

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 21, 2016 4:54 PM
To: garner@moodypdx.com
Cc: BPS Comprehensive Plan Testimony
Subject: FW: N Fremont Zone Map Amendment
Attachments: BNA Letter in response to proposed Comp Plan Amendment M42.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Garner,

Thank you for comments regarding the 2035 Comprehensive Plan. Your comments have been forwarded to the Comprehensive Plan email: cputestimony@portlandoregon.gov. Written testimonies in response to supporting documents to the Comprehensive Plan will be accepted until April 22nd, 2016 at 5:00 p.m. Written testimonies for proposed policy and/or map related amendments to the Comprehensive Plan will be accepted until April 27th, 2016 at 5:00 p.m. **In-person testimony will be held on April 27th, 2016 at 2:00 p.m. This hearing is limited to those who signed up to speak at the April 20th hearing but were not able to testify that day.**

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Garner Moody [mailto:garner@moodypdx.com]
Sent: Wednesday, April 20, 2016 3:46 PM
To: Commissioner Novick <novick@portlandoregon.gov>; Saltzman, Dan <Dan.Saltzman@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: bnaboard@googlegroups.com; Alan Silver <hedda.lee@gmail.com>; Adam Lyons <Adam@necoalition.org>
Subject: N Fremont Zone Map Amendment

Please consider the attached letter in response to Comprehensive Plan Map Amendment #M42. In short, the Boise Neighborhood Association urges the council to not approve the map amendment.

Garner Moody
Chairman Boise Neighborhood Association
503 329 5369

To: Mayor Charlie Hales and City Council
CC: Portland Bureau of Planning and Sustainability
Re: Boise Neighborhood Association position in regards to proposed Comprehensive Plan Amendment M42

The Boise Neighborhood Association board was contacted in late March by a resident who had received a mailed public notice of a proposed zoning change to certain parcels of land on N. Fremont Ave between N. Mississippi Ave and N. Vancouver Ave from R1 to CM2. The Association then learned from City staff that the rezoning proposal had been put forward by a property owner named Alem Gebrehiwot. The proposed rezoning area is currently R1, and includes many single use properties as well as an income-qualified housing complex called L. Roy Gardens owned by PCRI, Inc. At the Association's April 11 general meeting, Mr. Gebrehiwot stated his reasons for wanting to rezone his property and why he felt that rezoning was in the best interests of the community. The Association heard many community member's points of view in an especially heated discussion. The Association vote at the end of that meeting was: 4 opposed to the proposal, 2 in favor (2 abstained, 1 recused). **The outcome of that vote was that the Boise Neighborhood Association's position is opposed to Comprehensive Plan Amendment M42.**

The BNA board recognized that the public comment period at the April 11 meeting included significant differences of opinion, was lengthy and at times disruptive. The board vote process at the end of the meeting was interrupted several times, became rushed and the outcome ultimately unclear. At the time, the vote to oppose the proposal was thought to have failed to pass. Following conversation after the meeting I (Board Chair Garner Moody) called for an emergency meeting as allowed by the BNA Bylaws, to allow the board to discuss and possibly vote again on this important neighborhood matter, and during that week we received further clarification from the Office of Neighborhood Involvement on voting protocols.

At the emergency board meeting, the board discussed the issues, and heard again from Mr. Gebrehiwot and several other residents. At this meeting, a motion was made to re-vote on the proposal and vote in favor of it. With a vote of 5 to 4, this motion failed to pass, and our original motion to oppose the proposal was left standing. Our meeting minutes from both the April general meeting and emergency board meeting are posted on our website, www.bnadx.com, and we encourage you to read them.

In summary, those board members in favor of Mr. Gebrehiwot's proposal offered the following points:

- Mr. Gebrehiwot is a long-standing member of the community who has generously offered his land on Fremont to be used as a community garden for many years, as well as owning a local Ethiopian restaurant, and offering his Liberty Hall space as a community space, demonstrating that he is sincere in his claim that he has the best interests of the community at heart.
- NNEBA supports the proposal, as they claim it will offer opportunity for minority small business owners and affordable housing in the neighborhood, which is sorely needed.
- The BNA should give Mr. Gebrehiwot the same fair treatment as other developers who have come to the board for support.

Those board members opposed to Mr. Gebrehiwot's proposal offered these points:

- The zoning change proposal is the first time this board has heard a proposal to change current zoning. The last change in our neighborhood occurred in the 90s and affected the Williams/Vancouver corridor. We have not had a proposal like this before, so there is nothing similar to compare it to. Previous developer proposals at the BNA have been regarding buildings in current zoning, where the board attempted to have influence on aspects of the building, but never the zoning itself.
- Recently the Marathon development on Mississippi Ave. was limited by the City, due to trip count (traffic burden), to having office space on the ground floor rather than residential. The BNA has consistently opposed residential on the ground floor of mixed use buildings, as per our Design Guidelines. If the M42 proposal went forward and a building was developed on Mr. Gebrehiwot's land on Fremont, the ground floor would likely be office space, which is not suitable for the character of that street.
- Mr. Gebrehiwot's proposal affects many other properties than the one he owns, and many of those property owners have voiced their concerns over the impacts of it on their property and their immediate neighborhood.
- Mr. Gebrehiwot is not asking to build up to the maximum capacity of his current R1 zoning on his property. If he was, the board would very likely support it, as they have with other areas in Boise, where developers have built appropriately for the current zoning.
- The areas of Mississippi and the Williams/Vancouver corridor are already experiencing explosive growth and density, with a significant pipeline of residential units anticipated to come online in the next year. The traffic congestion and parking impacts of this density is enormous. There are also several large lots in EX zoning along both commercial districts that have yet to be developed, but very likely will be. We have not yet seen the full effects of the developments that are in construction or in planning phase. Green lighting a significant zoning change before understanding and working through the impacts of the current phase of development would be reckless.
- Fremont Avenue is a residential street, currently crossed daily by K-8 students going to and from Boise/Eliot-Humboldt School. The section of Boise between Fremont and the Fremont Bridge entrance is already heavily impacted by the traffic and parking issues stemming from Mississippi, the Williams/Vancouver corridor, and the Fremont Bridge entrance. Adding more commercial zoning to the neighborhood would further exacerbate these conditions, which directly affect safety for pedestrians, especially children.
- One of the three parcels of proposed land for rezoning is owned by PCRI; L. Roy Gardens. A representative of PCRI stated that they are in favor the proposal, as are their tenants. While PCRI may come up with a plan to re-house the tenants of their current properties while the land is sold and redeveloped, and potentially allow them to return, several tenants have expressed to a board member that they are worried about their future, and don't know where they would go. This displacement, without assurance or a plan stated by PCRI, is a concern.
- When asked, Mr. Gebrehiwot replied that he did hire someone to gather signatures. Several neighbors have noted that their address is listed but they did not sign the

petition. Another stated that he was told the petition was to oppose re-zoning to commercial, and was angry at being misled. Upon inspection, several board members and neighbors feel that many entries and signatures appear to have been written by the same hand. As stated by Nan Stark of BPS, the signatures on the petition submitted by the applicant were not vetted by the City. Several members of the board feel that this petition should not carry any weight, given these misgivings of legitimacy.

- Mr. Gebrehiwot is being treated as fairly as any developer that has come to the BNA. In fact, Mr. Gebrehiwot did not come to the BNA. We found out from a neighbor about the proposal and reached out to the City, who also failed to notify the BNA. Only through this process was the BNA connected to the applicant.
- Mr. Gebrehiwot's attitude has been contentious and difficult during this entire process. NNEBA Chair Ken Doswell's support of Mr. Gebrehiwot has likewise been contentious and divisive, including unfounded and inflammatory accusations of racism against board members. This antagonism has not helped build any trust between the applicant, many of his neighbors, or the board. In fact, two of our most long-standing, hard working and respected board members are resigning due to the fallout of this process, which is a most unfortunate and regrettable outcome.

While our board vote was certainly not unanimous, and this proposal process has resulted in significant emotional distress, nevertheless the outcome remains that the Boise Neighborhood Association's official position is opposed to Comprehensive Plan Amendment M42. We thank you for your consideration.

Sincerely,

Garner Moody
Board Chair

Arevalo, Nora

From: Schwab Mary Ann <e33maschwab@gmail.com>
Sent: Thursday, April 21, 2016 4:50 PM
To: Moore-Love, Karla
Cc: Coleman-Evans Claire
Subject: Fwd: City council pm session on comp plan add

Hi Karla,
Please help us out here,

Hopefully this works so if you weren't able to go you can watch the hearing.
27th at 2pm is the record held open or NOT? Anyone stay till the end?

City Council hearing April 20, 2016

Erwin had a bad night -- I had to make a quick trip to the Doctor's office to pick up a refill Rx, then instructed to take Erwin to the spine pain specialists in Gresham today.

Therefore, I was not able to attend the public hearing on the Comp Plan yesterday. Nor was I able to attend today's time certain on 396 State of the Arts from the Regional Arts and Cultural Council. I missed the opportunity to ask the Arts in the Schools go back to the voters.

Stay tuned for the "in-fill-middle" slam dunk. I failed to recognize one person from ONI to represent neighborhood associations on Commissioner Saltzman's Inclusionary Housing Program Development - Panel of Housing Experts. So what am I not understanding here? Apparently, those citizens who spend hours reviewing the proposed Comp Plan changes in zoning, monitoring city budget 5% cuts, attending PEG and Tree Code work-sessions, as well as testifying *two-minutes* in Council Chambers were not considered smart enough to serve on Commissioner Saltzman's **Inclusionary Housing Program Development - Panel of Housing Experts**.

Through *Resolution 37187*, the City has committed to a **community-wide, data-driven discussion** as this process moves forward, as well as a panel of housing experts to advise Commissioner Saltzman in the development of an inclusionary housing ordinance. What find I find troublesome? Missing on this panel of housing experts are neighborhood association representatives serving on Land Use and Transportation Committees.

Something to think about, Goal 1
mas
(503) 236-3522

Begin forwarded message:

From: Claire Coleman-Evans <ceclaireevans@gmail.com>
Date: April 21, 2016 10:38:09 AM PDT
To: James Peterson <mnalanduse@swni.org>

Cc: martie sucec <martie.sucec@gmail.com>, Carol <carolmcc@amerimailbox.com>, Jan Mawson <janmawson25@gmail.com>, Ellen Gentry and HM <ellenhouston03@msn.com>, Bernie Bonn <babonn@isp.com>, Claire Coleman-Evans <eclair27@comcast.net>, Greg Shifsky <Slocomotive9@gmail.com>, Schwab Mary Ann <e33maschwab@gmail.com>, Robert McCullough <robert@mresearch.com>, Jan Wilson <jannett.wilson@gmail.com>

Subject: City council pm session on comp plan add

Hopefully this works so if you weren't able to go you can watch the hearing. 27th at 2pm is the record held open or NOT? Anyone stay till the end?

City Council hearing April 20, 2016

<https://www.portlandoregon.gov/video/player/?tab=live>

Claire Coleman-Evans
503-740-7460

Arevalo, Nora

From: Mike Ritchey <mikeritchey@gmail.com>
Sent: Thursday, April 21, 2016 4:14 PM
To: BPS Comprehensive Plan Testimony
Subject: NE 7th Ave Greenway - second testimonial with address

Follow Up Flag: Follow up
Flag Status: Flagged

My name is John Ritchey. My wife and I live at 2633 NE 7th Avenue, a street built to accommodate 1000 cars a day, or fewer, but according to the most recent count is being asked to handle 5500. The 7th Avenue Greenway will make all the difference in the world, not only to bikers, pedestrians, motorists and residents on 7th, but also to Portland itself, a beautiful city that (justifiably) prides itself on its livability, and its focus on the wellbeing of its citizens--children who attend King Elementary and Albina Head Start (both on 7th), for example, who deserve our protection, rather than live ammunition training exercises in the Art of Residential Street Survival.

Because of a lack of adequate funding for transportation projects that would help alleviate the overcrowding of Portland's streets and freeways, NE 7th Ave. has become an unmanageable and dangerous residential raceway. Bicyclists who can do so avoid 7th., as do pedestrians, who fear for their lives. Their avoidance is 180 degrees from the direction--and plans--this city and its leaders and their constituents profess to want to take. Further, the city, in asking taxpayers for an additional gasoline tax, is implicitly acknowledging the severity of the need for traffic relief. By locating a greenway on 7th Avenue, a substantial part of that relief would be forthcoming--and would be a positive sign to us all, that Portland is not hiding from its problems, but facing them and making efforts to find solutions.

I join the growing crowd of citizens who love Portland and who want to see its certain expansion managed wisely and well. Wisdom in the question about traffic relief for residential neighborhoods means, among other things, designation of a 7th Ave. Greenway.

Sincerely,

John M. Ritchey
2633 NE 7th Avenue
Portland, Or 97212

Arevalo, Nora

From: Rose Gunn <rosegunn@gmail.com>
Sent: Thursday, April 21, 2016 4:12 PM
To: BPS Comprehensive Plan Testimony
Subject: NE 7th Ave Greenway Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Hi there,

I live on NE Brazee St. between MLK and 7th Ave. I have two boys, 1 and 4 years old, who attend a nearby daycare. Soon, my oldest son will be in kindergarten at Irvington Elementary. My family and I love our neighborhood and plan to stay here for the long haul. My husband and I walk and bike just about everywhere with our little guys - and we both commute to work via bike.

Designating NE 7th Ave a greenway would be such a boon for our neighborhood, creating a safer street for families to cross and ride bikes on. It will cut down on the speeding cars that zip down Brazee trying to cut over to 7th and keep MLK the main thoroughfare for auto traffic.

Thank you kindly for your consideration!

-Rose Gunn
503 NE Brazee

Arevalo, Nora

From: Linda Redman <lredman.home@gmail.com>
Sent: Thursday, April 21, 2016 4:11 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

I oppose the high density have zoning. Linda Redman 5753 SE 22nd ave Portland Oregon

Sent from my iPad

Arevalo, Nora

From: Collin Zimmerer-Mazza <collinzm@gmail.com>
Sent: Thursday, April 21, 2016 4:10 PM
To: BPS Comprehensive Plan Testimony
Subject: NE 7th Ave Greenway Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I am a father of 2 young children living on NE Brazee St between MLK and NE 7th Ave. We are avid bikers and walkers and cross 7th at least two times every day as well as using it as our main bike route North-South. There are 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.

In addition to the life-safety issue outlined above: a 7th Ave greenway will be cheaper, the grade is better suited to riding, extensive bike and pedestrian infrastructure already exists on 7th Ave through the Loyd district.

Sincerely,

Collin Zimmerer-Mazza
503 NE Brazee St
Portland, OR 97212
503.308.8005

April 18, 2016

To: Testimony of our Portland, Oregon Government

Re: NE 7th Ave Greenway

Dear Powers that Be:

Please hear my heartfelt and urgent request for you to make the decision to use NE 7th Ave as the greenway proposal for the Irvington and Eliot areas. Going north from Broadway on 7th and then switching over to 9th at Sumner seems to be the consensus and that seems great to me.

My bicycling friends tell me they avoid 7th like the plague because it has become so dangerous. If it were a greenway, it would be a perfect route for biking commuters all the way from NE through SE and into downtown. It is one block from a main thoroughfare, the grade is happily helpful for easy biking, stop lights are already in place saving the city from unneeded expenses. Portland could increase its already strong label of becoming the number one biking community in the nation. More biking helps everyone - in traffic, safety, noise pollution, air quality, and city development.

7th Ave is quickly turning into a mess. Now, the area between Broadway and Fremont will be even more heavily used when the two huge and unsightly apartment buildings the City allowed to be built before the revised zoning was put in place are completed. The dwellers will enter their parking lots from 7th and that will only add to the madness. That area of 7th is very dangerous. Drivers are speeding and there are too many cars. The speed bumps and roundabouts do not curtail a thing. They are not even noticed by drivers. We need help!

My family uses MLK during morning and evening traffic. In the northeast, MLK can carry the load. There is no problem. The traffic moves along nicely. It is on MLK that safety and speed can be enforced. MLK in northeast does not need "traffic relief" nor should MLK traffic be speeding down a residential area such as NE 7th Ave.

I understand residents on 8th and 9th are concerned about traffic diverting to their streets if the greenway is on 7th. A few diverters diverting traffic toward MLK would ease those fears. We, as a community want to work together. We do not want to just move our mess to another residential street. The City can maybe help us here.

My proposal is that the City approve the greenway going North on 7th to Sumner and then over to 9th to Ainsworth. The City could approve this and then, if need be, hold it open for reevaluation in the future to assure all needs are met.

Thank you for considering my plea.

Susan Ritchey
2633 NE 7th Ave
(970) 596-0611

Arevalo, Nora

From: montserrat arribillaga <montsearribillag@yahoo.com>
Sent: Thursday, April 21, 2016 3:16 PM
To: BPS Comprehensive Plan Testimony
Cc: Commissioner Fritz; Commissioner Fish; Commissioner Novick; Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Council Clerk – Testimony; Commissioner Saltzman; Moore-Love, Karla; Treat, Leah; Gonzalez, Cevero; Wagner, Zef
Subject: TSP40116

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Comissioners,

In the past 6 years I have been advocating for traffic calming measures on NE 7th Ave. Several neighbors have called, reported, written to the City and the City's reply always has been that there are scarce funds for traffic calming measures in neighborhood streets and usually they are allocated where a fatality takes place. Unfortunately, with the current traffic conditions on 7th I believe we are not far from that.

This greenway if awarded to 7th Ave. could potentially put us back on the map as a bike friendly progressive city. Imagine a safe and direct bike route where families can use safely that connects the SE with the NE. This project will be a great asset to the city for its residents to use.

I believe there is a smart way to design this greenway that will preserve the neighborhood's safety, keep commuter cars out of our streets and solve the traffic problem on 7th.

A greenway on 7th Ave. will benefit the lives of the King, Eliot, and Irvington neighbors and all the biking community that for years have been advocating for this project to happen on NE 7th Avenue.

Sincerely,
Montserrat Shepherd
632 NE Russell St

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 21, 2016 3:03 PM
To: Julie Sanders
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broad moar golf course

Follow Up Flag: Follow up
Flag Status: Flagged

Dear,

Thank you for comments regarding the 2035 Comprehensive Plan. Your comments have been forwarded to the Comprehensive Plan email: cputestimony@portlandoregon.gov. Written testimonies in response to supporting documents to the Comprehensive Plan will be accepted until April 22nd, 2016 at 5:00 p.m. Written testimonies for proposed policy and/or map related amendments to the Comprehensive Plan will be accepted until April 27th, 2016 at 5:00 p.m. **In-person testimony will be held on April 27th, 2016 at 2:00 p.m. This hearing is limited to those who signed up to speak at the April 20th hearing but were not able to testify that day.**

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Julie Sanders [mailto:pattymelt14@gmail.com]
Sent: Tuesday, April 12, 2016 11:34 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; oregon.gov@gmail.com
Subject: Broad moar golf course

What are you doing take that beautiful golf course and turn it into a public park!!! What are you thinking. Please we have so few green spaces in the city build a industrail area on a super fund site or a area that already is concrete. Take that golf course make it a public park name it Beverly Clearly park do something grand. Thanks

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 21, 2016 3:00 PM
To: Nathan Baker
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Please do not give in to the "Stop the Ban" people

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Nathan,

On behalf of Mayor Charlie Hales, thank you for contacting the Mayor's office. The Mayor has heard and appreciates your feedback. Please know your feedback have been noted and shared with our staff.

Thanks again for your time.

Sincerely,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Nathan Baker [mailto:nathan503@gmail.com]
Sent: Wednesday, April 13, 2016 8:08 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Please do not give in to the "Stop the Ban" people

We need LESS drive-thrus in Portland. Please do the right thing in the comprehensive plan and ban new drive-thrus. Please do not give in to the "Stop the Ban" people.

Nathan Baker
5839 SE Stark St. Apt. 26
Portland, OR 97215



KIRSCH

Family Farms, Inc.

4350 Mahony Rd. • St. Paul, Oregon 97137
Phone: (503) 633-4772 • Fax: (503) 633-4788

April 8, 2016

Portland City Council
City Hall
1221 SW 4th Ave
Portland OR 97204

Dear Mayor Hales and City Commissioners:

Thank you for supporting a revision to the Economic Opportunities Analysis (EOA) to incorporate a medium growth forecast for the Portland Harbor into the City of Portland Comprehensive Plan. Oregon's agriculture industry relies on the Port to ship our products to overseas markets. A medium growth forecast more accurately reflects the importance of the harbor as an area of future growth and investment.

I farm 1000 acres growing over 11 different crops every year – crops that include hazelnuts, vegetable seeds, grass seed and wheat – to name a few. A large percentage of our straw, seed and nuts leave this country to feed the world via the Port of Portland. Our ability to continue to be player in the global marketplace is critical to keeping Oregon farmers strong and viable well into the future.

During your upcoming hearings you will have the opportunity to amend the Comprehensive Plan to more accurately reflect the activity in and future development of the Portland Harbor. Please support Oregon's agriculture industry and the important contribution we make to the state by adopting the amendment to change the harbor forecast back to medium growth as originally recommended by Bureau of Planning and Sustainability staff.

Sincerely,

Brenda Frketich
President
Kirsch Family Farms, Inc.



2788 SE 82nd. Ave. Ste 203
Portland, OR 97266
971-340-4866
www.jadedistrict.org

Portland City Council

April 21, 2016

Re: City of Portland Comprehensive Plan Map Changes Amendment M50 - Jade District/Portland Nursery on SE Division Street
Sent via: E-mail to cputestimony@portlandoregon.gov

Dear Portland City Council:

We are writing this letter in support of Commissioner Novick's proposed Comprehensive Plan amendment #M50 which would extend "Mixed Use - Civic Corridor" designation south where nursery operations already exist and extend east to 92nd Ave. We join the BPS staff recommendation, which would bring the Portland Nursery into a conforming use for their existing operations while limiting the potential for incompatible uses in the future next to residential land.

We believe that allowing mixed uses along major arterials is beneficial to our neighborhood. We support limiting mixed use zoning away from those major arterials, like SE Clinton Street, as the surrounding area is residential and this would allow incompatible uses in the neighborhood.

In addition to this specific amendment, we continue to advocate to the City of Portland to adopt design performance standards for residential infill, transition standards from mixed use/commercial to residential and between single family residential and higher density residential. We believe that as the City of Portland increases in residential and commercial density, compatibility standards will assure that we maintain our city as livable and sustainable.

We also request that city-wide, properties that received the public financial bonus of increased density, plan up-designations and up-zoned property work with their neighbors to provide a community benefit agreement.

Thank you for your consideration. Please do not hesitate to contact me with any questions.

Sincerely,

Todd Struble
Jade District Manager

Cc: Jon Denney, Portland Nursery, jond@portlandnursery.com;
Camille Trummer, Mayor's Office, Camille.trummer@portlandoregon.gov;
Claire Adamsick, Commissioner Fritz's Office, Claire.adamsick@portlandoregon.gov;
Jamie Dunphy, Commissioner Fish's Office, jamie.dunphy@portlandoregon.gov;
Matt Grumm, Commissioner Saltzman's Office, matt.grumm@portlandoregon.gov;
Andrea Valderrama, Commissioner Novick's Office, andrea.valderrama@portlandoregon.gov.

Arevalo, Nora

From: Hales, Mayor
Sent: Thursday, April 21, 2016 2:41 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Comp Plan Amendment: Support P43 and P56
Attachments: Comp Plan_Amendment_Testimony_350PDX_CSE.docx

Follow Up Flag: Follow up
Flag Status: Flagged

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

From: Mia Reback [mailto:mia@350pdx.org]
Sent: Wednesday, April 20, 2016 2:15 PM
To: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Comp Plan Amendment: Support P43 and P56

Dear Portland City Council,

Attached is written testimony prepared by former land use planner Patricia J. Weber for 350PDX and Center from the Sustainable Economy in support of Comprehensive Plan amendments #P43 and #P56:

New Policy after 4.63: Reduce carbon emissions. Encourage a development pattern that minimizes carbon emissions.

New Policy after 6.48: Fossil fuel distribution. Limit fossil fuels distribution and storage facilities to those necessary to serve the regional market.

Thank you and we hope you add these amendments into the Portland City Council.

Many thanks,

Mia Reback - 350PDX
Adriana Voss-Andreae - 350PDX
Daphne Wysham - Center for Sustainable Economy

--
Mia Reback
350PDX Organizing and Development Coordinator mia@350pdx.org Office phone: (505) 281-1485

20 April 2016

350PDX
1820 NE 21st Ave
Portland OR 97212

Center for Sustainable Economy
16869 SW 65th Avenue, Suite 493
Lake Oswego, OR 97035-7865

Portland City Commissioners
1221 SW 4th Ave
Portland OR 97204

RE: Comprehensive Plan Amendments #P43 and #P56

Dear City Commissioners:

This testimony is in support of the proposed Comprehensive Plan Amendments #P43 and #P56 as worded in the 18 March 2016 Document "2035 Comprehensive Plan -Draft City Council Amendments" (as revised on 3/25/16, 3/28/16, and 3/29/16) as follows:

New Policy after 4.63: Reduce carbon emissions. Encourage a development pattern that minimizes carbon emissions.

New Policy after 6.48: Fossil fuel distribution. Limit fossil fuels distribution and storage facilities to those necessary to serve the regional market.

These proposed amendments comply with the following Oregon Statewide Land Use Planning Goals:

- Goal 3 Agricultural Lands
- Goal 4 Forest Lands
- Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces
- Goal 6 Air, Water and Land Resources Quality
- Goal 8 Recreational Needs
- Goal 9 Economic Development
- Goal 13 Energy Conservation
- Goal 16 Estuarine Resources
- Goal 19 Ocean Resources

A detailed discussion demonstrating how these amendments comply with each of the above listed goals is provided below.

BACKGROUND

The science of climate change is well documented. Increases in greenhouse gas (GHG) emissions results directly in an increase in global temperatures. Carbon and methane are two forms of GHGs that have severe impacts on climate change. For this reason, it is imperative that all governmental jurisdictions, including the City of Portland, implement policies to the greatest extent practicable that will result in the majority of existing global fossil fuel reserves staying in the ground.

As demand for fossil fuel in the US decreases, the fossil fuel industry is turning more and more towards developing markets in Southeast Asia. Vast quantities of coal, methane, shale oil, and

bitumen are located in the interior portion of North America; the most direct route to Asian markets for these fossil fuels is via the Pacific Northwest. A report prepared by Sightline Institute, a Seattle-based regional sustainability think tank states:

*"The Pacific Northwest stands squarely between Asian energy markets and large fossil fuel deposits in the interior of North America. In order to reach these markets, energy companies are planning to build a range of large fossil fuel infrastructure projects in the Pacific Northwest. Since 2012, British Columbia, Oregon, and Washington have seen new active proposals for four new coal terminals, three expansions of existing terminals, two new oil pipelines, eleven oil-by-rail facilities, and six new natural gas pipelines. Each of the projects is distinct, but all can be denominated in a common currency: the tons of carbon dioxide emitted if the fossil fuels were burned. Taken together, these plans would be capable of delivering enough fuel to release 822 million metric tons of carbon dioxide into the atmosphere each year."*¹

In order to minimize the ability of existing fossil fuel deposits from being transported to Asian markets, it is imperative that jurisdictions in the region enact legal policies that will prohibit export infrastructure from being constructed. A common misconception about fossil fuel infrastructure that is widely circulated is that failure to construct projects in one location will result in projects built in other locations, and that the fossil fuels will reach desired markets anyway. Research shows that this is not true. In the case of proposed pipeline infrastructure to transport Tar Sands oil from Alberta to coastal ports, a report prepared by Oil Change International, a Washington DC based fossil fuel think tank, states that "Without new pipelines significant amounts (some 34.6 billion metric tons) of carbon will stay in the ground."² Therefore, the proposed Comprehensive Plan policies listed above provide a necessary and viable method for the City of Portland to take action to reduce GHG emissions globally. Reducing GHG emissions globally will support State Land Use Planning Goals in the following ways.

GOAL 3 – AGRICULTURAL LANDS

"To preserve and maintain agricultural lands. Agricultural lands shall be preserved and maintained for farm use, consistent with existing and future needs for agricultural products, forest and open space and with the state's agricultural land use policy expressed in ORS 215.243 and 215.700."

Climate change poses grave risks to Oregon's agricultural lands. A 2014 study prepared by the City of Portland and Multnomah County states:

"Agriculture and fisheries are highly dependent on specific climate conditions (U.S. EPA, 2013), and food distribution systems may be affected by climate change impacts to built infrastructure. Human health may also be impacted by the unavailability or unaffordability of foods due to changes in production and distribution. In addition, food is closely interwoven with culture. For example, in the Pacific Northwest, climate change may impact the availability and abundance of culturally significant foods like salmon for the region's Native American communities. Fluctuations in climate — globally, nationally, locally — and the increasing frequency of weather extremes pose a significant risk to agricultural production (Austin, 2011). Agriculture in general is highly sensitive to changes in climate, as animals and crops are often optimized to local climate and resource availability. Food price is more volatile with extreme shifts in weather norms (IPCC, 2007b). For example, global droughts between 2006 and 2008 were responsible

¹ "Northwest Fossil Fuel Exports", Sightline Institute, Eric de Place, September 2014, p.1

² "Lockdown: The End of Growth in the Tar Sands", Oil Change International, Hannah McKinnon, October 2015, p.1

for a three-fold rise in the cost for rice and more than doubled the cost of wheat, corn, and soybeans (Mazhirov, 2011). Water availability, quality, and cost are anticipated to present the biggest challenge to regional agricultural production (OCCRI, 2011). Nationally, strategies likely exist to manage much of the climate disruption the agricultural sector will face over the next 25 years. By mid-century however, "yields of major U.S. crops and farm profits are expected to decline" (IPCC, 2007c; Ortiz et al., 2008; Schlenker et al., 2005).³

As the proposed Comprehensive Plan Amendments #P43 and #P56 would result in a decrease in global GHG emissions and therefore a decrease in the threat to state agricultural lands, they comply with Goal 3. In addition, the state's agricultural lands will face additional threats from climate change in the form of an increase in invasive species, as discussed under Goal 5, Natural Resources, Scenic and Historic Areas, and Open Spaces below.

GOAL 4 – FOREST LANDS

"To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture. Forest lands are those lands acknowledged as forest lands as of the date of adoption of this goal amendment. Where a plan is not acknowledged or a plan amendment involving forest lands is proposed, forest land shall include lands which are suitable for commercial forest uses including adjacent or nearby lands which are necessary to permit forest operations or practices and other forested lands that maintain soil, air, water and fish and wildlife resources."

Climate change also poses grave risks to Oregon's forest lands in the form of increased likelihood of devastating wildfires. The above mentioned Vulnerability Risk Assessment states:

Several climate-related factors in the western United States make wildfires more likely, including earlier snowpack melt resulting in longer fire seasons, drier conditions, increased fuels (e.g., dead and highly combustible trees from beetle infestations), and increased frequency of lightning. In Oregon, the likelihood of increased frequency and intensity of wildfire is very high under the climatic changes expected in the coming decades (State of Oregon, 2010). In addition, an increasing pattern of hot, dry summers and earlier springs increases the likelihood of more and prolonged wildfires. <...> Climate change has the potential to affect forest health, the type of vegetation present, and the frequency and intensity of weather patterns that can, in turn, increase the risk of catastrophic wildfire. While uncertainty remains around the timing and magnitude of these fire-related changes, especially at local scales, the probability of a very large fire year in the Northwest region is projected to increase significantly before 2100 (Littell et al., 2010).⁴

As the proposed Comprehensive Plan Amendments #P43 and #P56 would result in a decrease in global GHG emissions and therefore a decrease in the threat of an increase in wildfires to state forest lands, they comply with Goal 4. The increased threat of wildfire is discussed in greater detail under Goal 5, Natural Resources, Scenic and Historic Areas, and Open Spaces below.

GOAL 5 - NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES

³ "Climate Change Preparation and Strategy: Risk and Vulnerability Assessment", City of Portland, Multnomah County and External Advisors, 2014, p.61

⁴ Ibid, p.23

"To protect natural resources and conserve scenic and historic areas and open spaces. Local governments shall adopt programs that will protect natural resources and conserve scenic, historic, and open space resources for present and future generations. These resources promote a healthy environment and natural landscape that contributes to Oregon's livability."

Climate change also poses grave risks to Oregon's natural resources; again the above mentioned Vulnerability Risk Assessment states:

"Natural features such as rivers, trees, fish and wildlife, and the ecosystems that connect them, are as dynamic as the climate. However, even dynamic natural systems will be degraded by large changes in temperature and changes in hydrology related to climate change. Depending on the nature and extent of the climatic changes, rivers, streams, vegetation, fish and wildlife and the habitats they depend on will be affected by climate change. For systems that are already stressed, small climatic changes may be enough to cause extinctions, loss of biodiversity, and shifts in species composition, complexity, and stability.

<..>

The two major climatic changes that will affect the region's natural systems are increased temperatures and shifts in the timing and amounts of precipitation. <..> The potential climate change risks and impacts to natural systems are outlined in Table 10.

TABLE 10. Risks and potential impacts to the natural system derived from scientific literature (Houck and Lovell, 2012; OCCRI, 2010; TRIG, 2011; CIG, 2009a)

CLIMATE VARIABLE	RISKS TO THE NATURAL SYSTEM	POTENTIAL IMPACTS	
Increased Temperature	Higher air temperature and extreme heat, and increased water temperature	Increased fire risk in summer	
		Increased tree stress and mortality	
		Increased threat of forest pests and pathogens	
		Vegetation, habitat and wildlife shifts and fragmentation	
		Longer growing season	
		Higher mortality in vegetation	
		Habitat fragmentation	
		Increased pollen	
		Shifts in plant-animal relationships	
		Loss of biodiversity	
		Increase in species listed as threatened and endangered	
		Increase in invasive species	
		Greater heat island effect	
		Reduced water quality	
More short term drought			
	Reduced air quality	Increased air stagnation	
Changing precipitation patterns (less in summer, potential for more intense rain events in winter)	Changes in hydrology, water supply and stream flows	Flooding (frequency and extent)	
		Groundwater fluctuations	
		Increased landslide risk	
		Increased tree stress and mortality	
		Increased threat of forest pests and pathogens	
		Increased fire risk in summer	
		Higher/Lower river elevations	
		Lower summer stream flows	
		Shifts in plant-animal relationships	
		Vegetation, habitat, and wildlife shifts and fragmentation	
		Increase in threatened and endangered species listings	
		Seasonal summer drought	
		Increased fire risk	
			Reduced water quality
			Increased erosion
		Changes in wetland and ecosystems	Vegetation, habitat, and wildlife shifts
			Potential for increase in water borne diseases
			Increase in threatened and endangered species
			General loss of wetland habitat especially seasonal loss of smaller and/or ephemeral wetlands
CLIMATE VARIABLE	RISKS TO THE NATURAL SYSTEM	POTENTIAL IMPACTS	

Extreme weather events	Increased frequency, duration and magnitude of storms (Postulated but not statistically demonstrated for the Portland metropolitan area.)	Flooding (frequency and duration)
		Increased tree failures and emergencies (street blockage, property damage, public safety impacts)
		Increased landslide risk
		Increased flood plain
		Increased erosion and channel migration
		Changed water quality
Sea level rise	Changes to river elevations due to tidal influence	Flooding (frequency and duration)
		Groundwater level rise
		Higher river elevations
		Increased floodplain

*No literature available. Best professional judgement of the City's Natural Resource Team

Hotter, drier summers with more high-heat days In addition to the effects on the human population, higher air temperature also impacts natural systems. The climate impacts depend both on the intensity of the heat, and the length of time the heat persists.

VEGETATION IMPACTS

Increased air temperatures stress and can kill trees and vegetation. For example, trees scorch, lose foliage and eventually die when exposed to excessive and prolonged heat. Stressed vegetation is also more susceptible to diseases and pests. For example, forest pests such as the Asian long-horned beetle and emerald ash borer have decimated urban forests elsewhere in the United States (Haack, 2010; Poland et al., 2006). A slow but consistent increase in air temperature may cause some species to migrate to higher elevations or latitudes. The biodiversity of vegetation in the Portland area may shift, bringing more southern species (i.e., southern Oregon, northern California) and drought tolerant species to the area in greater quantities. In an urban environment, however, natural introduction of new and climate-adapted species can be limited. To succeed, tree species and other vegetation planted in parks, along streets, in yards and in development projects will need to be selected to account for the changing climate. Depending on the intensity of the heat, massive die-offs of some types of vegetation are possible. This pattern is intensified by droughts but can occur in the absence of a declared drought. Loss of vegetation can exacerbate urban heat island effect impacts because the natural cooling mechanisms provided by trees are reduced or eliminated. Increased tree mortality due to climate change will result in more hazard trees, tree emergencies and expensive removals, and increased risks to public safety and property. Loss of trees will also reduce carbon sequestration and air quality mitigation.

For plant species that are specialists and require microclimates, like madrones, a small shift in temperatures may lead to localized extinctions. Some species may not be able to migrate with the shifting climate. Conversely, higher temperatures earlier in the spring and later in the fall can lead to longer growing seasons, which may increase the productivity of some vegetation and increase pollen counts.

INVASIVE SPECIES

Invasive species are plants and animals that can displace native species and have long-lasting negative effects on habitats and the organisms that depend on them. Next to land conversion, invasive species are the most serious threats to biodiversity. Invasive species alter landscapes and fundamental ecosystem processes. They decrease biodiversity and ecosystem resilience and can damage infrastructure. In an urbanized and fragmented area, invasive species threaten remaining habitats, human health, infrastructure and livability. Increases in the mean annual temperature, and alterations to precipitation patterns, will likely result in shifts to higher elevations and latitudes. This, coupled with the stress imparted to native organisms discussed above, will be significant and impair the ability of native habitats to successfully compete with invasives and will

also decrease their ability to resist human-induced introductions. The results of these factors will be significant with respect to landscape composition: after an initial increase in biodiversity with the arrival of new, invasive plant species, the landscape is at risk to become more homogeneous as a relatively small number of species outcompete other species for available resources.

The Willamette Valley ecoregion has already experienced negative effects from invasive plant species: damage to human health and property, decreases and local extinctions of native plant and animal populations, and increased risks associated with fire severity and return intervals, hazard trees and toxic plants are among other noted impacts. While recent climatic changes have not been conclusively implicated as the cause for the establishment of specific invasive species, a number of invasive species are currently proliferating in the region, including species whose populations were relatively static and confined to the south in the California Floristic Province. This dynamic of more southerly species rapidly migrating north has been predicted in the scientific literature for some time. Species such as yellow and purple starthistle, pampas and jubata grasses, many thistle species, many broom species and others have rapidly expanded their ranges north in just the last few decades. Species already in Portland — such as goatsrue, pampas grass, Italian and milk thistles — will likely become much more abundant and typically result in an increased use of herbicides, decreases in property values in some cases and decreases in habitat functionality.

<...>

Species that are considered native and common may become rare. Rare species may shift ranges north and become more common but are still considered native. For example, analyses of data from Audubon's Christmas Bird Count identified that 177 species of the 305 "common" species in North America (140 of which are found in Oregon) had shifted their range north, in some cases by hundreds of miles.

STREAM AND AQUATIC SPECIES IMPACTS

The Pacific Northwest is known for its relatively cold, clean rivers and streams, even in urbanized areas such as Portland. Hundreds of species of plants and animals such as the iconic salmon and beavers depend on the cold water for survival. Increased air temperature can lead to increase water temperatures in smaller streams. Larger waterways, such as the Willamette River, are less influenced by air temperatures but still may be affected at critical microhabitats along the margins, off channel areas and at tributary confluence areas. Increased water temperature creates a cascade of impacts. Water quality, including levels of dissolved oxygen, declines with increased temperature. Species change migration and spawning behaviors, sometimes avoiding streams completely. Extreme temperatures can result in mass die-offs. Macro-invertebrates and aquatic plants, the base of the food web, are already changing emergence and growth times, possibly disrupting the food cycle. Some migration and breeding patterns are timed specifically around macroinvertebrate emergence. For example, steelhead migrate when certain food sources, such as the salmonfly, hatch from rivers. Those steelhead in turn become food for osprey and newly hatched chicks in the early summer. If the food source shifts, migration patterns may shift where possible. Some patterns, such as incubation times, cannot change as quickly and some species within the food web may decline. Other species, such as western painted and Pacific pond turtles, depend on temperature for gender determination. Too hot or too cold may result in a gender imbalance. For salmon, changes to the precise temperature requirements are measurable. When stream temperatures exceed 59.9 °F, salmon become susceptible to disease, above 60.8 °F they stop spawning, above 65 °F juvenile salmon (smolts) will die, and above 69.8 °F adult salmon will stop migrating and streams effectively become dams (McCullough, 1999; McCullough et al., 2001). In 2012, Portland biologists recorded stream temperatures exceeding 82 °F in Johnson Creek, a salmon bearing stream. This indicates that increasing temperatures are preventing salmon from using some parts of our urban streams, even if the habitat is otherwise

suitable for them. Even for species that do not show as dramatic physiological changes as turtles or salmon, the change in temperature may still leave the animals susceptible to disease. This was the case in the Klamath River in September 2002, where increased river temperatures led to a proliferation of disease at the height of the fall Chinook salmon run, resulting in between 36,000 and 70,000 salmon killed (CDFG, 2004). Ten years later, in September 2012, increased temperatures led anaerobic conditions in Smith and Bybee Lakes in northeast Portland creating anaerobic conditions (decreased dissolved oxygen). This allowed maggots carrying the avian botulism toxin to proliferate. September is the start of migration season and a botulism outbreak killed over 4,500 waterfowl and birds at Smith and Bybee Lakes (Audubon Society, n.d.).

DROUGHTS

Droughts are a function of both temperature and precipitation. Short-term extreme heat events last a few days or weeks, and short-term droughts are between three and six months in length. Long-term droughts last 12 months or longer. The region is likely to see an increase in the extreme heat events and the short-term droughts, but the long-term droughts are not expected to change significantly in the Willamette Valley (OCCRI, 2010). Droughts likely will have a significant impact on aquatic resources. Stream flows in Portland may be reduced and some tributaries may dry earlier or dry up altogether in the face of seasonal medium-term droughts. Of Portland's 290 miles of streams and rivers, approximately 162 miles are intermittent streams (streams that exist seasonally) and 128 miles are perennial streams (streams that flow year round). Loss of spring and summer rains will cause intermittent streams to dry earlier, persistent droughts may convert perennial streams into intermittent streams, and other perennial streams are likely to experience reduced summer flows. If there is a decrease in summer rainfall, all of the aquatic species that depend on these streams will be impacted. Perennial streams will have higher summer temperatures, exacerbating the effects of increased heat. Wetlands are hit particularly hard by droughts. Groundwater and shallow aquifers are drawn down faster during droughts, which can exacerbate low flows in the summer and desiccate normally wet soils. Depending on winter precipitation patterns, aquifers may be recharged during the wetter winter, which may alleviate some of the summer droughts and protect those wetlands that depend on groundwater. Wetlands rely on precipitation and groundwater to maintain standing water and wetted soils. Increased summer temperatures and decreases in summer precipitation cause many wetlands to shrink and dry up. Many species of amphibians depend on wetlands for spring breeding, and waterfowl depend on wetlands into the early summer to rear and fledge their young. These species frequently require wetland vegetation for food and cover, which may shift or die altogether with frequent or prolonged droughts.

