous century.

There are a few empty lots awaiting development along North Fremont, a couple of blocks west of Vancouver. Amendment P45 would suggest these lots be developed as Middle Density Housing, adding density to our residential neighborhood without overwhelming its livable character, serving as a transition zone from the densely commercial Vancouver corridor to the more open landscape of single-family homes further west.

And R1, in fact, is how this region is now zoned. Developing these lots within the limitations of R1 zoning is perfectly in keeping with Amendment P45's recommendations.

However, due solely to the insistence of a single landowner, Amendment M42 attempts to upzone these lots and a number of others two grades to CM2, despite virtually no support and a great deal of opposition from the community, including opposition from some of the landowners whose property this amendment would upzone – in particular the Open Door Church. This kind of spot-zoning, which surprisingly skips the area immediately adjacent to Vancouver – and coincidentally the landowner's own home – is not in keeping with the Comprehensive Plan, and is likely to have detrimental effects on traffic

YUNNITEST
03/13/39

M

FBI

in an area already troubled by increasing congestion, on the safety of school children and other pedestrians, and on the area's small-scale, residential livability.

This landowner has presented no plan, not even a description of the project he intends to construct. He has made contradictory statements about his intentions regarding affordable housing, has shown no familiarity with programs that would enable him to build affordably, and has offered no guarantees regarding the affordability of his intended business and residential properties. Further, we have no idea of or control over what might be built by future developers, in the other lots he does not own that are also being upzoned.

This landowner is a long-standing member of the local community, and has been very generous to that community in many ways: but whether a developer comes from inside the local neighborhood or a distant city, a zoning change that opens the door to such unrestricted development seems unwise and uncalled for.

I recently learned that this landowner also owns at least one lot right on Vancouver, which is already zoned CM2: perhaps he should develop his existing commercial property appropriately, with the affordable housing and affordable business rentals he says he wants to build, before trying to permanently alter the character of a still-residential neighborhood.

Doug Klotz
1908 SE 35th Place
Portland, OR 97214
April 20, 2016

Testimony on Comprehensive Plan Updated Council Amendments

Mayor Hales and Commissioners:

I am here to speak in support of the Missing Middle, both in Amendment P45, and in the proposed zone changes in Inner Southeast.

I have read the testimony of United Neighborhoods for Reform, and agree that the proposal to rezone these areas to allow a transition zone of multi-unit, smaller, more affordable housing has merit. I also understand their concerns about the impacts on neighborhoods.

However, I believe that adopting Amendment P45 now is a solid first step toward providing more affordable, sustainable housing, adopting into Policy the city's support for Middle Housing. The future process to implement the Policy is where the details can be worked out, impacts quantified, and regulations written that will address neighborhood concerns.

I would modify the area of application mentioned in the amendment, to cover not only "areas within a quarter mile of designated centers... and within the Inner Ring" but also within a quarter mile of Frequent Service Transit corridors, and for at least a quarter mile around Light Rail and BRT stations.

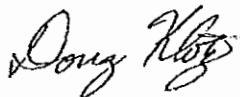
I also support the zone changes carefully crafted by BPS planners, and supported by PSC, for two areas in Inner Southeast:

The proposed zone change from R-5 to R2.5 between Stark and Alder and 15th and 20th is a conservative approach that will allow additional density through internal conversions, and legalize existing situations. I oppose Amendments S-21 and S-22 which would roll back these mild upzones. I also think that the Mayor's April 11 proposal, though carefully crafted, is unnecessarily complex and confusing compared to a simple zone change.

The area east of Lone Fir, between Belmont and Stark and 26th and 30th, is already higher density than to the west, higher than R-1 in places. Staff went through lot by lot, and carefully crafted zoning that matches the density and pattern on the ground, with R-2 and R-1 proposed. I support the staff proposal, and oppose Commissioner Novick's #2 proposal, which again is unneeded complexity.

These two areas can maintain their many historic houses (and apartment buildings) while providing needed growth in accessible Inner Southeast.