WILDFIRE

The lack of precipitation associated with droughts exacerbates the impact of temperature on vegetation, wildfires and invasive species, with few exceptions. Some species can recover and even depend on wildfires for survival, such as Oregon White oak and Ponderosa pine. However, if the wildfires are too intense as a result of lack of precipitation, even the fire-dependent species may perish. The lack of precipitation will mean that more drought-tolerant species are likely to flourish, potentially making portions of the Portland region hospitable to more southern species that include deciduous trees and grasses. Increased air temperature resulting in drier vegetation may increase the intensity and frequency of wildfires. Increases in wildfires may benefit some species and habitats, such as grasslands and oaks. These unique species of grasses and trees depend on fire for propagation and currently are considered "special habitat types" in Portland due to their decline. Habitat managers are using prescribed burns and logging to restore these fire-dependent habitats, and the City of Portland also participates in a fuels-reduction group with the Oregon Department of Forestry. <...>

WARMER WINTERS WITH THE POTENTIAL FOR MORE INTENSE RAIN EVENTS

The Pacific Northwest is characterized by both seasonal wet and dry periods. Natural systems in the area have evolved to this pattern with familiar beauty: abundant evergreen forests and a historically common prairie and oak savanna in the Willamette Valley. Wetland species with unusual lifecycles such as the red-legged frog that lives in wetlands but breeds in forests depend on these weather patterns and habitat diversity. With respect to the natural system, changes in temperature can rarely be isolated from changes in precipitation. The scientific literature is inconclusive about whether Portland will see more or less total annual precipitation, but modeling is predicting warmer winters with the potential for more intense rain events (OCCRI, 2010; Dalton et al., 2013). As a result, Portland may expect to experience greater and more frequent flooding in the next 100 years.

RIVER FLOODING

In the Portland metro region most streams are rain driven (as opposed to snow or transitional streams). Climate change is likely to lead to increased flooding in these systems, but it will not be as dramatic a change as other parts of the state that are snow driven (e.g., McKenzie River) or transitional (e.g., Sandy River). Nonetheless, the frequency of flooding is expected to increase. Because of the legacy of development along the river's edge, even a slight increase in flooding can put people, property, businesses and natural resources at risk. Portland streams flood when there is an intense, long duration storm event. However, the Columbia and Willamette Rivers can flood separately due to upstream events or tidal events, as was the case in June 2011 when the Columbia approached flood stage but none of the other streams in Portland flooded.

<...>

While detailed studies on the potential change in flooding in Portland have not been conducted, many nearby and gross level analyses indicate increased flooding is likely. The Northwest Power and Conservation Council's Independent Science Advisory Board reviewed the issue in 2007 (Merrill, 2007). The report projected that winter precipitation will increasingly fall as rain and not snow, which will increase water levels in streams, rivers and reservoirs in the winter. Depending on winter precipitation, hydropower system operators may have to release more water in the winter, which could increase river levels around Portland. Similarly, the Willamette River contains 13 federally operated dams used for flood protection and hydropower operations. A recent report analyzing the effect of climate change on the Willamette projected increased peak flows in the winter but a decrease of flows in the summer (Climate Leadership Initiative, 2009).

<...>

Modeling of the Willamette River under different climate change scenarios projected a significant increase in peak flows in December and a lower river flow in the summer <...> (Climate Leadership Initiative, 2009). These higher flows represent a change in the baseline condition. Lower flows in the summer will mean higher temperatures and decreased water quality in the Willamette River, which will have impacts for resident and migrating fish.

Significantly more flooding in Portland could result if rainstorms occur during the higher base flows in December <...> (Tohver et al.).

New data are emerging about the potential impact of sea level rise that indicate sea level has already risen and could rise up to 4 feet on the Oregon Coast by the year 2100 (NRC, 2012). Portland is located in the Columbia River Estuary and is affected by ocean levels and tides. As such, any changes in sea level rise due to climate change may affect the river levels. However, the overall flow and elevation of the river is expected to be more influenced by the hydropower system, especially closer towards Bonneville Dam. Additional factors such as El Nino and a change in earthquake patterns could increase the effects of sea level rise even more. Scientists

from Portland State University recently documented an increase in the amplitude of tides on the Oregon Coast (Jay, 2009). <...>

NATURAL SYSTEM IMPACTS FROM FLOODING

<...>

Increased flooding will impact people, property, and infrastructure. How it will impact natural resources is less certain. Natural flooding processes have been compromised by the hardening of shorelines limiting river-floodplain connectivity. Floodwaters on developed property will wash back into the stream or into storm drains rather than infiltrate into the ground. Increased flooding onto developed lands is likely to result in increased sediment and other pollutants entering streams, reducing water quality. The lack of infiltration is also likely to increase peak flows in the streams and prevent the recharge of groundwater and aquifers.

Increased peak flows will increase erosion and scour, and may wash out salmon eggs (called redds), flush juvenile salmon into the estuary before they have smolted, and flush other fish into the Willamette and Columbia where they are more susceptible to predation. Fish and wildlife typically seek out inundated natural floodplains for refuge because the water is slow and food is plentiful. However, fish, invertebrates and other animals that are washed on developed land by floods are likely to be stranded and injured by buildings and infrastructure. Standing water may also increase the risk of water-borne diseases spread by insects. Increased rainfall and flooding may also impact vegetation. Vegetated floodplains may become inundated more frequently, changing the ability of certain species of trees to grow and survive, however the impact could be lessened if the floods occur during the vegetation's dormancy. Vegetation is likely to shift to ephemeral and tolerant plants. Landslides are likely to increase as well. Vegetated hillsides are generally more stable than developed hillsides. While landslides pose a risk for infrastructure, they also have the effect of shedding all the trees and vegetation on the hillside and can leave large patches of bare ground that may not be stable enough for replanting and may be susceptible to invasion by exotics. This may increase patchiness and reduce the overall quantity and quality of vegetation.⁵

As the proposed Comprehensive Plan Amendments #P43 and #P56 would result in a decrease in global GHG emissions and therefore a decrease in the threat to the states natural resources as outlined above, they comply with Goal 5.

GOAL 6 - AIR, WATER AND LAND RESOURCES QUALITY

“To maintain and improve the quality of the air, water and land resources of the state. All waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate, or violate applicable state or federal environmental quality statutes, rules and standards. With respect to the air, water and land resources of the applicable air sheds and river basins described or included in state environmental quality statutes, rules, standards and implementation plans, such discharges shall not (1) exceed the carrying capacity of such resources, considering long range needs; (2) degrade such resources; or (3) threaten the availability of such resources.”

While the point pollutant discharges from any proposed fossil fuel export infrastructure development may well be within the limits imposed by state and/or federal environmental statutes, rules and standards, it is equally important that the discharges not degrade air shed and river resource basins or threaten the availability of such resources. A detailed discussion of the ways in which a global increase in GHG emissions threatens state's air sheds and river basins is included under Goal 5, Natural Resources, Scenic and Historic Areas, and Open Spaces above. As the proposed Comprehensive Plan Amendments #P43 and

⁵ Ibid, pp.41-51

#P56 would result in a decrease in global GHG emissions and therefore a decrease in the threat to the state's overall air and water quality, they comply with Goal 6.

GOAL 8 – RECREATIONAL NEEDS

“To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.”

Global climate change threatens many of the state's recreational resources and facilities in the form of increased temperatures, increased storm events, and increased wildfires. With respect to the effect on winter sports recreation, the above mentioned Vulnerability Risk Assessment notes:

Pacific Northwest ski areas are also at risk for negative impacts due to precipitation falling as rain rather than snow and earlier snowmelt. Data collected from 1948 to 2000 shows an average 9- to 11-day earlier snowmelt in the Pacific Northwest. Scientists project a 3.6°F increase in winter temperatures in the Cascade and Olympic ranges. This warming could have a profound impact on local winter recreational activities (Nolin & Daly, 2006).⁶

Outdoor recreational opportunities in general will be curtailed by increased quantity and severity of storm events as discussed above under Goal 5, Natural Resources, Scenic and Historic Areas, and Open Spaces above. In addition, outdoor recreation opportunities in the state's mountain, forest, and prairie regions will be curtailed by the increased threat of wildfire, as discussed under Goal 4, Forest Lands, and Goal 5, Natural Resources, Scenic and Historic Areas, and Open Spaces above. As the proposed Comprehensive Plan Amendments #P43 and #P56 would result in a decrease in global GHG emissions and therefore a decrease in the threat to the state's recreational resources and facilities, they comply with Goal 6.

GOAL 9 – ECONOMIC DEVELOPMENT

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Climate change poses a significant threat to the state's economy. Per the above mentioned Vulnerability Risk Assessment:

A limited number of studies about the economic impact of climate change in Oregon have been conducted and suggest that the impact of climate change on the economy is unknown. However, it is reasonable to anticipate the following areas could be impacted: energy, forest and range production, fish and wildlife, recreation, flood and storm damage, public health, and food production (Resource Innovations, Institute for a Sustainable Environment, University of Oregon, 2005); Climate Leadership Initiative, 2006; EcoNorthwest, 2009). For example, a change in climate inevitably affects food production. Reductions in beef, wheat, wine and other crops can be expected. The incidence of pests and plant diseases will likely rise, and increased temperatures will lead to a decreased amount of fresh water available for agriculture. All of these effects increase costs for farmers, increase the cost of local food and may decrease employment opportunities in the agricultural sector.

An important consideration is the increased cost of energy. Water flows will change, affecting the Northwest's substantial hydropower resources. This poses challenges to all businesses as well as households. Energy is an important input for nearly all industries. An increase in energy costs will force many organizations and companies to make tough financial decisions. As Portland summers become increasingly warm, the use of energy to cool homes and businesses is also expected to

⁶ Ibid, p.18

increase and could cause additional financial impacts. It is important to acknowledge and prepare for the wide-reaching effects of this type of economic transition. Climate change related economic transitions will deeply affected households and communities. Lower income households often feel environmental harm the most acutely. For example, potential climate change induced increases to the cost of food and healthcare as well as reduced access to employment, is likely to disproportionately impact lower income people.⁷

The economic impact of climate change resulting from infrastructure changes needed to adapt the built environment is noted as well.

BUILT ENVIRONMENT AND INFRASTRUCTURE — CLIMATE CHANGE PREPARATION CHALLENGES

Climate change preparation options available in the built environment are constrained significantly due to:

- *Lack of funding to make many needed infrastructure improvements (particularly for transportation and parks) and to strengthen social safety nets.*
- *Historic development patterns that have placed whole areas of the community in harm's way with respect to floods and wildfires.*
- *Limited financial resources of populations most vulnerable to climate impacts to prepare for (e.g., air conditioning) and recover from (e.g., flooded basement) the effects of climate change.*

Humans are an impressively adaptable species, but the factors identified above significantly constrain adaptation options in urban built environments. Under any scenario they present major economic and social costs to local governments, residents, and businesses.⁸

As the proposed Comprehensive Plan Amendments #P43 and #P56 would result in a decrease in global GHG emissions and therefore a decrease in the threat to the state's various economic sectors as discussed above, they comply with Goal 9. In addition, the impact of GHG emissions, specifically carbon dioxide, to the shellfish and fishing sectors of the economy is discussed below under Goal 16, Estuarine Resources and Goal 19, Ocean Resources, respectively.

GOAL 13 – ENERGY CONSERVATION

“To conserve energy. Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.”

As the proposed Comprehensive Plan Amendments #P43 and #P56 would result in a decrease in global energy consumption as discussed in the introduction to this testimony, they comply with Goal 13.

GOAL 16 – ESTUARINE RESOURCES

“To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and To protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.”

⁷ Ibid, p.63

⁸ Ibid, p. 58

Estuarine resources are placed at risk not only from climate change, but also from the increase in ocean acidification that is the specific result of carbon dioxide emissions from fossil fuels. Oyster farming in Oregon grosses approximately \$9.3M annually in sales and revenue.⁹ However, an increase in ocean acidification has resulted in mass die-offs of oysters in the Pacific Northwest in recent years. From a November, 2011 report published by Yale University's School of Forestry and Environmental Studies:

Ocean acidification— which makes it difficult for shellfish, corals, sea urchins, and other creatures to form the shells or calcium-based structures they need to live — was supposed to be a problem of the future. But because of patterns of ocean circulation, Pacific Northwest shellfish are already on the front lines of these potentially devastating changes in ocean chemistry. Colder, more acidic waters are welling up from the depths of the Pacific Ocean and streaming ashore in the fjords, bays, and estuaries of Oregon, Washington, and British Columbia, exacting an environmental and economic toll on the region's famed oysters.

For the past six years, wild oysters in Willapa Bay, Washington, have failed to reproduce successfully because corrosive waters have prevented oyster larvae from forming shells. Wild oysters in Puget Sound and off the east coast of Vancouver Island also have experienced reproductive failure because of acidic waters. Other wild oyster beds in the Pacific Northwest have sustained losses in recent years at the same time that scientists have been measuring alarmingly corrosive water along the Pacific coast.¹⁰

As the proposed Comprehensive Plan Amendments #P43 and #P56 would result in a decrease in global GHG emissions in general and carbon dioxide specifically, and therefore a decrease in the threat to the state's shellfish farming sector as discussed above, they comply with Goal 16.

GOAL 19 – OCEAN RESOURCES

“To conserve marine resources and ecological functions for the purpose of providing long-term ecological, economic, and social value and benefits to future generations.”

Climate change and ocean acidification pose a significant threat to the state's ocean resources. The fishing industry in Oregon grossed approximately \$180M annually in sales in 2013¹¹; therefore the deleterious effects of GHG emissions in general, especially carbon dioxide, will harm the fishing industry and its contribution to the state's economy. An article published in “*Fishermen's News*” in September of 2015 reports:

In all geographic regions, a 2014 summary and assessment from the European Climate Foundation and Intergovernmental Panel on Climate Change (IPCC) said, the atmosphere and oceans are warming, the volume and extent of snow and ice are diminishing, sea levels are rising, and weather patterns are changing. Researchers claim that the ocean's rapidly changing chemistry and physical conditions are already taking a toll on commercial fisheries by altering the distribution and abundance of marine species and ecosystems.

Temperature and oxygen level changes directly impact fish and shellfish, changing their migration, spawning and feeding patterns, as well as their abundance and distribution. Alterations in temperature, oxygen levels and food availability would also likely alter distribution and abundance of top predator species, such as albacore tuna. Distribution changes affect the

⁹ “*The Economic Impact of Shellfish Aquaculture in Washington, Oregon and California*”, Northern Economics, Inc., prepared for Pacific Shellfish Institute, April 2013, p.ES-1

¹⁰ http://e360.yale.edu/feature/northwest_oyster_die-offs_show_ocean_acidification_has_arrived/2466/

¹¹ “*Oregon's Commercial Fishing Industry - Year 2013 and 2014 Review*”, The Research Group, LLC., prepared for the Oregon Department of Fish and Wildlife and Oregon Coastal Zone Management Association, September 2015, p.viii

composition of catches, leading to by-catch of non-targeted species and other problems, such as political conflicts over fishing in certain regions as species migrate to more favorable conditions.

A 2014 Pacific Northwest study used global climate models to project how the distribution of 28 near-surface fish species could shift by 2050. "As the climate warms, the species will follow the conditions they're adapted to," said Richard Brodeur, a senior scientist at the NOAA Northwest Fisheries Science Center research station in Newport, Oregon.

Anticipated effects could push West Coast commercial fishery species, such as salmon, northward by an average of 30 kilometers per decade, shifting fishing grounds and significantly altering the economic and cultural foundations of fishing communities. Some species would likely move into northern habitats, especially the Gulf of Alaska and Bering Sea, and some species would simultaneously disappear from areas at the southern end of their distribution ranges, especially off the Oregon and California coasts. Diversity in northern fish communities, now typically dominated by a few very prolific species, could increase as southern species enter the region, leading to new food web and species interactions, and significant changes in marine communities and ecosystems.

Fisheries along the Oregon, California, and Washington coasts are already experiencing some of the effects of climate change, most notably rising ocean acidification, upwelling, and length and intensity of hypoxia (low oxygen) zones. Some species shifts are already occurring, as predatory Humboldt squid from Central and South America have invaded West Coast waters during the past few years, albacore tuna have moved northward, and eulachon (smelt) have disappeared at the southern edge of their range.¹²

As the proposed Comprehensive Plan Amendments #P43 and #P56 would result in a decrease in global GHG emissions in general and carbon dioxide specifically, and therefore a decrease in the threat to the state's fishing sector as discussed above, they comply with Goal 19.

CONCLUSION

Given the documented negative effects of climate change on Oregon's agricultural, forest, fishing, and other natural resources, as well as negative impacts on associated recreation resources and the state economic sectors that rely on these resources, it is imperative that jurisdictions take immediate action to curb global GHG emissions. Preventing the construction of fossil fuel export infrastructure projects is a proven method of keeping significant quantities of fossil fuels in the ground. Oregon's Land Use Planning Goals support actions like the City of Portland's proposed Comprehensive Plan amendments #P43 and #P56. Additionally, the intent of these amendments enjoy significant popular support among the citizens of Portland, as indicated by the testimony submitted to Portland City Council overwhelmingly in favor of the November 2015 resolution banning fossil fuel infrastructure.¹³ We hereby request that you approve the proposed Comprehensive Plan amendments.

Prepared by:
Patricia J Weber for
350PDX and
Center for a Sustainable Economy

¹² <http://www.fishermensnews.com/story/2015/09/01/features/climate-changes-could-affect-pacific-fisheries/347.html>

¹³ <https://nwlaborpress.org/2015/11/portland-city-council-no-new-fossil-fuel-infrastructure/>

Arevalo, Nora

From: william newman <whnewman@nwtechventures.com>
Sent: Thursday, April 21, 2016 2:39 PM
To: 'Gretchen Hollands'; Hales, Mayor; Commissioner Fish; Commissioner Fritz; Commissioner Novick; Commissioner Saltzman; Moore-Love, Karla
Cc: 'SHNA Board'
Subject: RE: Reject Comp Plan Amendment N14

What do you all think about posting this to Sylvan's Next Door site?

Regards,
Bill

-----< Northwest Technology Ventures, LP >-----
William Newman, Managing Director

4640 SW Macadam Ave
Suite 200E
Portland, OR 97239

-----< www.nwtechventures.com >-----

From: Gretchen Hollands [mailto:wghollands@comcast.net]
Sent: Thursday, April 21, 2016 8:01 AM
To: mayorhales@portlandoregon.gov; Nick@portlandoregon.gov; amanda@portlandoregon.gov; novick@portlandoregon.gov; dan@portlandoregon.gov; karla.moore-love@portlandoregon.gov
Cc: SHNA Board
Subject: Reject Comp Plan Amendment N14

Sylvan-Highlands Neighborhood Association

C/O Neighbors West Northwest
2257 NW Raleigh St
Portland OR 97210

April 20, 2016

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

To: Mayor Hales and City Commissioners

RE: Neighborhood Supports draft Comprehensive Plan, Objects to Novick Amendment

This past December neighbors and the Sylvan-Highlands Neighborhood Association supported the zoning changes for our area as stated in the August 2015 draft Comprehensive Plan. We used every avenue of response: letters, on-line comments and in-person testimony. We felt heard and respected. We complimented City staff, the Mayor and Commissioners.

However, in February 2016 Commissioner Novick proposed an amendment changing the zoning for a single property located at 6141 SW Canyon Court. The neighborhood association objects to this amendment (N14) and asks that the owner be directed to the standard process for a zone change.

Using an amendment to appease a single property owner undermines the good staff work on the Comprehensive Plan update and feels like an affront to our community because it ignores our input. We were assured that the stable of lawyers, consultants and architects employed by the property owner had no effect on the Commissioner's decision.

Staff from Commissioner Novick's office explained that he cherry-picked a zoning change for this tiny property in a remote area of Portland to forward the goals of urban density and affordable housing. The property owner assures us he will build 11 luxury condominiums on the site. We find this rationale hard to accept.

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

Sincerely yours,

Neighbors in Sylvan-Highlands

Gretchen Hollands, SHNA President

Arevalo, Nora

From: lorie clements <lorieclements.pdx@gmail.com>
Sent: Thursday, April 21, 2016 2:15 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony
Attachments: CompPlanLetterNoOn35.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Please consider my attached testimony in opposition to amendment #35 - Brummel request for zone change.

Sincerely,
Lorie Clements
8007 SE 16th Ave
Portland, OR 97202

--

Date: April 21, 2016

To Whom It May Concern,

This document serves as a written testimony to ask 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., 1668 SE Nehalem St and 1665 SE Spokane 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.**

Sincerely,

Lorie Clements
8007 SE 16th Ave
Portland Oregon 97202

Arevalo, Nora

From: CenturyLink Customer <lapewsr@q.com>
Sent: Wednesday, April 20, 2016 1:54 PM
To: BPS Comprehensive Plan Testimony
Subject: [User Approved] comprehensive plan

Follow Up Flag: Follow up
Flag Status: Flagged

This is in regard to Amendment M74. I have only lived in Portland for about 8 years and have never seen so much corruption, the ability to try and ruin such a beautiful area all for the love of money and disregard of the taxpayers. Who was the person that called Mr. McCollough "Peckerhead". That person or persons must have an ego problem. I would like to know his/her name and it can be sent to my email. Obviously all of the City Planning Bureau must think they do not have to explain why or provide requested documents supporting their decision because they know better than the Eastmoreland taxpayer. I would also like to know where all of these decision makers live and if they are willing to destroy their neighborhood with cheap and ugly housing and that information could also be sent to my email. It certainly would not take a genius to find the incompetent builders in Portland. I would also like to know the salaries of the City Council and the and salaries of the City Planning Bureau and any other person or persons who are involved in making these decisions. This information can also be sent to my email. I would also like to know if the City Planning Bureau is through the voters of Portland. I really hope the City Planning Bureau and City Council are elected by the voters and when the next election will be. For me personally, all of you need to find another profession. Enough of the dictatorship. You claim that the housing market is getting to high for anyone to afford. Then why do the houses that are up for sale in Eastmoreland sell within a month? Do you brainiacs really think that the residents of Eastmoreland are stupid. Change Eastmoreland from R5 to R7!!!!

Arevalo, Nora

From: Susan Stringer <sstringer22@gmail.com>
Sent: Thursday, April 21, 2016 12:03 PM
To: Hales, Mayor; nick.larue@kingneighborhood.org; Commissioner Fritz; Commissioner Novick; Commissioner Saltzman; BPS Comprehensive Plan Testimony; Moore-Love, Karla; Treat, Leah; Wagner, Zef; Gonzalez, Cevero
Subject: Fwd: Testimony in support of NE 7th Ave Greenway (amendment TSP40116) from Susan Stringer

Follow Up Flag: Follow up
Flag Status: Flagged

I heard that the attached files were not able to be opened. Here they are as a google drive link:

signatures in support of 7th Ave greenway

<https://drive.google.com/open?id=0B9Y4hmU9HIXiWlQwMUVzVUMzd1k>

letter from Irvington Community Associations and signatures in support

<https://drive.google.com/open?id=0B9Y4hmU9HIXiVVB5WFpWdjIxNk0>

letter from Eliot Neighborhood Association and signatures in support

<https://drive.google.com/open?id=0B9Y4hmU9HIXiVXdBWDFfLXE5WTA>

Susan Stringer testimony amendment TSP40116 in support of greenway on 7th Ave

<https://drive.google.com/open?id=0B9Y4hmU9HIXieWwzNWs3WWY5S3c>

Reasons NE 7th is a superior choice over NE 9th for a greenway

<https://drive.google.com/open?id=0B9Y4hmU9HIXiYTVJcTlkZjBnOTg>

Survey results

<https://drive.google.com/open?id=0B9Y4hmU9HIXiVmQ0OEK3cWR3Mm8>

NE Broadway/Weidler Alliance letter in support of NE 7th Ave greenway

<https://drive.google.com/open?id=0B9Y4hmU9HIXibHpoSHRfckg3OUk>

Thank you for your patience with this technological issue,

Susan Stringer

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

From: Susan Stringer <sstringer22@gmail.com>

Date: Wed, Apr 20, 2016 at 1:34 PM

Subject: Testimony in support of NE 7th Ave Greenway (amendment TSP40116) from Susan Stringer

To: mayorhales@portlandoregon.gov, amanda@portlandoregon.gov, Nick Fish <nick@portlandoregon.gov>,
teve Novick <novick@portlandoregon.gov>, Council Clerk – Testimony <cctestimony@portlandoregon.gov>,
Dan@portlandoregon.gov, karla.moore-love@portlandoregon.gov

Cc: leah.treat@portlandoregon.gov, "Gonzalez, Cevero" <Cevero.Gonzalez@portlandoregon.gov>, "Wagner,

Zef" <Zef.Wagner@portlandoregon.gov>, Montse Shepherd <montsearribillag@gmail.com>, NE7thGreenway <ne7thgreenway@googlegroups.com>

Please find attached the testimony and supporting documents in support of the NE 7th Avenue Greenway. Thank you for the opportunity to present testimony and for allowing the amendment number TSP40116.

Sincerely,

Susan Stringer
Eliot neighborhood resident

 signatures in support of traffic calming and gr...

 letter from Irvington Community Assoc and signat...

 letter from Eliot Neighborhood Assoc and signat...

 Susan Stringer testimony amendment TSP40116 sup...

 SurveyResults NE7th SaferStreet.pdf

 Reasons NE 7th Avenue is a superior choice for ...

 bwa_tsp_cpu.PDF

October 17, 2015

Commissioner Steve Novick
Leah Treat, Portland Bureau of Transportation
Mayor Charlie Hales

Commissioner Novick,

I am writing to you on behalf of the Irvington Community Association (ICA), which has received numerous complaints from neighbors about the dangerous conditions of NE 7th Avenue, between NE Broadway and NE Fremont. The ICA is particularly concerned about the future deterioration of traffic conditions on that street given the city's approval of a 6-story apartment building at 7th and Russell as well as the increased number of residences in the Lloyd district, as well as the Eliot and Boise neighborhoods.

Currently, 7th Avenue is a de facto bike boulevard. Unfortunately, many non-local drivers utilize the street as a way to avoid Martin Luther King Boulevard. These drivers often drive dangerously, ignoring the speed limit, driving too fast around the intersection planters, driving too close to cyclists, failing to stop for pedestrians crossing the street, and running stop signs.

In addition to acting as a major bikeway, 7th Avenue is a crossing point for many children who attend Irvington School. The dramatic increase in speeding has been a problem throughout Irvington on the more major thoroughfares such as 15th, Knott, 21st, and 24th. Because of the interruption of sight-lines, the speeding issue is more dangerous on 7th.

As you know, the city plans to eventually install a bike greenway and build a bridge across Highway 84 at either 7th Avenue or 9th Avenue. Thus, encouraging bike usage on 7th Avenue is consistent with the city's long-term plans.

Because 7th Avenue has become increasingly dangerous, we believe that it is paramount that PBOT take steps to ensure that 7th Avenue once again becomes a safe neighborhood street. To that end, we would like for the city to recognize that 7th Avenue is currently a de facto bike boulevard and immediately turn 7th Avenue into a bike greenway. This would make the street safer for cyclists and pedestrians.

In order to implement this improvement, along with the appropriate bike markings, while two diverters would be preferable, it is essential that the city install at least one bike-friendly diverter on 7th, so as to remove it from being an alternative to Broadway or Fremont for drivers who eschew MLK. The best location for a diverter is at the intersection of Tillamook and 7th since Tillamook is already a bike greenway. If a second diverter is added, the southern end of Irving Park seems a logical location.

Finally, based on the propensity of cut-through drivers to speed on 7th, sometimes as fast as 40 mph, we believe that speed bumps, sufficient to slow the cars to 20 mph, are needed. In addition, while stops signs are generally not favored on bike greenways, because the crossing at 7th and Brazee is often used by children attending Irvington School, and there will soon be numerous cars entering and leaving the new 6-story apartment structure, we would like to see the installation of a stop sign at that location.

I have attached five pages of signatures from residents on or near 7th Avenue who insist that you do something about the current dangerous conditions. Thank you for your attention to this matter. I look forward to hearing from you regarding the proposed improvements.

Regards,

Steven Cole
President, Irvington Community Association
503-788-0618

October 2015

Dear Irvington Neighborhood Association,

In the past couple of years we have witnessed an increased amount of high speed traffic on NE 7th Avenue between NE Knott St. and NE Broadway. Additionally, backed-up traffic is often a daily occurrence, especially during morning and evening rush hours.

Drivers cutting through our residential neighborhood to avoid MLK frequently ignore residential speed limits creating a danger to children, walkers, joggers, bicyclists and pets.

We hereby request that calming measures be implemented immediately, speed bumps, cross walks and/or stop signs must be put in place before more people get hurt.

We the residents of NE 7th have all experienced a close call in our street, we are notifying you in writing with our concerns before we have to deal with a fatality.

Sincerely,

Name ERIKA KIMPEL

Address 2026 NE 7th #1

Name Ashley Hodge

Address 2546 NE 7th

Name Cory Knudson

Address 2546 NE 7th

Name Maggie McDowell

Address 137 NE Thompson St. #212

Name Rick

Address 733 NE Thompson

Name ANNA AUSTIN

Address 2552 NE 7th Av.

October 2015

Dear Irvington Neighborhood Association,

In the past couple of years we have witnessed an increased amount of high speed traffic on NE 7th Avenue between NE Knott St. and NE Broadway. Additionally, backed-up traffic is often a daily occurrence, especially during morning and evening rush hours.

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We the residents of NE 7th have all experienced a close call in our street, we are notifying you in writing with our concerns before we have to deal with a fatality.

Sincerely,

Name Clint L. Riley

Address 2520 NE 7th Ave. Pdx, OR Unit B

Name Tyra Guy

Address 2308 NE 7th Ave. Portland OR 97212

Name Wayne Hysmith

Address 2142 NE 7th Ave Portland OR 97212

Name Kreeva Olson

Address 2150 NE 7th Ave. Apt A Portland OR 97212

Name Troy Thomas

Address 2156 NE 7th Ave Apt C Portland OR 97212

Name America's Noodle, Inc Sophia Li

Address 710 NE Tillamook St, Portland OR 97212

Name BRIAN GREER
Address 2632 NE 7th AVE PORTLAND

Name Swarna Mukhopadhyay
Address 2632 NE 7th AVE PORTLAND

Name Jon Newman & Gina Newman
Address 2446 NE 7th AVE PORTLAND, OR 97212

Name Chris & Courtney Miller
Address 2438 NE 7th Ave Portland, OR 97212

Name Aliza Kuperstock
Address 2416 NE 7th Portland, OR 97212

Name Amber Wilson
Address 2338 NE 7th Ave PDX 97212

Name ERIC RUTLEDGE
Address 2178 NE 7th Ave #A PORTLAND, OR 97212

Name Micanda Babuck
Address 2178 NE 7th Ave #B PDX 97212

Name Roxanne Nagy
Address 703 NE Tillamook Portland 97212

October 2015

Dear Irvington Neighborhood Association,

In the past couple of years we have witnessed an increased amount of high speed traffic on NE 7th Avenue between NE Knott St. and NE Broadway. Additionally, backed-up traffic is often a daily occurrence, especially during morning and evening rush hours.

Drivers cutting through our residential neighborhood to avoid MLK frequently ignore residential speed limits creating a danger to children, walkers, joggers, bicyclists and pets.

We hereby request that calming measures be implemented immediately, speed bumps, cross walks and/or stop signs must be put in place before more people get hurt.

We the residents of NE 7th have all experienced a close call in our street, we are notifying you in writing with our concerns before we have to deal with a fatality.

Sincerely,

Name Adam Espersen

Address 2544 NE 7th Ave Portland OR 97212

Name Marisa Hendran

Address 2602 NE 7th Ave " " "

Name KERI WILLIS

Address 2602 NE 7th AVE

Name Andrea Dettart

Address 2608 NE 7th

Name Patrick Nistler

Address 2608 NE 7th

Name Nick Devlin

Address 2616 NE 7th Ave

October 2015

Dear Irvington Neighborhood Association,

In the past couple of years we have witnessed an increased amount of high speed traffic on NE 7th Avenue between NE Knott St. and NE Broadway. Additionally, backed-up traffic is often a daily occurrence, especially during morning and evening rush hours.

Drivers cutting through our residential neighborhood to avoid MLK frequently ignore residential speed limits creating a danger to children, walkers, joggers, bicyclists and pets.

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We the residents of NE 7th have all experienced a close call in our street, we are notifying you in writing with our concerns before we have to deal with a fatality.

Sincerely,

Name Chris Lins

Address 723 NE Tillamook St.

Name Adriana

Address 703 N. Hancock

Name Amirah King

Address 1730 NE 7th

Name Ru

Address 701 NE Broadway St.

Name ~~7536 NE 7th~~ Apollo Oteka

Address 2536 NE 7th Ave

Name _____

Address _____

Dear Irvington and Elliot Neighborhood Associations

In addition to the immediate traffic calming measures that need to be implemented on NE 7th Avenue,

I support the proposed greenway.

Sincerely,

Name Angela Espersen

Address 2544 NE 7th Ave Portland, OR 97212

Name Adam Espersen

Address 2544 NE 7th Ave Portland OR 97212

Name ARNOLD VAN SIEKEM

Address 2520 NE 7th Ave PORTLAND OR

Name SEBASTIAAN KUITENBROUWER

Address 2520 NE 7th Ave PORTLAND OR

Name Ashley Hodge

Address 2946 NE 7th Ave

Name Jon Neuman

Address 2446 NE 7th Ave PORTLAND, OR 97212

Name Courtney Miller

Address 2438 ne 7th Ave. Portland, OR 97212

Courtam@gmail.com

Dear Irvington and Eliot Neighborhood Associations

In addition to the immediate traffic calming measures that need to be implemented on NE 7th Avenue,

I support the proposed greenway.

Sincerely,

Name Peter Steyer
Address 2426 NE 7th steyerp@gmail.com

Name Dustin Conrad
Address 2134 NE 7th dustinwconrad@gmail.com

Name Denise Arehart
Address 2011 NE 7th Ave. denisearehart@yahoo.com

Name John Arehart
Address 2011 NE 7th Ave

Name Katherine L. Underhill
Address 2019 NE 7th ave kass.underhill@gmail.com

Name Brooke Cabatic
Address 2327 NE 7th Ave. brooke.cabatic@comcast.net

Name Anna Austin
Address 2552 NE 7th AS aadoregon@aol.com

Dear Irvington and Eliot Neighborhood Associations

In addition to the immediate traffic calming measures that need to be implemented on NE 7th Avenue,

I support the proposed greenway.

Sincerely,

Name PATRICK NISTLER

Address 2608 NE 7TH AVENUE PORTLAND, OR 97212

Name ANDREW WELER - GORDON

Address 2620 NE 7TH AVE, APT #4. PORTLAND, OR 97212
* AWELLER6@GMAIL.COM

Name Anne Garner

Address 79 NE Stidmore

Name Sarah Joswig

Address 2511 NE 12th Ave Unit 4 97212

Name Ramu Kejamarti

Address 2234 NE 10th Avenue, Ramu Kejamarti@yahoo.com

Name Mansa Henderson

Address 2602 NE 7th Ave / PDX 97212

Name KARL STEYAERT

Address 2602 NE 7th AVE, PDX 97212

Dear Irvington and Eliot Neighborhood Associations

In addition to the immediate traffic calming measures that need to be implemented on NE 7th Avenue,

I support the proposed greenway.

Sincerely,

Name Andria Hampshire

Address 2814 NE 7th Ave

Name Richard Malena

Address 2414 NE 12th Ave

Name Sonia Connolly

Address 2833 NE 5th Ave

Name Bob Penton

Address 624 NE San Rafael

Name Thakli Gozulishvili

Address 2173 NE 7th Ave.

Name Mary Conlow

Address 3808 NE 7th Ave.

Name EO CONLOW

Address 3808 NE 7th Ave.

Dear Irvington and Eliot Neighborhood Associations

In addition to the immediate traffic calming measures that need to be implemented on NE 7th Avenue,

I support the proposed greenway.

Sincerely,

Name ANGELA VLAMOS

Address 719 NE HILLAMOOK ST. PORTLAND 97212

Name Lucy Wong

Address 621 NE Summer St. Portland, OR 97211

Name Monica Keim

Address 621 NE Summer St. Portland OR 97211

Name Nelson Drose

Address " " " " " "

Name DAVID KENNEDY

Address 621 NE SUMMER, 97211

Name Sheila Baraga

Address 423 E 15th Ave Pdx 97214

Name Mary Egan

Address 2737 NE 7th 97212

Dear Irvington, King, and Eliot Neighborhood Associations

In the past couple of years we have witnessed an increased amount of high speed traffic on NE 7th Ave, between NE Alberta St. and NE Broadway. As a consequence, backed-up traffic is often a daily occurrence, especially during morning and evening rush hours.

Drivers cutting through our residential neighborhood to avoid MLK, frequently ignore residential speed limits creating a danger to children, walkers, joggers, bicyclists and pets.

We hereby request that calming measures be implemented immediately, speed bumps, cross walks and/or stop signs must be put in place before more people and pets get hurt.

We the residents of NE 7th have all experienced a close call in our street, we are notifying you in writing with our concerns before we have to deal with a fatality.

Sincerely,

Name Marcio Alvar

Address 2936 NE 7TH

Name Richard Way

Address 2936 NE 7th Ave

Name ERIN KENNEDY

Address 3022 NE 7TH AVE

Name MICHAEL KENNEDY

Address 3022 NE 7TH AVE

Name Theo Smith

Address 3012 NE 7th Ave

Name Cynthia A. Chase

Address 2916 NE 7th Ave

Testimony to City Council in support of 7th Avenue Greenway by Susan Stringer

RE: Amendment TSP40116

Hello, my name is Susan Stringer, and I am a resident of the Eliot neighborhood.

Thank you for the opportunity to testify in support of the proposed greenway on NE 7th Avenue. 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 as well as residents walking to take public transportation. Keeping all people safe that are using 7th should be a priority. A group of neighbors got together and realized that the BTA, Bike Loud PDX, Go Lloyd, NE Broadway/Weidler Alliance and King, Eliot, and Irvington neighborhood associations were among the organizations that had the same vision as residents who also support the greenway. It is exciting to see so many organizations and residents from very different back grounds share this progressive vision of the future of 7th Avenue as they join together to help plan the future of our city bikeways.

As a resident I am grateful to be part of this process. Because we want to make sure this is a process where everyone is involved, our group held 3 different community events. Some of our neighbors are excited for the positive change and some of our neighbors are concerned about the greenway design. Therefore, we are talking to pedestrians, cyclists, neighbors and other city residents to make sure everyone has a voice. We will continue to advocate for everyone's involvement, because, a greenway on 7th is EVERYBODY'S greenway, not just for those who live on 7th.

Included in our written testimony is supportive documentation including letters from neighborhood associations, signatures in support from residents, survey results, and a list of reasons why 7th Avenue is a superior choice over 9th Avenue in addition to being half the cost, saving one million dollars of tax payers money.

Thank you for your time and attention.

Supporting documentation included in this packet:

BTA petition <https://btaoregon.org/get-involved/ne-7th-to-se-9th-corridor/>

PSC meeting supporting 7th Ave Greenway- starts at 58:00
<https://www.youtube.com/watch?v=9O4lw8dx8Ro>

Letters from Irvington and Eliot Neighborhood Associations and signatures of support

Signatures supporting greenway

Survey results

Reasons NE 7th Ave is a superior choice for a greenway versus NE 9th Ave

NE Broadway/Weidler Alliance letter

Reasons NE 7th Avenue is a superior choice for a greenway:

- 1) Already heavily used by bicyclists and pedestrians
- 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
- 5) Existing traffic signals at Fremont, Prescott, and Alberta
- 7) Only a few blocks away from the bike/pedestrian-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/pedestrian bridge over I-84 will likely to touch down at 7th on North side of the freeway
- 10) Every cyclist we surveyed on 7th told us that they would not ride on 9th even if a greenway was installed there.
- 11) This is already a neighborhood destination used by children and disabled (Irvington School, King School, Albina Head Start, medical equipment businesses, dialysis center)
- 12) More direct route, keeps bike traffic out of Irving Park
- 13) Strong support from residents on the street

Reasons why 9th Avenue is an inferior choice:

- 1) Bikes on 9th would speed across the Irving Park playground where young children play.
- 2) The area on 9th around Broadway is challenging with the credit union-- lots of people parking for 5 minutes for the ATMs-- lots of car door openings and pedestrian crossings.
- 3) Cyclists surveyed say they would not use 9th greenway because they already prefer 7th.
- 4) 9th Ave would require running the Greenway through the middle of Irving Park past the playground and dog park; also, safety issues in the park at night
- 5) Cost would be one million dollars more than a greenway on 7th

NE 7th Ave is proposed a greenway in the PBOT Bike Plan for 2030. PBOT is going to have to show some serious-minded political will if a 25% mode split for bikes is going to come even close to reality in the next 15 years. Projects like this (especially if the Greenway continues south of I-84) will do much to create the safe conditions necessary to get young, elderly, family, and "interested but concerned" folks traversing the city on foot and by bike.

Results from 7th Avenue community outreach event, Sunday, March 6, 2016

The following are comments or suggestions about the issues of pedestrian and cyclist safety and options for traffic calming on NE 7th Avenue:

- Concern: semi-trucks as well as FedEx and UPS trucks speeding on 7th and using it as an alternate route to MLK
- Make a bike lane on 7th Avenue
- I bike on 7th and see many more aggressive drivers cutting through the neighborhood
- Divert the traffic during rush hours (4-6pm) and monitor this by having a residential placard so that enforcers (police) will know who are the neighbors and who are the commuters avoiding MLK
- Install solid diverters
- There needs to be a culture change – drivers are NOT entitled to go fast
- The 4 way stop at 7th and Knott is getting progressively busier which increases the incidents of bad behavior with cars versus bikes versus pedestrians. 7th just isn't big enough a street for all this increased activity. Getting of our driveway is more difficult and drivers don't care.
- Some drivers cross 7th westbound on Knott (speeding) trying to make the green light on MLK. That's crazy!
- The small (traffic) circles seem useless. Cars almost speed up rather than slow down to go around them (or go on the wrong side to pass a biker)
- Mostly it seems traffic has gotten heavier making it feel less safe to bike (I sometimes go on 8th instead). Cars drive fast, often too fast. Thoughts: remove the middle yellow line and paint bike lanes; higher (taller) and more speed bumps and stop signs; diverts
- Improve signaling on MLK including left turn signals
- Signals that can be activated by pedestrians for crossing an NE 7th and Fremont.
- Lots more traffic due to developments on Williams.
- Left turn arrow signal at MLK and Fremont PLEASE!
- Once the new apartment building is full (at 7th and Russell), will there be traffic controls to keep the neighborhood traffic flowing?
- NE 7th and Thompson – cars are not slowing down when crossing and the (speeding) cars are so noisy it is hard to have a conversation on the street
- More traffic circles
- Raised crosswalk at Brazee and 7th to act as a speed bump and to draw attention to the crosswalk and pedestrians

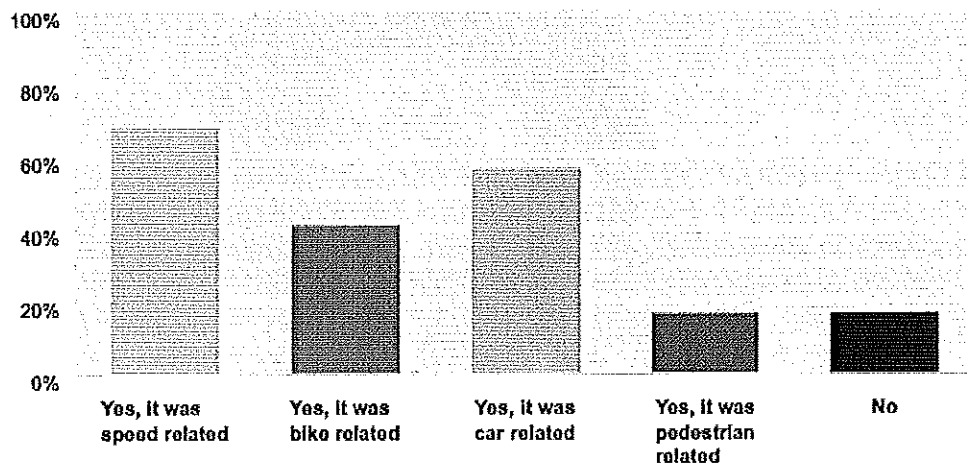
- Right turn only on the west side of 7th at Hancock and Schuyler
- Flexible posts to extend the diameter of the traffic circles so that cars will actually slow down but so that if necessary the emergency vehicles can pass over them (like the ones installed on Rodney)

Results from 7th Avenue Community Online Survey, March 6-13, 2016

QUESTION 1

Have you witnessed unsafe traffic behavior on 7th ave in the last year?

Answered: 70 Skipped: 0

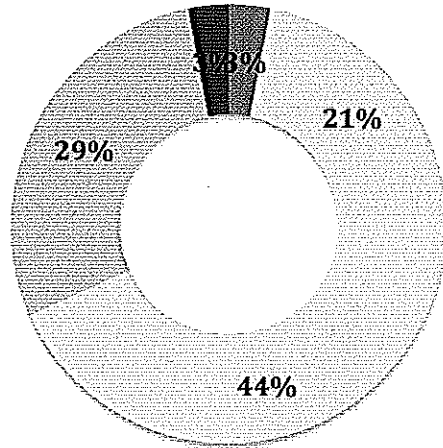


Answer Choices	Responses	
Yes, it was speed related	68.57%	48
Yes, it was biko related	41.43%	29
Yes, it was car related	57.14%	40
Yes, it was pedestrian related	17.14%	12
No	17.14%	12
Total Respondents: 70		

QUESTION 2

**As a pedestrian, do you find it easy to cross
NE 7th Ave?**

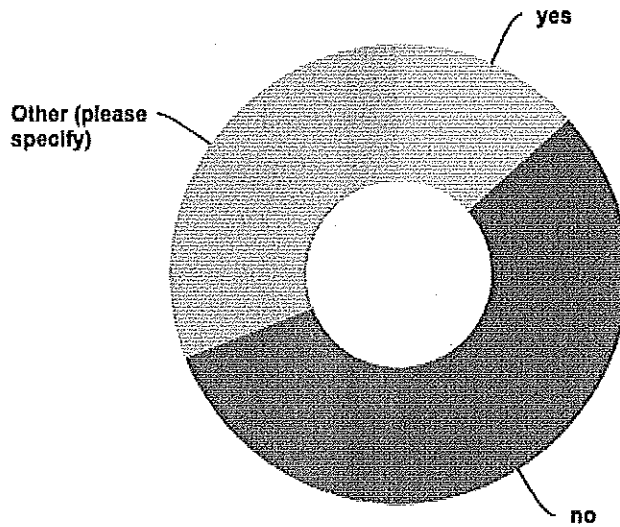
■ very easy ■ easy ■ moderate ■ difficult ■ very difficult



QUESTION 3

Do you feel safe biking on 7th Ave?

Answered: 68 Skipped: 2



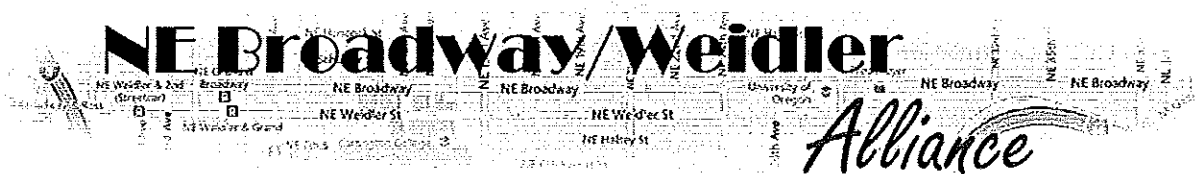
Answer Choices	Responses	
yes	13.24%	9
no	55.88%	38
Other (please specify)	30.88%	21
Total		68

COMMENTS

- Speeding cars during rush hour. Not stopping at stop signs, not giving adequate space to bicyclists and pedestrians, and racing by my house trying to get through the light at Prescott.
- I'm a confident cyclist-- have had plenty of close calls over the years. For the young/old/"interested but concerned" demographic I'd imagine the answer would usually be 'no' to this question.
- Cars going too fast and not looking out for pedestrians
- In some parts I feel safe biking- in many spots cars are going fast
- Cars rarely stop for peds on 7th
- Cars speed down the street
- It is not wide enough for biking especially at the round about
- For some reason drivers feel the need to accelerate up the rise from Tillamook, which puts them well over the speed limit. Also, cars coming the other direction (south) are maintaining their speed (or increasing it) by riding on the shoulders of the traffic "ovals," which defeats their purpose. Finally, lots of bike riders going south are going way too fast to stop or have to make a sudden swerve. Oh I have NOT seen any issues on 8th AT ALL. That complaint is unfounded.
- I cross at least twice a day and autos rarely yield at any of the intersections between Knott and Tillamook. Apparently they think since these are offset intersections (rather than try X intersections) pedestrians can't cross at the corner.
- Mostly feel safe. But generally only ride between B-Way and Thompson
- Pedestrians jaywalking, cars driving way too fast, bicyclists behaving poorly. Difficulty getting out my driveway, traffic jams from Stanton to Fremont at rush hour.
- It depends on the time of day. At rush hour it is difficult to cross the street
- I see pedestrians with their eyes glued to their phones stepping off the curb without looking for oncoming cars or bikes. Bikes can swerve more easily than cars. Some cars go to fast. Some bicyclists go to fast, don't signal a turn, and ride abreast. EVERYONE is at fault here!
- I look both ways before crossing; I do not expect cars to stop for me.
- Please do not turn NE7th into another Williams; I am not in favor of another bike corridor.
- Folks in cars (& esp. small pick-ups) zoom as if there weren't a traffic circle just ahead. Bikers are oblivious or entitled.
- crossing depends on time of day. Usually not too bad, but at rush hours, it's awful!
- Cars trying to pass cyclists on this 2 lane street.
- The intersection of NE 7th & NE Brazee is particularly problematic for students/families trying to get to Irvington Elementary School.
- People go faster than the speed limit on this street. Bikes sometimes cut the traffic circle which is dangerous. The street is skinny and when cars are parked on both sides of the road it can be tight. Some pedestrians dodge out to the street without being cautious. At the same time. there needs to be more clear pedestrian (and maybe bike too) crosswalks. I think a crosswalk with a button that triggers a flashing yellow light would be very beneficial.
- People do drive quite fast, and I'd be more inclined to bike there if there were a clear bike lane

- Cars traveling up and down 7th going faster than the speed limit
- The roundabouts make it a little crowded with the car traffic but not that bad. I usually try to avoid it when I'm biking.
- Speeds are routinely too high; median rounds make bicycling/auto conflicts very likely. I have seen several near-accidents and suffered one myself, although this was more than a year ago.
- Cars will not stop even when I am standing in the road. Cars speed from roundabout to roundabout, speed bump to speed bump. Crossing stripes at corners needed for pedestrians and sharrows needed for bikers.
- Not safe with my kids but feel ok riding solo.
- With parked cars along 7th ever increasing, it's too tight for both cars and bikes to "share" 7th safely in my opinion.
- Challenge for kids to safely cross without an adult.
- Particularly coming up 7th off Broadway-acceleration straight up the hill. After stopping at Knott, speed up again nearing Irving Park. Bikes NEVER stop for pedestrians trying to cross not even at Knott.
- I go out of my way to cross only at Knott where there is a light.
- There is inadequate lighting near construction areas, and forced pedestrian crossing
- Many frustrated people cutting over to 7th from MLK at evening rush hour and going too fast both on the sidestreet for the cutover and on 7th.
- I have seen cars turn into a crosswalk/corner at 7th & Knott while there was a pedestrian walking in it many times.
- All of the above. I have biked up 7th and had cars pass too close; I have seen cyclists veer to close to traffic while riding; I have seen pedestrians jaywalk; and I have seen cars go too fast.
- Cars frequently going at excessive, dangerous speeds
- Well, they're all connected... I've seen cars dangerously pass bikes, cut off pedestrians, and more.
- I'm an aggressive cyclist--I ride everywhere--and I've had lots of dangerous/scary interactions on 7th.
- very difficult at rush hour, only moderate the rest of the time
- Cars trying to maneuver unsafely around bicyclists during rush hour traffic, cars speeding, unsafe left turns
- Too much traffic; cars and bicyclists don't stop
- Biking: Not during higher traffic hours, narrow spots with parked cars on side of road, t
- I have repeatedly seen delivery trucks and bikes going the wrong direction around traffic circles in order to cut the corners.
- As a cyclist, I try to avoid riding on 7th because of motor vehicle traffic volumes and speed. Furthermore, speed of traffic on 7th makes it hard for cyclists to judge when it's safe to circle the traffic islands while crossing 7th.
- Usually I cross at Knott where there is stop sign. That works. If I cross at Brazee, which is my street, it is difficult.
- I am not a regular bike rider. I would not ride on 7th.
- There are a lot of issues with too many cars and bikes on what should be residential street, but there is extra confusion regarding right of way at the round a bouts.
- I drive 7th almost every day from my house to grandchildren. Worst problem - bikes with NO lights. It is a difficult street for both cars and bikes.

- I often see cars drive too fast between the 'slowing' areas. 7th is much too narrow for the amount of bicycle and car traffic. Bicycles taking the whole lane, even when it is not warranted seems to exacerbate the problem. I would like to see either wider streets or perhaps moving the bikeway part of NE 7th to another street. It's also frustrating to me that *part* of NE 7th is a designated bikeway, and quite a lot of NE 7th is NOT a designated bikeway, but still has tons of bike traffic on it. Speeding cars, road rage, frightened and/ or angry cyclists seems like a recipe for disaster, IMO. Controlled intersections (traffic lights) might help too.
- People don't stop for pedestrians. Be prepared to wait forever if you need to cross NE 7th.
- cars do not stop to let me cross
- it depends on the time of day but cars do travel too fast around bikes
- crossing is difficult Specially between Broadway and Knott
- Cars over the speed limit; cars bypassing the circles on the wrong side (eg turning left in front of instead of around the circle)
- Biking: I feel mostly safe



March 13, 2015

TO:
Portland Bureau of Transportation
Portland Planning and Sustainability Commission

The Northeast Broadway-Weidler Alliance (BWA) is a consortium of business organizations and neighborhood associations that are proximate to the Broadway commercial corridor from the east end of the Broadway Bridge to the Hollywood Transit Center. The group speaks with one voice about economic vitality, land use, infrastructure, transportation, jobs and any other current or future plans and concerns related to or impacting the NE Broadway/Weidler Corridor.

Members include Eliot Neighborhood Association, Go Lloyd, Grant Park Neighborhood Association, Hollywood Neighborhood Association, Irvington Community Association, Lloyd District Community Association, Lloyd EcoDistrict, Lloyd Center, Northeast Broadway Business Association, and Sullivan's Gulch Neighborhood Association.

Our goal is a vibrant, economically strong commercial corridor with successful business districts that serve as a gateway and gathering spot for the surrounding neighborhoods.

BWA reviewed the proposed Transportation System Plan (TSP) component of the Comprehensive Plan and offers the following comments:

NE Broadway/Weidler is a critical Civic Corridor that links the Central City with the Hollywood Town Center. It suffers from serious issues that have plagued it for decades - of which the city and its bureaus have been fully aware. The 2012 N/NE Quadrant Plan noted that the corridor carries large volumes of traffic into and through the area - one that supports large and small businesses and regional attractions. Because of high traffic speeds, limited signalized crossings and insufficient marked crosswalks, NE Broadway and Weidler have been identified as barriers to connectivity and to travel by walking and biking. The resulting poor access and street-level environment has hurt businesses and made for a much less livable community.

While there have been piecemeal fixes over the last 20 years, the time has come to examine the entire corridor and to create a plan that balances streetscape design, multiple transportation modes, parking requirements and more. The corridor's neighborhoods and business groups strongly encourage PBOT to seek a planning grant that could be included in the TSP to update the outdated 1996 Broadway/Weidler Corridor Plan, followed by a comprehensive planning project for the NE Broadway/Weidler Corridor from the Broadway Bridge to Hollywood. The N/NE Quadrant Plan includes such a review as item TR6 in Implementation Actions/Lloyd District - Transportation.

BWA Highlights These Proposed TSP Projects for Strong Support:

The overall NE Broadway/Weidler Corridor is complicated by the many different ways people move in and through the entire area from the Broadway Bridge to Hollywood. From the interstates and major traffic corridors to smaller neighborhood streets, from larger bicycle/pedestrian greenways

to safe and local multi-modal access, there is complex interrelated movement made up of tens of thousands of smaller movements. The following projects would offer major improvements for the Corridor and we ask you to financially constrain them:

#40030 - Broadway/Weidler, NE (15th - 28th): Multi-modal Improvements, Phases II & III.

This streetscape project – a major priority for many years by BWA partners - was one of the few NE Broadway/Weidler Corridor projects removed from the January 30, 2015 TSP list (along with it's \$9 million budget). Two related bikeway projects, #116460, Broadway/Weidler Protected Bikeway and #40108 NE Broadway Bikeway remained on the list. BWA questions removal of #40030 and asks how the city plans to handle needed improvements in many areas that it addressed (signals, crosswalks, wider sidewalks, better lighting, landscaping, a strategic plan for parking, etc.)

After recent meetings and communication with PBOT, it is our understanding that proposed revisions of #116460 and #40108 listed below will appear in the late April TSP draft update which add improvements from the original project. Neither does so as comprehensively and BWA requests reinstatement of #40030 with an expansion to more of the Corridor or an extension of the project descriptions to encompass all improvements listed in #40030.

116460 – NE Broadway Corridor Improvements, Phase 1, Broadway Bridge – 24th (proposed revision).

“Design and implement an enhanced bikeway and improve pedestrian/bicycle crossings. Construct traffic signals, improve transit stops, and construct streetscape improvements as recommended in the Broadway Weidler Corridor Plan. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.” It is our understanding that the funding allocation has increased from \$3,500,000 in the Jan. 30, 2015 list to a proposed \$8,949,869.

40108 – NE Broadway Corridor Improvements, Phase 2, 24th – 32nd (proposed revision).

“Design and implement bicycle facilities, ped/bike crossing improvements, transit improvements, and streetscape amenities.” The project description is not as inclusive as Phase 1. BWA believes the final description should at least be the same as for #116460. It is our understanding that funding allocation for this project has increased from \$3,500,000 in the January 30, 2015 list to a proposed \$5,681,569.

In regards to freight movement, BWA agrees that adequate delivery and pick-up access to local businesses on NE Broadway and Weidler is essential and that any street redesign must provide such access; however, we do not believe Broadway or Weidler are appropriate thoroughfares for large freight trucks that should use I-84 or I-5 instead.

Most importantly, BWA is of the strong opinion that these two projects should not be separated, but should be combined into a single project to take place during the first 10 years of the TSP. That would allow undertaking a comprehensive study to create a revised plan for the entire Corridor.

With considerable mixed-use development planned for the Lloyd District's north end, plus potential infill and other challenges in the middle section, improvements will be needed sooner, rather than later across those parts of the Corridor to make this critical link work well for everyone. There has also been substantial development at 33rd Avenue (a large 5-acre property) where Grant Park Village added more than 215 units of housing, as well as a New Seasons Market and other commercial businesses. Work to soon begin on Phase 2 will add a large number of apartments.

BWA expects that Grant Park Village will spur other economic development along NE Broadway from 33rd Ave. to Hollywood. This underdeveloped area with large parking lots and single story businesses would be ideal for high density, mixed-use commercial/residential development on the

southern side. Such development will create additional serious traffic flow issues as this end of the Corridor further develops, and we feel comprehensive planning for this area cannot wait 10 years and should be an immediate priority.

Two aspects of the city street and highway system at this end concern us. The intersections of NE 33rd, NE 37th, and NE 39th Avenues are already severely congested. Also, on and off ramps from I-84 at NE 33rd Ave. and near 37th and 39th Avenues create inefficient traffic patterns and a lack of four-way access to I-84 that result in increased vehicular use of NW Broadway as a freeway alternative. While remedying this would involve ODOT, support by PBOT for a review would be extremely beneficial. Proactive intervention in the immediate future will improve conditions at these intersections and ramps, ensuring successful economic development and neighborhood livability.

#116340 NE 7th/9th Neighborhood Greenway, 7th/9th Ave, NE (Holman - I-84)

#20077 Inner Eastside Pedestrian/Bicycle Bridge, 7th/8th/9th Ave NE (over I-84)

#116360 NE Multnomah Protected Bikeway Improvements, NE Multnomah St.

These three projects are related and together would help create an integrated network that would enhance pedestrian and bicycle access to and through the Lloyd District, the NE Broadway/Weidler Corridor and to North and Northeast Portland up NE 7th Ave (our preferred routing).

BWA recommends constructing permanent improvements to the NE Multnomah St protected bikeway and construction of the proposed pedestrian/bicycle bridge over I-84 at 7th Ave. We also ask you to explore redesigning NE 7th Ave. to contain both an enhanced bikeway and auto lanes. This highly used north-south street serves as a bicycle route and provides neighborhood access, and a more efficient and safer NE 7th would greatly contribute to positive revitalization of the NE Broadway/Weidler Corridor.

#113230 Sullivan's Gulch Trail Phase 1 (Eastbank Esplanade - 21st)

#40104 Sullivan's Gulch Trail Phase 2 (21st - I-205)

BWA supports biking and walking as significant transit options in our region. The idea of providing bicyclists and pedestrians with a system of trails and greenways for safe access to a regional, world-class transportation system is a worthy goal. We suggest the Sullivan's Gulch Trail provides the connectivity needed to link together existing and planned trails throughout this region. Because of widespread support for the trail, the significant economic opportunities (existing and planned) associated with trailside development and the opportunity to link all Portland communities to jobs, cultural events, and day-to-day activities, we believe this trail must be constructed immediately in its entirety.

We understand that this transit option will be costly; however, we also believe there are ways to finance this infrastructure, that we will share with planners in order to facilitate development. The Sullivan's Gulch Trail System will play an important role in future economic growth in the region and will demonstrate the city's interest in smart community development, travel safety for bikes and pedestrians, and equitable transit options for all people.

BWA Comments on I-5 Widening Project without signifying support

#108670 ODOT I-5/Broadway/Weidler Interchange, Phase 1 Interstate 5 (I-405 - I-84)

#108840 ODOT I-5/Broadway/Weidler Interchange, Phase 2 Interstate 5 (I-405 - I-84)

#111760 ODOT I-5/Broadway/Weidler Interchange, Phase 3 Interstate 5 (I-405 - I-84)

The I-5/NE Broadway/Weidler interchange is a high priority for ODOT pursuant to the TSP; however, PBOT collaboration with ODOT investment in the necessary infrastructure design required to construct surface streets and "lids" over the highway does not appear on the TSP. While understanding that federal funds may not be available to construct the "lids", BWA supports safety improvements proposed by ODOT and the development of "lids" to improve surface access and economic opportunity.

We believe there is significant opportunity for the creation of additional real estate and taxable property through the development of the lids. This opportunity also provides the city with the potential to create a public/private partnership with nearby stakeholders. Examples of these include, but are not limited to, Portland Public Schools, neighborhoods, sporting and entertainment venues, low-income housing, light industrial and small businesses. We encourage PBOT to consider this opportunity and BWA would welcome an opportunity to talk to the City about this in greater detail.

In Conclusion

Some of BWA's suggestions and comments above pertain to issues and agencies not strictly within the purview of PBOT, but we believe that a broad consideration of all development strategies and venues is essential. While recognizing the significant challenges that comprehensive citywide planning poses, BWA respectfully suggests that a better end result can occur when future long-range development goals are not limited by city Bureau responsibility.

BWA appreciates the opportunity to comment on and help guide future transportation planning for Northeast Portland along the NE Broadway/Weidler Corridor. Please carefully consider our comments and suggestions. Thank you.

Northeast Broadway/Weidler Alliance, by its Co-Chairs,



Carol Gossett
Sullivan's Gulch Neighborhood Association
Land Use and Transportation Chair

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Carol Gossett
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Portland, OR. 97232



Murray Koodish
NE Broadway Business Association
President, Land Use and Transportation Chair

murray@greatwinebuys.com

NE Broadway Business Association
1631 NE Broadway #449
Portland, OR. 97232

Arevalo, Nora

From: Rick Kappler <rickk@sunsetforest.com>
Sent: Thursday, April 21, 2016 12:01 PM
To: BPS Comprehensive Plan Testimony
Subject: SW Scholls Ferry Road

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Portland,

When will the city add a protected multi-use path on the north-bound side of SW Scholls Ferry Road between Washington County and Highway 26 in Sylvan? Bus 56 from TriMet has been approved, once the money arrives, to be rerouted to Sylvan and the MAX light rail stop at the Oregon Zoo in order to better serve the community. I sometimes ride a bike from Sylvan to Raleigh Hills going downhill, but it is not safe to ride uphill on Scholls. Also, Scholls needs a road diet and stormwater improvements.

Sincerely,

Rick Kappler
5690 SW Mayfield Place
Portland, Oregon 97225

Arevalo, Nora

From: Mike Connors <MikeConnors@hkcllp.com>
Sent: Wednesday, April 20, 2016 10:05 AM
To: BPS Comprehensive Plan Testimony
Subject: [User Approved] 2035 Comprehensive Plan Amendments - Pliska Investments LLC/Space Age Fuel, Inc. Comments
Attachments: Ltr City Council dated April 20 2016.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

This firm represents Pliska Investments LLC and Space Age Fuel, Inc. ("Space Age Fuel") with respect to the 2035 Comprehensive Plan Amendments. I've attached a letter with Space Age Fuel's comments and concerns regarding the latest version of the 2035 Comprehensive Plan Amendments. As explained in the attached letter, Space Age Fuel opposes the proposed mixed use Comprehensive Plan designations on its properties and Mayor Hales' proposed Policy Amendment # P32. Please forward our comment letter to Mayor Hales and the Commissioners. Thanks, Mike Connors

E. Michael Connors
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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

EMC/pl
cc: Clients

Arevalo, Nora

From: Tamara DeRidder, AICP <SustainableDesign@tdridder.users.panix.com>
Sent: Thursday, April 21, 2016 10:48 AM
To: Engstrom, Eric; Council Clerk – Testimony; cputestimony@portlandoregon.gov.
Cc: Anderson, Susan; Zehnder, Joe; Stein, Deborah; Stark, Nan; Stoll, Alison; Leistner, Paul; Hoop, Brian; McCullough, Robert; Anne Lindsay
Subject: Re: T.DeRidder City Council Testimony on Comprehensive Plan Update - April 20th, 2016 Hearing - Measure 56 violation

Follow Up Flag: Follow up
Flag Status: Flagged

Yes, that language works perfectly.

Best,

Tamara

On 4/21/2016 10:37 AM, Engstrom, Eric wrote:

I think the "where appropriate" language accomplishes that.

That said, staff have considered suggesting a minor clarifying amendment with this wording:

"Where appropriate, apply zoning that would allow this within a quarter mile of designated centers, and within the Inner Ring around the Central City."

From: Tamara DeRidder, AICP [<mailto:SustainableDesign@tdridder.users.panix.com>]
Sent: Thursday, April 21, 2016 10:30 AM
To: Engstrom, Eric <Eric.Engstrom@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>; cputestimony@portlandoregon.gov.
Cc: Anderson, Susan <Susan.Anderson@portlandoregon.gov>; Zehnder, Joe <Joe.Zehnder@portlandoregon.gov>; Stein, Deborah <Deborah.Stein@portlandoregon.gov>; Stark, Nan <Nan.Stark@portlandoregon.gov>; Stoll, Alison <alisons@cnncoalition.org>; Leistner, Paul <Paul.Leistner@portlandoregon.gov>; Hoop, Brian <Brian.Hoop@portlandoregon.gov>; McCullough, Robert <Robert@mresearch.com>; Anne Lindsay <anne.e.lindsay@gmail.com>
Subject: Re: T.DeRidder City Council Testimony on Comprehensive Plan Update - April 20th, 2016 Hearing - Measure 56 violation

Hi Eric,
To be clear, the language that currently is in p45 reads: "

"Apply zoning that would allow this... within the Inner Ring around the Central City"

That language is a directive and offers no options.

To counter this you may simply replace "Apply" with "Consider"

to read:

"Consider zoning that would allow this within a quarter mile of designated centers, where appropriate, and within the Inner Ring around the Central City"

My best,

Tamara DeRidder, AICP

On 4/20/2016 12:52 PM, Tamara DeRidder, AICP wrote:

Hi Eric,

Thank you for your response. I respectfully disagree. This policy contains a land use zone change directive, not an option. Therefore it falls under the requirements for public notification by ORS 195.047.

Tamara

On 4/20/2016 12:21 PM, Engstrom, Eric wrote:

Tamara,

I would like to point out that the proposed policy is just a policy. It does not actually make any immediate changes to zoning on any specific parcels. Contained within the amendment is a direction to have BPS do more work to study and recommend what should actually be rezoned, at some point in the future. That future action would be subject to a full legislative process with outreach, hearings at both the PSC and Council, and notice to impacted property. Nothing in either M56 or ORS 197 precludes City Council from considering policy amendments in response to testimony they hear. In this case, this policy is being proposed in response to a variety of testimony asking for more attention to "middle housing". Some examples of that testimony are here: <ftp://ftp02.portlandoregon.gov/BPS/PRR/>

- Eric Engstrom

From: Tamara DeRidder, AICP

[mailto:SustainableDesign@tdridder.users.panix.com]

Sent: Wednesday, April 20, 2016 12:03 PM

To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>; cputestimony@portlandoregon.gov.

Cc: Anderson, Susan <Susan.Anderson@portlandoregon.gov>; Zehnder, Joe <Joe.Zehnder@portlandoregon.gov>; Stein, Deborah <Deborah.Stein@portlandoregon.gov>; Engstrom, Eric <Eric.Engstrom@portlandoregon.gov>; Stark, Nan <Nan.Stark@portlandoregon.gov>; Stoll, Alison <alisons@cnncoalition.org>; Leistner, Paul

<Paul.Leistner@portlandoregon.gov>; Hoop, Brian
<Brian.Hoop@portlandoregon.gov>; McCullough, Robert
<Robert@mresearch.com>; Anne Lindsay <anne.e.lindsay@gmail.com>
Subject: T.DeRidder City Council Testimony on Comprehensive Plan
Update - April 20th, 2016 Hearing - Measure 56 violation
Importance: High

Dear City Council Clerk (Karla),
Please accept the attached testimony from me for the City Council
hearing on the Comprehensive Plan Update scheduled for today,
April 20th, 2016.

It is with grave concern that the document 'Potential Additional
Comp Plan Amendments and Refinements' was first
published on April 11, 2016. There has been inadequate
public notice and time to respond to this issue by our
neighborhood association, Rose City Park. This is why I find
the need to currently speaking out as an individual.

Based on the language on the new Middle Housing
contained in the above mentioned document the City of
Portland has failed to satisfy public notice requirements ORS
197.047 , often referred to as Measure 56.

Thank you for this consideration.

Tamara DeRidder, AICP
Chair, RCPNA and
Principal, TDR & Associates
'Sustainable Planning and Design'
1707 NE 52nd Ave.
Portland, OR 97213
503-706-5804

Arevalo, Nora

From: Tamara DeRidder, AICP <SustainableDesign@tdridder.users.panix.com>
Sent: Thursday, April 21, 2016 10:30 AM
To: Engstrom, Eric; Council Clerk – Testimony; cputestimony@portlandoregon.gov.
Cc: Anderson, Susan; Zehnder, Joe; Stein, Deborah; Stark, Nan; Stoll, Alison; Leistner, Paul; Hoop, Brian; McCullough, Robert; Anne Lindsay
Subject: Re: T.DeRidder City Council Testimony on Comprehensive Plan Update - April 20th, 2016 Hearing - Measure 56 violation

Follow Up Flag: Follow up
Flag Status: Flagged

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Council from considering policy amendments in response to testimony they hear. In this case, this policy is being proposed in response to a variety of testimony asking for more attention to "middle housing". Some examples of that testimony are here:
<ftp://ftp02.portlandoregon.gov/BPS/PRR/>

- Eric Engstrom

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<Joe.Zehnder@portlandoregon.gov>; Stein, Deborah
<Deborah.Stein@portlandoregon.gov>; Engstrom, Eric
<Eric.Engstrom@portlandoregon.gov>; Stark, Nan <Nan.Stark@portlandoregon.gov>;
Stoll, Alison <alisons@cnncoalition.org>; Leistner, Paul
<Paul.Leistner@portlandoregon.gov>; Hoop, Brian <Brian.Hoop@portlandoregon.gov>;
McCullough, Robert <Robert@mresearch.com>; Anne Lindsay
<anne.e.lindsay@gmail.com>
Subject: T.DeRidder City Council Testimony on Comprehensive Plan Update - April 20th,
2016 Hearing - Measure 56 violation
Importance: High

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There has been inadequate public notice and time to respond to this issue by our neighborhood association, Rose City Park. This is why I find the need to currently speaking out as an individual.

Based on the language on the new Middle Housing contained in the above mentioned document the City of Portland has failed to satisfy public notice requirements ORS 197.047 , often referred to as Measure 56.

Thank you for this consideration.

Tamara DeRidder, AICP
Chair, RCPNA and
Principal, TDR & Associates
'Sustainable Planning and Design'
1707 NE 52nd Ave.
Portland, OR 97213
503-706-5804

Arevalo, Nora

From: Craig Wollen <cwollen@comcast.net>
Sent: Thursday, April 21, 2016 10:24 AM
To: BPS Comprehensive Plan Testimony
Subject: Re: Amendment B88

Follow Up Flag: Follow up
Flag Status: Flagged

Resending with zip code.

On Apr 20, 2016, at 3:21 PM, Craig Wollen <cwollen@comcast.net> wrote:

To Whom It May Concern:

I am an Eastmoreland resident and I support the change of Moreland Lane from High Density Single-Dwelling Residential 5,000 to Single-Dwelling 7,000. I hope you will follow the BPS recommendation to support this amendment.

Sincerely,

Craig Wollen
3035 SE Martins St.
Portland, OR 97202

Arevalo, Nora

From: Craig Wollen <cwollen@comcast.net>
Sent: Thursday, April 21, 2016 10:24 AM
To: BPS Comprehensive Plan Testimony
Subject: Re: Amendment M74

Follow Up Flag: Follow up
Flag Status: Flagged

Resending with zip code

On Apr 20, 2016, at 3:23 PM, Craig Wollen <cwollen@comcast.net> wrote:

To Whom It May Concern:

I am an Eastmoreland resident and I support the change of Eastmoreland from High Density Single-Dwelling Residential 5,000 to Single-Dwelling 7,000. I hope you will allow Eastmoreland to retain its historic character.

Sincerely,

Craig Wollen
3035 SE Martins St.
Portland, OR 97202

Arevalo, Nora

From: Schwab Mary Ann <e33maschwab@gmail.com>
Sent: Thursday, April 21, 2016 9:56 AM
To: Hales, Charlie; Novick, Steve; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman
Cc: Alpert, Josh; Warner, Chris; Crail, Tim; Schmanski, Sonia; Grumm, Matt; Moore-Love, Karla
Subject: Maximize and optimize resources but at what cost to neighborhoods charm and character compromised granted Developers "in-fill middle" construction bonus?

Good Morning Mayor and City Commissioners:

At what point, did the City Club's endorsement for the "in-fill middle" come into play hitting the inclusionary SB 1533 inclusionary goals out of the park at the last second? I believe blindsiding the stellar work the Neighborhood Association Land Use and Transportation Committees, the City Wide Land Use Group, City Planners, Planning and Sustainability Commissioners, have done reviewing the Comp Plan 2035? And who did Council appoint to serve on that "in-fill middle" advisory committee? Yes, I'd like to read their minutes.

Granted, I would have addressed these issues -- in two-minutes ; >)) that is had I been able to attend.

What I found puzzling after listening to roughly 70 citizens testify yesterday, on 394 to accept the Citizen Involvement Committee report, and 395 to adopt a new Comprehensive Plan for city of Portland, Oegon (previus Aganda 376) yesterday? I don't recall one citizen who referenced the conflicting the "in-fill middle" rubber-stamped throughout ONI's 95 neighborhoods -- regardless of it's history and/ or charming character. I believe compromising the needs of residents living "in the middle". Nor am I aware of City Planners work-sessions giving consideration to the 4 to 5 story bonus floors windows lighting filtering into neighbor's windows at night. Yes, they have paid close attention to necessary set-back on 4 to 5 story condos to allow solar in immediate neighbor's kitchen gardens. If not, that property will stay forever in a shadow blocking solar energy to heat their house. On that note, understand, like most of you, I am at the jumping off point. We can only hope young people today are participating in these "in-fill middle discussions related to the Comp Plan 2035.

Here are the links regarding HB 4133 and SB 1533 inclusionary zoning bills:

1. HB 4143 (<https://olis.leg.state.or.us/liz/2016R1/Downloads/MeasureDocument/HB4143/Enrolled>) which expands certain protections for tenants.
2. SB 1533 (<https://olis.leg.state.or.us/liz/2016R1/Downloads/MeasureDocument/SB1533/Enrolled>). If you want to find out more information on the bill, here is the main page on OLIS for SB 1533 (<https://olis.leg.state.or.us/liz/2016R1/Measures/Overview/SB1533>). From here, you can click on the "Analysis" and "Meeting Material/Exhibits" tabs for more information.

Starting with recent Developer's purchase of 922 SE Peacock, siting next to a narrow lot. Rumor has it, Peacock property owners will simply turn of their christmas lights.

Something to think about.

Mary Ann Schwab, Community Advocate
605 SE 38th Avenue
Portland, OR 97214

Here is what's happening in Sunnyside:



Nextdoor Sunnyside works best when all your neighbors are members. Invite your neighbors »

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- Inbox **99+**
- Neighbors
- Map
- Events Calendar

LOCAL

- Sunnyside
- Nearby Neighborhoods
- Local Agencies

CATEGORIES

- Classifieds
- Crime & Safety
- Documents
- Free items
- **General**
- Lost & Found
- Recommendations

GROUPS

- Browse all 7 groups

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Post in General



Demolition of 3334-3336 Belmont 15h ago

Meg Hanson from Sunnyside



Survey crews have been marking all the locates on the block between 33rd and 34th/Belmont. I spoke with them a few minutes ago and they are indeed putting together the demolition plan that gets submitted to the BDS along with the demolition permit. The current tenants of the building have leases which are up at the end of this month, so we expect the current owner, GET-R-DONE LLC, to be filing the demo permit within the next 2 or 3 weeks.

That block of historic Belmont is one of the few remaining contiguous street-car era main streets in Portland and it was

the east side's first residential main-street marketplace. Every building on that side of the block is in the Historic Resource Inventory. The building on the corner of 33rd and Belmont is also in the National Historic Register. As some of you may already be aware, there is *supposed* to be a 120-day demolition delay for buildings in the HRI, but there is a loophole which allows the property owners to de-list and get a demo permit the same day. Because this building is also zoned commercial, this could mean a demolition with NO DELAY if the owner exploits this (illegal) loophole.

Those of you who would rather see some sort of adaptive re-use of that building - a compromise between old and new - without demolition and destruction of our main-street history, please sign these petitions and please prepare to make your voices heard.

Feel free to PM me if you would like more information regarding the history of the building and the block, the history of Sunnyside, or for more information on GET-R-DONE. I've also attached a photo of the design that was presented by the architect - 3 stories with 12 small apartments and two 1,000 square foot ground floor retail.

<https://www.change.org/p/save-portland-s...>

<https://www.change.org/p/close-historic-...>

Save Portland's History - Oppose Demolition of 3334 SE Belmont Street

The Belmont district is one of Portland's oldest and most historically well-preserved neighborhoods. Built in 1889, the building slated for demolition is on a block that contains several buildings registered as significant historical resources, such as 3300 SE Belmont (the corner building currently...

CHANGE.ORG

Shared with Sunnyside + 8 nearby neighborhoods in General

THANKED! 5 **REPLY** 4

You, BoRyan, Susan, and 2 others thanked Meg



Keith Comess from Laurelhurst15h ago

This is a harbinger of more to come. Take, for instance, the Laurelhurst neighborhood. That currently unprotected area is producing a reflexive salivary response from avaricious developers whose rapacity can only be partly satiated by putting in new McMansions and revenue-generating fiberboard apartments. Time for action? Up to you.

Thank Flag

Barbara thanked Keith



Bryan Hull from Sunnyside14h ago

I don't want more information of the building, but I do want to know what next steps will be beyond signing a petition!

Thank Flag



Hanson from Sunnyside14h ago

Really the ONLY tool that we have right now as a community is the 120-day Historic Resource demolition delay. However, we may or may not get that delay depending on several factors which I won't go ... View more

Thank Flag



Barbara Moshofsky from Sunnyside48m ago

Won't let me type in my info!

Thank Flag

Arevalo, Nora

From: Kimberly Kandel Gracianette <KimKandel@hotmail.com>
Sent: Thursday, April 21, 2016 9:18 AM
To: BPS Comprehensive Plan Testimony
Cc: Matthew Gracianette
Subject: We do not want our zoning to change from R5 to R2.5 - 113 SE 61st Ave.

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Council,

Our lot #113 SE 61st Ave., the adjacent lot (R230667), and house #129 are currently zoned as R5. The Comprehensive 2035 plan proposes changing the zoning of 129, 113 and R230667 to R2.5.

We absolutely do not want the zoning to change to R2.5 for these reasons:

- The proposed change of R5 to R2.5 from 1980's does not reflect the current status of our street.
- The majority of the homes on our street are R5 and will continue to be R5 with the CP2035 and it doesn't make sense to include these lots in the zoning change. These lots are not adjacent to the more commercialized streets of Burnside and Stark.
- The adjacent lot to our property (R230667), owned by Jonathan Cathey, will likely sell in the near future and we do not want the lot packed with condos. Changing the zoning to R2.5 will encourage packing the lot with condos instead of keeping with the character of the street that includes a balance of green space and a house.
- Changing to R2.5 will likely impact our property value and/ or taxes over time. I welcome data from the council that proves there will not be a negative impact on our property value or taxes. I have researched on the city website and could not receive confirmation either way.

Please do not change the zoning of our lot to R2.5

thank you,

Kimberly and Matthew Gracianette
113 SE 61st Ave.
Portland, OR 97215

Arevalo, Nora

From: zubeda alkadir <obsegaraa@yahoo.com>
Sent: Thursday, April 21, 2016 9:18 AM
To: BPS Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Council,

My name is Zubeda Alkadir . I'm from Ethiopia, but lived in Portland for about 12 years. I am a United States citizen. The reason I'm writing this letter is because my neighborhood is under attack by the owners of Queen Sheba International Food, and the Portland Community Reinvestment Initiative, Inc. who operate the L. Roy Gardens apartment on N Albina and Fremont. I have been living in the L. Roy Garden apartments for about 5 years. Living here has provided me with a peaceful life, and has helped my survival after moving to the United States. Please reconsider the affects on the citizens of Portland if the Portland Bureau of Planning and sustainability as well as the City Council rezone these properties to commercial CM2. Just imagine for a moment what that feels like to the poor people who live peacefully here. And the affect on the Boise-Elliott school children and community. Before the help of the L. Roy Gardens I had to go place to place, but finally it means so much to me that thanks to Allah and the Portland community for helping me to have my own space even though I'm very poor and I can't offered to rent a place to live. I would have been in danger of becoming homeless. Now those rich people who think they can do anything they want to, at any time, could demolish my nice neighborhood and my apartment for commercial gain. I'm begging please help us to keep this tragedy from happening to us.

Thank you
Zubeda

Arevalo, Nora

From: Theodora Tsongas <ttsongas@gmail.com>
Sent: Thursday, April 21, 2016 9:10 AM
To: BPS Comprehensive Plan Testimony
Subject: Testimony in Support of Amendments #P43 and Amendment #P56 for Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

April 21, 2016

To Mayor Hales and Portland Commissioners:

As you may know, 2015 was the hottest year globally in 160 years of recorded history. Seeing this as a major threat to civilization, 200 countries have demanded action on climate change at the COP21 meeting in Paris.

Many fear that the terrible suffering by refugees today is predictive of the harm that will occur with the population shifts caused by global heating. Pope Francis expresses deep concern about the harm to the poor and to the planet in his encyclical.[1] Other world leaders have done the same.

In June, The Lancet (the international medical journal) expressed the urgency for attention to the health threats of climate change.[2] The American Medical Association [3], the American College of Physicians [4], the American Public Health Association[6], the American Academy of Pediatrics[5], the Union of Concerned Scientists, Physicians for Social Responsibility, and many other scientific groups speak out about these threats with increasing urgency.

Oregon PSR has testified before the City's Bureau of Planning and Sustainability on the many hazards to health and safety of propane terminals, and has supported and congratulated the Bureau on its contributions to the updated Climate Action Plan. In addition to noting the many climate changing impacts of the fossil fuel industry, public health professionals have demonstrated that diesel emissions from trains, ships, and supporting fossil fuel infrastructure contribute significantly to the adverse health impacts of air pollution, including asthma, heart and lung disease, cancer, and developmental disorders.

Oregon PSR supported the City of Portland taking the national lead on climate policy with its Climate Action Plan and protecting the health and safety of its residents. The November 2015 fossil fuel policy resolution and

oil train resolutions, plus the longstanding resolution on coal trains, taken together show that the City recognizes the exceptional health, safety, environmental and climate risks associated with transport, storage, and use of coal, oil, propane exports, and gas.

In order to put those policy resolutions into action, we urge the City Council to support proposed Amendments #P43 and #P56 to the Comprehensive Plan that would ensure that the resolutions, fossil fuel policies and the Climate Action Plan are implemented with legal force.

These amendments would reduce carbon emissions, limit fossil fuel distribution and storage facilities, and increase the development and use of sustainable, renewable energy. It is vital that these policies and plans are incorporated into the legally binding Comprehensive Plan to ensure a just transition from the fossil fuel economy to a sustainable economy in a rapidly changing world. Any viable plan for the future must incorporate these policies. The City of Portland can continue to lead on climate action.

Therefore, we support Amendments #P43 and # P56 to the Comprehensive Plan that will sustain, support and implement the City of Portland's Resolutions, fossil fuel policy and the Climate Action Plan.

Thank you for the opportunity to comment on this historic action,

Theodora Tsongas, MS, PhD

On behalf of Oregon Physicians for Social Responsibility

1020 SW Taylor Street, Suite 275

Portland, OR 97205

1. Pope Francis. Laudato Si'. On care for our common home. 2015.

2. [http://www.thelancet.com/pdfs/journals/lancet/PIIS0140-6736\(15\)60854-6.pdf](http://www.thelancet.com/pdfs/journals/lancet/PIIS0140-6736(15)60854-6.pdf)

3. HA Patz, H Frumkin et al. 2014 Climate change. Challenges and opportunities for global health. *JAMA* 312(15):1565-1580.

4. American Academy of Pediatrics. Council on Environmental Health. 2015 Global Climate Change and Children's Health. *Pediatrics* 136(5):992-997.