Thank you



Doug Klotz

TO: PORTLAND CITY COUNCIL

Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Frltz, amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
Council Clerk, cputestimony@portlandoregon.gov

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

RE: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

I oppose City Council Amendment #P45, New Policy 5.5, Middle Housing to the 2035 Comprehensive Plan (see amendment text below). If passed, this amendment will allow the single-family zoned property in Multnomah to be changed to multifamily zoning without adequate opportunity for public review and comment. This amendment is a radical, last-minute change to the 2035 Comprehensive Plan that is too far reaching to be incorporated into the plan with approximately a month for public comment. This is insufficient time for our neighborhood to become aware of the consequences of what is being proposed and to voice opposition to it.

In addition to objecting to the manner in which this amendment was introduced, I object to its substance. When the Discussion Map in the Draft SW Community Plan proposed that essentially all of Multnomah be rezoned R2.5 to allow attached row housing, hundreds of people in our neighborhood objected to the wholesale elimination of most single-family residential zoning at that time. I believe that the majority of the people in my neighborhood still oppose it, but that they are unaware that this amendment is even being considered. This is totally inconsistent with State Goal 1 that requires citizen involvement in land use planning.

Hundreds of Multnomah residents, the Multnomah Neighborhood Association, and Southwest Neighborhoods Inc. have all requested that the City Council change the proposed designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

If the Village is designated a Neighborhood Center with a ½-mile radius, it will overlap with the boundaries of the two adjacent Town Centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development within a quarter mile of these designated centers will overlap with Multnomah and leave little room for the existing single family homes as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village and is more in keeping with the semi-rural character of the neighborhood.

The introduction of the Draft 2035 Comprehensive Plan stated that there was more than enough existing capacity to meet the projected growth without changing any zoning. During dozens of discussions with BPS staff, as we advocated for the Neighborhood Corridor and in opposition to the Neighborhood Center designation, we were assured that Multnomah's single-family zoning would remain unchanged with the proposed Neighborhood Center Designation. Amendment #P45 directly contradicts those assurances. It undermines our trust in city government and in due process. I urge you to reconsider amendment #P45 and to vote against it.

Please add this to the record.

Thank you,

(Name)
(Address)

Gaye Hausenberger
6929 SW 34th - Portland OR 97219

cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
MNA Land Use Committee, mnalandusecommittee@gmail.com

4/13/16

Amendment P#45, New Policy after 5.5, Middle Housing
Proposed March 18, 2016

Enable and encourage development of middle housing. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale transition between the core of the mixed use center and surrounding single family areas. Apply zoning that would allow this within a quarter mile of designated centers, where appropriate, and within the Inner Ring around the Central City.

TO: PORTLAND CITY COUNCIL

Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
Council Clerk, cputestimony@portlandoregon.gov

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

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Thank you,


Susan Anderson

2005 SW 34th Ave
Portland OR 97219

cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
MNA Land Use Committee, mnalandusecommittee@gmail.com

Amendment P#45, New Policy after 5.5, Middle Housing
Proposed March 18, 2016

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Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you;

(Name)

(Address)

Alta Claudine Stock 4/13/16
7035 SW 34th Ave

cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
MNA Land Use Committee, mnalandusecommlltee@gmail.com

Amendment P#45, New Policy after 5.5, Middle Housing
Proposed March 18, 2016

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Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dai@portlandoregon.gov
Council Clerk, cputestimony@portlandoregon.gov

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Please add this to the record.

Thank you,
(Name)

(Address)

Betsy Langford, Gia Accardi.
6905 SW 33rd St, Portland, OR 97219

cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
MNA Land Use Committee, mnalandusecommittee@gmail.com

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Please add this to the record.

Thank you,

LaVonne Griffin-Valade

cc:

City Auditor, LaVonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
MNA Land Use Committee, mnalandusecommittee@gmail.com

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Proposed March 18, 2016

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Please add this to the record.

Thank you,

James W. Markham
1025 SW 34th Ave
Multnomah OR 97219

cc: City Auditor, La Yonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
MNA Land Use Committee, mnalandusecommittee@gmail.com

Amendment P#45, New Policy after 5.5, Middle Housing
Proposed March 18, 2016

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If the Village is designated a Neighborhood Center with a 1/4-mile radius, it will overlap with the boundaries of the two adjacent Town Centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development within a quarter mile of these designated centers will overlap with Multnomah and leave little room for the existing single family homes as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village and is more in keeping with the semi-rural character of the neighborhood.

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Please add this to the record.

Thank you;

(Name)
(Address)

Jamie Gray 4-13-16
1729 S.W. 33rd Place PLU, Or 97219

cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
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Thank you;

(Name)

(Address)

(Address)

Susan M. Hall 4.13.16
1037 SW 3rd Place, 97219
cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
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Thank you,

Susan B. Quonain & *Michael Yamada*
6915 SW 33rd Place Portland, OR 97219

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Amendment P#45, New Policy after 5.5, Middle Housing
Proposed March 18, 2016

Enable and encourage development of middle housing. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale transition between the core of the mixed use center and surrounding single family areas. Apply zoning that would allow this within a quarter mile of designated centers, where appropriate, and within the Inner Ring around the Central City.

TO: PORTLAND CITY COUNCIL

Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
Council Clerk, cputestimony@portlandoregon.gov

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

RE: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

I oppose City Council Amendment #P45, New Policy 5.5, Middle Housing to the 2035 Comprehensive Plan (see amendment text below). If passed, this amendment will allow the single-family zoned property in Multnomah to be changed to multifamily zoning without adequate opportunity for public review and comment. This amendment is a radical, last-minute change to the 2035 Comprehensive Plan that is too far reaching to be incorporated into the plan with approximately a month for public comment. This is insufficient time for our neighborhood to become aware of the consequences of what is being proposed and to voice opposition to it.

In addition to objecting to the manner in which this amendment was introduced, I object to its substance. When the Discussion Map in the Draft SW Community Plan proposed that essentially all of Multnomah be rezoned R2.5 to allow attached row housing, hundreds of people in our neighborhood objected to the wholesale elimination of most single-family residential zoning at that time. I believe that the majority of the people in my neighborhood still oppose it, but that they are unaware that this amendment is even being considered. This is totally inconsistent with State Goal 1 that requires citizen involvement in land use planning.

Hundreds of Multnomah residents, the Multnomah Neighborhood Association, and Southwest Neighborhoods Inc. have all requested that the City Council change the proposed designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

If the Village is designated a Neighborhood Center with a ½-mile radius, it will overlap with the boundaries of the two adjacent Town Centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development within a quarter mile of these designated centers will overlap with Multnomah and leave little room for the existing single family homes as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village and is more in keeping with the semi-rural character of the neighborhood.

The Introduction of the Draft 2035 Comprehensive Plan stated that there was more than enough existing capacity to meet the projected growth without changing any zoning. During dozens of discussions with BPS staff, as we advocated for the Neighborhood Corridor and in opposition to the Neighborhood Center designation, we were assured that Multnomah's single-family zoning would remain unchanged with the proposed Neighborhood Center Designation. Amendment #P45 directly contradicts those assurances. It undermines our trust in city government and in due process. I urge you to reconsider amendment #P45 and to vote against it.

Please add this to the record.

Thank you
(Name)

(Address)

7111 SW 33rd Pl
Portland, OR 97219
cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
MNA Land Use Committee, mnalandusecommittee@gmail.com

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If the Village is designated a Neighborhood Center with a 1/2-mile radius, it will overlap with the boundaries of the two adjacent Town Centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development within a quarter mile of these designated centers will overlap with Multnomah and leave little room for the existing single family homes as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village and is more in keeping with the semi-rural character of the neighborhood.

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Please add this to the record.