5. <https://www.acponline.org/acp-newsroom/climate-change-threat>;

Crowley RA, for the Health and Public Policy Committee of the American College of Physicians. Climate Change and Health: A Position Paper of the American College of Physicians. *Ann Intern Med*. [Epub ahead of print 19 April 2016] doi:10.7326/M15-2766

6. American Public Health Association. 2015. Public Health Opportunities to Address the Health Effects of Climate Change. <https://www.apha.org/policies-and-advocacy/public-health-policy-statements/policy-database/2015/12/03/15/34/public-health-opportunities-to-address-the-health-effects-of-climate-change>

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To Mayor Hales and Portland Commissioners:

As you may know, 2015 was the hottest year globally in 160 years of recorded history. Seeing this as a major threat to civilization, 200 countries have demanded action on climate change at the COP21 meeting in Paris.

Many fear that the terrible suffering by refugees today is predictive of the harm that will occur with the population shifts caused by global heating. Pope Francis expresses deep concern about the harm to the poor and to the planet in his encyclical.[1] Other world leaders have done the same.

In June, The Lancet (the international medical journal) expressed the urgency for attention to the health threats of climate change.[2] The American Medical Association [3], the American College of Physicians [4], the American Public Health Association[6], the American Academy of Pediatrics[5], the Union of Concerned Scientists, Physicians for Social Responsibility, and many other scientific groups speak out about these threats with increasing urgency.

Oregon PSR has testified before the City's Bureau of Planning and Sustainability on the many hazards to health and safety of propane terminals, and has supported and congratulated the Bureau on its contributions to the updated Climate Action Plan. In addition to noting the many climate changing impacts of the fossil fuel industry, public health professionals have demonstrated that diesel emissions from trains, ships, and supporting fossil fuel infrastructure contribute significantly to the adverse health impacts of air pollution, including asthma, heart and lung disease, cancer, and developmental disorders.

Oregon PSR supported the City of Portland taking the national lead on climate policy with its Climate Action Plan and protecting the health and safety of its residents. The November 2015 fossil fuel policy resolution and oil train resolutions, plus the longstanding resolution on coal trains, taken together show that the City recognizes the exceptional health, safety, environmental and climate risks associated with transport, storage, and use of coal, oil, propane exports, and gas.

In order to put those policy resolutions into action, we urge the City Council to support proposed Amendments #P43 and #P56 to the Comprehensive Plan that would ensure that the resolutions, fossil fuel policies and the Climate Action Plan are implemented with legal force.

These amendments would reduce carbon emissions, limit fossil fuel distribution and storage facilities, and increase the development and use of sustainable, renewable energy. It is vital that these policies and plans are incorporated into the legally binding Comprehensive Plan to ensure a just transition from the fossil fuel economy to a sustainable economy in a rapidly changing world. Any viable plan for the future must incorporate these policies. The City of Portland can continue to lead on climate action.

Therefore, we support Amendments #P43 and# P56 to the Comprehensive Plan that will sustain, support and implement the City of Portland's Resolutions, fossil fuel policy and the Climate Action Plan.

Thank you for the opportunity to comment on this historic action,

Theodora Tsongas, MS, PhD

On behalf of Oregon Physicians for Social Responsibility

- 1.
2. Pope Francis. *Laudato Si'*. On care for our common home. 2015.
3. [http://www.thelancet.com/pdfs/journals/lancet/PIIS0140-6736\(15\)60854-6.pdf](http://www.thelancet.com/pdfs/journals/lancet/PIIS0140-6736(15)60854-6.pdf)
4. HA Patz, H Frumkin et al. 2014 Climate change. Challenges and opportunities for global health. *JAMA* 312(15):1565-1580.
5. American Academy of Pediatrics. Council on Environmental Health. 2015 Global Climate Change and Children's Health. *Pediatrics* 136(5):992-997.
6. <https://www.acponline.org/acp-newsroom/climate-change-threat>;
7. Crowley RA, for the Health and Public Policy Committee of the American College of Physicians. Climate Change and Health: A Position Paper of the American College of Physicians. *Ann Intern Med*. [Epub ahead of print 19 April 2016] doi:10.7326/M15-2766
8. American Public Health Association. 2015. Public Health Opportunities to Address the Health Effects of Climate Change. <https://www.apha.org/policies-and-advocacy/public-health-policy-statements/policy-database/2015/12/03/15/34/public-health-opportunities-to-address-the-health-effects-of-climate-change>
- 9.

Arevalo, Nora

From: Planning and Sustainability Commission
Sent: Thursday, April 21, 2016 9:08 AM
To: Boschetti, Tabitha; BPS Comprehensive Plan Testimony
Subject: FW: Page A13 in Wednesday, April 20, 2016 issue of The Oregonian

Follow Up Flag: Follow up
Flag Status: Flagged

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

To help ensure equal access to City programs, services and activities, the City of Portland will provide transportation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: sender@olivesoftware.com [mailto:sender@olivesoftware.com]
Sent: Wednesday, April 20, 2016 9:26 PM
To: Planning and Sustainability Commission <psc@portlandoregon.gov>
Subject: Page A13 in Wednesday, April 20, 2016 issue of The Oregonian

Please see Page A12 in Wednesday, April 20, 2016 issue of The Oregonian

This (Research back benefits of living near nature) is another reason why the planning and sustainability commission should not allow the rezoning in Richmond from R5 to R2.5. Laura Miller, MD 4042 SE Franklin Portland, Oregon 97202 503 238-2921

Julie Papavero and Harry Kem
1515 SW 61st. Dr.
Portland, Or. 97221

April 18, 2016

Re: Zoning Change Amendment Item #N 14,
6141 SW Canyon Court (R326896)

City Council Members,

We are writing for the second time to say we are strongly opposed to the proposed rezoning of the property at 6141 SW Canyon Court. This property is accessed on SW 61st Dr., which is a winding, narrow road with blind corners, steep embankments, and no sidewalks. SW Canyon Ct. is a dead end, small capacity road with a ninety-degree curve leading to a dangerous intersection at East Sylvan School. Both roads get icy in the winter (the Sylvan hill), with folks leaving their cars on the side of the road or in the ditch. A large increase in traffic would exacerbate these already existing problems.

In addition, we are troubled by a 244-unit development planned west of this property on SW Canyon Ct..

We echo our neighbors' sentiments in letters and testimony regarding a less than fair and transparent process, relating to the proposal to change the zoning for 6141 SW Canyon Court. As the Bureau of Planning and Sustainability has noted, "the transportation infrastructure is congested..." in reference to this proposal. Consequently, we implore for City Council to deny the proposed amendment that would change the zoning at 6141 SW Canyon Court.

Sincerely,

Julie Papavero and Harry Kem

Arevalo, Nora

From: Erin Fish <erin.m.fish@gmail.com>
Sent: Thursday, April 21, 2016 8:06 AM
To: BPS Comprehensive Plan Testimony
Cc: Susan Stringer
Subject: Testimony supporting of NE 7th Ave Greenway (amendment TSP40116) from Erin Fish
Attachments: 7th_Ave_Greenway_Testimony__Fish_-_4.2016_.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Susan Stringer notified me that the testimony I submitted originally was sent to the incorrect email address. I have updated my testimony and attached it to this email.

Thank You, Erin Fish

April 15, 2016

Commissioner Steve Novick
Leah Treat, Portland Bureau of Transportation
Mayor Charlie Hales

Dear Commissioner Novick, Director Treat, & Mayor Hales,

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 denser 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 round-a-bouts, 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.

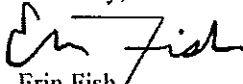
Furthermore, to mitigate issues from drivers who redirect east of 7th (8th, 9th, 10th, 11th), as well as on the MLK-bound streets as a result of the diverters, perhaps speed bumps and other speed reducing structures or tactics can be implemented on such streets in order to decrease the risk to other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

Sincerely,



Erin Fish
443 NE Graham St

Arevalo, Nora

From: Tina Abrams <tina@fuzzytoast.com>
Sent: Thursday, April 21, 2016 6:49 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

My dream of living in Eastmoreland came true 4 years ago. I had wanted to live in this perfect neighborhood my whole life!

What I love most about Eastmoreland is the beautiful character of the houses and the giant trees.

Please do not let contractors ruin our Beauty just to make money. If you must build a new house just keep it to the original size and character.

Tina Abrams

Sent from my iPad

Arevalo, Nora

From: TERESA MCGRATH <bone1953@msn.com>
Sent: Thursday, April 21, 2016 3:20 AM
To: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; Council Clerk – Testimony
Subject: thx broodmoor

Audubon Society of Portland Like Page 16 hrs ·

We did it! Thanks to all the phone calls, emails and testimony from our fantastic activist network, Commissioner Novick called us yesterday to tell us he will join Commissioners Fish and Fritz to vote no on turning 57 acres of wildlife habitat and open space at Broadmoor Golf Course into industrial lands.

Please let Commissioners Fish, Fritz and Novick know that you appreciate their commitment to vote against this bad amendment and let Mayor Hales and Commissioner Saltzman know that you hope they will join their colleagues in voting "no."

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

Thank you to everyone who spoke up for wildlife and open space!

thx again,

teresa mcgrath and nat kim

Arevalo, Nora

From: Howard Abrams <howard.abrams@gmail.com>
Sent: Wednesday, April 20, 2016 10:26 PM
To: BPS Comprehensive Plan Testimony
Cc: Tina Abrams
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

What can we say more than has already been said? Splitting lots compromises the value of the entire neighborhood for the gain of a single developer. Please, let's not let a few take advantage of the rest of us, and ban the lot splitting. Thank you.

Arevalo, Nora

From: Theresa Maxie <mmaxie@starbucks.com>
Sent: Wednesday, April 20, 2016 9:45 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

I am a resident of Argay Terrace and have lived here since the 1980's. I grew up here and am now raising my children here. I CHOOSE to live here despite the fact that I have the financial means to live in any neighborhood in Portland because my family is here and I love the area. The inevitable result of the proposed changes would force me out of the place I have called home for 30+ years. I implore you, do not change my neighborhood. Do not force people out by damaging our quality of life. Do not prioritize neighborhoods and send the message that some are better than others by creating a zoning situation that would further increasing the ratio of apartments to single family homes. Listen to your constituents and earn the privilege we honored you with when you were elected to office.

I ask that the Commissioners and the Mayor vote to reject Amendment S9 and keep the Kmart site at 122nd and Sandy Blvd. Mixed Employment in the final 2035 Comprehensive Plan; as recommended by the Portland Bureau of Planning and Sustainability.

AND

I ask that the Commissioners and the Mayor vote to reject Amendment F72. Keep Mixed Employment to the west half of the Rossi and Giusto farm properties fronting NE 122nd Avenue. In addition, re-designate the eastern half of the Rossi and Giusto farm properties and all existing farm property (including the Garre properties) from R-3 to R-5 single family.

Sincerely,

MARIA MAXIE

13647 NE KLICKITAT CT PORTLAND, OR

Sent from my iPhone

Arevalo, Nora

From: Caroline Anderson <glasscaroline@gmail.com>
Sent: Wednesday, April 20, 2016 9:22 PM
To: BPS Comprehensive Plan Testimony
Subject: Amendment 35 of the 2035 Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

We would like to add our voice to the opposition of the approval of amendment M35 of the 2035 Comprehensive Plan.

Caroline Anderson
#203
28 SE 28th Street
Portland, OR

Sent from my iPad

Arevalo, Nora

From: paulette marchand <yellowgardenhouse@yahoo.com>
Sent: Wednesday, April 20, 2016 9:20 PM
To: BPS Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Mayor Hales, Council Members ,and Director Anderson

I am writing to ask that you do not move forward with proposals to change the comprehensive plan and rezone of People's Co-op (3029 se 21 ave.) The current proposal has a high potential for unintended consequences , that could damage the livability of this neighborhood. Please let it's historic zoning stand , it developed in pace with this historic neighborhood and fits perfectly with this area.

thank you, Paulette Marchand
2735 SE 22 ave
Portland, OR

Arevalo, Nora

From: Georgie Sawyer <sawyerg1124@gmail.com>
Sent: Wednesday, April 20, 2016 9:03 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive plan testimony

Follow Up Flag: Follow up
Flag Status: Flagged

From: Georgie Sawyer
2601 SE Grover St
Portland ore 97206

I recently received info for my neighborhood proposing a change from R50 to R25 for my address. As I person owning property in this particular block the changes happening on and near SE 50th and SE Division are immense. I have a philosophy that if I want to live in an inner vibrant city then I just might have to walk many blocks to park my car. The frustrating thing is that as my nice lot and a half size lot is now being surrounded by huge apartments grocery stores and changes I am the only one it seems that can not develop on my half lot because south of Division we are still R50. I am in favor of the growth of inner city Portland and I don't plan to develop or move anytime soon. But if I did I should have some ability to infill my own half lot like the other side of Division. I am bearing the brunt of all the commercial and huge housing, the people, the parking, the noise, the trash and now way more cars coming down 49th. I am IN FAVOR of the infill. Please tally my vote to support new proposal for this area. All I can do now is sit in my huge yard and watch the hundreds of people walking by my house, dumping their trash and blocking my driveway when they park. Let me infill too. Everywhere around me is and I am only four doors down from Division. Georgie Sawyer.

Arevalo, Nora

From: Erik Isaacman <acuerik@gmail.com>
Sent: Wednesday, April 20, 2016 8:41 PM
To: Hales, Mayor; Commissioner Novick; Bizeau, Tom; Commissioner Saltzman; Commissioner Fish; BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing in support of Amendment M74. This zoning change will maintain existing lot sizes in Eastmoreland. Studies by city and neighborhood experts show a minimal density impact. It will preserve older, more affordable homes of greater architectural value. It will also help prevent the clear cutting of trees on lots to be demolished and rebuilt. This last point is of particular importance, as this canopy supports an extensive bird habitat, including owls and bald eagles.

My family and I live here and feel that truth in zoning is important. Help us maintain the livability, architectural heritage, and urban canopy by voting for this amendment

Erik Isaacman
7504 Se 30th Ave
Portland, OR 97202

Arevalo, Nora

From: Bruce and Sally Williams <bandswilliams@comcast.net>
Sent: Wednesday, April 20, 2016 7:43 PM
To: BPS Comprehensive Plan Testimony
Cc: Commissioner Novick; Bizeau, Tom; Commissioner Saltzman; Commissioner Fish; Moore-Williams, Sally
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

We are residents of Eastmoreland. We strongly support the Amendment M74 to proposed comprehensive plan.

We encourage the City Council to approve Amendment M74.

thank you,

Bruce and Sally Williams
Eastmoreland

Arevalo, Nora

From: turnersrock@comcast.net
Sent: Wednesday, April 20, 2016 6:15 PM
To: BPS Comprehensive Plan Testimony
Subject: Fwd: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Resending with full names:

We strongly oppose high density in North Westmoreland.
Ruth Ellen Turner and Michael Anthony Turner
5722 S?E. 21st. Ave.
Portland, OR 97202

----- Forwarded Message -----

From: turnersrock@comcast.net
To: Cputestimony@portlandoregon.gov
Sent: Thu, 21 Apr 2016 01:01:10 -0000 (UTC)
Subject: Comprehensive Plan Testimony

We, long time residents & homeowners strongly oppose high density in North Westmoreland.

Ruth & Michael Turner
5722 S.E. 21st
Portland, Oregon

Arevalo, Nora

From: Parkrose Business <parkrosebusinessassociation@gmail.com>
Sent: Wednesday, April 20, 2016 5:01 PM
To: BPS Comprehensive Plan Testimony
Subject: 122nd and Sandy site
Attachments: PARKROSE.kmart site.letter.2016.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Please see attached and let me know if you have any questions.

Have a great day,
Angie

Parkrose Business Association
P.O. Box 301326
Portland, OR 97294-9326

"A partnership for the growth of the business community"



P.O. Box 301326

Portland, OR

97294

www.parkrosebusiness.org

April 20, 2016

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

Dear Mayor Hales and Commissioners:

Parkrose Business Association is writing in support of Amendment #S9 to the Comprehensive Plan, which proposes to change the zoning designation of the Kmart site on NE 122nd Ave from General Commercial to Mixed Use – Civic Corridor.

Parkrose Business Association is a non-profit organized by local Parkrose business owners who are dedicated to making Parkrose a thriving and livable community.

In addition, the Mixed Use – Civic Corridor designation allows for “a full range of housing, retail, and service businesses” with an expectation of “a high level of environmental performance and design.” This will encourage development that addresses the high demand for quality housing in Portland. While we are excited to welcome Grocery Outlet into the district we, as an association, are also looking to diversify the type retail businesses in Parkrose.

As you vote on the amendments to the comprehensive plan, consider how the Mixed Use – Civic Corridor designation can facilitate development that improves the attractiveness and vitality of the neighborhood.

Sincerely,

Angie Jenkins
President
Parkrose Business Association
(503) 705-2369

Arevalo, Nora

From: Velma Villegas <velma@wspa.org>
Sent: Wednesday, April 20, 2016 5:00 PM
To: Moore-Love, Karla
Cc: BPS Comprehensive Plan Testimony; Parsons, Susan; Brian Doherty (brian.doherty@millernash.com); Jodie Muller; Cathy Reheis-Boyd
Subject: Comprehensive Plan Comments/Testimony
Attachments: City of Portland 2035 Comp Plan_Draft.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon, Council Clerk Moore-Love:

Please find attached our comments/testimony on the City of Portland 2035 Compressive Plan. These comments are submitted on behalf of Frank Holmes, Northwest Regional Director for the Western States Petroleum Association (WSPA).

Please let me know if you have any questions.

Thank you.

Velma Villegas

Western States Petroleum Association
Northwest Region
975 Carpenter Road NE, Suite 106
Lacey, WA 98516
(360) 352-4516 – office
(360) 451-6581 – cell



Western States Petroleum Association
Credible Solutions • Responsive Service • Since 1907

Frank Holmes
Director, Northwest Region

April 20, 2016

Karla Moore-Love
Council Clerk
1221 SW 4th Avenue, Room 130
Portland, OR 97204

Re: City of Portland 2035 Comprehensive Plan

Dear Ms. Moore-Love,

The Western States Petroleum Association (WSPA) is a non-profit trade group representing 25 companies that explore for, develop, transport, refine, and market petroleum products in Washington, Oregon, California, Nevada and Arizona.

On behalf of WSPA, I am offering the following comments in opposition to:

"#P56, new policy after 6.48, Fossil Fuel Distribution. Limit fossil fuels distribution and storage facilities to those necessary to serve the regional market."

The above policy is vague and uncertain. We believe it will violate the dormant commerce clause of the federal constitution and this policy will likely be pre-empted by Federal and/or State law.

Thank you for your consideration,

Sincerely,

A handwritten signature in cursive script that reads "Frank E. Holmes".

Frank E. Holmes
Director, Northwest Region
Western States Petroleum Association

Arevalo, Nora

From: Terri Pucik <terri@toolreps.com>
Sent: Wednesday, April 20, 2016 4:59 PM
To: BPS Comprehensive Plan Testimony
Subject: I Oppose North Westmoreland Up Zoning: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

I oppose the up zoning of North Westmoreland!!

The closest MAX station is at 17th and Holgate. Over a ½ mile from much of the up zoning.

I was on the TRI-MET committee for the MAX Orange Line Light Rail and went to 4 years of meetings. TRI-MET decided NOT TO PUT A MAX STATION AT HAROLD STREET BECAUSE OF THE LACK OF POPULATION! TRI-MET wants population to live or work within ½ Mile. The Harold street location has a golf course on one 1/4, industrial buildings on one ¼

The neighborhood of North Moreland on the other ½ which WILL NEVER have enough population to meet TRI-METS standards. TRI-MET did not make their improvements with a station in mind. They want people to be able to walk to the station within a ½ mile and there is not now and according to TRI-MET their will never be a MAX station at Harold.

I live in Westmoreland and was present during the SMILE Meetings where the City of Portland came to say that they understood there wasn't a MAX station in North Westmoreland. The CITY OF PORTLAND spent time and money to send people after hours to the meeting and they sent them numerous times to study DOWN ZOING North Westmoreland. The City of Portland Staff spent much time and money working with North Westmoreland neighbors and SMILE had numerous meetings and it was RECOMMENDED by SMILE and The City of Portland that North Westmoreland be DOWN ZONED.

I oppose the last minute amendments to the neighborhood zoning plan that was worked on by the Sellwood Moreland Improvement league and the city of Portland. After the City came to the Neighborhood Association SMILE, to down zone North Westmoreland. I feel that the proposed down zoning in the current SMILE proposal is still not enough to maintain our Neighborhoods livability.

Mass Transit was not Improved to the level it was designed for in the late 1990's neighborhood plan that called for a stop at 17th and Mcgloughlin that was approved by the City, it will not support the increased congestion generated by all of the infill development. Most of the infill will not provide parking with a aspirational idea that the renters will not own cars. Just look at N.W. Portland and the parking nightmare created by stuffing too many people in too small of a space with no parking. Cars driving in circles wasting fuel polluting the air and adding more noise does not maintain the quite livable neighborhood that Westmoreland is known to be.

There is a lack of goods and services in North Westmoreland. Walking or riding bikes to the only grocery store in the rain, sleet, snow, or hot days is more of the reasons people will have cars. There is no close School

,Doctors, Dentist, Parks ect. Closure of the Boys and Girls club, threatened closure of the Sellwood community center. It is easy to fantasize about how thing may work on a 70 degree day but that is not the reality of Portland weather.

To allow these amendments brought on by 1 resident (Land Use Attorney) at the last minute would be a slap in the face of all the hard working members of the Community and the City.

Please maintain the livability of one of Portland's finest Neighborhoods.

Respectfully,
Teresa C. Pucik
6726 SE 20th Avenue
Portland, OR 97202

Arevalo, Nora

From: Jamie Finn <kazfinn@comcast.net>
Sent: Wednesday, April 20, 2016 4:55 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom it may concern:

I live in Eastmoreland at 7625 SE Reed College Place. I fully support amendment M74 - the upgrade of the Comprehensive Plan to R7 - Single Dwelling 7,000.

Please put forth your effort to approve.

Thank you,

Jamie Finn
Cell: 503.572.6503

Arevalo, Nora

From: Laura Mazzucco <lw@tearsrunnings.com>
Sent: Wednesday, April 20, 2016 4:55 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom It May Concern:

I am writing in opposition of amendment M35 of the 2035 Comprehensive Plan. The rezoning of many properties to commercial mixed use, specifically in my neighborhood of Sellwood, would allow for classic homes to be destroyed and large apartment buildings put up in their place. This would put undue strain on our small residential streets, especially considering the fact that there is already plenty of property zoned for commercial use. Please consider opposing amendment M35 and preserving our homes and community rather than filling it with overcrowded streets and backed up traffic.

Sincerely,
Laura Mazzucco
1818 SE Lexington St
Portland, OR 97202

Arevalo, Nora

From: Carol Dodson <cdodsonccc@gmail.com>
Sent: Wednesday, April 20, 2016 4:44 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom It May Concern:

As a resident of north Westmoreland, I have read with fear and frustration the proposed building in my neighborhood that could result from high density zoning.

I live near, and travel on SE Milwaukie Ave as well as McGloughlin. Already, in the ten years since I have resided in Westmoreland, the traffic flow and parking issues have increased significantly. There are many more cyclists using our streets as thoroughfares and the number of near accidents and accidents is of great concern.

What I love about my neighborhood is the fact that it is family oriented and at any time of day or evening, families are walking with strollers, young children are on bikes with training wheels, kids are on skateboards and our neighborhood, like most, is dog friendly. With the current increase of traffic, the relaxed atmosphere has changed.

We already have apartments being built along Milwaukie Ave, filling every square foot of the lot. There is minimal parking. I do not want Milwaukie, SE 17th and surrounding streets to become like SE Division where, as a diner, I have chosen to no longer frequent establishments along the street as I have to park so far away, due to congestion caused by high-density living.

Please listen to those of us who have made our homes in this area for years and appreciate the feel that our neighborhood emits. As I drive around Portland these days I feel like a foreigner in my own city. Apartment building after apartment building with no space... the skyline is going away.

I so strongly oppose high density in N. Westmoreland. Please do not permit these changes to occur. There are already so many large homes being built due to the destruction of lovely old bungalows. My heart goes out to my neighbors who have lost their sunlight and privacy due to a massive duplex or single family home being constructed next door. We do not need even more large buildings, with the accompanying issues, being built.

Thank you for hearing your constituents voices and choose maintaining an atmosphere and quality of life in one of the city's lovely neighborhoods.

Carol Dodson
5723 SE 20th,
Portland, 97202

Arevalo, Nora

From: MICHAEL PUCIK <bigczech@hotmail.com>
Sent: Wednesday, April 20, 2016 4:41 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Delivery Status Notification (Failure)
Attachments: ATT00001

Follow Up Flag: Follow up
Flag Status: Flagged

From: postmaster@mail.hotmail.com
To: bigczech@hotmail.com
Date: Wed, 20 Apr 2016 16:39:00 -0700
Subject: Delivery Status Notification (Failure)

This is an automatically generated Delivery Status Notification.
Delivery to the following recipients failed.

cputestimony@portlandoregon.gov

--Forwarded Message Attachment--

From: bigczech@hotmail.com
To: cputestimony@portlandoregon.gov
Subject: Comprehensive Plan Testimony
Date: Wed, 20 Apr 2016 16:38:59 -0700

I oppose the last minute amendments to the neighborhood zoning plan that was worked on by the Sellwood Moreland Improvement league and the city of Portland. After the City came to the Neighborhood Association SMILE, to down zone North Westmoreland. I feel that the proposed down zoning in the current SMILE proposal is still not enough to maintain our Neighborhoods livability. I live just off of 19th avenue and Reedway so the Zoning decisions will greatly affect my families livability.

Mass Transit was not Improved to the level it was designed for in the late 1990's neighborhood plan that called for a stop at 17th and Mcgloughlin that was approved by the City, it will not support the increased congestion generated by all of the infill development. Most of the infill will not provide parking with a aspirational idea that the renters will not own cars. Just look at N.W. Portland and the parking nightmare created by stuffing too many people in too small of a space with no parking. Cars driving in circles wasting fuel polluting the air and adding more noise does not maintain the quite livable neighborhood that Westmoreland is known to be.

There is a lack of goods and services in North Westmoreland. Walking or riding bikes to the only grocery store in the rain, sleet, snow, or hot days is more of the reasons people will have cars. There is no close School ,Doctors, Dentist, Parks ect. Closure of the Boys and Girls club, threatened closure of the Sellwood community center. It is easy to fantasize about how thing may work on a 70 degree day but that is not the reality of Portland weather.

To allow these amendments brought on by 1 resident (Land Use Attorney) at the last minute would be a slap in the face of all the hard working members of the Community and the City.

Please maintain the livability of one of Portland's finest Neighborhoods.

Thank You,

Michael J. Pucik
5800 SE 19th ave
Portland, Oregon 97202

Political Coordinator ATU 757

Arevalo, Nora

From: Arirak Douangpanya <dodemquoi@gmail.com>
Sent: Wednesday, April 20, 2016 4:34 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

I was disappointed to hear of the request to rezone several properties in Sellwood to CM2. Demolishing classic Portland homes to replace them with commercial mixed use buildings will take away from the neighborhood and its community.

I oppose the approval of ammendment M35 of the 2035 Comprehensive Plan.

Thank you for your time.

Ari Douangpanya
3514 SE 10th Avenue
Portland, OR 97202

Arevalo, Nora

From: shawn furst <shawn@peoples.coop>
Sent: Wednesday, April 20, 2016 4:29 PM
To: BPS Comprehensive Plan Testimony
Cc: Stockton, Marty
Subject: In Favor of Rezoning People's Co-op Property to CM1

Follow Up Flag: Follow up
Flag Status: Flagged

People's Food Cooperative
3029 SE 21st Avenue
Portland, Oregon 97202

Re: Commercial Mixed-use 1 zoning for People's Food Co-op's property at 3029 SE 21st Avenue and small property at 2021 SE Tibbetts Street

Dear Mayor Hales, Council Members, and Director Anderson,

We were informed late last year of a proposed change in zoning for our property to Commercial Mixed-use 1 (CM1) from Residential with Exceptions. We are writing today to comment in favor of the change to CM1. We are also in favor of changing the zoning of the small garage to our west, located at 2021 SE Tibbetts Street, to CM1.

People's has operated a community-owned grocery store from our property on SE 21st Avenue since our inception in 1970. We've made it our business to listen to the needs of our neighbors and our larger communities, and to offer the most wholesome food possible. We also provide a vibrant community gathering place and a weekly farmers' market, great benefits to Portland residents and area farmers.

Our grocery store is facing issues of capacity and competition. We're a small store, and expanding our storage and retail space would allow us to continue to provide an anchor business in our neighborhood and serve our communities well. CM1 zoning would allow us to accomplish these aims.

Additionally, we suggest including the small garage at 2021 SE Tibbetts Street, directly to the west of our property, in the zoning change to CM1. This garage has been used as a commercial, non-retail property for a very long time. Zoning this property CM1 could allow us to use it for storage, which could result in lower-cost groceries for our neighborhood's residents.

Thank you for your time,

Jacob Engstrom, Board Chair
Heidi Olejnik, Board Vice Chair
Shawn Furst, Development manager
People's Food Cooperative
SE Portland

Arevalo, Nora

From: Rebecca Brandt <becka.brandt@gmail.com>
Sent: Wednesday, April 20, 2016 4:21 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Novick; Bizeau, Tom; Commissioner Saltzman; Commissioner Fish
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom It May Concern:

I want to state my support for Amendment M74.

I understand the reasoning regarding infill and density. And I'm so pleased there is a Bybee stop for the new Orange line. My daughter uses it every day to ride to school downtown. My husband and I specifically chose this neighborhood 20 years ago for its charming homes, tree canopy, and friendly feel.

We have invested time and effort in this neighborhood: We have willingly paid the higher property taxes to live here. We have physically tended the median when the City abdicated its responsibility for maintaining it (yet didn't change our taxes one bit). We have financially contributed to the Eastmoreland Neighborhood Association to help with the costs of having a landscape company trim the Linden trees in the median, fertilize and mow the grass. I have organized our block parties and coordinated the neighborhood's 4th of July parade.

While there is a variety of newer home styles mixed in with those from the original development, I do not see an advantage to the city of Portland to subdivide lots and build homes that fit in neither scale nor design with others on the block. Does every neighborhood have to look the same?

Like well-known neighborhoods in other cities, people outside Portland know about Reed College. Many are familiar with the Eastmoreland neighborhood. They remark on its beauty. If you subdivide and build cookie-cutter houses, Portland will lose this reputation.

As the landscape of houses changes, will the neighborhood still be in demand as a shooting location for advertisers and television shows? Are the City and State willing to forego that revenue in order to increase density?

Home owners might feel differently if the City had more involvement with neighborhoods and developers to work together, rather than allowing developers to build out-of-scale homes and pulling bait-and-switch tactics by telling homeowners they plan to remodel and live in a home when they really plan on demolishing, building, and selling immediately. The stories are legendary in this neighborhood, and it's sad that people do not trust the City leaders, agencies, or home builders to do what is seemly and forthright in this situation.

Please do what is right by this neighborhood, and maintain a piece of Portland that is special and beautiful.

Rebecca Brandt
7415 SE Reed College Place

Arevalo, Nora

From: ALAN BROWN <ALANLBROWN@msn.com>
Sent: Wednesday, April 20, 2016 4:14 PM
To: BPS Comprehensive Plan Testimony
Cc: ALAN BROWN
Subject: Comprehensive Plan Testimony Change 290

Follow Up Flag: Follow up
Flag Status: Flagged

Regarding undeveloped area south side of Sandy Blvd. west of NE 147th Avenue, Change 290

I'm not sure that this is necessary, but Commissioner Saltzman has stated that since he had not heard any opposing testimony from the Argay Terrace Neighborhood Association (ATNA) on his S-9; that he did not know of any opposition. ATNA had not done any substantial comment on Mixed Use for the Kmart site as we felt it was a very logical use of the sight and supported BPS staff in their decision. Are apparent lapse combined with Paulette Rossi's testimony today on 290 may make the following necessary.

As Land Use and Transportation Chair for ATNA, the official position of the Association is to support Comp Plan change 290. We understand the need to do our share to help Portland meet its 20 year needs and this helps to do our share. Placing this use near other similar uses north of Sandy Blvd. and using it as a buffer between high traffic and single family residential development, it makes very logical sense to place this area of our neighborhood in Mixed Employment Use. Over the last 60+ years of development and with the Rossi's apparent interest in having the property developed, no developers have ever taken advantage of the R-3 potential on this site.

Al Brown

Arevalo, Nora

From: ALAN BROWN <ALANLBROWN@msn.com>
Sent: Wednesday, April 20, 2016 4:13 PM
To: BPS Comprehensive Plan Testimony
Cc: ALAN BROWN
Subject: Comprehensive Plan Testimony Change 688

Follow Up Flag: Follow up
Flag Status: Flagged

Regarding undeveloped area south of Sandy Blvd to I-84 and west of NE 147th and 148th Avenues, Change 688

I'm not sure that this is necessary, but Commissioner Saltzman has stated that since he had not heard any opposing testimony from the Argay Terrace Neighborhood Association (ATNA) on his S-9; that he did not know of any opposition. So, testimony from ATNA may be needed to back the BPS staff recommendation for this change. ATNA has done some comment on the R-3 zoned area between the developed area of Argay Terrace and NE 147th and NE 148th Avenues.

As Land Use and Transportation Chair for ATNA, the official position of the Association is to support the BPS staff proposal for Comp Plan change 688 which would re-designate the R-3 zoned area described under Change #688 to R-5. This area was mistakenly designated from farm to R-3 nearly five decades ago by County planners who saw an overwhelming need for small scale multifamily development. It is clear from the testimony today of Paulette Rossi (a co-owner) that the land is available for re-development from the current farm use to residential development. The fact the developers have not done so should indicate the lack of demand for properties allowed under the R-3 zone. When the County designated all property not then under development or in commercial zoning R-3, the build out of the single family portion of the Argay Terrace neighborhood was stopped. The lack of single family development is not the result of the lack of demand, but it is the result of the lack of appropriately zoned sites.

Personal comment: I am a real estate principle broker and have several inquires each year from clients and brokers asking if there are available sites in Argay Terrace for new home construction. At this time, there are not. With this change there could be and the development as single family housing would be a natural continuation of the established neighborhood and fill a portion of the need for new single family sites within the city on land not well suited for dense development.

Al Brown

Arevalo, Nora

From: Terry K Robb <tcofrobb@yahoo.com>
Sent: Wednesday, April 20, 2016 4:07 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

My name is Terry Robb and I am a home owner in Westmoreland. My address is 1736 SE Yukon Street 97202. I am STRONGLY OPPOSED to high density zoning in Westmoreland. Our neighborhood has seen increased traffic and congestion on our 2 lanes roads and increased crime in the last 2 years. We cannot afford additional increases in crime, traffic and congestion from high density. Our neighborhood is bound by the Willamette river and McLoughlin Blvd, restricting traffic to a few major entry/exit points. Nearest Max station is across McLoughlin and bus services have been reduced. We have no ability to expand N, E, S, or W to accommodate growth or widen our roads. This is NOT a neighborhood that can accommodate high density zoning! I request our zoning be downgraded and NO high density buildings be approved.

Sincerely,
Terry Robb

Sent from my Verizon 4G LTE Smartphone

Arevalo, Nora

From: Katie Robb <katieannrobb@hotmail.com>
Sent: Wednesday, April 20, 2016 4:04 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

My name is Katie Robb and I am a home owner in Westmoreland. My address is 1736 SE Yukon Street 97202. I am STRONGLY OPPOSED to high density zoning in Westmoreland. Our neighborhood has seen increased traffic and congestion on our 2 lanes roads and increased crime in the last 2 years. We cannot afford additional increases in crime, traffic and congestion from high density. Our neighborhood is bound by the Willamette river and McLoughlin Blvd, restricting traffic to a few major entry/exit points. Nearest Max station is across McLoughlin and bus services have been reduced. We have no ability to expand N, E, S, or W to accommodate growth or widen our roads. This is NOT a neighborhood that can accommodate high density zoning! I request our zoning be downgraded and NO high density buildings be approved.

Sincerely,
Katie Robb

Sent from my Verizon 4G LTE Smartphone

Arevalo, Nora

From: Linda Nagy <1715nagy@gmail.com>
Sent: Wednesday, April 20, 2016 4:01 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

We have had enough of tearing down homes and putting UP tall expensive housing in family oriented neighborhoods! No one should be allowed to build any kind of housing without parking. We will not be able to park at our own home. The streets in Sellwood-Moreland neighborhood are very narrow and it is risky now to pull out into traffic because of so many parked cars in the street. Our historic neighborhood no longer looks like itself. Yards are losing daylight and privacy, as those looking down from above can see into yards, fences do not matter. With so many people there is a lot more noise, traffic, and inconsideration. Crime has been increasing, 4 car break ins recently on my block. We love our neighborhood but every time a house goes up for sale everyone fears what might happen. It happened last week a block away, there are young families with children next to it. Very sad to see this happen Thank you for listening

Linda Nagy
1715 SE Reedway
Portland, OR
97202

Arevalo, Nora

From: Gemin3862 <gemin3862@aol.com>
Sent: Wednesday, April 20, 2016 3:55 PM
To: BPS Comprehensive Plan Testimony
Subject: comprehensive plan testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Commissioners:

My name is Dan Palmer and I live in the Westmoreland neighborhood that currently is zoned High Density. This was slated to go back to R1 and R2.5 per the recommendation of the Bureau of Planning and Sustainability. Please vote against Commissioner Saltzman's Amendment 12 and proceed with down-zoning my neighborhood to R1 and R2.5!

I own and live on property with my family on SE Reedway Street in Westmoreland, and I fear that if the zoning remains High Density, not only will the zoning affect the livability of my property, but also it will take away my sunshine and parking. The apartment complexes going up in the neighborhood right now are having a serious impact on parking, traffic, and sunlight.

I hope that you will listen to the people who actually live in these neighborhoods rather than just looking at the possibilities on a map. If it wasn't for one of my neighbors, I would not have even realized that this amendment was being considered. The only landowners of property in the area in question who support High Density do not actually live in the neighborhood.

If you decide to retain the High Density designation, please, please, please make the developers supply off-street parking and limit the height of the apartment buildings. Even with R1 or R2.5, we're still going to have huge parking issues. Most people who ride bikes also have cars. I also own property on SE 11th Ave, where I work, and I can't even park near my building at this point.

We have no transit hub in our neighborhood (Harold Street Station), which to my understanding was the reason why the zoning was changed to High Density in the first place.

I sincerely hope that you will take this under consideration.

Yours truly,

Daniel Palmer
Property Owner, Tax Payer, and long time Portland resident
1647 SE Reedway Street
Portland, OR 97202

Arevalo, Nora

From: Sarah Sturgill <sarah.sturgill@gmail.com>
Sent: Wednesday, April 20, 2016 3:26 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern:

I am writing to let you know I greatly oppose the approval of amendment M35 of the 2035 Comprehensive Plan.

I have several friends who live on the residential streets where these developments are being proposed. These residential areas cannot handle the strain this will bring. There are plenty of other properties already zoned for commercial use nearby -- we don't need to demolish existing old homes to achieve density goals. Aside from these reasons, the proposal has been made so quietly that many of the residents in the proposed areas are not even aware that this is happening!

Thank you for listening to the residents of Portland.

Sincerely,
Sarah Sturgill
4621 SE 32nd Ave
Portland, OR 97202

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 3:23 PM
To: judy@yournatureconnect.com
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Please join in

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Judy,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: judy@yournatureconnect.com [mailto:judy@yournatureconnect.com]
Sent: Wednesday, April 20, 2016 3:00 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Please join in

Consider please, voting NO on the Broadmoor proposal!
It's the larger view and the right message for right now.

Judy Todd, Portland resident and activist

503-260-4995 (talk or text)

NatureConnect NW
please remember to feed the birds

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 3:21 PM
To: divisionmidwayalliance@gmail.com
Cc: BPS Comprehensive Plan Testimony
Subject: FW: Mixed Use Zones Amendment P 32 Advocacy
Attachments: Letter to City Council_AMMENDMENT P-32 SUPPORT.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Lori,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Lori Boisen [mailto:divisionmidwayalliance@gmail.com]
Sent: Wednesday, April 20, 2016 1:57 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Novick, Steve <Steve.Novick@portlandoregon.gov>
Cc: Lorelei Young <keepsakeftv@aol.com>; Dawn Luethé <dawnluethe@yahoo.com>; Trevor Hopper <millpark.positive@gmail.com>; Connor Riggs <connorriggs@live.com>; Susan Spencer <susan.spencer@mhcc.edu>; Kem Marks <k.marks97236@gmail.com>
Subject: Mixed Use Zones Amendment P 32 Advocacy

April 20, 2016

Council Clerk, Room 130

Honorable Charlie Hales, Mayor

Honorable City Council Commissioners

1221 SW 4th Avenue

Portland, OR 97204

RE: Amendment P 32 of Mixed Use Zones Proposal for Comprehensive Plan

Dear Mayor Hales and Commissioners:

Division Midway Alliance is writing to strongly urge the Council to approve Amendment P 32 to the City of Portland's Comprehensive Plan which is currently under consideration.

Amendment P 32 was the culmination of a significant amount of work by a very diverse and representative Mixed-Use Zones Project Advisory Committee, which DMA was a member. DMA supports that Amendment P 32 prohibits drive-thrus in the main street overlay areas of mixed use corridors.

Contrary to the impression given by the recent social media blitz by the Restaurant and Lodging Association, P 32 *does not* ban all drive-thrus in the City of Portland. It also *does not* affect those existing establishments already in the areas for the proposed changes. What it *does do* is limit the future

development of drive-thrus in places like the intersection of SE Division and 122nd Avenue, which would be covered by P 32. This intersection is one of the most dangerous intersections in the State of Oregon. We would like to note that DMA recently sent a letter to Director Leah Treat of the Bureau of Transportation (PBOT) regarding a proposed McDonalds at this intersection, expressing our concerns about safety hazards due to a proposed drive-thru less than 100 ft. from this intersection. DMA agrees with Mayor Hales that drive-thrus in the main street overlays of the mixed use corridors is an impediment to safe, pedestrian friendly development, something East Portland desperately needs.

DMA would also like to note that its district and all of East Portland has a disproportionate percentage of elderly, disabled, low-income, and people of color. We believe it is disingenuous of the Restaurant and Lodging Assoc. to claim to be protecting the needs of these groups. The fact is that these groups all have higher rates of transit and pedestrian dependent individuals that would benefit from Amendment P 32 by having safer, and more mixed shopping districts to conduct their most basic needs. DMA would also like to point out that developments with drive-thrus also require large parking lots, creating further distances to walk for the above groups and creating increased conflicts with vehicles using the drive-thrus.

DMA urges City Council to approve Amendment P-32 which will be a significant step towards creating more transit and pedestrian friendly developments, and transforming Portland to a more livable city.