Thank you;

(Name)

JOAN ANDERTON

(Address)

PM Anderton 4/13/2016

3409 SW Nevada Ct
PTLD 97219

cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
MNA Land Use Committee, mnalandusecommittee@gmail.com

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cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
MNA Land Use Committee, mnalandusecommittee@gmail.com


Mary Ellen Seger
7015 SW 33rd Pl
Portland, OR 97219

Amendment P#45, New Policy after 5.5, Middle Housing

Proposed March 18, 2016

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Arevalo, Nora

 **From:** Christopher Jones <christopherdavidjones@gmail.com>
Sent: Thursday, April 28, 2016 9:34 AM
To: BPS Comprehensive Plan Testimony
Subject: In favor of middle housing

Follow Up Flag: Follow up
Flag Status: Flagged

The middle housing plan will help increase safety by putting more feet on our streets and sidewalks. It will provide greater financial security by keeping mortgages and rents relatively lower. It will help keep our city more diverse. It will allow more of our older citizens to age in place. It will provide increased demand for better public transportation and cycling infrastructure. Portland bucked national trends with our funding of the MAX in 1978. We should buck trends again by keeping the future of our city available to the widest range of people.

I am a homeowner in the Arbor Lodge neighborhood, where Arbor Lodge park is a central public space. The park is often busy with families and games and people walking. I want to see that vigor on all of our streets and sidewalks. Middle housing can help make that happen.

Christopher Jones
6524 N Delaware Ave
Portland, OR 97217



Arevalo, Nora

From: Jeff Cole <tjeffcole@gmail.com>
Sent: Thursday, April 28, 2016 9:25 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Submitted by:
Jeff Cole
4343 SE Madison St.
Portland, OR 97215

Mayor Hales and Commissioners Fish, Fritz, Novick, Saltzman:

Although I am co-chair of the Sunnyside Neighborhood Association Land Use and Transportation Committee, this testimony is my own opinion.

Regarding the proposed Council Amendments (March 18, 2016) to the 2035 Comprehensive Plan:

I support changes #P10, #P11, #P15 section 3.3d, #P17, #P20, #P21, #P28, #P30, #P34, #P36, #P39, #P41, #P51, #P52, Map ID M41 (Lone Fir)

Regarding #P18, Policy 3.33 - this policy should be more transparent. What is the density created by 7,000 households within a half-mile walking distance? The average citizen has no way to gauge what it being proposed here in terms of zoning capacity. BPS has confirmed my rough calculation that 7,000 household units equals 32 persons per acres. As of 2010 Sunnyside has a density of 19 persons per acre, so the proposed zoned capacity would increase density over 50% if fully built. I doubt most Sunnyside residents are aware of the impacts proposed along these lines.

Regarding #P45. I urge an incremental, go-slow approach to Middle Housing. Sunnyside is actually a shining example of Middle Housing - though it's worthy to note that housing types are intermixed in a fashion that would be considered non-conforming in modern planning. We need to study and avoid having new Middle Housing setting off a demolition wave. Likewise we need economic study to see if creating a new price point for multiple units on R5/R2.5 lots will only in due time replace the current single family home price point, and create an even higher one for existing single family homes. We have to ascertain which market segments will purchase Middle Housing and how this might accelerate housing costs in a neighborhood. Finally, Middle Housing should not be concentrated in certain neighborhoods; rather sections of all Portland neighborhoods should participate to the extent feasible.

Regarding #M54 - I believe SE Belmont 45th to 49th should be zoned CM1 and do not support extending Mixed Use - Urban Center designation along those blocks.

Finally, regarding #P15 in general, I urge Council to remove the currently proposed "Public Benefit" bonus provisions for FAR and Height from the MUZ zone CM2. Instead, use the Comprehensive Plan process to set a clear definition of rights with a 45 foot height limit and an 2.5 FAR limit. The bonus provisions proposed were devised prior to passage of SB1533 which enables several incentives that can be employed in lieu or in addition to bonus density incentives. Further, MUZ proposed bonus densities offered are higher by a factor of 2-3 times compared to other cities that have inclusionary zoning programs. I recommend introducing bonus provisions outside the Comprehensive Plan process as a Task 5 option after SB1533 has been fully studied. Because bonus densities are not a limit in terms of right, they do not require

Measure 56 notification. Any bonus density programs should have a definitive start and end date and require re-evaluation prior to renewal.

Thank for your consideration of my testimony,

Jeff Cole

Arevalo, Nora

From: Moore-Love, Karla
Sent: Thursday, April 28, 2016 8:55 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: University Park Neighborhood Association Comments on Agenda Items 423 and 424 (Street Vacation: UP applicant)
Attachments: UPNA Comments on UP requested Street Vacations Agenda Items 423 and 424 final.docx
Follow Up Flag: Follow up
Flag Status: Flagged

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

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

From: Thomas Karwaki [mailto:karwaki@yahoo.com]
Sent: Wednesday, April 27, 2016 9:46 AM
To: mayorhales@portland.gov <mayorhales@portland.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>
Cc: Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: University Park Neighborhood Association Comments on Agenda Items 423 and 424 (Street Vacation: UP applicant)

Attached are the comments and testimony of the University Park Neighborhood Board and Land Use and Transportation Committee concerning Council Agenda items 423 and 424 which will be considered by the City Council on April 27. The Board has voted three times in 2012, 2015 and 2016 to support these street vacations after hearing from over 250 residents. The Board feels that these street vacations will increase the safety of pedestrians and vehicles and will reduce the parking and traffic concerns of neighbors.

Thomas Karwaki
Vice Chair, University Park Neighborhood Association Chair, Land Use and Transportation Committee



April 26, 2016

RE: Council Agenda Items: 423 and 424 (April 27, 2016 Council Meeting)

Mayor and Commissioners:

After months of community meetings with over 200 residents, the Board of the University Park Neighborhood Association voted unanimously in October 2012 to support the vacation of the streets involved in Council items 423 and 424 as part of the University of Portland's Conditional Use Master Plan. Stacey Mercer, a Board member from 2010-13 voted to support the street vacations.

The Board of the University Park Neighborhood Association on July 13, 2015 passed the following resolution in support of the University of Portland's application for a street vacation with the conditions set forth by the Portland Bureau of Transportation and testified at the Planning and Sustainability Commission in support of the street vacation.

Resolved: The University Park Neighborhood Association supports the street vacation proposed by the University of Portland with the conditions requested by the Portland Bureau of Transportation and Water Bureau.

On April 11, 2016 the University Park Neighborhood Association Land Use Committee recommended and the Board approved a motion to support the University of Portland's application to vacate portions of N Portsmouth Ave, N Van Houten Ave, N Monteith Ave, N Warren St, N Strong St, and two unnamed alleys covered by the ordinance in Agenda item 423. The Board also

supported the vacation of portions of N Van Houten Court, N McKenna Avenue, and three unnamed alleys which is being considered in Agenda item 424.

The UPNA Board and Land Use Committee has long supported these vacations with the conditions set forth by the Hearings Examiner and the City Bureaus. Private ownership by the University will **ENHANCE** and **IMPROVE** the safety of the streets and facilities for pedestrians and vehicles. It will also improve any parking and traffic concerns of the neighborhood and property owners who are surrounded by the University.

The UPNA Board and Land Use Committee also supports the second ordinance covered by Council Agenda Item 424. The non-University owned properties are addressed as 5815 N Warren Street, 5801 N Warren Street, 5516 N Willamette Boulevard, 5422 N Strong Street, 5410 N Strong Street, and 5402-5408 N Strong Street. PBOT's Right-of-Way Acquisition staff contacted these property owners who expressed support for this vacation.