Regards,

Board of Directors & Staff

The Division Midway Alliance

for Community Improvement

cc: Division Midway Alliance Board of Directors

Lorelei Young, Board President, Keepsake Family Tree Video, owner/operator

Dawn Luethe, Board Secretary, Senior Community Manager, Hidden Court Apartments

Trevor Hopper, Mill Park Neighborhood Association President

Connor Riggs, Mount Hood Community College Student and Powellhurst Gilbert Neighbor

Susan Spencer, Employer Partnership Coordinator, Mount Hood Community College

Kem Marks, Americorps VISTA Volunteer, Division Midway Alliance

Lori Boisen, District Manager, Division Midway Alliance for Community Improvement

All the best,

Lori Boisen,

Division Midway Alliance

for Community Improvement

Building a better Midway

503 841 5201

11721 SE Division Street

<http://www.divisionmidwayalliance.com/>



▲ Division
△ Midway
▲ Alliance

Physical address: 11721 SE Division Street, Portland, OR 97266
Mailing: 11918 SE Division, PMB #386, Portland, 97266
503-841-5201 www.divisionmidway.com

April 20, 2016

Council Clerk, Room 130
Honorable Charlie Hales, Mayor
Honorable City Council Commissioners
1221 SW 4th Avenue
Portland, OR 97204

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Contrary to the impression given by the recent social media blitz by the Restaurant and Lodging Association, P 32 *does not* ban all drive-thrus in the City of Portland. It also *does not* affect those existing establishments already in the areas for the proposed changes. What it *does do* is limit the future

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DMA urges City Council to approve Amendment P-32 which will be a significant step towards creating more transit and pedestrian friendly developments, and transforming Portland to a more livable city.

Regards,

Board of Directors & Staff
The Division Midway Alliance
for Community Improvement

cc: Division Midway Alliance Board of Directors
Lorelei Young, Board President, Keepsake Family Tree Video, owner/operator
Dawn Lueth, Board Secretary, Senior Community Manager, Hidden Court Apartments
Trevor Hopper, Mill Park Neighborhood Association President
Connor Riggs, Mount Hood Community College Student and Powellhurst Gilbert Neighbor
Susan Spencer, Employer Partnership Coordinator, Mount Hood Community College
Kem Marks, Americorps VISTA Volunteer, Division Midway Alliance
Lori Boisen, District Manager, Division Midway Alliance for Community Improvement

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 3:19 PM
To: Lil Hosman
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Zoning change

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Lillian,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

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

From: Lil Hosman [mailto:lilhosman@comcast.net]
Sent: Wednesday, April 20, 2016 2:27 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Zoning change

Dear Mayor Hales,

As a citizen who lives in the area, as well as a former principal in the Parkrose school district I want you to know that I think the idea of changing zoning from 122nd to 130th Avenues is very shortsighted in terms of density of population, the current school district challenges, the current traffic challenges.

If the possible zoning change happens, and ends up, as is possible, with 1300 new apartments, it would cause immense distress to traffic on 122nd, Sandy Boulevard, and 148th Ave. If only 3/4 of those apartments held only one child per apartment, that would add 1000 kids to an already bursting school district!

As a long time member of the community, I have seen this area change markedly with the gentrification of Portland. The most common sound I hear now is sirens. Traffic has increased immensely, and the number of apartments has increased

immensely. Crime rates in our area have gone up markedly and gang activity has increased, as have property crimes, and stolen automobiles.

Please think carefully about adding 1300 more apartments to an area that has a huge number of apartments already.

Lillian Hosman
1935 N. E. 158th Court
Portland, OR 97230

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 3:18 PM
To: Susan Lindsay
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Comprehensive Plan Amendments Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Susan,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Susan Lindsay [mailto:lindsays@pdx.edu]
Sent: Wednesday, April 20, 2016 2:38 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>
Subject: Comprehensive Plan Amendments Testimony

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

I write in support of amendments **S20, S21, S22**, and at this time in opposition to P45.

I have read the BPS "responses" to these amendments (little more than a few words each..) and the comments are: inaccurate (ex: S20 has many residential properties in it), unfairly simplifying (ex: S21 ignores the existing situation completely) and ignoring of the essential aspects of existing affordable housing (ex: S22 is owned by HAP)

By keeping S20 as it is zoning wise, in the heart of the residential portion of our neighborhood, housing options will be maintained (other than very expensive and small studio apartments), and can be built to allow for children..close to the park, close to the school.

I ask that you approve these amendments, S20, S21, S22.

Thank you!

Regarding P45:

This proposal which first appeared long after the closure of any public process and hearings deserves a full and complete discussion and look at a City -approach.

It should certainly not be approved at this time...as no such discussion or any outreach has taken place. No one really knows about this.

A middle housing strategy is an interesting option that deserves full, public discussion. Also it should not be applied to only a few neighborhoods,already bearing their weight in increased density...but should be looked at *city-wide*.

There are many close in neighborhoods with existing large housing structures (Laurelhurst, Irvington, Alameda, much of the SW Hills, Sellwood etc) which might be able to easily increase density and provide more and attractive housing options with this approach.

Density increases should not only be proposed for neighborhoods which have fewer financial resources as a matter of equity..and to ensure new and expanded housing options open up across the city as well in wealthier neighborhoods.

Thank you very much for your consideration!

Susan Lindsay
625 SE 17th Avenue
Portland Oregon, 97214

--

Arevalo, Nora

From: CS Navarra <cathtreas58@gmail.com>
Sent: Wednesday, April 20, 2016 3:16 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Carol and Lori Navarra
5757 SE 23rd Ave.
Portland, OR. 97202
509-723-6533
cathtreas58@gmail.com

Dear Portland Mayor and City Council:

High Density zoning allows buildings up to 75' high, with 80-125 units per acre (approximately one city block). Certain areas of North Westmoreland were up-zoned to High Density in the 1990's in anticipation of the Harold Street Max Station. The Max Station was never built, and because of this the Bureau of Planning & Sustainability, along with SMILE, has recommended to City Council that the zoning be dropped back to R1 and R2.5 from HD (High Density).

High Density causes the following problems:

- Parking Difficulties
- Traffic Congestion
- Increased Noise
- Increased Crime
- Decreased Sunlight
- Decreased Privacy

Westmoreland is a good family neighborhood, and as much as we'd like to see some Low Income Housing become available to more people, we do not feel Westmoreland is a good choice for this type of progressive high density building. Perhaps the older buildings downtown could be renovated to accommodate low income housing, which are pretty much unoccupied or are in very bad repair.

We oppose High Density in N. Westmoreland!

Thank you for listening.

Cordially,

Carol and Lori Navarra
cathtreas58@gmail.com

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 3:16 PM
To: meryllogue@comcast.net
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Middle Housing Amendment to Comp Plan: Update From United Neighborhoods for Reform

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Meryl,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: meryllogue@comcast.net [mailto:meryllogue@comcast.net]
Sent: Wednesday, April 20, 2016 1:42 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Cc: meryllogue@comcast.net
Subject: Fwd: Middle Housing Amendment to Comp Plan: Update From United Neighborhoods for Reform

Dear CITY:

PLEASE do not do this in such a rushed manner! My gosh! This will have a huge impact on our city, and once done, is not easily undone. Once houses are torn down, we will have lost a piece of the treasure that is Portland Oregon.

Please review (again) the resolution from UNR, and add my voice to it.

This is sickening. Is NOBODY at City interested in what the "average" citizens want? I think not, because I can say with absolute clarity and certainty that nobody I know across all walks of life agree with this type of thinking. They see it as "pandering to the corporate entities" and it lessens the credibility factor immensely.

Very truly yours,

Meryl Logue
1927 NE 22nd Ave
Portland 97212
503-502-0540

From: Barbara Strunk [mailto:wolsey_9@hotmail.com]
Sent: Tuesday, April 19, 2016 7:35 AM
Subject: Middle Housing Amendment to Comp Plan: Update From United Neighborhoods for Reform

Friends,

A lot is happening quickly right now. A big issue is the City Council proposal to zone large areas single family zones in Portland for multi-family housing. See map of proposed middle housing areas, page 27 "Defined Centers with R5/R2.5 Designations Located Within 1/4 Mile" at <http://www.portlandoregon.gov/bps/article/571931>

United Neighborhoods for Reform sent the following testimony to City Council regarding this proposal. Please take a look at this and let the City Council know what you think.

The next Council hearing on this amendment is on **Wednesday, April 20 at 2:00pm**. The Council is likely to vote on this amendment, sponsored by Mayor Hales, Commissioner Novick and Commissioner Saltzman, the following week.

"Testimony Re: City Council Comprehensive Plan Amendment P45 Middle Housing:

"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"

A central goal of United Neighborhoods for Reform (UNR) is to prevent the demolition of viable, relatively affordable houses in our neighborhoods. 43 neighborhood associations throughout Portland support our resolution that includes this goal.

The proposal to re-zone residential areas around mixed use centers of the city to allow a transition zone of multi-unit, smaller, more affordable housing has merit. There is a need for smaller, more affordable housing.

There is no question that the large, expensive houses currently being built in our neighborhoods benefit very few Portlanders. However, UNR urges caution in proceeding with the Middle Housing Zones as written and proposes the following change to the amendment:

Limit the re-zoned areas around mixed-use centers to 200-300 feet of Centers with complete services, including frequent (every 15 minutes) public transit.

Our reasons are as follows:

1) This amendment regarding middle housing is a huge change that potentially affects most of the city. To bring it into the Comp Plan at this late date is irresponsible. Middle housing deserves the same consideration as mixed use, residential infill and institutional zoning.

2) Opening this change to wide areas of the city will make thousands of smaller, viable, older, relatively affordable homes vulnerable to demolition. We question whether even smaller new houses will be as affordable, or as well built, as many currently existing houses.

3) A quarter mile around neighborhood centers is far too large. As drawn, middle housing zones would encompass all of Sellwood-Moreland, and almost all of the east-side from SE Holgate to NE Broadway. Opening up such wide swathes of the city is an invitation to bring in the backhoes and decimate traditional neighborhood character, historic housing and urban green spaces that the Comp Plan and the Residential Infill Project are charged with protecting.

4) A thoughtful process is needed to judge the impacts on neighborhoods of such a zone change. Each center should be considered on a case-by-case basis. Modeling and analysis must occur, including infrastructure, parking, transit, and impacts on adjacent single dwelling areas before making a zone change to such large areas of the city. (A related example: The City Council has decided to move very slowly to introduce the required deconstruction of demolished houses that will protect public health. The same caution must be applied to this zone change idea, even though, in this case caution does not benefit developers.)

5) The city has apparently little interest or influence over the development of effective public transportation. Without better transportation infrastructure it is unwise to encourage such widespread increases of density.

6) The Residential Infill Project has not completed its work regarding the scale and mass of single family houses. Code must be clear and transparent that much smaller houses are the sustainable way of the future. Any proposed multi-family buildings in single family residential zones must be the same size overall as a single family house in that zone. Code for middle housing areas must include tight controls on scale and mass of buildings to ensure that new construction is truly affordable for the majority of Portlanders.

7) Before such a large area of the city is re-zoned, "middle housing" and the goals around middle housing must be clearly and carefully defined. What is an "appropriate" designated center? What size and price is "middle housing"?

This amendment moves too fast: let the Residential Infill Project complete its work. Do some thoughtful modeling. Do not let the profit-centered interests of the developers to build new structures drive the decisions of the City Council.

Thank you for your careful consideration of our comments."

mayorcharliehales@portlandoregon.gov

Novick@portlandoregon.gov

Dan@portlandoregon.gov

Amanda@portlandoregon.gov

Nick@portlandoregon.gov

cctestimony@portlandoregon.gov

Thank you for letting the City know what you think about this idea by attending the Council meetings and testifying or sending written testimony.

Barbara Strunk

UNR Representative to the Residential Infill Project Stakeholder Advisory Committee

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 3:14 PM
To: lavaun heaster
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Comp Plan AMENDMENT S9: NE 122nd/Sandym\, AMENDMENT F72: 122nd/Shaver

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Lavaun,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: lavaun heaster [mailto:lavaunch@yahoo.com]
Sent: Wednesday, April 20, 2016 1:43 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>
Subject: Comp Plan AMENDMENT S9: NE 122nd/Sandym\, AMENDMENT F72: 122nd/Shaver

Hello Mayor Hales and Commissioners Fish, Fritz, Novick and Saltzman;
I am writing as a home owner and 20 year Portland resident with concerns about the Comprehensive Plan's suggested zoning for my neighborhood. As a recent arrival (October 2014) to the Argay neighborhood I have been distressed by the lack of infrastructure, services and most basic resources in an area where so many people are slated to migrate in the future. Of particular concerns to me in the Comprehensive Plan Draft are

amendment S-9 NE 122nd and Sandy K-Mart and F - 72 Rossi Farm I would like to suggest not changing housing zoning until a civic corridor is established. In our current neighborhood increasing multi family housing is unrealistic until the lack of services, resources and infrastructure have been addressed.

My home's walk score is 56, bike score is 49 and the transit score is 39 so I can not imagine bringing multi family housing in without significantly increasing the number of cars on the streets. With the lack of needed businesses, employment opportunities and almost no basic services in walking distance plus limited public transportation most newcomers will choose the option of using cars. Many of our streets still have no sidewalks and corners without curb cuts which always makes safety a concern for me when I go out with my neighbor who uses an electric wheelchair. Adding more housing into this mix does not seem particularly safe to me until a better business mix, safe accessible streets, increased public transportation and basic services such as a library are added to our neighborhood.

Even though I share my safety concerns with you I know that I do not hear about that many pedestrian accidents in my area and I would like to provide some perspective. My few neighbors and myself who are mostly elders and Disabled (capital D Disabled is a disability pride statement beyond the medical vs. social model) and do use public transportation almost never use one of the bus lines close to us. The nearest stop requires crossing NE Sandy without a light or traveling down to the light and traveling on no sidewalk for a few blocks to reach the stop. The bus stop itself has no sidewalk and the cars on Sandy zip by pretty fast. You don't hear about accidents there not because it is safe but because we just don't use that available but inaccessible service. This is some of the infrastructure that requires fixing before increasing our neighborhoods housing capacity especially in a neighborhood which draws the disability community.

One other aspect of this neighborhood I feel is important to mention is that Gateway is our hub and it is already quite crowded in our super markets etc.. At the Gateway Fred Meyer it can be quite the obstacle course with all the elders and those of us with disabilities navigating the

small children and each other. With more families moving into our area we will soon be over capacity.

I want to make it clear that I am not saying no more housing I am just saying the priory needs to be creating a civic corridor and a sustainable neighborhood for all before creating new needs.

Lavaun

El que quiera pescado que se moje el culo.
(He who wants fish should get his butt wet.)

Arevalo, Nora

From: kwnicholscomcast <kwnichols@comcast.net>
Sent: Wednesday, April 20, 2016 3:12 PM
To: Hales, Mayor; Commissioner Novick; Commissioner Fritz; Commissioner Saltzman; Commissioner Fish
Cc: BPS Comprehensive Plan Testimony; Mary Kay Nichols
Subject: Portland Comprehensive Plan - Support M74 with change to West of Cesar Chavez

Follow Up Flag: Follow up
Flag Status: Flagged

Portland Mayor and Commissioners,

We support amendment M74 amendment to Comprehensive Plan to downsize Eastmoreland from R5 to R7. We request this amendment to include all residences West of Cesar Chavez Blvd (aka SE 39th Ave.) and South of Woodstock. We understand that M74 currently is West of 36th

Ken and Mary Nichols
6507 SE 38th
Portland, OR 7202

503 438 8223

Arevalo, Nora

From: Stephanie Evjen <sbevjen@comcast.net>
Sent: Wednesday, April 20, 2016 3:06 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

we have lived in our home on SE Reedway / SE 19th for 25 years and are concerned at the High Density Zoning designation for North Westmoreland.

The zoning was changed to High Density back when the Max Line from Milwaukie was being planned - there was going to be a Max Station at SE Harold/McLoughlin and thus the higher density zoning would have been supported by that Harold Street station - however, the Harold Street station was NOT built and there are no plans to build it either. Maybe it will get built in 20 years, maybe not.

I already have cars racing past my house doing 50 MPH and as more and more HIGH density happens in Westmoreland, particularly North Westmoreland, it has become a safety concern.

the growing problems in our neighborhood are:

- Parking - multi family apartments/units being built with no parking included in the construction
- Traffic/congestion
- Decrease in trimet Buses -- less bus lines running now that Orange line open
- North Westmoreland's access to Orange Line - walking to Holgate station requires crossing 7 lane McLoughlin Blvd
- increased noise
- increased petty crime
- decreased sunlight
- decreased privacy
- the neighborhood schools are not able to support an influx of new children - the schools are small and old

It's a frenzy of building and development with no mindful plan to keep the integrity of the neighborhood

We are asking that the Zoning of North Westmoreland be returned / dropped back to the Zoning of R1 and R2.5.

thank you,

Stephanie & Eddy Evjen
1838 SE Reedway Street
Portland 97202



Arevalo, Nora

From: aslichter4030@gmail.com
Sent: Wednesday, April 20, 2016 3:06 PM
To: BPS Comprehensive Plan Testimony
Subject: Fwd: property 5384 SE Malden Drive Portland OR. 97206

Follow Up Flag: Follow up
Flag Status: Flagged

Forgive the last email for it was to read stay at the R5 residential zoning & not to be changed to the R7 zoning. See the amended email below thank you.

Sincerely,

Angie Slichter
5384 SE Malden Drive
Portland, OR 97206
503-775-4030
aslichter4030@gmail.com

Begin forwarded message:

From: aslichter4030@gmail.com
Date: April 20, 2016, 12:16:39 PM PDT
To: cputestimony@portlandoregon.gov
Cc: Ronald <rslichter@interstateroofing.com>
Subject: RE: property 5384 SE Malden Drive Portland OR. 97206

To Whom It May Concern-

We sent an email below to Portland City Council on April 14, 2016. Today we send another email in regards to our property located at 5384 SE. Malden Dr., Portland, OR 97206. We in the past mentioned that we wanted our property located at 5384 SE Malden Drive in Portland Oregon to stay at the current residential zone R5 rather than being changed to a residential zone R7 do to our future plans. Today we propose that if this is not going to be the case and it is changed to a R7 that our property located at 5384 SE Malden Drive Portland Oregon get preliminary approval to be grandfathered in and be kept at the R5 residential zone. Mentioned in our last email (see below) the reason for our request is we purchased the property in hopes of this being part of our long term plan for developing the property. Thank you again for your time, consideration & listening.

Sincerely,

Ronnie & Angie Slichter
5384 SE Malden Drive
Portland, Oregon 97206
503-775-4030

aslichter4030@gmail.com
rslichter@interstateroofing.com

From: aslichter4030@gmail.com
Date: April 14, 2016, 5:09:56 PM PDT
To: "cputestimony@portlandoregon.gov"
<cputestimony@portlandoregon.gov>
Cc: Ronald <rslichter@interstateroofing.com>
Subject: RE: Property at 5384 SE Malden Drive Portland Oregon 97206

To whom it may concern:

We recently purchased the property located at 5384 SE. Malden Dr., Portland, OR 97206 less than a year ago August 26, 2015. We bought this property in part because it had a current zone of R5 and we have plans to divide the lot so we could have more than one lot put in the back of the property. This is not what we were anticipating to be the zone plan nor part of our long-term future plan when we invested in the property. We are proposing that the property stay at the current R5 residential zone and not be changed to the proposed R7 residential zone. This property was to be part of our future retirement and if changed will affect our long term goal and future. Please consider our proposal. Thank you for your time and for listening.

Sincerely,

Ronnie & Angie Slichter
5384 SE Malden Drive
Portland, Oregon 97206
rslichter@interstateroofing.com
aslichter4030@gmail.com
503-775-4030

Arevalo, Nora

From: Monica Wright <monica.e.wright@gmail.com>
Sent: Wednesday, April 20, 2016 2:59 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

I oppose the approval of amendment M35 of the 2035 Comprehensive Plan.

Monica Wright
3542 SE Belmont St
Portland, OR 97214

Arevalo, Nora

From: Curt Kentner <curtkentner@yahoo.com>
Sent: Wednesday, April 20, 2016 2:55 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

I oppose the approval of amendment M35 of the 2035 Comprehensive Plan.

Don't put more traffic and retail on our residential streets. This is an out of state company trying to pad their pockets without any concern for the neighborhood.

I implore to vote it down.

thanks

Curt Kentner
1655 SE Spokane St
Portland OR 97202

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 2:43 PM
To: blackett.dirac@gmail.com
Cc: BPS Comprehensive Plan Testimony
Subject: FW: PCC Testimony Hayden Island Comp Plan Ammendment, J Roxburgh
Attachments: BPS Comp Plan City Council Amendments, J Roxburgh.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jan,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Alastair Roxburgh [mailto:blackett.dirac@gmail.com]
Sent: Wednesday, April 20, 2016 1:19 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: PCC Testimony Hayden Island Comp Plan Ammendment, J Roxburgh

Please see testimony for today's meeting, attached

Thank you,
Jan Roxburgh
hummingbirdzoo@yahoo.com

Sent from [Mailbird](#)

Wednesday 20th April, 2016

**Public Testimony on
BPS Comp Plan City Council Amendments
to the 2035 Comprehensive Plan,
Dated March 18, 2016**

To Mayor Hales and City Commissioners Amanda Fritz, Nick Fish, Steve Novick, and Dan Saltzman.

Dear Mayor Hales and Portland City Commissioners,

Thank you for putting your focused attention on Hayden Island and its challenges, and for quickly following up on the Bureau of Planning and Sustainability staff recommendation concerning mobile home parks.

I want to express heart-felt appreciation to everyone involved in helping get Policy 5.36 for Mobile Home Parks together, which states:

1. Encourage preservation of mobile home parks as a low/moderate-income housing option.
2. Evaluate plans and investments for potential redevelopment pressures on existing mobile home parks and impacts on park residents, and protect this low/moderate housing option.
3. Facilitate replacement and alteration of manufactured homes within an existing mobile home park.

Sadly our city is facing such serious challenges due to thousands of residents, including families, being homeless, or in danger of being homeless (e.g., due to rent increases) and so it is vital that already existing low and medium-income housing is protected. It has to be a priority. Thank you for recognizing that.

I also wish to express strong support for the new Neighborhood Center designation for Hayden Island, with a restraining height limitation of 45'. Having a Neighborhood Center intersected by a bridge the size of the I-5 might be a bit unusual, but the Neighborhood Center would be centrally placed on the island.

I would like to take the opportunity here to oppose further development along Tomahawk Drive. The traffic congestion there is already very concerning and presents dangers.

Regarding the Transportation System Plan Project List Amendments.

1. I strongly support a secondary (local access) bridge for Hayden Island that is for light rail, bicycles, and pedestrians, with the ability to allow emergency vehicles access and is seismically sound.
2. I strongly oppose a secondary bridge that would support car or truck traffic to and from or across Hayden Island.

Thank you

Janet Roxburgh
1503 N Hayden Island Drive,
Portland, OR 97217
Email: hummingbirdzoo@yahoo.com

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 2:33 PM
To: BK 5989
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Drive thru closing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear

On behalf of Mayor Charlie Hales, thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Please know your suggestions and feedback have been noted and shared with our staff.

The Mayor's goal is to create pedestrian and bicycle-friendly areas in the central city and elsewhere. Drive-thru's encourage driving and create traffic, causing conflicts in areas with high pedestrian use. The Portland Zoning Code already strictly limits new drive-thru development in the Central City and in many pedestrian-oriented commercial areas. Those regulations have been in place for 20 years. Drive-thru facilities will continue to have a role in the future of Portland, but new drive-thru facilities will be carefully regulated in Portland's historic pedestrian-oriented, commercial areas and main streets. This issue is coming up now because the City is reviewing and updating its Comprehensive Plan and Commercial Zoning regulations. Commercial development interests have launched an advertising campaign against the city's strong development regulations, and they are asking the city to loosen rules about the design of new commercial development.

Below I have listed some drive-thru regulation facts:

- We are not banning or otherwise forcing the closure of existing drive-thru.
- The updates to policy and regulations that pertain to future new development.
- Portland's development regulations encourage new development that is oriented to public sidewalks, and transit stops, rather than parking lots and drive-thru facilities.
 - These existing regulations promote pedestrian safety and make it easier for transit riders to get around.
 - Auto-oriented retail (fast food in particular) generates a lot of traffic that can disrupt neighborhoods.
 - Safety is a factor, because frequent curb cuts and large parking lots increase the number of conflicts between cars and pedestrians, making it more dangerous to walk.
 - Many seniors, youth and people with disabilities rely on public transportation to get around. The City's development regulations make it easier for them to get to their destinations. In cities without these regulations, shopping centers and commercial areas often lack sidewalk connections to the street, and bus stops are often located in remote corners of the site.

For more information, please visit the Bureau of Planning and Sustainability website at: <https://www.portlandoregon.gov/bps/57352>. If you have any further concerns regarding this matter, please contact our policy advisor Camille Trummer via email camille.trummer@portlandoregon.gov.

Thanks again for your time.

Sincerely,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: BK 5989 [mailto:bk5989@bkgbmo.com]
Sent: Wednesday, April 20, 2016 1:01 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>
Subject: Drive thru closing

Dear Mayor and Council Members,

I am employed by a BURGER KING® franchisee that owns and operates restaurants in the City of Portland. I am a part of this community and contribute not only to the economic stability and growth by spending money in our local community but by developing relationships with our clients that strengthen the community bonds.

We are an independent small business that makes our own business decisions for our restaurant locations. All BURGER KING® restaurants in the City of Portland (and State of Oregon) are franchised and owned by small business owners like us.

Many of our customers use drive-thrus. They are especially important for my customers who are disabled, elderly and families with small children. Being able to keep a drive-thru open late night allows customers the option of staying the safety of their car. Drive-thrus generate very few trips on their own. Most drive-thru traffic is generated by customers as a stop-off on trips they are already taking.

Even if existing drive-thrus are grandfathered, the proposed restrictions will make it very difficult for us to re-invest in our restaurants. This could have long lasting impacts including stopping construction projects and resulting additional funds flowing into the community the re-investment would have generated. The reduction in customer traffic would also likely force a reduction in our workforce that will have dramatic impacts on our employee's financial lives and the surrounding communities. And while we are members of our BURGER KING® family, these proposed ban/restrictions will impact so many of the employers in community including some of our favorite coffee shops and other quick service concepts. The potential loss of job opportunities in our communities are extensive.

PLEASE DON'T BAN DRIVE-THRUS OR CREATE SEVERE RESTRICTIONS ON THEM!

Thank you for your time and support in this matter.

Sincerely,
BK Management
Linda Patterson

Arevalo, Nora

From: Dan Anderson <oprncg@sbcglobal.net>
Sent: Wednesday, April 20, 2016 2:28 PM
To: BPS Comprehensive Plan Testimony
Subject: In opposition to the approval of amendment M35 of the 2035 Comprehensive Plan.

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

I want to go on record in opposing the approval of amendment M35 of the 2035 Comprehensive Plan.

A greedy Alaskan land management and development company, Brummell Enterprises, has requested to rezone several properties in Sellwood to CM2 (commercial mixed use) so they can demolish many of their rental properties and build 4 story apartment buildings with retail spaces below. One of these properties is located right next door to my younger daughter's house, but several more are located on other residential streets that can't handle this sort of strain. There is plenty of property already zoned for commercial use in the area. We don't need to demolish more classic portland homes to achieve density goals. Most members of the immediate community are not even aware this is happening. Please vote to deny the approval of amendment M35 of the 2035 Comprehensive Plan. Thank you.

Daniel Anderson
28 SE 28th Ave. Unit 203
Portland, OR 97214

Sent from my iPhone

Sent from my iPhone

Arevalo, Nora

From: Tom Wright <TWright@mcknze.com>
Sent: Wednesday, April 20, 2016 2:16 PM
To: BPS Comprehensive Plan Testimony
Cc: Krawczuk, Dana (Perkins Coie) (DKrawczuk@perkinscoie.com);
ekrieger@riverlakepartners.com; 'Scott, Nicholas & Laurie, Drew Krieger (themoor72@comcast.net)'; Gabriela Frask; Collier, Corky; 'Jim Laubenthal'
Subject: Testimony for Comp Plan Map Update and EOA
Attachments: LTR-City of Portland-Support for Amendment M33-160420.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Please include the attached testimony in the record for the (1) EOA and (2) Comprehensive Plan Map Update, and distribute at today's City Council hearing.

Thank you.

Tom Wright LEED AP
Principal/Director of Planning

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

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P 503.224.9560 W mcknze.com C [vcard](#)

RiverEast Center
1515 SE Water Ave, Suite 100
Portland OR 97214

This email is confidential, may be legally privileged, and is intended solely for the addressee. If you are not the intended recipient, access is prohibited. As email can be altered, its integrity is not guaranteed.

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

April 20, 2016

City of Portland, City Council
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201-5380

Re: Support for Amendment #M33 and Suitability of a Portion of Broadmoor Golf Course for Industrial Development

Dear Mayor Hales and Commissioners:

The purpose of this testimony is to offer our professional opinion that the approximately 42-acre portion of Broadmoor Golf Course that is proposed to be designated as Industrial by Amendment #M33 is generally suitable for industrial development.

Mackenzie is the primary author of 2012 Regional Industrial Site Readiness Project as well as additional industrial and employment lands studies for several Portland/Vancouver area jurisdictions. Mackenzie is also one of the leading A/E firms in industrial development, and specifically in the Columbia Corridor. The purpose of this letter is to provide a general overview of the feasibility of industrial use on the Broadmoor golf course site.

As evidenced by the Regional Industrial Site Readiness Project, there is a major shortage of land in the Portland Metro area that is shovel ready. The 2014 inventory update (from the original 2012 project) identified only 2 sites, larger than 25 acres, within the City of Portland (Specht Properties and Colwood) that were available for development within 6 months. Those sites are now being developed, so the City of Portland has no large industrial sites available. Further, the City of Portland has only two sites that are development ready within 30 months, both of which are owned by the Port of Portland.

Within the Portland Metro Area, due to the shortage of industrial/employment land, it is necessary to consider all relatively flat land that has good access and availability of public infrastructure when evaluating our land supply. The Broadmoor site, and specifically the 42 acres proposed for Industrial designation north of the sloughs (#M33), has physical characteristics similar to many other developed industrial sites in the Columbia Corridor. It is relatively flat, is within an area of other viable industrial uses (as well proximity to Portland International Airport) and has reasonable access to public utilities. Due to the managed floodplain in the Columbia Corridor, the FEMA floodplain is not a major factor that would limit development (fill and floodplain storage are addressed with drainage district). Similar to Colwood redevelopment, Broadmoor has opportunity to provide for an estimated 1,100 industrial jobs (based on Metro figures), yet still provide for 123+/- acres of natural resource land. This amounts to 2/3 of the original Broadmoor site dedicated for natural resource purposes. Lastly, the Broadmoor site is already within the Urban Growth Boundary, which results in less pressure to expand the regional UGB.

The Broadmoor site does not come without challenges, but as indicated above there are limited industrial sites left within the Portland Metro area, and specifically within the City of Portland. Most of the sites that have been developed in this area require special attention to soils (surcharge is typical in Columbia Corridor). Road access to the site, with public utility extension, will require cooperation with the Port of Portland (i.e., extension of NE Cornfoot Road) and potential private land acquisition for through connection to NE 33rd Drive. However, a potential public road between NE



P 503.224.9560 • F 503.228.1285 • W MCKNZE.COM • RiverEast Center, 1515 SE Water Avenue, #100, Portland, OR 97214
ARCHITECTURE • INTERIORS • STRUCTURAL ENGINEERING • CIVIL ENGINEERING • LAND USE PLANNING • TRANSPORTATION PLANNING • LANDSCAPE ARCHITECTURE
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City of Portland, City Council

Support for Amendment #M33 and Suitability of a Portion of Broadmoor Golf Course for Industrial Development

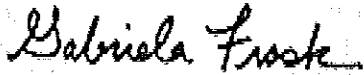
April 20, 2016

Page 2

Cornfoot and NE 33rd Drive could be of great benefit to connectivity for the area's transportation system. In our professional opinion and experience, based on our preliminary evaluation, access to the #M33 area is feasible.

The adjacent Metro property to the north (Catkin Marsh), previously owned by Broadmoor, is currently zoned industrial by the City and is primarily covered in wetlands. Given the critical shortage of industrial lands, it is unfortunate that the City did not proactively consider "swapping" this industrial zoning to an area of Broadmoor that is more feasible for industrial development. In 2008-2009, the site was briefly marketed for sale and interest for industrial development was strong. Based on our involvement at that time, the primary holdback was not the physical conditions of the property, but instead the need to have proper industrial zoning in place. Amendment #M33 proposes to include an Industrial Comprehensive Plan designation on a portion of Broadmoor, which will still allow evaluation and public review when industrial zoning is requested at a later date. The City has a land use process already in place, through a zoning map amendment application (and associated approval criteria) to determine if adequate public services are available. It will be a lost opportunity if the City does not allow the requested industrial comprehensive plan designation through the current Employment Zoning Project.

Sincerely,



Gabriela Frask
Planner



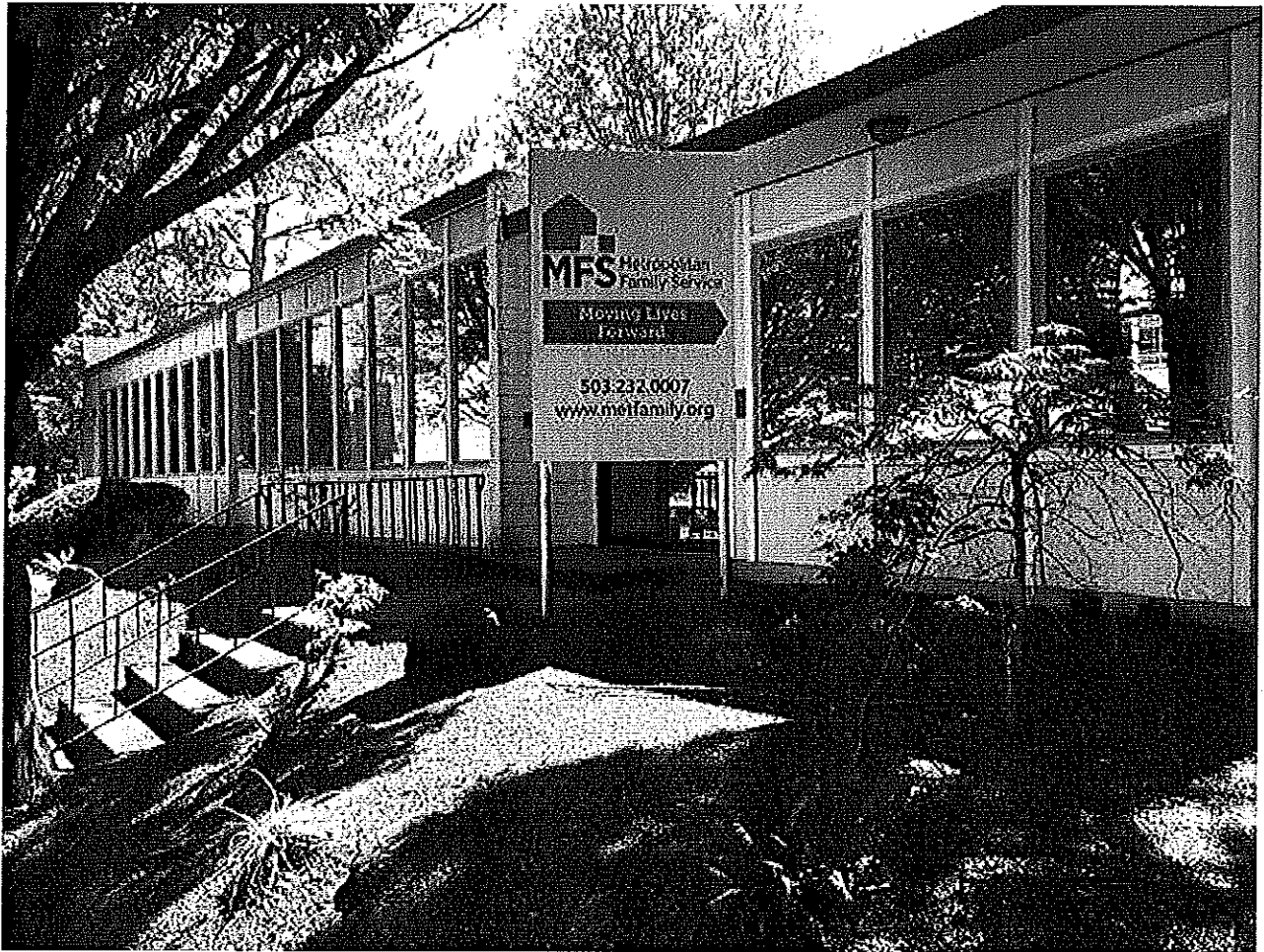
Arevalo, Nora

From: Jack Hopkins <hopkins.jack@gmail.com>
Sent: Wednesday, April 20, 2016 2:10 PM
To: BPS Comprehensive Plan Testimony
Subject: Fwd: 1808 SE Belmont 97214

Follow Up Flag: Follow up
Flag Status: Flagged

Subject: 1808 SE Belmont

Please pass this on to the Mayor and the Commissioners. I don't have their email addresses.



Dear Portland City Council,

This building has been zoned incorrectly for approximately 20 years. In October of last year the Planning and Sustainability Commission recommended in their 2035 Comprehensive Plan to change it from Medium Density Multi-Dwelling to Mixed Use- Urban

Center. (a much more appropriate designation).

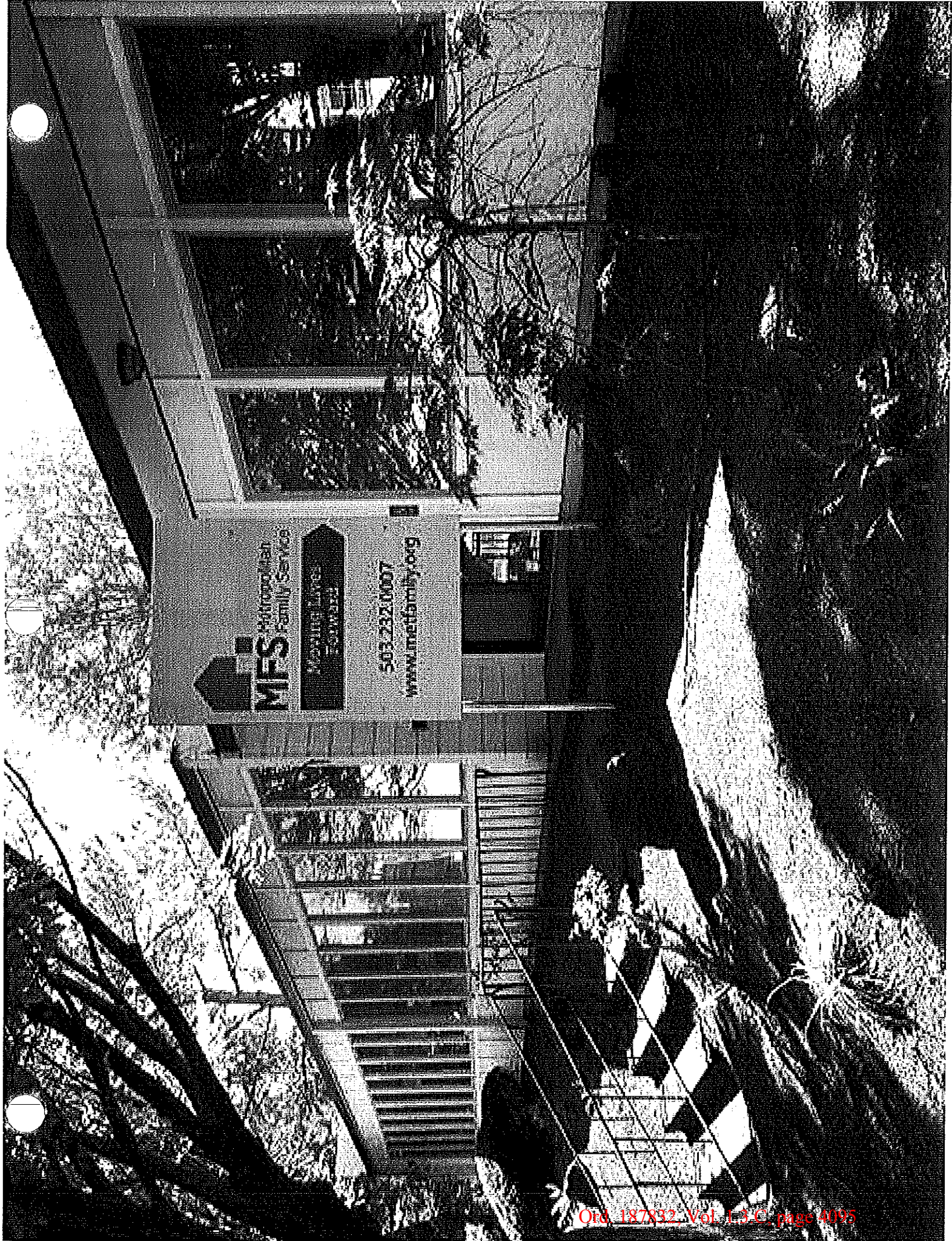
Recently an amendment (#S20) was requested by Commissioner Novick and Commissioner Saltzman to restore the existing zone.

If you would vote against their amendment it would benefit my tenant, myself and the other property owners on the south side of Belmont between 16th and 19th.

Jack Hopkins

Jack@nwmed.com

503.887.4000



Arevalo, Nora

From: Laura Stahman <stahmal@mail.wou.edu>
Sent: Wednesday, April 20, 2016 1:51 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive plan testimony

Follow Up Flag: Follow up
Flag Status: Flagged

I am strongly oppose high density zoning in north westmoreland. Please drop zoning back to R1 and R2.5 along with recommendations from the Bureau of Planning and Sustainability and SMILE. We never got the Harold street max station, thus the zoning should be returned to its original plan.

Thank you,
Laura Stahman
1936 SE Harold street,
Portland, OR, 97202

Arevalo, Nora

From: Lisa Joerin <lisaj@simpsonandco.com>
Sent: Wednesday, April 20, 2016 1:30 PM
To: BPS Comprehensive Plan Testimony
Subject: "Comprehensive Plan Testimony"
Attachments: image001.emz; 2016 Comp Plan Testimony.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Attached is our Testimony for the Comprehensive Plan. Please include it in the formal testimony. Our Contact information is at the bottom of the email.

I have copied the testimony in this email, in case you have difficulty in opening the pdf file.



SIMPSON & COMPANY
A PROFESSIONAL CORPORATION
CERTIFIED PUBLIC ACCOUNTANTS

April 20, 2016

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

RE: Comprehensive Plan Testimony

To whom it may concern:

The Goose Hollow area is a dense populated, walkable, vibrant neighborhood composed of residential and business uses.

In the early 1970's, to save the four buildings on the north side of SW Main Street between King and St. Clair Avenue from certain destruction, office use of these buildings was legally permitted. These permits were issued to the owners of the buildings and are still in use today. The office use has become a part of the community, discretely used this way for the past 45 years. These offices contribute to a complete neighborhood by providing well maintained buildings and family wage jobs that are compatible with the neighborhood.

As a neighborhood business owner and the representative of two of the buildings located at 2165 and 2153 SW Main Street, the owners of the properties and my concerns with the pending zone changes is

that the current use will not be allowed to continue. Zone changing should not become a burden on existing uses, rather the Comprehensive Plan should be the time to embrace good practices such as the compatible businesses on SW Main Street and remove outdated zoning encumbrances.

Several options have been discussed to allow the continuation of the existing uses, each with their own concern. Regardless of the solution the comprehensive plan update needs for the current use to be allowed in perpetuity and not be restricted to a single owner.

While we recognize the community's desire to retain the single family designation for these properties, we would like to request that the purpose of the initial draft comprehensive plan proposal of R2 zoning be carried forward. The intention of the R2 zone change was to provide these properties with the ability to apply for a historic perseveration incentive review which can currently only be done under the R2 zone.

Therefore we request zoning code language changes, as part of the Early Implementation phase of the Comprehensive Plan update, to allow the historic preservation incentives for existing and longstanding office uses to apply to historic resources in the R5 zone.

We object to the proposed March 18, 2016 Amendment #M58, which as written does not address a resolution to the root issue for these properties that the original comprehensive plan update proposal provided. This amendment leaves the businesses and properties who have long been a part of the community in a cloudy uncertain future.