This has been a complex set of street vacations for roads and alleys that are lightly used or are impassable. **We urge the City Council to adopt the ordinances and to process these street vacations quickly.**

Thomas Karwaki
Vice Chair and Chair of the Land Use Committee
University Park Neighborhood Association
2209 N. Schofield St. Portland, OR 97217

Arevalo, Nora

From: Eileen Wallace <eileen.wallace@gmail.com>
Sent: Thursday, April 28, 2016 8:39 AM
To: Shriver, Katie
Cc: Elmore-Trummer, Camille; Adamsick, Claire; Grumm, Matt; Dunphy, Jamie; BPS
Subject: Comprehensive Plan Testimony; Frederiksen, Joan; Bhatt, Pooja
Request for Vote - Amendment #N11: 4001-4007 SW Collins Street, Portland, OR 97219
- Portland's Comprehensive Plan
Attachments: Testimony - Eileen Wallace_4001-4007 SW Collins Street_Comprehensive Plan Update_1.7.2016.docx
Follow Up Flag: Follow up
Flag Status: Flagged

Commissioner Novick -

My name is Eileen Wallace. I want to thank you very much for placing Amendment #N11 on the draft 2035 Comprehensive Plan document. This amendment is related to my 4-plex located at 4001-4007 SW Collins Street, Portland, OR 97219 on which I provided in person testimony on January 7, 2016.

I am further requesting the remaining members of City Council copied on this email to vote in favor of my requested change during the upcoming voting session to obtain the minimum 3 required votes for this change to become effective.

I have requested my property is changed from its current designation of R1 Multi-Dwelling to Mixed Use - Urban Center for the following primary reasons:

- To be more consistent with designation of neighboring properties adjacent and kitty corner.
- Support future changes and investments related to the West Portland Town Center and SW Corridor high-speed transit plan.
- Long-term property owner of 12 + years and a young adult who grew up and is invested in the future of this area.
- Provides the flexibility in the future to be more in line with providing a mix of residential and commercial space where adults and children can live, work and play!

Again, I very much appreciate your support of my request.

For additional reference, I have attached to this email the testimony I provided on January 7, 2016. My mailing address is: 8716 SW 21st Avenue, Portland, OR 97219 for any additional communication.

As a single, working mom of a 3 year old, I have not been able to attend in person all working sessions/testimony opportunities, but have been working with Joan Frederiksen, SW Portland Liason, to gain further background throughout the process, and plan to stay in touch with her and her team, who have been of great assistance to me.

Thank you,
Eileen Wallace
Email: Eileen.wallace@gmail.com
Cell: 503-702-1811

January 7, 2016

Name: Eileen Wallace

Mailing Address: 8716 SW 21st Avenue, Portland, OR 97219 Email Address: eileen.wallace@gmail.com

Testimony: Regarding property located at: 4001-4007 SW Collins Street, Portland, OR 97219 in regard to Portland's Comprehensive Plan

My name is Eileen Wallace. I want to thank you for this opportunity to be in front of you today and thank you for your ongoing efforts in Portland's Comprehensive Plan project. I am providing testimony today regarding a 4-plex I own and previously occupied for several years after graduating from college, located in SW Portland at 4001-4007 SW Collins Street, Portland, OR 97219. It is located off of SW 41st and Barbur Boulevard, on an unimproved, gravel road, directly across from the Barbur Boulevard Transit Center, and kitty corner to the City of Portland water maintenance facility and a variety of commercial businesses and multi-family units.

I am requesting that City Council re-designate my 4-plex from its current designation of R1 Multi-Dwelling to Mixed Use – Urban Center. As a young adult and native Oregonian, born and raised in SW Portland, I am invested in the future of this area, currently living in a nearby single family house off of SW 21st and Barbur Boulevard. I hopefully will be around to be an active participant in changes related to and the implementation of Portland's Comprehensive Plan for years to come.

My proposed request also supports any future changes related to the West Portland Town Center project and the SW Corridor high-speed transit plan that may affect this area, as well as any development that will be needed to streets, storm water systems, sidewalks etc. that would accompany such projects. These projects may be years out but I would like the opportunity now to re-designate my 4-plex to Mixed Use-Urban Center to be more consistent with neighboring properties in this specific area, and to have the flexibility to be more in line with providing a location where residents can live, work and play.

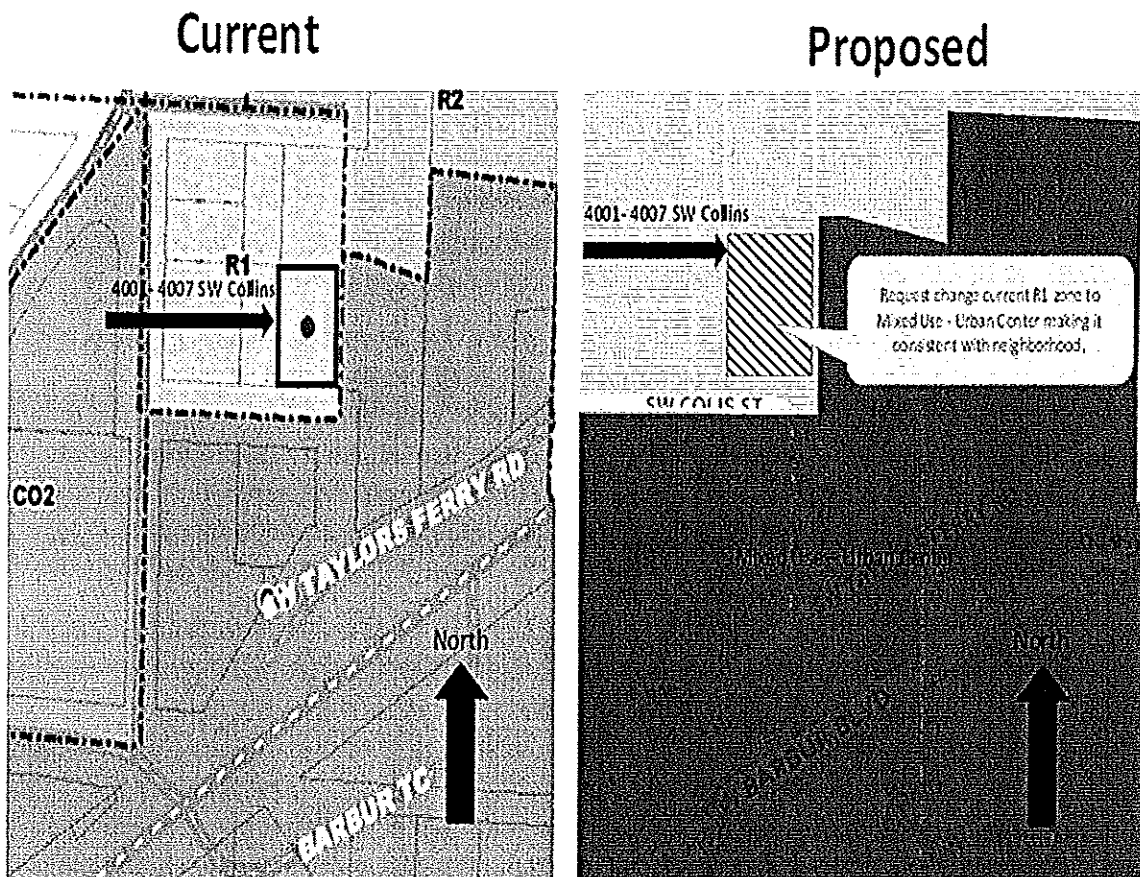
My current tenants use bike or bus as their primary means of transportation to get to their jobs and/or to nearby colleges such as the PCC Sylvania campus and Portland State University downtown. Previous tenants have been single parents who relied on the bus transit center as their only means of transportation for themselves and their children. This is possible due to my 4-plex's convenient location directly across from the bus transit center. However, improvements in the area need to be done, as the lack of sidewalks, unimproved roads, high traffic and limited street lighting do not always make it as convenient or safe for adults and children to rely solely on public transit or walk to nearby businesses. As a single, working mom of a 3 year old daughter, I understand more than ever the importance and convenience of having employment opportunities, housing options and safe areas where kids can play, nearby.