The bottom line is the Comprehensive Plan Update must allow the continued use of the buildings as offices without the cloud of permit revocation or additional requirements.

Respectfully,

Lisa Joerin

Lisa Joerin, Owner
Simpson & Company, PC

c: Jacqueline Simpson, Member, Rhododendron House, Ltd
Dr. Gary Taubman, Member, Taubman Main Street LLC.

Lisa A. Joerin, CPA

Simpson & Company, P.C.
2165 SW Main Street
Portland, Oregon 97205
503-222-3673 Ext. 403
Fax 503-227-2289
www.simpsonandco.com

IRS CIRCULAR 230 NOTICE: Under recently issued IRS regulations, we must inform you that any US tax advice contained in this message was not intended or written to be used, and cannot be used, for the purpose of avoiding penalties that may be imposed under federal tax law. By regulation, a taxpayer cannot rely on professional advice to avoid federal tax penalties unless that advice is reflected in a comprehensive tax opinion that conforms to strict requirements.

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SIMPSON & COMPANY
A PROFESSIONAL CORPORATION
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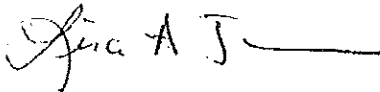
Council Clerk
April 20, 2016
Page 2

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We object to the proposed March 18, 2016 Amendment #M58, which as written does not address a resolution to the root issue for these properties that the original comprehensive plan update proposal provided. This amendment leaves the businesses and properties who have long been a part of the community in a cloudy uncertain future.

The bottom line is the Comprehensive Plan Update must allow the continued use of the buildings as offices without the cloud of permit revocation or additional requirements.

Respectfully,



Lisa Joerin, Owner
Simpson & Company, PC

c: Jacqueline Simpson, Member, Rhododendron House, Ltd
Dr. Gary Taubman, Member, Taubman Main Street LLC.

Submitted by email: April 20, 2016

**Public Testimony In Support of BPS Comp Plan,
City Council Amendments for Hayden Island, Dated March 18, 2016**

Mayor Hales and Commissioners:

Thank you for your recent focus on, and support of, Hayden Island's special situation and needs, and for quickly following up on the Bureau of Planning and Sustainability staff recommendation regarding Hayden Island.

As a Hayden Island resident,

- 1) I am in favor of the Neighborhood Center designation which has a height limitation of 45'
- 2) I strongly support a car-free Rail/Bike/Pedestrian local-access bridge for Hayden Island, conceptually like a half-length Tilikum Crossing, but only supporting the following:
 - a) Light Rail passenger trains (terminating in the Neighborhood Center),
 - b) Bicycle traffic,
 - c) Pedestrian traffic.

This will greatly assist in keeping island car and truck road traffic at or below current levels. Lower levels of island car traffic would be an expected result of bringing Light Rail to the island, so that those with cars are more likely to leave them at home.

Please do not build a car/truck bridge between Hayden Island and Marine drive! To do so would add unwanted and unneeded traffic congestion to Hayden Island, due to:

- a) Truck (and car) traffic from Marine drive attempting to take a short-cut to the Columbia I-5 Bridge, and also in the opposite direction.
- b) Hayden Island has very few alternative road routes, and has little space to create more.

A local access Rail/Bike/Pedestrian bridge would allow another car lane out of the northbound clover-leaf which currently is a Bicycle Lane.

This local-access bridge would give the Island a new seismic-rated bridge that would also permit an exit from the island for car traffic, and passage of emergency vehicles, in the event of an earthquake or a flood!

3) I strongly support Commissioner Fritz's Manufactured Home Park amendment (Policy 5.36 Mobile Home Parks)!

4) I like it that transportation issues can be more readily requested for repair under the Neighborhood Center label!

5) Any further commercial development along Tomahawk Drive must be resisted because the island is not wide enough for more road lanes to support it. Ever since the Island Cafe re-opened last Saturday there has effectively been only single lane traffic!

Thank you for the opportunity to contribute to the public testimony on this topic.

**Alastair Roxburgh,
1503 N Hayden Island Drive,
Portland, OR 97217.**

Email: aroxburgh@ieee.org

Arevalo, Nora

From: Sarah Cantine <sarah@seallp.com>
Sent: Wednesday, April 20, 2016 1:19 PM
To: Commissioner Novick; Saltzman, Dan; Commissioner Fish; Commissioner Fritz; Hales, Mayor
Cc: Stark, Nan; Grumm, Matt; Elmore-Trummer, Camille; BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Map Amendment # M42

Follow Up Flag: Follow up
Flag Status: Flagged

Mayor Hales, Commissioners and City Staff

I am writing as a Boise neighborhood resident to express my opposition to the **Comprehensive Plan Map Amendment # M42** (Proposed Changes 1471 and 1514).

This Amendment is the result of an effort and testimony by Alem Gebrehiwot who owns 1 of the 17 properties proposed for a Comprehensive Map change and subsequent rezoning from R1 and R2 to the new Mixed Use Zones CM2 designation.

I have been a resident of the Boise Neighborhood for 13 years, serving for the past 3 years on the Boise Neighborhood Board and Land Use and Transportation Committee. I am also a member of the Residential Infill Stakeholders Advisory Committee.

Our neighborhood has seen tremendous change over the last few years- I would venture more than most neighborhoods and with a higher density and diversity of projects. Many people in the neighborhood feel overwhelmed and powerless to affect these changes, which is having a destabilizing effect on the neighborhood as a whole. As you well know there is a long history of displacement, gentrification and unfulfilled promises of rehousing for local populations in Boise. That doesn't diminish the love we have for this wonderful neighborhood, which has seen the establishment of the City of Albina and every significant era since.

Mr. Gebrehiwot's proposal is to up-zone a portion of a "local street" in a residential neighborhood for Commercial use. The current R-1 zone allows for a higher level of density than is currently realized, with the setback and massing requirements that are appropriate to the neighborhood context. From the testimony heard at our two neighborhood meetings devoted to this topic, removing those requirements by up-zoning would contribute to a loss of privacy and sense of neighborhood fabric, and further the sense of out of control change being foisted upon the neighborhood.

While our SAC is not commenting upon zones above single family, this R-1 zone offers ample opportunity for the "middle-housing" we discuss as missing in our neighborhoods. It offers the possibility of a wide and diverse variety of housing options that can be more readily developed on a small scale, and most importantly, by current residents under current code. Local residents who have already invested in the neighborhood should be able to share in the profits made by its appreciation, and shape how the neighborhood ultimately grows. By investing in alternative housing types, residents may avoid being displaced, house values can be kept affordable, current viable houses retained, and density on a human scale achieved. I believe this will result in a richer, denser and more diverse community that adapts to meet this community over time.

By contrast, the insertion of a commercial zone in the middle of a neighborhood creates a sense that the land is worth more than homes, leading to decreased investment in existing housing. The continual loss of the neighborhood context and affordability causes resentment toward both the City and developers. People eventually move as land is consumed by larger scale outside developers who are not invested in the survival of the community, or the urban fabric which makes the neighborhood desirable, unique and relevant. It also does not ultimately improve the lives of those displaced who lose connection to family, history and community, and likely can't afford to replace what they have lost. The neighborhood is not generally opposed to increased density from what I hear and understand. But when it is out of scale and context, contributes to congestion, displacement, unaffordability and a decrease in quality of life, it is clearly not in the community's best interests. It is also not in the best interests of the City to fracture and lose vibrant communities.

I appreciate Mr. Gebrehiwot's desire to add value to his property. However, I oppose his proposal for the value it takes from neighbors and the community as a whole.

I appreciate Council's consideration and dedication to providing equitable housing,

Respectfully,

Sarah Cantine
67 NE Failing Street
Portland, OR 97212-1011
503.351.2897

Sarah Cantine Architect, CSBA

S|E A

SCOTT | EDWARDS ARCHITECTURE LLP

2525 East Burnside Street Portland, Oregon 97214
p: 503.226.3617 f: 503.226.3715 www.seallp.com

Arevalo, Nora

From: David Emmite <david@davidemmite.com>
Sent: Wednesday, April 20, 2016 1:16 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Hello -

My name is David Emmite, I am writing express my opposition to the approval of amendment M35 of the 2035 Comprehensive Plan.

David Emmite
4014 NE Laurelhurst Place
Portland OR 97232



Home Builders Association
of Metropolitan Portland

April 18, 2016

The Honorable Charlie Hales, Mayor
Portland City Hall
1221 SW Fourth Avenue
Portland, OR 97204

Re: Comprehensive Plan Amendments

Dear Mayor Hales and Commissioners:

The Home Builders Association of Metro Portland (HBA) appreciates the opportunity to comment on the Draft Amendments to the 2035 Comprehensive Plan. We recognize the significance of this plan in establishing the framework to accommodate future growth and development over the next 20 years. We appreciate the challenge before the city during this process to inform the proposed goals and policies that will help guide Portland.

First, we support the inclusion of amendments that would enable and encourage the development of middle housing in Portland. As has been noted, middle housing options are an integral component to help address the city's housing affordability and equity goals – and the amendment is an excellent start.

However, the proposal should go even further than contemplated. In particular, middle housing should not be restricted to limited, designated areas of the city. Rather, the development of middle housing should be encouraged throughout Portland as an essential, affordable element to accommodate our growth and diversity of housing needs. We would respectfully ask Council to consider this change.

In short, incorporating middle housing throughout all city neighborhoods provides residents, regardless of race or income level, the opportunity to reside in more amenity-rich areas of the city and further enhances the character and diversity that is the embodiment of Portland.

Second, we understand the rich diversity of housing that exists throughout Portland's neighborhoods. The city has an intricate classification system that has served Portland well by ensuring that historic and conservation landmarks, as well as historic and conservation districts, are protected as part of the city's urban fabric.

That said, policy proposals outlined in Chapters 3 and 4 of the proposed amendments appear to apply a more expansive approach to 'historic resource' protection and may have an unintended, detrimental impact on housing affordability. We would caution against a more expansive approach to existing historic preservation so as not to exacerbate an already pressing issue around housing affordability.

Home Builders Association of Metro Portland
1555 SW Bangy Rd., Ste. 301
Lake Oswego, OR97035
503-684-1880 • Fax 503-684-0588

Lastly, recognizing the growth projections facing Portland over the next 20 years, we must continue to embrace increased density, maximize our limited land availability throughout the city, and ensure that policy proposals put forward are viewed through the lens of housing affordability and opportunity for current and future residents of the city.

The HBA values our relationship with the City and looks forward to working together on these important issues for Portland. Thank you for your consideration of the proposed items.

Respectfully,

A handwritten signature in black ink, appearing to read 'P. Grove', with a long horizontal flourish extending to the right.

Paul Grove
Director of Government Relations
Home Builders Association of Metro Portland

Arevalo, Nora

From: Krawczuk, Dana (Perkins Coie) <DKrawczuk@perkinscoie.com>
Sent: Wednesday, April 20, 2016 1:02 PM
To: BPS Comprehensive Plan Testimony
Cc: Erik Krieger; Scott, Nicholas & Laurie, Drew Krieger (themoor72@comcast.net) (themoor72@comcast.net); Tom Wright
Subject: RE: Testimony for Comp Plan Map Update and EOA
Attachments: LETTER_001.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

My previous email accidentally included an earlier draft of the map. Please replace that testimony with the attached, and include it in the record. I apologize for the confusion and inconvenience.

Dana Krawczuk | Perkins Coie LLP
SENIOR COUNSEL
1120 N.W. Couch Street Tenth Floor
Portland, OR 97209-4128
D. +1.503.727.2036
F. +1.503.346.2036
E. DKrawczuk@perkinscoie.com

From: Krawczuk, Dana (Perkins Coie)
Sent: Wednesday, April 20, 2016 12:56 PM
To: cputestimony@portlandoregon.gov
Cc: Erik Krieger; Scott, Nicholas & Laurie, Drew Krieger (themoor72@comcast.net) (themoor72@comcast.net); Tom Wright
Subject: Testimony for Comp Plan Map Update and EOA

Please include the attached testimony in the record for the (1) EOA and (2) Comprehensive Plan Map Update, and distribute at today's City Council hearing.

Thank you.

Dana Krawczuk | Perkins Coie LLP
SENIOR COUNSEL
1120 N.W. Couch Street Tenth Floor
Portland, OR 97209-4128
D. +1.503.727.2036
F. +1.503.346.2036
E. DKrawczuk@perkinscoie.com

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Dana L. Krawczuk
DKrawczuk@perkinscoie.com
D. +1.503.727.2036
F. +1.503.346.2036

April 20, 2016

VIA EMAIL (CPUTESTIMONY@PORTLANDOREGON.GOV)

Portland City Council
Attention: Ms. Karla Moore-Love, Council Clerk
City of Portland
1221 SW Fourth Avenue
Portland, OR 97204

**Re: Testimony related to the Economics Opportunity Analysis and in Support of
Comp Plan Amendment #M33**

Dear Mayor Hales and City Council Members:

This firm represents Broadmoor Inc. ("Broadmoor"), which is comprised of a family that has owned the Broadmoor Golf Course located at 3509 NE Columbia Boulevard for over 100 years. Please include this testimony in the record of the above-referenced proceedings (the EOA and the comp plan) and provide us with notice of the final decisions.

Broadmoor intends to continue to operate as a public golf course for the foreseeable future. However, as golf revenues at public courses have continued to decline over the past 10 years and the City's need for additional employment land increases, Broadmoor acknowledges that at some point developing a portion of the golf course with an industrial use, while preserving higher-quality natural resources in open space, may be the highest and best use of the land. For these reasons, Broadmoor supports Comp Plan Amendment #M33, which proposes to designate approximately 42 acres north of the Columbia Slough as Industrial, as depicted upon the attached map.

As Council considers #M33, we believe that it is important to keep the following facts and issues in mind:

- The proposed comprehensive plan amendment does not allow industrial development. The property must go through a separate zoning map amendment process prior to when development could occur. Zoning map amendments require a robust public process, at which time mitigation requirements would be identified.

- The proposed comprehensive plan amendment does not reduce the existing “c” and “p” environmental overlay zones on the property. The existing environmental protections that were imposed as part of the recent Airport Futures Plan remain intact.
- Of the area where the Industrial comp plan designation is proposed by #M33, over 13 acres has no “c” and “p” environmental overlay zones. Therefore, when the environmental overlay zones were updated on the golf course in 2011 as part of Airport Futures, the City determined that the resource value of a portion of the area did not warrant special protection.
- We have seen no adopted data that demonstrates that the approximately 42-acre area subject to #M33 at Broadmoor has superior habitat value to the approximately 86-acre area subject to #M34 at Riverside. For example, as part of Airport Futures, the City adopted the May 13, 2011 Middle Columbia Corridor/Airport Economic, Social, Environmental and Energy Analysis (“ESEE”). <https://www.portlandoregon.gov/bps/article/3001150>. The ESEE describes “Inventory Site CS1: Buffalo Slough and Peninsula Canal,” which is 1,287 acres and includes Broadmoor, Riverside and Columbia Edgewater, as well as other lands. In that analysis, the golf courses are generally described as a single feature (see page 129 and Table 26. The ESEE also describes that both the #M33 and #M34 area are special habitat areas (Site CS2-Map 3)
- Broadmoor and the owners of Riverside Golf Course counted the number of trees in the area subject to #M33 as compared to #M34. Broadmoor has approximately 80 trees; Riverside has 764 trees.
- Industrial development of the #M33 area is feasible, as described in the testimony from Mackenzie on behalf of Broadmoor.
- Broadmoor has no immediate development plans. If they develop in the future, they expect that the open space areas of the golf course (including those that do not currently have an environmental overlay designation) will be enhanced. As depicted on the attached map, over 50% of Broadmoor’s current golf course would be open space; and, when the previously Broadmoor-owned Catkin Marsh¹ is considered, the ratio increases to 2/3 of the property being protected as open space. The end result would be a lift in the functions and values of the higher quality resources, while also providing jobs.

¹ A few years ago Broadmoor sold the approximately 54-acre Catkin Marsh area to Metro. This area is currently zoned industrial, and is proposed to be converted to open space.

- The proposed comp plan designation provides the opportunity to provide a critically needed east/west road improvement connection to NE 33rd Avenue that could relieve freight congestion on NE Columbia Boulevard.
- This new road connection, or the enhanced natural areas, would provide the opportunity for extending pedestrian and cycling access via the 40-mile link.
- Broadmoor is open to the possibility of pursuing development of the #M33 area at some point in the future, so #M33 is considered “available” and “developable land” pursuant to the Goal 9 rules. Therefore, the City has a legal and evidentiary basis to rely upon this acreage as part of its total land inventory, short term supply, EOA and comp plan. Conversely, Riverside Golf Course has consistently objected strongly to the proposed designation of approximately 86 acres of its property as Industrial. Should the City reject Amendment #M34 and designate that acreage as Industrial, relying upon that land capacity as being available during the planning period is inconsistent with Goal 9,² its implementing rules and is not substantial evidence.

BPS recommends support of #M33, but BES has offered testimony in opposition to the amendment. We request that the Council and bureaus work collaboratively to create a data-driven solution that protects valuable natural resources, while also providing our community with the opportunity to accommodate needed jobs.

We appreciate your consideration of our testimony.

Very truly yours,

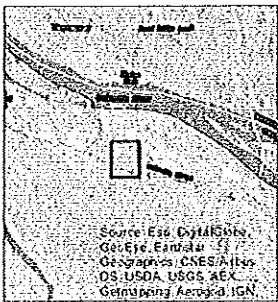
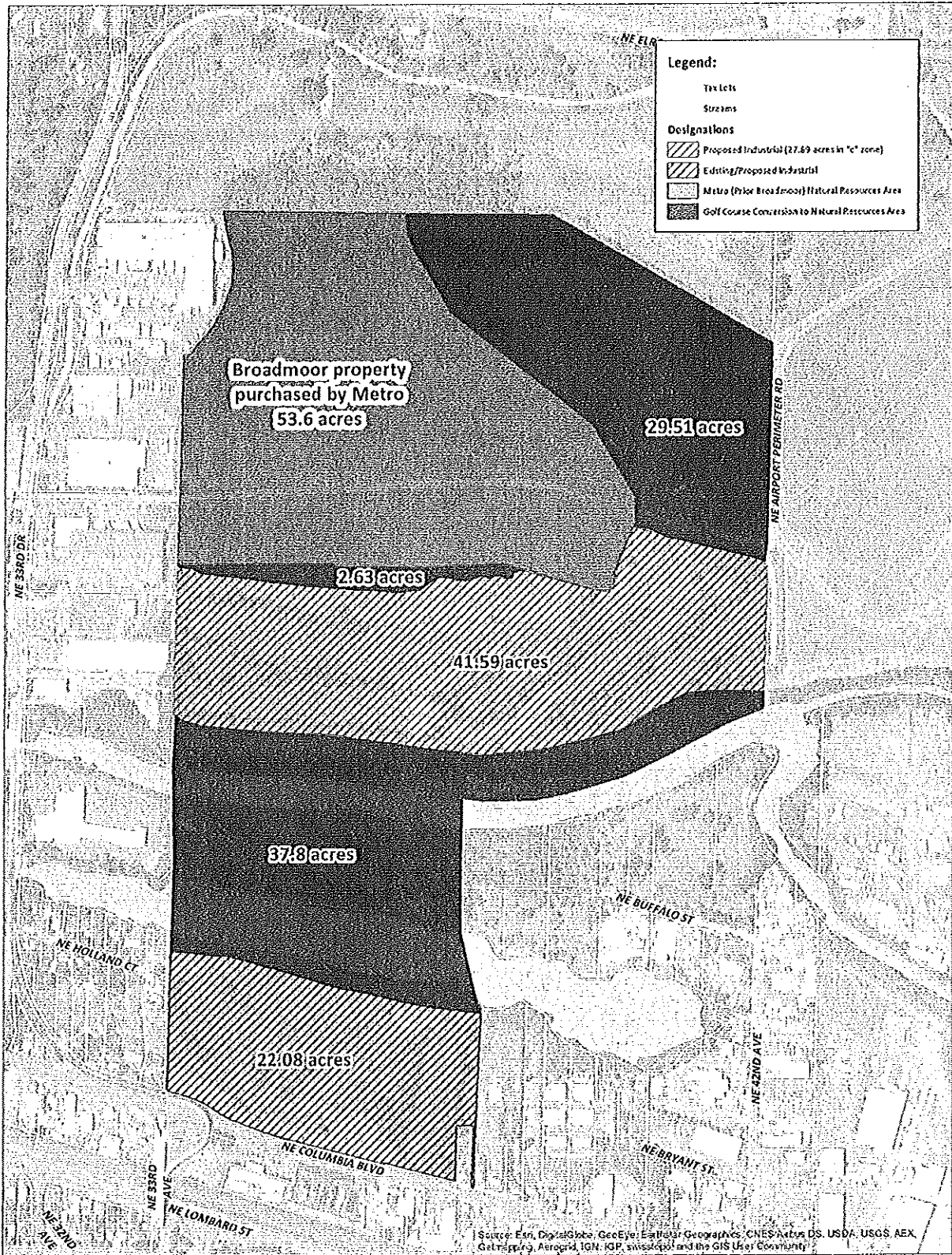


Dana L. Krawczuk

Enclosures

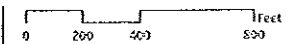
cc: Scott Krieger, Broadmoor, Inc. (via email) (with enc.)
Erik Krieger, Broadmoor, Inc. (via email) (with enc.)
Tom Wright, Mackenzie (via email) (with enc.)

² Riverside Golf Course is considered “developed land” because it is occupied by permanent buildings and improvements. Therefore, in order to be included in the total land supply, the golf course must be “likely to be redeveloped during the planning period.” OAR 660-009-0005(1) and (13). To be considered available as short term supply, the golf course land should also be available. OAR 660-009-0025(7).



BROADMOOR GOLF COURSE
Industrial/ Natural Resource Opportunities

Portland, Oregon



North Arrow

Scale = 400 Feet

STALEY & ASSOCIATES
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MACKENZIE.

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Arevalo, Nora

From: Darlene Curran <darlenevcurran@gmail.com>
Sent: Wednesday, April 20, 2016 1:01 PM
To: BPS Comprehensive Plan Testimony
Subject: Comp Plan - Argay Terrace - Reject Amendments F72 and S9

Follow Up Flag: Follow up
Flag Status: Flagged

Greetings:

There are some proposed amendments to the 2035 Comprehensive Plan that will negatively impact my neighborhood. I moved to Parkrose Heights in 1965 and graduated from Parkrose High School in 1969. I now live in Argay Terrace and have been at my current address for 13 years.

The amendments at issue are Amendment S9 concerning the Kmart property at Northeast 122nd Avenue and Sandy Boulevard and Amendment F72 concerning the Rossi and Giusto farm properties fronting Northeast 122nd Avenue near Shaver St.

As Portland continues to grow and our inner city neighborhoods continue to gentrify, it is well known that neighborhoods like mine east of 82nd Avenue are carrying the housing burden of folks forced out of the inner city by ever escalating rent and housing costs.

Argay Terrace is a unique neighborhood developed in the 1960s featuring large lots and meandering streets that are very appealing to families. It is important to me and to my neighbors to maintain the flavor and family friendly neighborhood we chose when we purchased homes in Argay Terrace.

The proposed amendments noted above have the potential of adding hundreds of new apartments to the Argay Terrace neighborhood. Our neighborhood is currently 56 percent single family homes to 44 percent apartments...a much higher apartment rate than most other Portland neighborhoods. Added apartments as proposed by this amendment have the potential to swing that ratio to 37 percent single family homes and 63 percent apartments.

These proposed amendments also have the potential to over burden Parkrose schools. You may be aware that the superintendent of the Parkrose School District is in favor of these amendments, however, many of us who live in Argay Terrace (she does not) are concerned she may simply be looking at the added dollars more students will bring to the district without considering how those students will be impacted by overcrowding.

With these very important considerations in mind, *I ask that the Commissioners and the Mayor vote to reject Amendment S9 and keep the Kmart site at Northeast 122nd Avenue and Sandy Boulevard Mixed Employment in the final 2035 Comprehensive Plan as recommend by the Portland Bureau of Planning and Sustainability.*

I also ask that the Commissioners and the Mayor vote to reject Amendment F72. Keep Mixed Employment to the west half of the Rossi and Giusto farm properties fronting Northeast 122nd Avenue. In addition, re-designate the eastern half of the Rossi and Giusto farm properties and all existing farm property (including the Jarre properties) from R-3 to R-5 single family.

Please keep Argay Terrace livable.

Regards,

Darlene V Curran

3510 NE 134th Ave

Portland, OR 97230

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 1:01 PM
To: rslsrl@juno.com
Cc: BPS Comprehensive Plan Testimony
Subject: RE: VOTE "NO" ON TURNING 57 ACRES OF WILDLIFE HABITAT INTO INDUSTRIAL LAND S!

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Susan,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

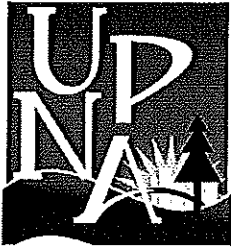
From: rslsrl@juno.com [mailto:rslsrl@juno.com]
Sent: Wednesday, April 20, 2016 12:42 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: VOTE "NO" ON TURNING 57 ACRES OF WILDLIFE HABITAT INTO INDUSTRIAL LAND S!

Dear Mayor Hales,

I urge you to vote no on turning 57 acres of wildlife habitat and open space at Broadmoor Golf Course into industrial lands.
I sincerely hope that you will join your colleagues on the Council in voting "no."

Thank you,

Susan Leeb



University Park Neighborhood Association

[ATTACHMENT A]

December 1, 2015

The General Membership of the UPNA voted at its October 26, 2015 meeting to request that the five parcels of land that are zoned Commercial south of Willamette Blvd just east of the railroad cut be rezoned to Residential, preferably R-5. The Land Use Committee will be making this request to the Bureau of Planning and Sustainability and the City Council. This should not increase your taxes since your property currently has a residence.

Thomas Karwaki

Vice- Chair

Chair of Land Use Committee



University Park Land Use Committee and UPNA Board

TESTIMONY TO CITY COUNCIL IN SUPPORT OF F-68

Rezone from Commercial/Mixed Use to Residential R-5

The University Park Neighborhood Association Board at its April 11, 2016 meeting voted to thank Commissioner Fritz for proposing this amendment. The UPNA Board and Land Use Committee notes that the neighborhood requested in the 1980 Comprehensive Plan process that this land be residential due to the sharp 90-degree curve on Willamette. The UPNA Board notes that there have been several accidents and near collisions between bicyclists and motorized vehicles at this location in the past five years. It also would keep UPNA's neighborhood character intact with no other commercial property south of Willamette Blvd. The General Membership of the UPNA voted at its October 26, 2015 meeting at its January 25, 2016 meeting to approve this request for rezoning. The Land Use Committee knocked on each affected residents' door in December 2015 and left the flier found in Attachment A. Notice of these rezoning requests was included on the UPNA Facebook page and Nextdoor. The Land Use Committee did not hear of any opposition to this request until March 30 and has talked with the landowner in question. The Board and Land Use Committee agree with the BPS Staff that there are stormwater and traffic safety concerns that are significant public interest issues that can be addressed by this proposed amendment

TESTIMONY on N-30110 and N-30087

The UPNA Board and Land Use Committee and Open Space Committee SUPPORT N30087 - upgrading the priority of the N Portland Greenway Trail Segment 1 and the NEW proposed Willamette Blvd Bikeway in project 30110.

DELIVERED BY:

Thomas Karwaki

Vice Chair, UPNA

Chair Land Use & Transportation Committee

I am a resident of the Eastmoreland neighborhood and have been so since 1987. Back in those days, interest rates were double digit and the housing market definitely favored the buyer. Since I was purchasing my first home, I spent a lot of time researching the various neighborhoods of Portland. Always figured that I would live on the westside because I didn't want to be stuck on a bridge in my commute to downtown Portland. (Collective chuckle from both writer and reader...who knew what US 26W would become?!) On a whim, I ventured into the Eastmoreland neighborhood and viewed a smaller, 1926 built home that had undergone remodel work to the kitchen and first floor bath. This dwelling has been my home for 29 years.

I have a dog in this hunt to support Amendment M74 to change Eastmoreland to an R7 zone. The description of the proposed R7 zone appears to include my home, my property tax statement describes my property as Eastmoreland and the map boundaries I've seen for R7 show those residences abutting S.E. 36th Ave on its eastern curbside as a part of the R7 zone proposal. **I also agree with the neighborhood association study, that the part of the neighborhood (between SE 36th and SE Cesar Chavez Blvd) currently zoned R5 be changed to R7 as well.**

Since 2008 I have been shocked and hurt by the policies and allowances the BPS/City of Portland has made to infill developers in my neighborhood. Let's be clear, these folk are not in this business to lose money and anything that can be done to expedite construction is welcomed on their bottom line. Trees in the way? No problem, pay the token removal fee! Demolition of a remodeled single level home on large lot? No problem, do it over Memorial Day weekend without neighbor notification. Split the lot and build two large multistory homes (stair climbers only) listing at over \$1,000,000 each. The original home was more affordable than the two new editions!

I admit that there is now somewhat better notification for demolition of older, beautifully maintained single family homes on large lots (3030 SE Rex St for example). Unfortunately, I am also a bit jaded in thinking that the neighborhood "pays" for its pushback against lot splitting and demolition. BPS approves the demolition/split lot and the developer builds two larger more expensive homes despite neighborhood protests. Cahoots.... as in "We'll show the peckerwoods who is boss!"

As you may surmise, I am passionate about my neighborhood and home. Enough of the perceived NIMBY vitriol. Think of we residents as canaries in the coal mine. We sense with unease many of the changes surrounding us because they come as surprises. We continue to pay our property taxes, arts tax, sidewalk repair and expect that our voices are heard when change conflicts with values.

Sincerely,

Sharon L. Webber
7606 SE 36th Ave.
Portland, OR 97202

Cc: Eastmoreland Neighborhood Association
Mayor Charles Hales
Portland City Commissioners:
Steve Novick
Amanda Fritz
Dan Saltzman
Nick Fish

Arevalo, Nora

From: abby tibbs <abbytibbs@gmail.com>
Sent: Wednesday, April 20, 2016 12:56 PM
To: BPS Comprehensive Plan Testimony; Elmore-Trummer, Camille; Dunphy, Jamie; Shriver, Katie; Grumm, Matt; Adamsick, Claire
Subject: Letter of Support for Comp Plan Amendment #M47 and Novick Amendment #1 — 2135 NW 29th Ave
Attachments: Tibbs-Nozaki letter of support_TH(1).pdf; ATT00001.htm
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Camille, Jamie, Katie, Matt & Claire-

Attached please find a personal letter of support for your consideration.

Please let me know if you have any questions.

Best,

Abby Tibbs
503-347-8881

Portland City Council
Bureau of Planning and Sustainability
1900 SW 4th Avenue | Suite 1700
Portland, OR 97201

RE: Letter of Support for Comp Plan Amendment #M47 and Novick Amendment #1 -- 2135 NW 29th Ave

Dear Portland City Council:

We live at 2143 NW 32nd Ave and write this letter to offer our support for Amendments #M47 as amended by Novick Amendment #1, to the Comp Plan. The proposals will impact the property that is directly below our house and we believe the amendments will enable the continued health and viability of the neighborhood.

The amendments largely impact Cairn Pacific's properties, which represent approximately 92,000 Sf within a larger 'district' comprised of approximately sixteen (16) parcels bounded by NW Nicolai to North, NW Wilson to the South, NW Vaughn/NW Ward Way to the East, and NW 31st Ave to the West. We believe this district should be reviewed holistically. These properties are located in an underutilized 'transition area' where single family homes directly abut light industrial uses. The properties currently have a Comprehensive Plan Designation of "Mixed Employment" and are zoned EG1 and EG1(b) – zones that currently allow residential as a Conditional Use. We believe allowing mixed use on these properties that include housing is the appropriate development pattern for this northern most end of the NW District.

Allowing for housing on these properties is appropriate given the residential nature of the neighborhood and the relative low value the properties are currently bringing to the neighborhood. The neighborhood has a very low supply of housing and desperately needs more. We also believe that a more flexible Central Employment designation (EX or the future CM3) on the balance of the property would promote a successful mixed use community that would serve as a buffer between the primarily residential character of the neighborhood south of Nicolai Street and the Guild's Lake Industrial Sanctuary located north of Nicolai. We agree with Cairn Pacific that Nicolai is the correct dividing line between residential and industrial uses, not south of Nicolai where the current EG zoning directly abuts single family homes.

We respectfully request your support of Amendments #M47, as amended by Novick Amendment #1, to the Comprehensive Plan. We believe the proposals will help reinvigorate this neglected part of town and to preserve both the benefits of employment zoning and the residential benefits that are great for the neighborhood.

Thank you for your leadership and service to Portland.

Best,

Abby Tibbs & Kenji Nozaki

Abby Tibbs & Kenji Nozaki
2143 NW 32nd Ave
Portland, OR 97210
503-347-8881

Arevalo, Nora

From: Tamara DeRidder, AICP <SustainableDesign@tdridder.users.panix.com>
Sent: Wednesday, April 20, 2016 12:52 PM
To: Engstrom, Eric; Council Clerk – Testimony; cputestimony@portlandoregon.gov.
Cc: Anderson, Susan; Zehnder, Joe; Stein, Deborah; Stark, Nan; Stoll, Alison; Leistner, Paul; Hoop, Brian; McCullough, Robert; Anne Lindsay
Subject: Re: T.DeRidder City Council Testimony on Comprehensive Plan Update - April 20th, 2016 Hearing - Measure 56 violation

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Eric,

Thank you for your response. I respectfully disagree. This policy contains a land use zone change directive, not an option. Therefore it falls under the requirements for public notification by ORS 195.047.

Tamara

On 4/20/2016 12:21 PM, Engstrom, Eric wrote:

Tamara,

I would like to point out that the proposed policy is just a policy. It does not actually make any immediate changes to zoning on any specific parcels. Contained within the amendment is a direction to have BPS do more work to study and recommend what should actually be rezoned, at some point in the future. That future action would be subject to a full legislative process with outreach, hearings at both the PSC and Council, and notice to impacted property. Nothing in either M56 or ORS 197 precludes City Council from considering policy amendments in response to testimony they hear. In this case, this policy is being proposed in response to a variety of testimony asking for more attention to “middle housing”. Some examples of that testimony are here: <ftp://ftp02.portlandoregon.gov/BPS/PRR/>

- Eric Engstrom

From: Tamara DeRidder, AICP [<mailto:SustainableDesign@tdridder.users.panix.com>]
Sent: Wednesday, April 20, 2016 12:03 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>;
cputestimony@portlandoregon.gov.
Cc: Anderson, Susan <Susan.Anderson@portlandoregon.gov>; Zehnder, Joe <Joe.Zehnder@portlandoregon.gov>; Stein, Deborah <Deborah.Stein@portlandoregon.gov>; Engstrom, Eric <Eric.Engstrom@portlandoregon.gov>; Stark, Nan <Nan.Stark@portlandoregon.gov>; Stoll, Alison <alisons@cnncoalition.org>; Leistner, Paul <Paul.Leistner@portlandoregon.gov>; Hoop, Brian <Brian.Hoop@portlandoregon.gov>; McCullough, Robert <Robert@mresearch.com>; Anne Lindsay <anne.e.lindsay@gmail.com>
Subject: T.DeRidder City Council Testimony on Comprehensive Plan Update - April 20th, 2016 Hearing - Measure 56 violation
Importance: High

Dear City Council Clerk (Karla),

Please accept the attached testimony from me for the City Council hearing on the Comprehensive Plan Update scheduled for today, April 20th, 2016.

It is with grave concern that the document 'Potential Additional Comp Plan Amendments and Refinements' was first published on April 11, 2016. There has been inadequate public notice and time to respond to this issue by our neighborhood association, Rose City Park. This is why I find the need to currently speaking out as an individual.

Based on the language on the new Middle Housing contained in the above mentioned document the City of Portland has failed to satisfy public notice requirements ORS 197.047 , often referred to as Measure 56.

Thank you for this consideration.

Tamara DeRidder, AICP
Chair, RCPNA and
Principal, TDR & Associates
'Sustainable Planning and Design'
1707 NE 52nd Ave.
Portland, OR 97213
503-706-5804

Arevalo, Nora

From: Kerry Bonin <bonink@comcast.net>
Sent: Wednesday, April 20, 2016 12:49 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Novick; Bizeau, Tom; Commissioner Saltzman; Commissioner Fish
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon,

My husband emailed you this morning, but I too would like to let you know that I am in support of Amendments M74 and B88. Portland is under siege by unscrupulous land developers (especially those active in the residential sector), which is deteriorating our quality of life, health, and not to mention, our property values. Adjusting Eastmoreland's property code from an R5 to an R7 (Amendment M74) would provide a conservation measure to protect our beautiful neighborhood from predatory investors intent on "packing in" additional houses (including Portland skinny houses ...yuck) and destroying our diversity of historically-significant homes. Furthermore, Amendment B88 is especially attractive to my family, because we live on SE Moreland Lane and cherish the large lot sizes and community of unique mid-century modern homes, several of which were designed and built by the late, legendary Portland homebuilder, Kenneth Birkemeier. We have small children and are concerned with the potential for additional homes on the block and increased vehicular use and associated safety issues. In addition, it has been documented that developers in Eastmoreland have recently ignored City policy for notifying neighbors regarding demolition procedures, as well as employing proper health & safety measures, such as fugitive dust abatement to reduce/prevent potential lead, asbestos, and petroleum hydrocarbon exposures to children (e.g., Duniway Elementary School students).

Eastmoreland (and SE Moreland Lane, specifically) is characterized by a mature forest canopy that provides a park-like setting, shade trees to cool our homes and yards, as well as air pollution mitigation, considering the assault of air emissions from Brooklyn Yards, Precision Cast Parts, and "former" heavy metal-associated decorative glass operations. Eliminating trees and adding new homes would be devastating to our neighborhood and the greater Portland metropolitan area.

I urge you to please consider these land use code changes and to be champions of these important defense mechanisms. Thank you so much for your consideration!

Kerry Bonin, MPH, CHES
Providence Medical Group
Program Manager - Clinical Innovation & Transformation

Arevalo, Nora

From: Tren Haselton <thaselton@gmail.com>
Sent: Wednesday, April 20, 2016 12:48 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Novick; Bizeau, Tom; Commissioner Saltzman; Commissioner Fish
Subject: Comprehensive Plan - Amendment M74

Follow Up Flag: Follow up
Flag Status: Flagged

I support Amendment M74 to the Comprehensive Plan.

Many people move to Eastmoreland because they are drawn to the way it looks now, a mature neighborhood with lots of big trees. Hardly anyone is in favor of splitting lots and teardowns stuffing in houses that push the lot lines and that contrast with the adjacent ones. Although we have 5 lots in the 9,300 - 10,000 sq. ft. range within eyesight of our front porch, I suspect that not much will happen close to us in the next 20 years.

What I am sure will happen if lot splitting and teardowns continue in Eastmoreland just so developers can make a few bucks is that more people will speak disparagingly of local government. You squander good will. What do you gain? Not much.

Tren Haselton
6423 SE 34th Ave
Portland, OR 97202
(503) 777-2668

Arevalo, Nora

From: Dean P. Gisvold <deang@mcewengisvold.com>
Sent: Wednesday, April 20, 2016 12:41 PM
To: Hales, Mayor
Cc: Commissioner Novick; Commissioner Saltzman; Commissioner Fritz; Commissioner Fish; Council Clerk – Testimony; Elmore-Trummer, Camille
Subject: Middle Housing Overlay

Mayor and City Commissioners

I am making these comments regarding the so called Middle Housing Amendments (the Proposal) on my own, as a resident of the Irvington neighborhood, current ICA board member, and current ICA Land Use committee chair. Neither the ICA nor the Land Use committee has had the opportunity to review the Proposal and the map. In fact, I have not been able to find the details of the Proposal, other than a power point presentation and a very hard to read map. Thus, my main comment is to delay any vote on the Proposal until affected neighborhoods, such as Irvington, have time to review, in detail, the Proposal.

This Proposal deserves the same consideration as the Central City Plan, and the Mixed Use Project. We should have time to determine what effect, if any, the Proposal will have on the potential demolition of existing viable, older, and relatively affordable homes in the affected neighborhoods. The City should exercise caution here.

I understand that the Proposal may have come out of the Residential Infill Project, which has not completed its work. If this is the case, why the rush?

Regarding historic districts, such as Irvington, does the Proposal build in safe guards for historic compatibility. I know there is interest in putting more duplexes and triplexes in Irvington, where we already have some wonderful turn of the century duplexes, and where duplexes are now allowed on corners. However, mass, size, and scale matter, not only in historic districts, but in most inner ring neighborhoods.

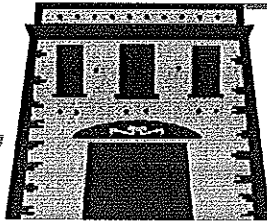
We can do this right and make it work for the City. Please delay the vote until we all have a chance to review the material in detail and respond.

Thank you for your consideration.

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

Dean P. Gisvold | Attorney at Law | Senior Partner
M^cEwen Gisvold llp - Est. 1886
1600 Standard Plaza, 1100 SW Sixth Avenue, Portland, Oregon 97204
Direct: 503-412-3548 | Office: 503-226-7321 | Fax: 503-243-2687
Email: deang@mcewengisvold.com
Website: <http://www.mcewengisvold.com>

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NORTH PORTLAND NEIGHBORHOOD SERVICES

North Portland Land-Use Group 2209 N. Schofield Street Portland Oregon 97217 nfo@npnscommunity.org

April 20, 2016

Mayor and Commissioners,

The North Portland Land Use Group (NPLUG) which is composed of the land use committees of the eleven neighborhood associations of North Portland Neighborhood Services, and the North Portland Chairs Network have approved these comments and request that you consider them in your deliberations.

The consolidated amendments of the City Council to the Draft 2035 Comprehensive Plan were released on March 18. (<http://www.portlandoregon.gov/bps/article/569929>).

Overall the City Council Amendments IMPROVE the 2035 Comprehensive Plan: Recommended Draft. The NPLUG and the NPNS Association Chairs OPPOSE two BPS Staff amendments P-55 and P-68. We SUPPORT the following amendments but offer minor clarifying amendments or expressions of concern:

P-3 Fritz	Policy 1.17 Community Involvement Committee	Suggested Clarifying Amendment: Insert Advisory (purpose of CIC in the draft Chapter 2 is advisory in nature)
P-5 Fritz	GP 2-8 Environmental Justice	Insert: Asian-Americans after African Americans
P-9 Fritz	Policy 2.1.c	Add: Managed Stormwater Districts After watershed councils
P-33 Hales	Policy 4.26	AMEND - add "Neighborhoods" after centers and corridors.
P-34 Hales	Policy 4.27	AMEND - insert "neighborhoods" after centers and corridors.
P-37 Hales	Demolition	AMEND - Delete "or appropriate". Necessary is undefined.
P-42 Hales	New Policy after 4.59	AMEND - Delete "or appropriate".
P-45 Novick, Hales, Saltzman	New Policy. MIDDLE DENSITY HOUSING	QUALIFIED SUPPORT -- Suggested amendment: Insert P-19 amendment language
P-58 Novick	Development impacts of Institutions	Support. University Park NA suggests INSERT "public safety," before automobile. Public safety is a concern with health and educational campuses and neighborhoods.