I am invested in this area and my property, doing what I can as a property owner to invest in my 4-plex and surrounding areas, for example, shortly after purchasing my 4-plex, I entered into a contract with Portland General Electric to install a street light across from my property, providing lighting also to the nearby veterinary clinic, City of Portland water building and neighboring duplex that was previously non-existent. I was able to personally witness my investment increasing foot traffic in the area, specifically for those walking to use the Barbur transit center. This is one example of the many investments I am

willing to make to the area that not only benefit my 4-plex and tenants but that also that benefit the surrounding area.

I hoping that I will be around for decades to come, and my daughter, for many decades to come, to help envision and implement these plans. I see great potential for this area and I would like to be an active part of this change. This re-designation of my 4-plex would allow me to have the flexibility to provide an opportunity to potentially have a mix of residential and commercial space for small business owners, adults and children to live, work and play, all of which are very important for generations to come. Thank you for your time and consideration of my proposal.

Below is a map diagram depicting my proposal to re-designate the property from R1 Multi-Dwelling to Mixed Use – Urban Center.



Thank you,

Eileen Wallace

eileen.wallace@gmail.com

Arevalo, Nora

From: HANCHROW Marsha R <marsha.r.hanchrow@state.or.us>
Sent: Thursday, April 28, 2016 8:22 AM
To: BPS Comprehensive Plan Testimony; Hales, Charlie; Commissioner Fish; Commissioner Novick; Commissioner Fritz; Commissioner Saltzman

Follow Up Flag: Follow up
Flag Status: Flagged

April 28, 2016

To: Mayor Hales and Council Members:

Re: Comprehensive Plan Testimony on April 12 Commissioner Fish Amendment on SE Caruthers from 35th Pl. to 38th

I oppose this amendment regarding properties on the South side of Caruthers between 35th Place and 38th

These lots are on the south side of Caruthers, and are directly north of commercial properties on Division St. They have had a Comprehensive Plan designation of Commercial (UC(b)), for over 30 years. Planners in 1981 were looking towards the future when they designated these lots commercial. They were also influenced by the three lots on Caruthers at 37th that were in commercial uses already at that time.

The Division Design Initiative talks about clustering development at "nodes". It seems that these lots will allow larger development and reinforce the intersection of Cesar Chavez and Division with more intense development. This will accommodate more growth at a intersection with excellent transit service, in an area where a "20-minute neighborhood" is rapidly evolving.

Please do not approve this amendment. Keep the "Comp. Plan designation" on the properties on the south side of Caruthers as the MU-UC recommended in the Recommended Draft of the Comprehensive Plan.

Thank you.

Marsha Hanchrow
1908 SE 35th Pl.
Portland, OR 97214

Arevalo, Nora

From: Brendon Haggerty <haggerb@gmail.com>
Sent: Thursday, April 28, 2016 6:58 AM
To: BPS Comprehensive Plan Testimony; Hales, Charlie; Commissioner Fish; Commissioner Novick; Commissioner Fritz; Commissioner Saltzman
Subject: Commissioner Fish Amendment of April 12 re: SE Caruthers 35th Pl to 38th Ave
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mayor Hales and Commissioners,

I urge you to reject the proposed comp plan amendment that would change the designation on properties along SE Caruthers between 35th Place and 38th Ave. These properties have been designated commercial since 1981 and represent a rare opportunity for full-block development.

I believe the proposed amendment is out of sync with our climate goals. We need to take actions that create opportunities to lower our collective carbon footprint through denser, more efficient development, but this amendment takes us in the opposite direction. As a member of the Mixed Use Zoning Advisory Committee, I am confident that new provisions requiring transitions from higher density areas to lower density ones will preserve the livability for homes on the north side of the street.

While I do not speak for the Richmond Neighborhood Association, I serve on the board as vice chair. The RNA commented in 2014, but we have not commented on Caruthers in the PSC-recommended draft under consideration.

Please keep these lots designated as MU-UC.

Regards,

Brendon Haggerty

1720 SE 36th Avenue

Portland, OR 97214