NPLUG and the NPNS Chairs SUPPORT the following amendments:

P-8 Fritz	Goal 2A	Strengthens the role of Neighborhood and Business Associations in land use decisions
P-9 Fritz	Policy 2.1.b	Supports amendment language. Disagree with BPS Staff position- amendment language covers groups other than those listed.
P-15 All	Policy 3.3	Equitable development.
P-16 Hales	Policy 3.20	Center connections.
P-19 Fritz	Policy 3.7 Housing: Neighborhood Centers	Neighborhood Centers. Support "capacity" insertion.
P-20 Hales	Policy 3.42 District Identities	
P-21 Hales	Policy 3.43 Diverse residential areas	
P-25 Hales	Jantzen Beach = Neighborhood Center	Hi-Noon supports applying this designation since it reduces height limits on potential development
P-31 Fritz	Policy 4.8 Alleys.	
P-32 Hales	New Policy. Drive through facilities.	Lombard Plan already prohibits.
P-35 Hales	Policy 4.45	Support original and new Hales language
P-36 Hales	New Policy. Historic districts	
P-41 Hales	New Policy.	Options to encourage reuse of historic resources.
P-42 Hales	DECONSTRUCTION	NPLUG and Chairs STRONGLY SUPPORT deconstruction.
P-44 Saltzman	Policy 4.79 Grocery stores	STRONGLY SUPPORT
P-45 Novick, Hales, Saltzman	New Policy. MIDDLE DENSITY HOUSING	QUALIFIED SUPPORT -- Would prefer to have zoning capacity limits
P-46 & 47 Fritz	Policy 5.25 & Policy 5.26	SUPPORT affordable housing target and funding for 10,000 regulated housing units.
P-48 Fritz	Policy 5.36 Mobile Home Parks	STRONGLY SUPPORT - Preservation of mobile home parks will promote diversity of housing types for persons of various incomes.
P-56 Hales	New Policy after 6.48 Fossil fuel distribution	STRONGLY Support
P-58 Novick	Development impacts of Institutions	STRONGLY Support. University Park NA agrees. Encourages collaboration of institutions and NAs.
P-60 Saltzman	New Policy after 6.65. Retail Development.	Support.
P-64 Fritz	Policy 7.11 Tree Preservation	Support to improve tree canopy.
P-72 Fish	New Policy after 8.36. Age-friendly public facilities.	Support. Allows aging in place and connectivity and access to services.
P-75 Fritz	Policy 8.43	Support. Disagree with BPS Staff. This provides guidance to minimize signage on public ROW.

P-78 Staff	Policy 8.54	Support
P-79 Fritz	Policy 8.91 Capital programming.	Support. Increases public input into capital spending decisions
P-81 Fritz	Policy 8.93 Recreational trails.	Support. Amendment clarifies value of major trails such as the NP Greenway, Mid-Peninsula Trail.
P-82 Fritz	Policy 8.97 Special recreational facilities.	Strongly Support. PIR should be financially self-sustaining and should serve a broader community. It should also reflect the historical significance of the Vanport site.
P-89 Fritz	Goal 9A	Supports amendment language which is less bureaucratic, unambiguous and easier to understand, measure and evaluate.
P-93 Fritz	Policy 9.16. Pedestrian transportation.	Support. Neighborhoods should be included.
P-94 Fritz	New Policy after 9.18	Support. These amenities are critical for pedestrians.
P-101 Hales	Policy 10.1.16 Mixed-Use Urban Center	Support. Also support Staff recommendation. This will support the Lombard Plan and St Johns.
P-102 Fritz	Policy 10.4b Good administration	Support. Community Engagement should be encouraged (instead of Community Involvement, which is passive)
P-106 Fritz	Neighborhoods	Support. Clarifies intent.

The NPLUG and NPNS Chairs OPPOSE the following BPS Staff amendments:

P-55 (Staff) Policy 6.41 Portland Harbor Superfund Site. Take a leadership role in ~~prompt resolution and to facilitate a cleanup of the Portland Harbor that moves forward as quickly as possible and that allocates cleanup costs fairly and equitably. Superfund Site and redevelopment of associated brownfields.~~ Encourage a science-based and cost-effective cleanup solution that facilitates re-use of land for river- or rail-dependent or related industrial uses. ~~The Natural Resource Damage Assessment (NRDA) element of Superfund Program promises to provide significant resources that will help restore degraded fish and wildlife habitat.~~

NPLUG and the Chairs support the position of the Portland Harbor Community Advisory Group (CAG) that speed is not the top policy consideration, and that the clean-up solution should consider recreational uses in the reuse as well as putting high priority on the safety of the fish caught in the river for human consumption and the impacts on native wildlife.

P-68 Introduction - Staff --- OPPOSE. The BPS Staff amendment restricts and diminishes the option of public provision of technology and communication facilities and services particularly to provide affordable service to all Portlanders. The current wording allows the option to do what Sandy Oregon has done to use public facilities and services to promote economic development and access to individuals of all income levels. The BPS Staff amendment language is in opposition to Policy 8.118.

LAND USE MAP AMENDMENTS

M-70 Hayden Island	Mixed Use Dispersed to Mixed Use Neighborhood	Support. Hi Noon NA supports lower heights.
F-68 Willamette Blvd	Mixed Use to Single Dwelling 5,000	Strongly Support. Blind curve is dangerous and stormwater concerns. Neighborhood opposed commercial use south of Willamette Blvd in 1980 Comprehensive Plan.

TRANSPORTATION SYSTEM PLAN PROJECT LIST AMENDMENTS

300037 Novick	N.Lombard Improvements (N.Woolsey-MLK)	Support ODOT as co-lead. This project supports PDC investments and PSU study. Improve pedestrian safety.
30081 Novick	N. Argyle Improvements. Major re-scope.	Kenton NA worked closely with ODOT,PDC and Trimet.
30084 Novick	Columbia Blvd/Columbia Way Bridge Replacement	Oppose. This project is important for the St Johns Freight Mobility study and to make Columbia an oversize alternative to Lombard (US 30 Bypass). This reduces ability to transfer Lombard from ODOT to PBOT. However, the bridge is safer than other PBOT bridges.
30087 Novick	N. Portland Greenway Trail Segment 1	STRONGLY SUPPORT.
30110 Novick	Willamette Blvd Bikeway in YR 1-10	STRONGLY SUPPORT.
Hales	Hayden Island Bridge	Conditionally support. Concerned about placement and impact on Hayden Island. An unconstrained and unfunded project

In conclusion:

The members of NPLUG and the NPNS Chairs ask you to close your eyes for a moment and imagine what North Portland would be like with your individual amendments. We see a North Portland that has:

- A variety of housing types and missing middle densities near centers that serve people of all ages and incomes (courtesy of amendments by Commissioners Fish, Fritz, Saltzman Novick and Mayor Hales).
- Houses that are affordable (courtesy of Commissioner Saltzman and Fritz).
- Neighborhoods with historic homes and resources preserved (courtesy of Mayor Hale).
- Neighborhoods that are engaged in land use and budgeting (courtesy of Commissioner Fritz).
- A Portland International Raceway and specialized recreational facilities that are not only self-financed but that serve many communities, not just auto race fans and golfers, but also those in new active sports and those who remember Vanport (courtesy of Commissioner Fritz).
- A Hayden Island Neighborhood Center that limits heights and that may have a bridge to the Expo Center (courtesy of Mayor Hales).
- No new fossil fuel export or non-regional distribution centers (courtesy of Mayor Hales)
- A pedestrian friendly Lombard Avenue and a new Willamette Blvd Bikeway (courtesy of Commissioner Novick) that doesn't have a convenience store on a blind curve on the south side of Willamette Blvd (courtesy of Commissioner Fritz)

Is that what you see?

Presented by *Tom Karwaki* for the North Portland Land-Use Group & Chairs Network

Arevalo, Nora

From: donato frieda <redleash2002@yahoo.com>
Sent: Wednesday, April 20, 2016 12:31 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; BPS Mailbox; Commissioner Saltzman; Commissioner Novick; Treat, Leah; Valderrama, Andrea; Krueger, Kurt; Commissioner Fritz; Amelia.AlarcondeMorris@portlandoregon.gov; Commissioner Fish
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom it May Concern:

The proposed 2035 Comprehensive Plan, which seeks to rezone commercial (12350 NE Sandy Blvd.; Amendment S-9) and farm (SE corner of NE 122nd and Shaver; Amendment F-72) property for the construction of new apartments, will be detrimental to the Argay neighborhood. City of Portland elected officials are responsible for enabling Portland neighborhoods to thrive as ethnically, culturally, and economically diverse communities that remain safe, liveable, and productive. The introduction of the new apartments currently under proposal would not meet any of these goals. In fact, it would sentence the neighborhood to an unacceptable fate as a low-income, depressed economic area.

Numerous apartment complexes already exist between NE Shaver St. and NE Sandy Blvd., many of which continue to advertise vacancies on their signage. These, along with the Garden Crest Apartments on 122nd and multi-family homes on Rose Parkway, will cause the addition of multi-family residences to over-saturate the neighborhood.

Apartments seldom attract residents intending to become permanent members of the community, and the transitory nature of these residents will not have a positive influence on already suffering Parkrose schools. Shaver Elementary School, already classified as a Title I school in 2011, has 90.4% of its currently enrolled students receiving free or low-cost lunches, and 90% are considered economically disadvantaged (according to the Oregonian). Frequent introduction and departure of temporary students will have a disruptive influence on the academic progress and success of attendees, as well as negatively impacting social development. With a 13.2% absentee rate in 2015, Shaver Elementary School demonstrated abysmal test scores, significantly underperforming when compared to statewide averages (<http://schools.oregonlive.com/school/Parkrose/Shaver-Elementary-School/>). The numbers for Parkrose Middle and Parkrose High Schools are similarly dire. Greatschools.com rates Parkrose district as a 3 on a scale of 10, with the five individual schools rating from 1 to a high of 5 stars.

Of additional concern is the inevitable increase in traffic. NE 122nd Avenue continues to become even more congested, and has already been classified by the City of Portland as one of the top ten crash corridors (<https://www.portlandoregon.gov/transportation/article/439832>). Currently, Argay contains a reasonably balanced 56% single family homes and 44% apartments, whereas the proposed changes will drastically alter this equilibrium (37% single family and 63% apartments). An influx of inhabitants into the Argay neighborhood will exacerbate the traffic problems on NE 122nd and NE Sandy Blvd.

One of Northeast Portland's most appealing features is its reputation for a well-integrated ethnically and economically diverse population. Argay remains one of the most reasonably affordable neighborhoods in

Portland, with opportunities for young families and other first-time buyers to make homes among more established community members. Homes of diverse sizes and meeting a number of different home-buyer criteria are well-maintained, and capital improvements (such as the installation of solar panels and electric car charging stations) are becoming increasingly common. Adding more apartments into the neighborhood will decrease its appeal to such home-buyers, as under-performing schools and congested streets will be particularly unappealing to families with children.

In closing, the construction of new apartments in the Argay neighborhood will benefit neither current inhabitants, nor the prospective residents of the proposed apartments. Instead, the burden of an influx of transitory residents will further decrease student performance in our schools and contribute to additional traffic congestion on NE 122nd Ave. and Sandy Blvd. Please reconsider the proposal to zone these properties for apartments, and instead consider permitting other options for promoting stability in the Argay neighborhood.

Regards,

Valorie Perry

3330 NE 130th Ave.
Portland, OR 97230
(503) 255-1098

Arevalo, Nora

From: Mark Ferrin <maferrin@comcast.net>
Sent: Wednesday, April 20, 2016 12:33 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Novick; Bizeau, Tom; Commissioner Saltzman; Commissioner Fish
Subject: Support for Amendment M74 and B88

Follow Up Flag: Follow up
Flag Status: Flagged

I am in support of Amendment M74, making all of Eastmoreland R7, and also in support of Amendment B88, changing Moreland Lane to R7. We need to preserve the integrity of the neighborhood. I am a resident of Moreland Lane, but have been shocked to see other Eastmoreland houses torn down and replaced by 2 out-of-character houses. This is a great neighborhood, and we need to keep it that way.

Sincerely,
Mark Ferrin
2802 SE Moreland Lane,
Portland, Oregon 97202

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 12:32 PM
To: Lesley Conard
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Drive Thru Ban Hearing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Lesley,

On behalf of Mayor Charlie Hales, thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Please know your suggestions and feedback have been noted and shared with our staff.

The Mayor's goal is to create pedestrian and bicycle-friendly areas in the central city and elsewhere. Drive-thru's encourage driving and create traffic, causing conflicts in areas with high pedestrian use. The Portland Zoning Code already strictly limits new drive-thru development in the Central City and in many pedestrian-oriented commercial areas. Those regulations have been in place for 20 years. Drive-thru facilities will continue to have a role in the future of Portland, but new drive-thru facilities will be carefully regulated in Portland's historic pedestrian-oriented, commercial areas and main streets. This issue is coming up now because the City is reviewing and updating its Comprehensive Plan and Commercial Zoning regulations. Commercial development interests have launched an advertising campaign against the city's strong development regulations, and they are asking the city to loosen rules about the design of new commercial development.

Below I have listed some drive-thru regulation facts.

- We are not banning or otherwise forcing the closure of existing drive-thru.
- The updates to policy and regulations that pertain to future new development.
- Portland's development regulations encourage new development that is oriented to public sidewalks, and transit stops, rather than parking lots and drive-thru facilities.
 - These existing regulations promote pedestrian safety and make it easier for transit riders to get around.
 - Auto-oriented retail (fast food in particular) generates a lot of traffic that can disrupt neighborhoods.
 - Safety is a factor, because frequent curb cuts and large parking lots increase the number of conflicts between cars and pedestrians, making it more dangerous to walk.
 - Many seniors, youth and people with disabilities rely on public transportation to get around. The City's development regulations make it easier for them to get to their destinations. In cities without these regulations, shopping centers and commercial areas often lack sidewalk connections to the street, and bus stops are often located in remote corners of the site.

For more information, please visit the Bureau of Planning and Sustainability website at: <https://www.portlandoregon.gov/bps/57352>. If you have any further concerns regarding this matter, please contact our policy advisor Camille Trummer via email camille.trummer@portlandoregon.gov.

Thanks again for your time.

Sincerely,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Lesley Conard [mailto:Conard@pacificbells.com]
Sent: Wednesday, April 20, 2016 11:21 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>;
Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>;
Commissioner Saltzman <dan@portlandoregon.gov>
Subject: Drive Thru Ban Hearing

Dear Mayor Hales and Portland City Council Members;

My name is Lesley Conard, and I am a native of Oregon, both born and raised here in the City of Portland. I am also a 28+ year Employee of Taco Bell and have worked my entire life in the Quick-Serve industry, where drive thru guests and business have enabled me to earn an income that has supported myself and my family's needs. I currently hold the position as a Director of Operations for Pacific Bells here in the NW. The recent proposal to ban drive-thru business in PDX would not only hurt me and my family, but it would negatively impact the 30-40 families that are employed in each of my Portland restaurants. This is absolutely a job killing initiative, and would leave many of these families without income or place them in positions where government subsidies would be necessary to keep them afloat.

I urge you and your peers to truly consider the impact of this initiative on our community and our economy. Please vote "NO" on the proposal and keep drive-thru as a viable option for those who chose to use them as an alternative to walking-in when there are adverse weather conditions, for ease, disability reasons, or simply due to personal choice.

Thank you~
Lesley Conard
Director of Operations
Pacific Bells, Inc.
Ph.(503)709-9515
Fax(503)501-4943

Arevalo, Nora

From: jebarnes@comcast.net
Sent: Wednesday, April 20, 2016 12:30 PM
To: BPS Comprehensive Plan Testimony
Subject: CPU testimony--M74 amendment request
Attachments: M74 letter--Mayor Hales.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Bureau of Planning and Sustainability:

Please enter the attached letter into the record pertaining to the city's comprehensive plan. Specifically, this request seeks R7 zoning for Eastmoreland, including the blocks between SE 36th Avenue and Cesar Chavez Blvd.

Thank you.

Joan Barnes
3723 SE Tolman St.
Portland, OR 97202

April 20, 2016

The Honorable Charlie Hales, Mayor
City of Portland
1221 SW 4th Avenue, Room 340
Portland, Oregon 97204

Regarding Amendment M74

Dear Mayor Hales:

Please support the Eastmoreland Neighborhood Association's (ENA) request to redesignate Eastmoreland to the R7 zone classification. This designation, addressed in amendment M74 to the comprehensive plan, would permit the neighborhood to retain its historic character, preserving the lot sizes and set-backs that distinguish it.

Of particular concern is the proposal to set the R7 zoning boundary along SE 36th Avenue, a division of the neighborhood that disregards the main thoroughfare represented by Cesar Chavez Blvd., three blocks to the east. We wish to emphasize our desire for the Eastmoreland neighborhood's zoning change to R7 to include the three block swath from SE 36th Avenue eastward to SE Cesar Chavez Blvd. with the northern boundary set at Woodstock and the southern boundary at Crystal Springs Blvd.

Already, streets in Eastmoreland between SE 36th Avenue and SE Cesar Chavez are falling prey to the virus of lot-splitting and skinny houses with shallow set-backs. While we acknowledge the city's need for affordable housing, promoted in the comprehensive plan, the newest housing in Eastmoreland built on subdivided lots has not resulted in greater affordability. A recent survey of these homes indicates most are dwellings that either recently sold or are currently for sale at prices between \$700K and \$750K. Meanwhile, there are existing cottages built between 1935 and 1950 with sale prices less than \$500K.

Thank you for supporting the ENA's request to redesignate *all* of Eastmoreland, eastward to Cesar Chavez Boulevard, as an R7 zone.

Sincerely,



Joan Barnes
3723 SE Tolman St.
Portland, Oregon 97202

C: City Councilmembers
Bureau of Planning and Sustainability

Robert McCullough, President
Eastmoreland Neighborhood Association

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 12:29 PM
To: Jeanne Galick
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Vote NO on turning Broadmoor Golf Course into industrial land!

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jeanne,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Jeanne Galick [mailto:galick@europa.com]
Sent: Wednesday, April 20, 2016 11:37 AM
To: Commissioner Saltzman <dan@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Vote NO on turning Broadmoor Golf Course into industrial land!

Please withdraw your support for this amendment. There is ample land, including brown fields, that is far better suited for industrial land than premier wildlife habitat and recreational open space at Broadmoor.

Jeanne E. Galick, Graphic Design
7005 SW Virginia
Portland, OR 97219
(503) 245-6293
jeanne.galick@gmail.com
www.galickgraphicdesign.com

Proposed Amendment to Change Zoning on Broadmoor Golf Course to "Industrial"

I would like to strongly oppose the proposed Amendment to change the zoning on 57 acres of the Broadmoor Golf Course from Natural Area to Industrial.

I'm familiar with the Golf Course from participating in Portland Audubon's Christmas Bird Counts that take place in that area. It's great natural habitat, and is appropriately zoned as open space. The City has always assured the public that the golf course would be protected.

The City has spent much treasure husbanding natural resources around Broadmoor. In 2012, the City purchased, with Metro, 54 acres adjacent to Broadmoor (east of NE 33rd Drive). The Environmental Services Director of Portland noted at the time that this is "a rare remnant of Columbia River floodplain," and that "Preserving it will protect a significant natural resource and help improve water quality in the slough." Indeed, the entire site ranks as "high value" on the regional natural resources inventory.

Broadmoor sits right between two wetlands and alongside the Columbia Slough, which the City has spent millions of dollars to restore. Catkin Marsh, a 54-acre wetland, located within Broadmoor, is planned to be a future trail link in the regional trail system, a future pathway to bring residents into contact with nature – hardly compatible with an industrial area.

But Mayor Charlie Hales and Commissioner Dan Saltzman recently proposed an amendment to the City's zoning plan that would allow 57 acres of the golf course to be designated for industrial use. There are plenty of other places to put heavy industry; it is NOT necessary to obliterate a full mile of riparian area (as in this proposal) to accommodate industry.

Jobs are being created in Portland – NOW – at a faster pace than almost anywhere else in the country. If Portland wants to continue being a "jobs" magnet, it would do better to maintain its livability than to destroy existing natural areas (one of Portland's main "draws").

Lastly, this proposal flaunts public process. This change was never aired during the multi-year public process developing the plan. The area was always proposed to be permanently protected as Open Space; this proposal surfaced at the very end of the process, requested by the landowner.

Please withdraw this proposed Amendment.

Deanna Mueller-Crispin
1221 SW 10th Ave Unit 1013
Portland, OR 97205

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 12:26 PM
To: jebarnes@comcast.net
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Amendment M74

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Joan,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: jebarnes@comcast.net [mailto:jebarnes@comcast.net]
Sent: Wednesday, April 20, 2016 11:59 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: rgbarnes <rgbarnes@comcast.net>
Subject: Amendment M74

Dear Mayor Hales:

The attached letter expresses our request that the Eastmoreland neighborhood be redesignated as R7, including all blocks east of SE 36th Avenue to the natural neighborhood division along SE Cesar Chavez Blvd.

Thank you for your consideration.

Joan Barnes
3723 SE Tolman St.
Portland, Oregon 97202

Arevalo, Nora

From: Suzanne and Jay Goodman <sandjgoodman@gmail.com>
Sent: Wednesday, April 20, 2016 12:20 PM
To: BPS Comprehensive Plan Testimony
Subject: Testimony supporting Amendment M74and B88

Follow Up Flag: Follow up
Flag Status: Flagged

"Amendment M74 and Amendment B88: Dear Sirs: I am writing for my strong support for the changing the Designation in Eastmoreland from Residential 5,000 to Residential 7,000 and very strongly support Amendment B88 assuring Moreland Lane is designated Residential 7,000. Eastmoreland contains some of Portland's most beautiful and historic architecture. The majority of the homes date to the late 1920's and 1930's. The architectural styles represented are the best of those era's and is part of the Portland architectural heritage. Walking the neighborhood is a treat because of the old trees and well-kept homes; the sort of neighborhood that seems to be fast disappearing in Portland. We strongly support preserving this neighborhood for future generations to enjoy and to preserve Portland's architectural heritage. We have been dismayed by the destruction of beautiful historic homes to be replaced by multiple dwellings that are jarring and out of character in the neighborhood. There are newer neighborhoods such as the Pearl where dense living is appropriate due to the very urban location and availability of public transportation. This is a lifestyle choice. One size or type of neighborhood does not fit all nor should it. We have been saddened by the lack of response or interest of city government to address the Eastmoreland residents concerns. It appears that developers are given top attention and priority by city government rather than the residents paying taxes in this neighborhood. PLEASE stop and listen to our concerns of losing the historic nature of this Eastmoreland community. Once destroyed, it can not be rebuilt.

Jay Goodman and Suzanne Goodman

3024 SE Woodstock Blvd, Portland, Oregon 97202

Jay: 541-260-2239 Suzanne 541-290-0143

Arevalo, Nora

From: aslichter4030@gmail.com
Sent: Wednesday, April 20, 2016 12:17 PM
To: BPS Comprehensive Plan Testimony
Cc: Ronald
Subject: RE: property 5384 SE Malden Drive Portland OR. 97206

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom It May Concern-

We sent an email below to Portland City Council on April 14, 2016. Today we send another email in regards to our property located at 5384 SE. Malden Dr., Portland, OR 97206. We in the past mentioned that we wanted our property located at 5384 SE Malden Drive in Portland Oregon to stay at the current residential zone R7 rather than being changed to a residential zone R5 do to our future plans. Today we propose that if this is not going to be the case and it is changed to a R5 that our property located at 5384 SE Malden Drive Portland Oregon get preliminary approval to be grandfathered in and be kept at the R7 residential zone. Mentioned in our last email (see below) the reason for our request is we purchased the property in hopes of this being part of our long term plan for developing the property. Thank you again for your time, consideration & listening.

Sincerely,

Ronnie & Angie Slichter
5384 SE Malden Drive
Portland, Oregon 97206
503-775-4030
aslichter4030@gmail.com
rslichter@interstateroofing.com

From: aslichter4030@gmail.com
Date: April 14, 2016, 5:09:56 PM PDT
To: "cputestimony@portlandoregon.gov" <cputestimony@portlandoregon.gov>
Cc: Ronald <rslichter@interstateroofing.com>
Subject: RE: Property at 5384 SE Malden Drive Portland Oregon 97206

To whom it may concern:

We recently purchased the property located at 5384 SE. Malden Dr., Portland, OR 97206 less than a year ago August 26, 2015. We bought this property in part because it had a current zone of R5 and we have plans to divide the lot so we could have more than one lot put in the back of the property. This is not what we were anticipating to be the zone plan nor part of our long-term future plan when we invested in the property. We are proposing that the property stay at the current R5 residential zone and not be changed to the proposed R7 residential zone. This property was to be part of our future retirement and if changed will affect our long

term goal and future. Please consider our proposal. Thank you for your time and for listening.

Sincerely,

Ronnie & Angie Slichter
5384 SE Malden Drive
Portland, Oregon 97206
rslichter@interstateroofing.com
aslichter4030@gmail.com
503-775-4030

Date April 14, 2016

AUG 15 10 28 AM '06

Two whom it may concern

We bought this house in 1973 and traffic on 17th was very light. Now traffic has increased 100 fold and now we get traffic off 17th onto Nehalem St. every night during rush hour. Nehalem St. is very narrow and when you get parking on both sides of the street and two cars going the opposite direction cannot pass each other. If you put in more multi-level buildings and with no parking on Nehalem St. it will make it very inconvenient for the residence on the street to find parking and may cause other problems. At the present we have multiple rental housing and with their cars and some of them have no driveways parking on the street is a problem at present.

This document serves as a written testimony to ask that the mayor and city Council to not approve the comprehensive plan proposed amendment #M 35 and deny the request of Brummell Enterprises for a change to the zoning deep related for the properties located at 1623, 1624 1626, 1653 1663 1674 and 1735 SE. Sherrett St, 1668 SE. Nehalem St. and 1665 SE. Spokane St. Brummell Enterprises (headquarter in Alaska) is seeking to change the zoning from R2ad and R 1D2 CM2 (multi unit housing-allowing up to 4-story structures).

For the following reasons the mayor and 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 validity of the BPS data source and analysis (which is not cited). Space-based 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 Bridge. 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 CMI housing developments, 88% space of residence in these type buildings own 1 or more cars. More residents are and will be driving on 17th St. 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 would travel further to the Bybee LRT stop and park in the East Moreland 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 1402 to 2160 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 bike all year-round to work (weekend biking drops nearly in half).

Existing CM1 zoning on 17th street properties owned by Brummell Enterprises 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 caused others) by changing zoning on-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 plans ideal of focusing development and cuspidors 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 space access to housing, Policy 5.14 Gentrification/displacement risk, Goal 5.A: Housing diversity, Policy 4.81 Growing food, Policy 4.67, Designing 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 deaths of many plants many neighbors have established-using ecological 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 Sharrett St., Harney and Clatsop St. have 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 and 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.

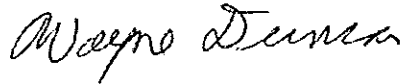
Many residents throughout this area frequently protest the removal of the old homes. The historically significance homes on Sherrett St. (many over 100 old) add to the character of Sellwood and any reduction by demolition would diminish that fact.

Per their previous written testimony to the Bureau of Planning, Brummell Enterprises intends to create a "South Gateway node into Portland" on 17th and SE.Serrett 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 anymore home, damage gardens, create parking problems and reduce livability for their stated "opportunities". Also the city recently designated the intersection of 13th and Tacoma as a historic node-this is our 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 the 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.

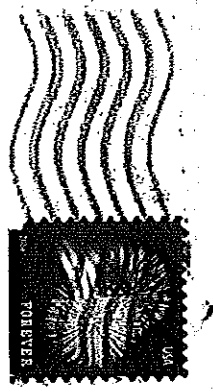
Sincerely,
Wayne Duncan
1634 SE. Nehalem
Portland, OR 97202





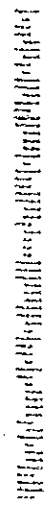
Mr Wayne Duncan
1634 SE Nehalem St
Portland, OR 97202-6702

PORTLAND OR 970
18 APR 2016 PM 6:1



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

57204180021



3117 SE Martins
Portland, OR 97202
April 17, 2016

AUDITOR 04/20/16 AM 10:26

Portland City Council
1221 SW 4th Ave, Room 130
Portland, OR 97204

Mr Mayor, City Commissioners: Amendment B88

My address is Martins Street, but live on Moreland Lane. In addition I own 3058 SE Woodstock (which borders the Lane) and 3024 S/SE Woodstock. The latter is currently a beautiful Park with large trees and a Basketball Court and is in the heart of the Moreland Lane community. I went to testify on April 14, but was unable to get my testimony in and want to submit it in writing.

I strongly support Amendment B88 which is designated as Moreland Lane in the handout. I represent our group of neighbors called Friends of Moreland Lane in our unanimous support of changing the lane from R 5 to R-7.

Moreland Lane is aptly named-it is not a street, an avenue, or a boulevard. It is more like a country lane, lined with large houses leading to the Park I mentioned above. It is an iconic old Portland neighborhood, full of charm and livability. I have twice faced down developers trying to cut down our trees, put up large narrow "McMansions", increase our traffic, decrease our home values, destroy our precious neighborhood. All because in the 1980s (apparently) someone in the city, without notifying anyone, changed the intended R-7 designation to R-7 (R-5).

Now you have the chance to reverse this error and save our small community by supporting the BPS recommendation and ruling favorably on B88. I invite you to come and see for yourself what Moreland Lane is and see how destructive keeping an R-5 designation would be for our narrow lane, our lovely neighborhood.

Respectfully-



Robert Buys, MD

Mr. Robert Buys
3117 SE Martins St.
Portland, OR 97202-8750



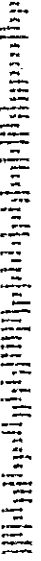
PORTLAND OR 972

18 APR 2016 PM 3 T

Portland City Council

1221 SW 4th Ave, Room 130

Portland, OR 97204



97204\$1500

Comprehensive Plan Testimony

AUDITOR 04/20/16 AM 11:25

This letter comes re: Re-zoning areas in Westmoreland.

I'm asking for our wonderful family neighborhood to be dropped back down to R1-R2.5

Portland is known for its wonderful, green and safe neighborhoods.

Green trees that fight global warming, people gardening in yards that are beautiful, kids playing, neighbors talking to one another.

I oppose High Density Building because it takes away the above and we will remain like California, living in a concrete world, wishing we could go back to what we had.

I say "No" to high density building - Move People coming

into Portland out to other
areas - such as Leets -
people will move where
homes or apartments are,
please leave remaining
neighborhoods alone -
and quit allowing builders
to trick up property to
become apartments ~

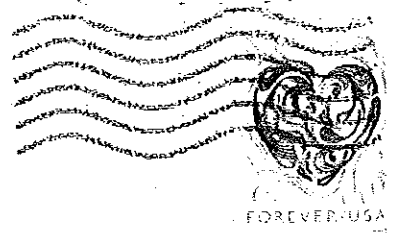
I am against this - especially
after living in California
when they began their
change - Don't allow it!

"No" to high density

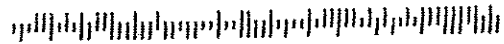
Jaclyn Bloom

Bloom
2033 SE Reedway St
PDX OR 97202

PORTLAND OR 9720
18 APR 2016 PM 5 L



Council Clerk
1221 SW 4th Ave, Room
PDX ORE 97204
130



Arevalo, Nora

From: Andrea Payne Osterlund <aposterlund@gmail.com>
Sent: Wednesday, April 20, 2016 12:12 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony: support of Amendment M74

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City of Portland

I am in support of Amendment M74.

The changes that are going on in Eastmoreland are not helping improve density. Occasionally 1 house will be torn down to build two but mostly what is happening is affordable homes are being torn down to build 3-4000 square foot mansion that are going for over 1 million. This is decreasing the affordability of Portland, this is decreasing the diversity of the neighborhood and this is not helping Portland increase density. I am also concerned about the increased house sizes that we are seeing in Eastmoreland secondary to lot splitting. With increase in house size this decreases the green space on, bigger houses on similar lot sizes leads to less area for water to reabsorb and less trees which is worsening our already not so green city.

Even if this was increasing density, Eastmoreland is not close enough to transportation that it would be helpful. The "walk score" of many parts of the neighborhood is 30's and 40s.

Please greatly consider supporting Amendment M74

Andrea
Andrea Payne Österlund
7517 SE 35th Ave
Portland Or 97202
aposterlund@gmail.com

Arevalo, Nora

From: Daniel Pickens-Jones <danielpj@google.com>
Sent: Wednesday, April 20, 2016 12:10 PM
To: BPS Comprehensive Plan Testimony
Cc: Elmore-Trummer, Camille
Subject: Comprehensive plan testimony
Attachments: Request To Amend the Recommended Draft of the 2035 Comprehensive Plan (Property ID R257895).pdf

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

Please find attached a PDF file of testimony I am submitting on behalf of Google Fiber in regard to a proposed amendment to the 2035 Comprehensive Plan. Please be in touch with me if I can provide any further information.

Thank you,

Daniel Pickens-Jones
Metro Expansion Lead, Portland
Google Fiber
1600 Amphitheatre Pkwy
Mountain View, CA 94043
650-289-8519 (direct)

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Daniel Pickens-Jones		Google Fiber Expansion		danielpj@google.com		650-289-8519
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Google fiber

April 20, 2016

Via Email (cputestimony@portlandoregon.gov)

Portland City Council
Attn: Ms. Karla Moore-Love, Council Clerk
City of Portland
1221 SW 4th Avenue, Room 130
Portland, OR 97204

**Re: Request To Amend the Recommended Draft of the 2035 Comprehensive Plan
(Property ID R257895)**

Dear Mayor Hales and City Council Members,

I write on behalf of Google Fiber to request a Comprehensive Plan map amendment for property located at N. Fargo St. and Interstate 5 (property ID R257895, map tax lot 1N1E27BA-06800, as shown on the attached maps).

Google Fiber is exploring a possible network deployment in the Portland area, and we have been working with the City and other entities to identify parcels that could accommodate above-ground components of a fiber network. We view properties like this one—close to ambient noise sources and existing industrial or commercial uses—as good candidates for our fiber huts, which are the structures that house the electronic equipment that makes our broadband network operational.

The current Comprehensive Plan and zoning designation for this parcel is medium density multi-dwelling (R1). We believe that a designation of either (a) General Industrial (IG1), or (b) Mixed Use Urban Center would be more appropriate for this parcel.

We believe that the current Comprehensive Plan and zoning designation is inappropriate for the parcel. Specifically:

- The property isn't of sufficient size to accommodate a viable multi-dwelling residential development, which is the highest and best use allowed under the property's current designation.

Council Clerk, City of Portland

April 20, 2016

Page 2 of 2

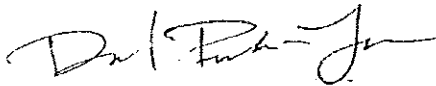
- The parcel backs onto an onramp to Interstate 5, and any residential development on the site would be negatively impacted by air and sound pollution.

The property abuts an area zoned IG1, a zoning designation more in line with uses to which the property is physically suited. An alternative would be to extend the mixed use designation proposed north and east of the property to encompass this parcel.

The redesignation of the parcel would make it a viable potential site for infrastructure placement as we continue to explore a possible network deployment in Portland.

Please let me know if you require any additional information from us. Thank you for your consideration.

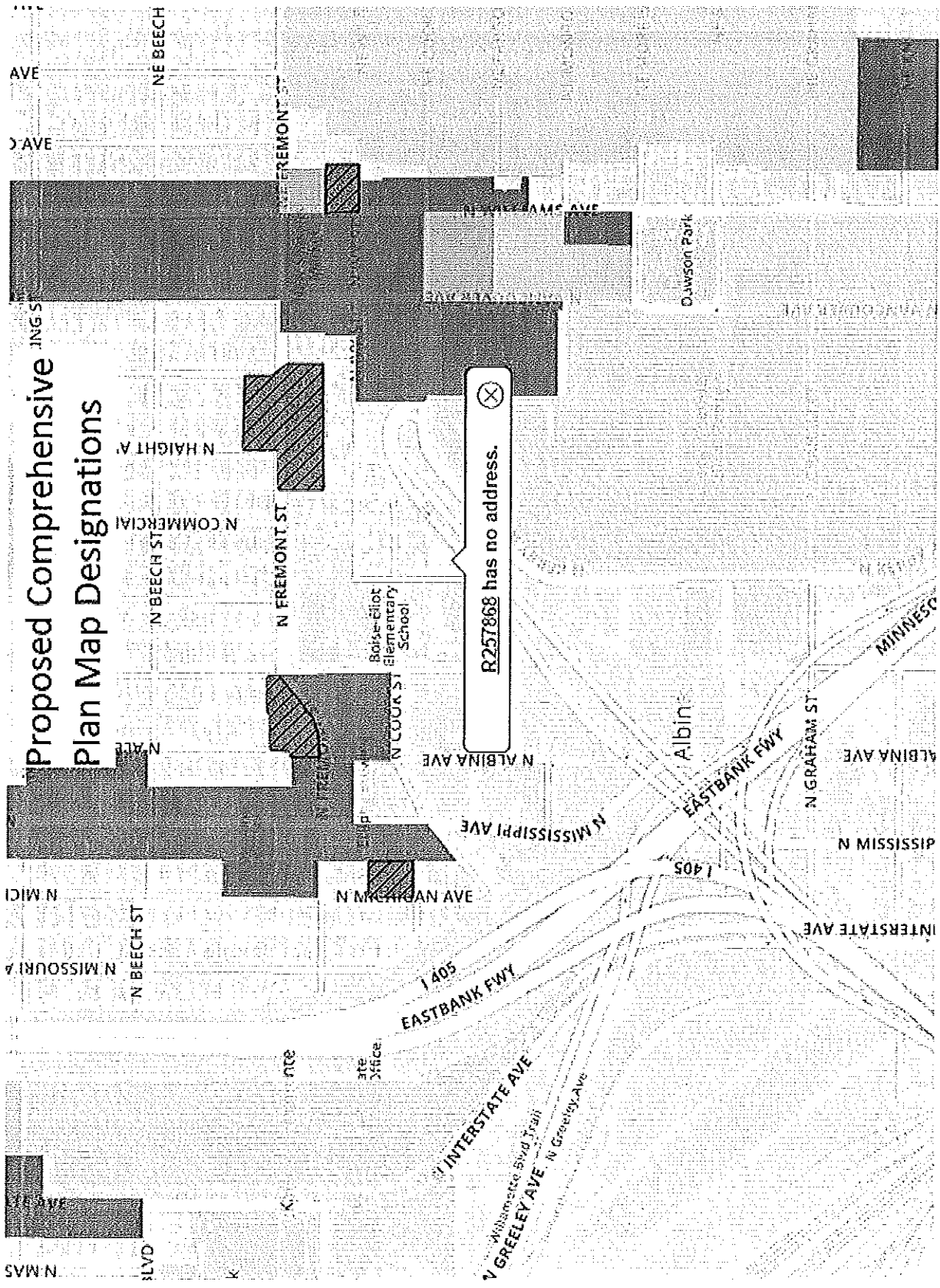
Regards,



Daniel Pickens-Jones
Metro Expansion Lead, Portland

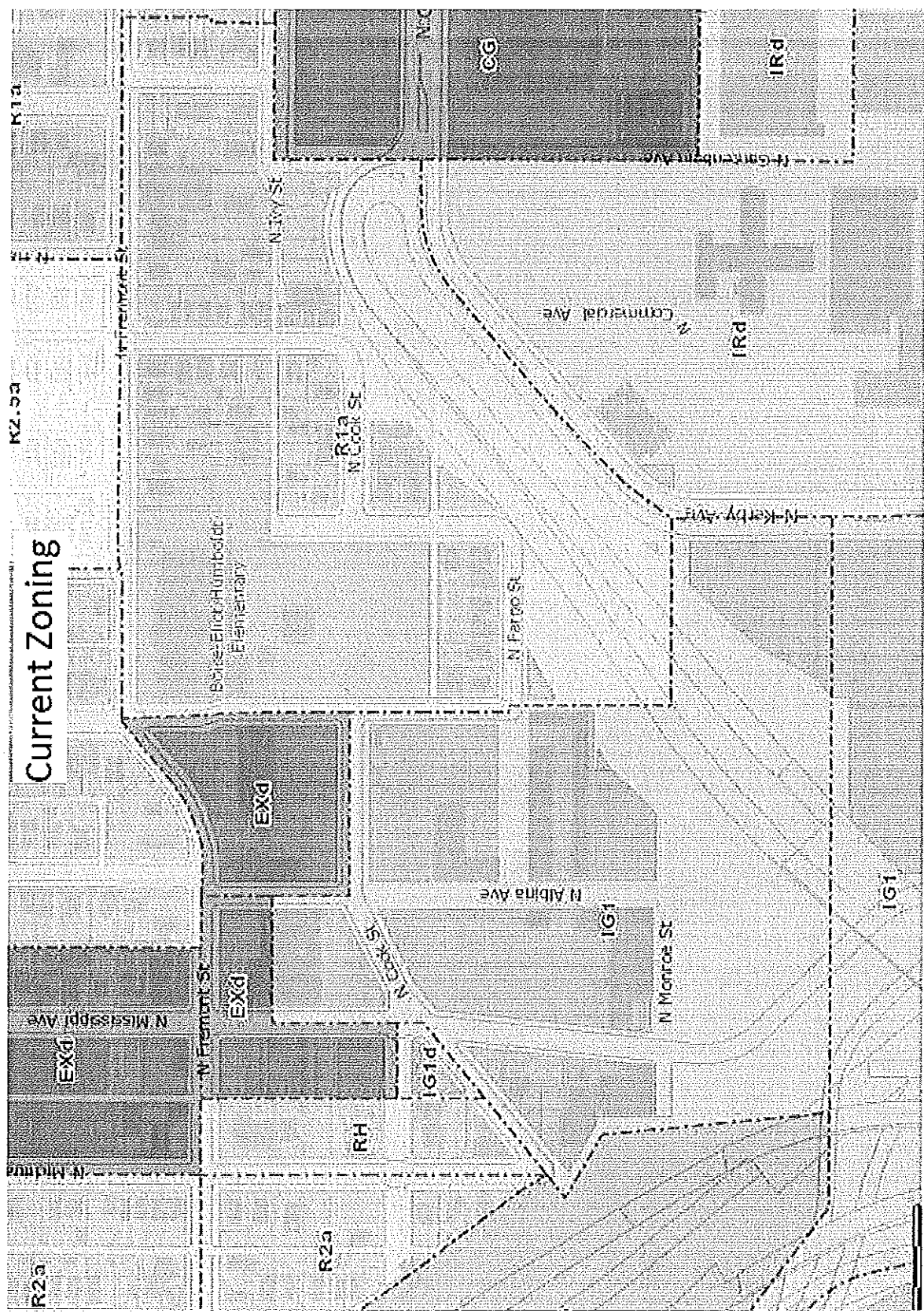
Enclosures (maps).

Proposed Comprehensive Plan Map Designations



R251868 has no address.

Current Zoning



Arevalo, Nora

From: Amanda Stanford <mandyjws@gmail.com>
Sent: Wednesday, April 20, 2016 12:07 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Hello!

I'm writing to oppose the high-density zoning in N. Westmoreland for the following reasons:

- There's inadequate public transport options in the vicinity. Our bus service has decreased in recent years, and because the Harold St. MAX stop was scrapped, the nearest stop is now over a half mile away.
- If the parking disaster along SE Division St. is an indication, I don't trust city planners to require developers to include adequate parking in high-density housing. Neighbors living several blocks away from SE Division now have to compete for parking outside of their homes because of the inadequate parking available to tenants and customers on SE Division St. businesses and housing. I'm very concerned that the same might occur in N. Westmoreland.

With that said, I'm not opposed to medium-density housing in the area as long as the above concerns are addressed: adequate parking is included in developers' plans, and Trimet stops reducing bus service. Even better, bring back the Harold St. MAX station. That might just swing my support for high-density housing in N. Westmoreland.

I appreciate that Portland has to find a way to house our swelling population, and I'm willing to accept a reasonable amount of urban density in my neighborhood.

Amanda Stanford
(480) 570-4368
5705 SE 21st Ave
Portland, OR 97202

Arevalo, Nora

From: Tamara DeRidder, AICP <SustainableDesign@tdridder.users.panix.com>
Sent: Wednesday, April 20, 2016 12:03 PM
To: Council Clerk – Testimony; cputestimony@portlandoregon.gov.
Cc: Anderson, Susan; Zehnder, Joe; Stein, Deborah; Engstrom, Eric; Stark, Nan; Stoll, Alison; Leistner, Paul; Hoop, Brian; McCullough, Robert; Anne Lindsay
Subject: T.DeRidder City Council Testimony on Comprehensive Plan Update - April 20th, 2016 Hearing - Measure 56 violation
Attachments: TamaraTesttoCConMiddleHsg04202026.pdf
Importance: High
Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Council Clerk (Karla),

Please accept the attached testimony from me for the City Council hearing on the Comprehensive Plan Update scheduled for today, April 20th, 2016.

It is with grave concern that the document 'Potential Additional Comp Plan Amendments and Refinements' was first published on April 11, 2016. There has been inadequate public notice and time to respond to this issue by our neighborhood association, Rose City Park. This is why I find the need to currently speaking out as an individual.

Based on the language on the new Middle Housing contained in the above mentioned document the City of Portland has failed to satisfy public notice requirements ORS 197.047 , often referred to as Measure 56.

Thank you for this consideration.

Tamara DeRidder, AICP
Chair, RCPNA and
Principal, TDR & Associates
'Sustainable Planning and Design'
1707 NE 52nd Ave.
Portland, OR 97213
503-706-5804

April 20, 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
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: Middle Housing language fails to satisfy Measure 56 (ORS 197.047) Notification Requirements

Honorable Mayor Charlie Hales and fellow Commissioners:

Thank you for allowing me to testify at the final public hearing on Portland's Comprehensive Plan. As Chairman of Rose City Park Neighborhood Association and an AICP land use planner of thirty years I must testify to the legal and ethical failure of the language proposed for Middle Housing, identified as p45 of Chapter 5. The current language is a directive to rezone properties to allow Middle Housing out-right. No property notification has been sent to the properties being impacted by this proposed language. Therefore, the proposed language fails to satisfy the notification requirements for land use actions in the state of Oregon, often referred to as Measure 56 and is now ORS 197.047.

Please note that this new language, Potential Additional Comp Plan Amendments and Refinements, was first published on April 11, 2016. There has been inadequate public notice and time to respond to this issue by our neighborhood association, Rose City Park. This is why I find the need to currently speaking out as an individual.

I urge you to change this language to allow an informed public help to develop the Zoning policies on Middle Housing.

As a professional land use planner, I recommend the following language for Middle Housing, Chapter 5 as 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"~~

I appreciate your understanding and thoughtful action in this important quasi-judicial matter. Thank you for your time and consideration.

My best,



Tamara DeRidder, AICP
Chair, RCPNA and
Principal, TDR & Associates
'Sustainable Planning and Design'
1707 NE 52nd Ave.
Portland, OR 97213
503-706-5804

April 20, 2016

To: Mayor Charlie Hales, Commissioner Novick, Commissioner Saltzman, Commissioner Fritz and Commissioner Fish

From: Frederic Johnson & Suzanne Sullivan

We are writing today in regards to Amendment M74 to the Portland Comprehensive Plan, specifically that the portion of Eastmoreland between SE 36 Ave and SE Cesar Chavez Blvd should be included in the Amendment and zoned R7 with the rest of the Eastmoreland community. We reside at 3738 SE Carlton St, within the area zoned R5, and feel that that zoning will be detrimental to the interests of the community as a whole. We are not long established residents of the neighborhood but only purchased our home at the end of 2015 and moved in January. For the last eight years we have lived in Denver, CO but prior to that we lived in Portland but in the Southwest neighborhood.

We have chosen to return as we approach retirement because we have always felt Portland and the Pacific Northwest are a wonderful place to live and we have always enjoyed urban environment. Over the years we have lived and owned homes in Chicago, close to Wrigley Field, in San Francisco in the upper Haight Ashbury area, here in Portland Heights and in Denver in Park Hill. All of them urban neighborhoods but with varying degrees of resident density, lot and building size and diversity. In all of these neighborhoods we watched, and sometimes participated in, the changes they went through. Change is an inevitable part of every city neighborhood especially when a ballooning population must be accommodated. However, when those changes involved tear downs, lot splits and the permitting of houses with oversized footprints the very nature of those neighborhoods changed and the character of those communities were became very different.

By not including this portion of Eastmoreland in the R7 zoning it will promote that type of change. Eastmoreland has been a single community and by leaving a portion zoned R5 it will split that portion off of the greater Eastmoreland neighborhood and diminish the strength and quality of the community.

We ask that you consider this change and thank-you for the opportunity to give our input.

Respectfully, Frederic N. Johnson & Suzanne E. Sullivan

3738 SE Carlton St, Portland, OR 97202

720-440-4168 email: fritzandsuzanne@hotmail.com

Arevalo, Nora

From: Dave Cole <davecole00@gmail.com>
Sent: Wednesday, April 20, 2016 11:56 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony
Attachments: Amendment-M42-Opposition_Petition.pdf; ATT00001.htm

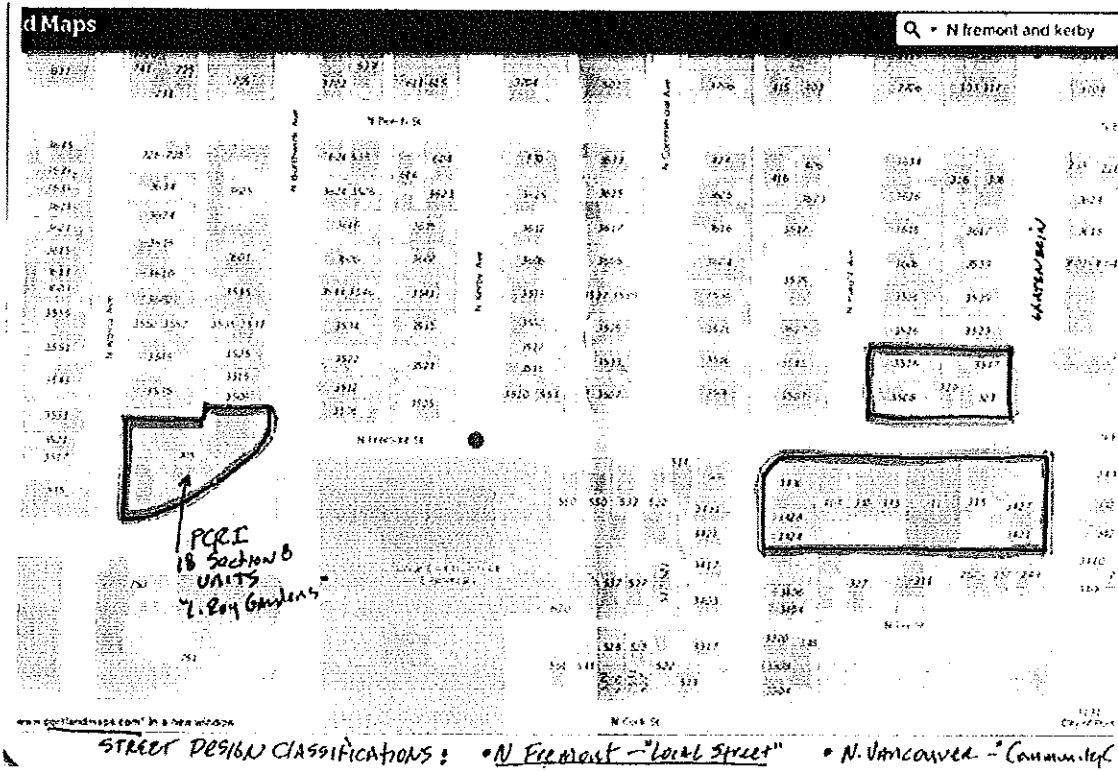
Follow Up Flag: Follow up
Flag Status: Flagged

Hello, I'm sending along the latest iteration of our petition opposing Amendment M42, Proposed changes #1514 & #1471 - we are up to over 340 signatures and have some additional comments from the signers added to the document. As always, you can see the live petition here: <http://bit.ly/freeboise> - thank you!

-Dave Cole
3548 N Albina Ave.



Oppose the proposed commercial zoning change on N. Fremont between Mississippi and Vancouver



Under the original Comprehensive Plan Update, N. Fremont was to remain residentially zoned (R1). Recently, the Bureau of Planning and Sustainability (BPS) along with the offices of Dan Saltzman and Charlie Hales have proposed an amendment changing the zoning from R1 to CM2 between N. Gantenbein and N. Commercial (Proposed Change #1514 Amendment M42) and between N. Albina and Borthwick (Proposed Change #1471 Amendment M42).

This proposal was NOT supported by the appropriate studies, evidence, and information. Nor was it supported by the appropriate engagement from either affected residents or the Boise Neighborhood Association (BNA).

We the signers of this petition are **opposed** to the proposed zoning change from R1 to CM2 along N. Fremont Street. The rationale for the opposition is as follows:

- The impacted homeowners first learned of the proposed zoning change upon notification from the city. The Boise Neighborhood Association first learned of the proposal once impacted neighbors shared the notices they had received. Additionally, the city relied on a

fraudulent petition created by an owner of multiple properties that would benefit from this change as evidence of neighborhood support for the proposal.

- Included in the proposal is the Section 8 housing known as L Roy Gardens located at 705 N Fremont. The nonprofit managing this housing project, Albina Community Development Corp, was also unaware of the zoning change. We the undersigned, believe such a zoning change poses a threat that this section 8 housing will be lost.

- There is currently some 60,000 SF of newly constructed commercial space VACANT along Williams, Vancouver and Mississippi with three more mixed used buildings about to break ground and even more buildings in the development stage. Each of these new developments adds more residential and commercial space to the neighborhood. The current vacancies coupled with planned construction, suggests neither demand nor need for yet more commercial space along a stretch of N Fremont that has historically been residential and retains the characteristics thereof.

- This stretch of Fremont is already zoned for a higher level of residential density (R1). This existing level of density has not yet been tapped into. In other words, there's already room for more density.

- The rezoning of these areas could result in buildings up to 5 stories tall with 0 feet of setback immediately adjacent to residential properties. The homes near this new zoning would be severely detrimentally impacted by this change. In addition, the zoning to commercial could potentially bring in late-night businesses to the area, resulting in noise and trash issues plaguing nearby residents.

- With Vision Zero in mind, the undersigned believe N. Fremont Street, a primarily residential street, cannot support the increased pedestrian, bicycle, and vehicle traffic that will be triggered by this zoning change allowing commercial development. There has been no study into how this zoning change will affect the traffic flow during normal hours and rush hours. There has been no study as to whether there is room along Fremont St to safely accommodate bidirectional bus service, on-street parking to support new business and provide for safe bicycle traffic. Additionally, this a street used by children walking to and from the Boise Elementary School, there has been no study as to maintaining the safety of these children with the new proposal.

- We support increased residential density and even commercial development. However, we believe there are more intuitive sites along Williams, Vancouver, Mississippi, Knott and Russell that were historically home to such mixed use development and are currently better able to handle increased traffic demands safely.

Thank you for taking the time to consider these comments and supporting this petition asking that the zoning along N Fremont between Gantenbein and Commercial and between Mississippi and Borthwick remain residential.

Petition located here: <https://www.change.org/p/the-freeboise-coalition-oppose-the-proposed-commercial-zoning-change-on-fremont-between-mississippi-and-vancouver>

Signatures

Name	Location	Date
Dave Cole	Portland, OR, United States	2016-04-12
Dianne Bocci	Portland, OR, United States	2016-04-12
Ruth Harper	Portland, OR, United States	2016-04-12
Simon Ingham	Portland, OR, United States	2016-04-12
Halley Shultz	Portland, OR, United States	2016-04-12
Damon Meadors	Portland, OR, United States	2016-04-12
Robert Burnette	Portland, OR, United States	2016-04-12
clay connally	Portland, OR, United States	2016-04-12
Matthew Teske	Portland, OR, United States	2016-04-12
Sari Watnick	Portland, OR, United States	2016-04-12
gabrielle nieto	Portland, OR, United States	2016-04-12
Brandy siegrist	Portland, OR, United States	2016-04-12
Peggy Alter	Portland, OR, United States	2016-04-12
Mary McMahon	Portland, OR, United States	2016-04-12
Charmaine Skoubo	Portland, OR, United States	2016-04-12
nita mullen	portland, OR, United States	2016-04-12
ruby calderon	Portland, OR, United States	2016-04-12
Amber McKenna	Portland, OR, United States	2016-04-12
Jennifer Stack	Portland, OR, United States	2016-04-12
Phyllis Tyler	Portland, OR, United States	2016-04-12
Michael Johnson	Portland, OR, United States	2016-04-12
Jesus Huerta	Portland, OR, United States	2016-04-12
Ellen Cusick	Portland, OR, United States	2016-04-12
Lori Hoffman	Portland, OR, United States	2016-04-12
Cory Pinckard	Tualatin, OR, United States	2016-04-12
Jonathan Luczycki	Portland, OR, United States	2016-04-12
Molly McDevitt	Portland, OR, United States	2016-04-12
Dave Bue	Portland, OR, United States	2016-04-12
Joane Porter-Ishmael	Portland, OR, United States	2016-04-12
teresa mcgrath	porltand, OR, United States	2016-04-12

Name	Location	Date
Amy Vail	Portland, OR, United States	2016-04-12
Heather Fruhling	Portland, OR, United States	2016-04-12
Amy Keppert	Portland, OR, United States	2016-04-12
Reed Mogil	Portland, OR, United States	2016-04-12
elizabeth fries	Portland, OR, United States	2016-04-12
Kathryn Steele	Portland, OR, United States	2016-04-12
Brad Larrabee	Portland, OR, United States	2016-04-12
Leanne bach	Portland, OR, United States	2016-04-12
Alyssa Isenstein Krueger	Portland, OR, United States	2016-04-12
kyle collins	Portland, OR, United States	2016-04-12
Jessica Park	Portland, OR, United States	2016-04-12
Jason Mercury	Portland, OR, United States	2016-04-13
iver schubert	Portland, OR, United States	2016-04-13
Kimberly Bulter	Portland, OR, United States	2016-04-13
Edward Querfeld	Portland, OR, United States	2016-04-13
Sarah Cardin	Portland, OR, United States	2016-04-13
Ullika Pankratz	Portland, OR, United States	2016-04-13
Julia Matschukat	Portland, OR, United States	2016-04-13
Carolyn Gillen	Portland, OR, United States	2016-04-13
Iris Ireland	Milwaukie, OR, United States	2016-04-13
Sara Mitchell	Portland, OR, United States	2016-04-13
Nancy Fedelem	Portland, OR, United States	2016-04-13
Christine Andersen	Portland, OR, United States	2016-04-13
Dominic Anaya	Portland, OR, United States	2016-04-13
aundrea Smith	Portland, OR, United States	2016-04-13
Elizabeth Collins	Portland, OR, United States	2016-04-13
April Mullen	Portland, OR, United States	2016-04-13
Anna Cullop	Portland, OR, United States	2016-04-13
Rebecca Kerrr	Portland, OR, United States	2016-04-13
Donna Pizzi	Portland, OR, United States	2016-04-13
Vanessa Renwick	Portland, OR, United States	2016-04-13
Chariti Montez	Portland, OR, United States	2016-04-13

Name	Location	Date
Laura Minus	Portland, OR, United States	2016-04-13
Tasha Macc	Portland, OR, United States	2016-04-13
Esther Westbrook	Portland, OR, United States	2016-04-13
Johnnie Sanfilippo	Boring, OR, United States	2016-04-13
Lorii Johnson-Berger	Portland, OR, United States	2016-04-13
Lisa Ha	Portland, OR, United States	2016-04-13
Kim Bogus	Portland, OR, United States	2016-04-13
Melissa Anthony	Portland, OR, United States	2016-04-13
Dingy Anderson	Portland, OR, United States	2016-04-13
David Kerr	Portland, OR, United States	2016-04-13
Chris Hudson	Portland, OR, United States	2016-04-13
Shanon Playford	Portland, OR, United States	2016-04-13
sonia scott	portland, OR, United States	2016-04-13
meg hanson	Portland, OR, United States	2016-04-13
Noah Lauerman	Portland, OR, United States	2016-04-13
Toby Wickwire	Portland, OR, United States	2016-04-13
Angel Lambart	Portland, OR, United States	2016-04-13
Zannah Martell	Portland, OR, United States	2016-04-13
Raina Mills	Portland, OR, United States	2016-04-13
Lisa Schonberg	Portland, OR, United States	2016-04-13
Robert Harper	Portland, OR, United States	2016-04-13
delores wise	portland, OR, United States	2016-04-13
Cheryl Juetten	Portland, OR, United States	2016-04-13
Aaron Minehart	Portland, OR, United States	2016-04-13
Alexis Peterka	Portland, OR, United States	2016-04-13
Stephen Gomez	Portland, OR, United States	2016-04-13
Mandy Stigant	Portland, OR, United States	2016-04-13
Darrick Stiers	Portland, OR, United States	2016-04-13
Kristina Brouwer	Beaverton, OR, United States	2016-04-13
erin murphy	Portland, OR, United States	2016-04-13
Heather Sielaff	Portland, OR, United States	2016-04-13
Catherine Jewett	Portland, OR, United States	2016-04-13

Name	Location	Date
Mark Colman	portland, OR, United States	2016-04-13
Kimberlee Grant	Tigard, OR, United States	2016-04-13
John Puls	Portland, OR, United States	2016-04-13
Anna Olsen	Portland, OR, United States	2016-04-13
Anna Teske	Portland, OR, United States	2016-04-13
Royal Sybrandt	Portland, OR, United States	2016-04-13
Katherine Wolf	Portland, OR, United States	2016-04-13
Kris Hatch-McCarter	Portland, OR, United States	2016-04-13
Jessica Moore	Portland, OR, United States	2016-04-13
Susan Skoubo	Portland, OR, United States	2016-04-13
Carrie Crimin	Portland, OR, United States	2016-04-13
Suzanne Balleisen	Portland, OR, United States	2016-04-13
Joan Rogers	Portland, OR, United States	2016-04-13
emily herbert	Portland, OR, United States	2016-04-13
Susan Morris	PORTLAND, OR, United States	2016-04-13
Casey Cole	Portland, OR, United States	2016-04-13
Hannah Bourcier	Portland, OR, United States	2016-04-13
Chucko S.	Portland, OR, United States	2016-04-13
joanne mcphoe	peoria, IL, United States	2016-04-13
Juaning Higgins	Portland, OR, United States	2016-04-13
Ariana Jacob	Portland, OR, United States	2016-04-13
Jennifer Stelzer	Portland, OR, United States	2016-04-13
Nilina Mason-Campbell	Portland, OR, United States	2016-04-13
Ealasaid Haas	Portland, OR, United States	2016-04-13
Cynthia Plank	Portland, OR, United States	2016-04-13
Harriet Suo	Portland, OR, United States	2016-04-13
Howard Seaborn	Portland, OR, United States	2016-04-13
Lorraine Thornton	Portland, OR, United States	2016-04-13
Elie Charpentier	Portland, OR, United States	2016-04-13
Jessamyn Johns	portland, OR, United States	2016-04-13
Brian Patrick	Hillsboro, OR, United States	2016-04-13
Naomi Clarke	Portland, OR, United States	2016-04-13

Name	Location	Date
Jennifer Centers	Portland, OR, United States	2016-04-13
Nan Haemer	Portland, OR, United States	2016-04-13
Justin Holt	Portland, OR, United States	2016-04-13
Elizabeth Borte	portland, OR, United States	2016-04-13
JanTigger Mandaville	Portland, OR, United States	2016-04-13
mychal hoffman	Portland, OR, United States	2016-04-13
Ann Given	Portland, OR, United States	2016-04-13
Heather Watkins	Portland, OR, United States	2016-04-13
michelle olson	Portland, OR, United States	2016-04-13
April Reda	Portland, OR, United States	2016-04-13
Gina Sanfilippo	san francisco, CA, United States	2016-04-13
Nicolle DuPont	Portland, OR, United States	2016-04-13
Marlene Olveda	Portland, OR, United States	2016-04-13
gloria morgan	portland, OR, United States	2016-04-13
Jeff Ovington	Portland, OR, United States	2016-04-13
Larry Moiola	Portland, OR, United States	2016-04-13
Robert Donaldson III	Portland, OR, United States	2016-04-13
Aleina langford	portland, OR, United States	2016-04-13
Deanna Geiger	Portland, OR, United States	2016-04-13
Brenda Fowler	Portland, OR, United States	2016-04-13
Cesar Altamirano	Portland, OR, United States	2016-04-13
Cynthia Johnson	Portland, OR, United States	2016-04-13
Amy Peterson	Portland, OR, United States	2016-04-13
Eileen Ryan	Portland, OR, United States	2016-04-13
Ethan Rose	Portland, OR, United States	2016-04-13
Paulette Copperstone	portland, OR, United States	2016-04-13
Rebecca Chiao	Portland, OR, United States	2016-04-13
Stephen Harris	Portland, OR, United States	2016-04-13
Christopher Thombs	Portland, OR, United States	2016-04-13
penny williams	Portland, OR, United States	2016-04-13
Fred Lifton	Portland, OR, United States	2016-04-13
Mandie Wood	Portland, OR, United States	2016-04-13

Name	Location	Date
Zoe Kunstenaar	Aptos, CA, United States	2016-04-13
Beftu Mohammed	Portland, OR, United States	2016-04-13
Rachael Stine	Portland, OR, United States	2016-04-13
kari merkl	chicago, IL, United States	2016-04-13
Jack Gualtieri	Portland, OR, United States	2016-04-13
Analiесе Boyd	Portland, OR, United States	2016-04-13
Steven Dixon	Lee, MA, United States	2016-04-13
Damara Bartlett	Portland, OR, United States	2016-04-13
Joshu Baker	Portland, OR, United States	2016-04-13
Simon Portner	Portland, OR, United States	2016-04-13
Seth Dixon	Portland, OR, United States	2016-04-13
Debra Morgan	Portland, OR, United States	2016-04-13
Melanie Scherer	Portland, OR, United States	2016-04-13
Brynna Hurwitz	Portland, OR, United States	2016-04-13
Gabriel Lopes	Portland, OR, United States	2016-04-13
Jennifer Benjamin	Monmouth, OR, United States	2016-04-13
Clarence Dupiton	Portland, OR, United States	2016-04-13
William Murnighan	Portland, OR, United States	2016-04-13
David Reynolds	Portland, OR, United States	2016-04-13
Rosa Wickliffe	Portland, OR, United States	2016-04-13
Alyssa Glass	Portland, OR, United States	2016-04-13
Stephen Plourde	Portland, OR, United States	2016-04-13
Angela Querfeld	Portland, OR, United States	2016-04-13
Dana Mozer	Portland, OR, United States	2016-04-13
Nora Bauman	Portland, OR, United States	2016-04-13
Krystle Leach	Portland, OR, United States	2016-04-13
Monica Arlt	Portland, OR, United States	2016-04-13
Paula wade	Portland, OR, United States	2016-04-13
David Lopas	Portland, OR, United States	2016-04-13
larisa noonan	Salem, OR, United States	2016-04-13
Kimberly Stafford	Los Angeles, CA, United States	2016-04-13
alison conlin	Portland, OR, United States	2016-04-13

Name	Location	Date
Angel White	Portland, OR, United States	2016-04-13
Brenda Ketah	Portland, OR, United States	2016-04-13
Sarah Glathar	Portland, OR, United States	2016-04-13
Eric Berger	Portland, OR, United States	2016-04-13
Katherine Coleman	Portland, OR, United States	2016-04-13
Linda Lopeman	Portland, OR, United States	2016-04-13
Lindsey Diercksen	Portland, OR, United States	2016-04-13
Andy Hundt	Portland, OR, United States	2016-04-13
Todd Hoppe	Portland, OR, United States	2016-04-13
Christopher Lockwood	Newberg, OR, United States	2016-04-13
Collin McFadyen	Portland, OR, United States	2016-04-13
Nathaniel Barrett	Portland, OR, United States	2016-04-13
Rebekah Leslie-Hurd	Portland, OR, United States	2016-04-14
Kevin Laubacher	Portland, OR, United States	2016-04-14
Thomas Campbell	Portland, OR, United States	2016-04-14
Carolyn Young	Portland, OR, United States	2016-04-14
Elizabeth Crews	Portland, OR, United States	2016-04-14
Sarah Mussio	Portland, OR, United States	2016-04-14
Darren Bartlett	Portland, OR, United States	2016-04-14
Krystal Hudson	Tucson, AZ, United States	2016-04-14
Brooke Warren	portland, OR, United States	2016-04-14
Katie Cahill	Portland, OR, United States	2016-04-14
Rachel Jacks	Portland, OR, United States	2016-04-14
Nancy Whitaker-Emrich	Portland, OR, United States	2016-04-14
Kristopher Taft	Portland, OR, United States	2016-04-14
Chris Spurgin	Portland, OR, United States	2016-04-14
Devon Newby	Portland, OR, United States	2016-04-14
Veronica Schnidrig	Portland, OR, United States	2016-04-14
Richelle Reynolds	Portland, OR, United States	2016-04-14
Lisa Exline	Portland, OR, United States	2016-04-14
Timothy Ganey	Portland, OR, United States	2016-04-14
Jabbara Edwards	Portland, OR, United States	2016-04-14

Name	Location	Date
Annabelle Snow	Portland, OR, United States	2016-04-14
Gretchen Ganey	Portland, OR, United States	2016-04-14
peter nylan	Portland, OR, United States	2016-04-14
Morgan Klumb	Portland, OR, United States	2016-04-14
Kenneth Yambra	Portland, OR, United States	2016-04-14
Tamara Mucha	Portland, OR, United States	2016-04-14
Stephanie Savage	Portland, OR, United States	2016-04-14
Gail Warren	Beaverton, OR, United States	2016-04-14
Holly Parton	Portland, OR, United States	2016-04-14
Delvin ford	Portland, OR, United States	2016-04-14
Danielle McKinley	Coquille, OR, United States	2016-04-14
Samuel Coomes	Portland, OR, United States	2016-04-14
Alicia Zambelli	Portland, OR, United States	2016-04-14
Lisa Hubbs	Portland, OR, United States	2016-04-14
Selam Kahassay	Portland, OR, United States	2016-04-14
Josiah Vincent	Portland, OR, United States	2016-04-14
Laura Shea	Portland, OR, United States	2016-04-14
Kyle Piper-smyer	Portland, OR, United States	2016-04-14
Mabel Dieguez	Portland, OR, United States	2016-04-14
michael banker	Portland, OR, United States	2016-04-14
Anna Fritz	Portland, OR, United States	2016-04-14
Mark vanderzanden	Portland, OR, United States	2016-04-14
Kelly Brittan	Portland, OR, United States	2016-04-14
Brian Soderholm	Portland, OR, United States	2016-04-14
Dave Ketah	Portland, OR, United States	2016-04-14
Jennifer Gossett	McMinnville, OR, United States	2016-04-14
Monica Robles	Portland, OR, United States	2016-04-14
Aleksey Butkov	Clackamas, OR, United States	2016-04-14
Benjamin Parrish	Portland, OR, United States	2016-04-14
Robert Price	Portland, OR, United States	2016-04-14
Gabe Adoff	Portland, OR, United States	2016-04-14
Nancy Coscione	Portland, OR, United States	2016-04-14

Name	Location	Date
Laura Moog	Portland, OR, United States	2016-04-14
Adrienne Brown-Dunn	Portland, OR, United States	2016-04-14
Rose Lombardo	Portland, OR, United States	2016-04-14
Judith Shea	Portland, OR, United States	2016-04-14
Matt Hannafin	Portland, OR, United States	2016-04-14
Alex Burns	Portland, OR, United States	2016-04-14
JOAN CRAWFORD	Portland, OR, United States	2016-04-14
Kristin Brown	Portland, OR, United States	2016-04-14
patrick hilton	portland, OR, United States	2016-04-14
Jeff Waters	Portland, OR, United States	2016-04-14
Bill Bigelow	Portland, OR, United States	2016-04-14
Daniel Gomez	Chula Vista, CA, United States	2016-04-14
N Lewis	Portland, OR, United States	2016-04-14
James Rodriguez	Portland, OR, United States	2016-04-14
Ricky Coleman	Beaverton, OR, United States	2016-04-14
Eric Mirsepassi	Portland, OR, United States	2016-04-14
Lisa Hamilton	Portland, OR, United States	2016-04-14
Risa Dixon	Portland, OR, United States	2016-04-14
Hyung Nam	Portland, OR, United States	2016-04-14
Carie Folz	Portland, OR, United States	2016-04-14
Larry Clark	Portland, OR, United States	2016-04-14
Tom Kane	Hubbard, OR, United States	2016-04-14
polly kreisberg	Portland, OR, United States	2016-04-14
kortnee walker	Portland, OR, United States	2016-04-14
Phyllicia McGowan	Portland, OR, United States	2016-04-14
Christine Bailey	Portland, OR, United States	2016-04-15
Shawna Neumeister	Lincoln City, OR, United States	2016-04-15
Emily Crum	Portland, OR, United States	2016-04-15
Christa Pickel	Portland, OR, United States	2016-04-15
Elizabeth Halt	Calumet, MI, United States	2016-04-15
Paris Hunt	Portland, OR, United States	2016-04-15
Dwayne Foster	Portland, OR, United States	2016-04-15

Name	Location	Date
K Spurgin	Portland, OR, United States	2016-04-15
Sara Vandepas	Portland, OR, United States	2016-04-15
Robert Ortiz	San Francisco, CA, United States	2016-04-15
Michael Hoffar	Portland, OR, United States	2016-04-15
J Richardson	Portland, OR, United States	2016-04-15
Rob Mareneck	Portland, OR, United States	2016-04-15
Shawna Hale	Portland, OR, United States	2016-04-15
Marsha Pfannes	Portland, OR, United States	2016-04-15
Nicole Fitz	Portland, OR, United States	2016-04-15
Corrinna Griffis	Portland, OR, United States	2016-04-15
Jackie Elliott	Portland, OR, United States	2016-04-15
Brad Exline	Portland, OR, United States	2016-04-15
George Lynch	Portland, OR, United States	2016-04-16
Lauren Gross	Portland, OR, United States	2016-04-16
shalana lawrence	Portland, OR, United States	2016-04-16
Arika Bridgeman-Bunyoli	Portland, OR, United States	2016-04-16
Martin Vandepas	Portland, OR, United States	2016-04-16
Matt Christenson	Portland, OR, United States	2016-04-16
Linda Okereke	Portland, OR, United States	2016-04-17
Curt Bieker	Portland, OR, United States	2016-04-17
Wretch Birky	Portland, OR, United States	2016-04-17
Laura Warren	Beaverton, OR, United States	2016-04-17
Elise Cramer	Portland, OR, United States	2016-04-17
Lise-Allynne Scott	Portland, OR, United States	2016-04-18
Andrine de la Rocha	Portland, OR, United States	2016-04-18
Cathy Hitchcock	Portland, OR, United States	2016-04-18
Steve Austin	Portland, OR, United States	2016-04-18
Annabelle Mona	Portland, OR, United States	2016-04-19
Austin Dillon	Leaburg, OR, United States	2016-04-19
Corinne Mona	Kopervik, Norway	2016-04-19
Dawn Eggen-Mona	Severna Park, MD, United States	2016-04-19
Cathy Galbraith Benton	Scappoose, OR, United States	2016-04-19



Name

Location

Date

Lisa Showell

Portland, OR, United States

2016-04-19

Casey Titchenal

Portland, OR, United States

2016-04-19

Scott Hegney

Portland, OR, United States

2016-04-19



Comments

Name	Location	Date	Comment
Ruth Harper	Portland, OR	2016-04-12	<p>Folks, if you oppose this change, please consider filing written testimony and testifying in person at the City Council public hearings. This is the last opportunity to inform the council's decision. See info below: Testify in person: Thursday, April 14 at 6 p.m. or Wednesday, April 20 at 2 p.m. Both at city Hall Council Chambers, 1221 SW 4th Avenue, Portland.</p> <p>Testify in writing: E-mail cputestimony@portlandoregon.gov with subject line "Comprehensive Plan Testimony - Proposed Change #1514 Amendment M42 and Proposed Change #1471 Amendment M42"</p> <p>File comments online at www.portlandmaps.com/bps/mapapp, click on the Land Use tab and type in your address.</p>
Simon Ingham	Portland, OR	2016-04-12	<p>Current zoning already allows for greater density on Fremont than currently exists. Residents do not want to turn the street into a full commercial street like Williams/Vancouver</p>
Halley Shultz	Portland, OR	2016-04-12	<p>I live in the neighborhood and my street would be surrounded by commercial development of this zoning change happened.</p>
clay connally	Portland, OR	2016-04-12	<p>I'm signing because I don't agree with the way the city and its officials make backdoor deals that affect my neighborhood without disclosing these chances until they're already made.</p>
Brandy Siegrist	Portland, OR	2016-04-12	<p>We would like to keep the current zoning to prevent displacement of more of our neighbors and because of the proximity of a school ,Boise Eliot; and safety issues concerning our roads. Do not change zoning on Fremont.</p>
Peggy Alter	Portland, OR	2016-04-12	<p>The amount of units currently in planning and partial completion stages in Boise will have a huge impact on the neighborhood and infrastructure (traffic, safety, liveability, parking, noise and crime). I believe we need to assess the impact of the existing permitted level of growth before increasing this load. Current R1 zoning allows for increased density on a scale that seems more appropriate to that section of street than CM2.</p> <p>Living and working on Williams Ave since 2009 has given me a perspective on the the increase in congestion and some of the problems that come with that, including the slowing of safety vehicles trying to maneuver through traffic and traffic accidents (bike, auto and pedestrian).</p>
Amber McKenna	Portland, OR	2016-04-12	<p>I want to make sure my neighborhood is being planned thoughtfully!</p>
Phyllis Tyler	Portland, OR	2016-04-12	<p>Commercial interests have driven up the cost of housing in inner city neighborhoods. This is not the Portland we have chosen to call home.</p>
Michael Johnson	Portland, OR	2016-04-12	<p>Enough is enough.</p>
Lori Hoffman	Portland, OR	2016-04-12	<p>I do not believe the road can support both the increased traffic and the school kids safely. Affordable housing is disappearing at an alarming rate. The neighborhood association should have input into the zoning changes.</p>
Cory Pinckard	Tualatin, OR	2016-04-12	<p>Quit destroying Portland because you're too corrupt to invest in our infrastructure in order to preserve our local treasures with improvements that would benefit us such as efficient and effective mass commute (especially across the urban growth boundary). Quit pillaging Portland. A city is more than a commodity.</p>

Name	Location	Date	Comment
Amy Keppert	Portland, OR	2016-04-12	<p>After investing hundreds of thousands of dollars to create the Vancouver/Williams biking corridor the city is now compromising pedestrian & biker safety by pushing for hyper-density. The infrastructure in this section of the city is already incapable of safely carrying the load and most of the new developments and in progress developments are vacant.</p> <p>The city should delay any further zoning changes in this corridor until existing & already in progress developments are at or near full capacity. At that time an honest & thorough impact study can be conducted.</p>
elizabeth fries	Portland, OR	2016-04-12	That neighborhood is more dangerous for every form of transportation seemingly everyday. Not to mention the mixed use buildings are complete eye sores who cater to almost no one "from" there. Stop displacing our residents
Brad Larrabee	Portland, OR	2016-04-12	There are already enough shops in Portland that sell things that no one actually needs.
Jessica Park	Portland, OR	2016-04-12	I live here and I am opposed to losing housing in favor of commercial businesses.
Jason Mercury	Portland, OR	2016-04-13	I'm a neighbor and I'm significantly concerned about his issue. It impacts me and my neighborhood.
E Querfeld	Portland, OR	2016-04-13	Lack of due process resulting in rubber stamping irresponsible development benefitting friends of the Mayor. The impact of traffic on Fremont alone would gridlock already congested streets due to the misinformed re-laning of Williams. This has got to stop.
Julia Matschukat	Portland, OR	2016-04-13	I am signing this petition because I see the same thing happening in SE, where I live. These rezonings and developers coming in are taking away the diversity and charm that make these neighborhoods desirable for us live in. We don't want to see beautiful old homes and buildings turned into cookie-cutter commercial areas with no soul.
Iris Ireland	Milwaukie, OR	2016-04-13	Stop pushing out the hard working wage earners that you expect to serve your food, pump your gas, clean your car, etc.
Christine Andersen	Portland, OR	2016-04-13	I do not feel that this zone change has taken into consideration the effect of all of the recent mixed use development that has been or is being constructed in this neighborhood. We will experience significant increases in housing units and commercial activities. The position articulated by the BNA clearly states my concerns. Do not move forward with this zone change!
Dominic Anaya	Portland, OR	2016-04-13	I feel that such rezoning would be contrary to many of the city's stated position, particularly it goes against Vision Zero by worsening traffic in a school area and puts affordable housing at risk by rezoning two subsidized housing properties.
Elizabeth Collins	Portland, OR	2016-04-13	We must stop destroying Portland's affordable housing.
Rebecca Kerr	Portland, OR	2016-04-13	I disagree with this zone change. It will increase the already busy Fremont traffic around the school. Placing children in danger. Island zones such as these create discontinuity in the fabric of our city and our neighborhood.
Donna Pizzi	Portland, OR	2016-04-13	I'm am appalled by all the commercial building going on in residential areas like Fremont... (and SELLWOOD)...
V R	Portland, OR	2016-04-13	Come on, last thing we need is commercial crapola on that street. Let us have a breather for the elementary school and the food garden and the residents who live there. You're turning this city into a disaster, you are. You did not leave any room for new green space on Williams or Vancouver..that was a BIG MISTAKE! Now you're trying to cram more crap in on Fremont. FORGET ABOUT IT!

Name	Location	Date	Comment
Ashanti Hall	portland, OR	2016-04-13	With heavy commercial development in this area we will lose yet another part of the city that makes it feel special. In addition, we already have a shortage of affordable housing in the area and it would be ludicrous to lose ANY housing that is already built and functional. Furthermore, we live in a Democratic society and changes like this made without the input or knowledge of the public and people affected is down right wrong and treasonous.
David Kerr	Portland, OR	2016-04-13	As a cyclist, this intersection is already extremely dangerous. As a homeowner Fremont is already too high traffic. There are children, speed bumps and residences along this corridor which simply do not support this plan
meg hanson	Portland, OR	2016-04-13	<p>I support this petition because the combination of speculative development without balanced regulations that protect and preserve communities is a recipe for disaster that we are already experiencing. What we need are more innovative and balanced approaches to growth that provide communities with more readily accessible tools that actually carry weight. What we have now is rampant evisceration of our beloved neighborhoods and these zoning changes will only accelerate that further. These changes will open the doors to making developers ridiculously wealthy, lead to even more demolitions, and ultimately lead to a diminished quality of life.</p> <p>I support this petition because I believe the sage words Tom McCall are even truer now than they were when spoke them back in the 70's, "The interests of Oregon for today and in the future must be protected from the grasping wasters of the land. We must respect another truism - that unlimited and unregulated growth, leads inexorably to a lowered quality of life."</p>
Noah Lauerman	Portland, OR	2016-04-13	It's clearly unethical for zoning changes to be initiated by those who will benefit financially. How is this not obvious?
Zannah Martell	Portland, OR	2016-04-13	The rate of growth in this area has been exponential in recent years. The Williams/Vancouver corridors are unable to support the current volumes of daily traffic making them unsafe for drivers, bikers and pedestrians right now - and the new developments on those streets around Fremont are vacant!! It seems insane and unfortunately shortsighted to contemplate adding even more development to this already saturated area. It is a sad testimony that there is an attempt to make changes like this without neighborhood involvement. I am completely opposed to this proposed zoning change.
Raina Mills	Portland, OR	2016-04-13	Everyone has a right to affordable housing and there is already too much commercial property in this neighborhood. It is awful that the city would green light something that the neighborhood association was never even informed about. It's time to listen to the voices of the citizens of the City of Portland and stop the madness!!!
Stephen Gomez	Portland, OR	2016-04-13	We support density, development and affordable housing in the Boise neighborhood. Fremont is already zoned with sufficient density opportunity for these needs. We don't need commercial development on this stretch of Fremont. We fully support commercial development on Williams, Vancouver and Mississippi.
Darrick Stiers	PORTLAND, OR	2016-04-13	community does not mean displace and replace
Erin Murphy	Denton, TX	2016-04-13	Poor Portlanders are being forced to move further away from their schools and jobs, to make room for the rich and the commercial.
John Puls	Portland, OR	2016-04-13	I do not think this zoning change will benefit the neighborhood. It has not been thoroughly thought out, and the residents of the neighborhood have not been consulted. Who town is this anyway, if not the residents?

Name	Location	Date	Comment
Anna Olsen	Portland, OR	2016-04-13	I'm a resident of this neighborhood. I think the section 8 housing should remain. There are numerous buildings going up on Williams, vancouver and mlk. This is near a school and this route should stay as quiet as possible for the safety of kids and families in yhe neighborhood.
Royal Sybrandt	Portland, OR	2016-04-13	I'm signing because the zoning change does not represent the will of the majority of the neighborhood.
Katherine Wolf	Portland, OR	2016-04-13	I am a board member of the Boise Neighborhood Association. I voted against this proposal because I feel that the area can be made denser within its current zoning, and I think that Fremont should not be upzoned since it already has a lot of development with negative impacts on the neighborhood safety and livability. I am also dismayed by the lack of transparency, honesty and engagement demonstrated by the property owner who put forward this proposal. Our neighborhood surely appreciates that the property owner has gifted his property to be a community garden for many years; however it does not make up for the behavior I have seen and heard about from neighbors recently.
Kris Hatch-McCarter	Portland, OR	2016-04-13	I feel their pain. Make it commercial and there is no limit to the time of day garbage trucks will make noise on the street.
Carrie Crimin	Portland, OR	2016-04-13	Because I live here. Right here.
Suzanne Balleisen	Portland, OR	2016-04-13	I think the Albina and Boise neighborhoods have been negatively impacted by gentrification and mixed use zoning already. It is time to halt.
Joan Rogers	Portland, OR	2016-04-13	I don't support the loss of housing in Portland.
emily herbert	Portland, OR	2016-04-13	Changing zoning is a neighborhood decision, what happened to involving all stakeholders,
Susan Morris	PORTLAND, OR	2016-04-13	I care!
Casey Cole	Portland, OR	2016-04-13	I LIVE HERE.
Juaning Higgins	Portland, OR	2016-04-13	Casey cole and David Cole are my friends and they are friends that live in the neighborhood this concerns.
Jennifer Stelzer	Portland, OR	2016-04-13	Gentrification is killing our city.
Ealasaid Haas	Portland, OR	2016-04-13	I know that neighborhood and it's lovely as is! The proposed development sounds both unnecessary and really harmful to the character of the area.
Cynthia Plank	Portland, OR	2016-04-13	I want to see communities work together to build strong neighborhoods.
Lorraine Thornton	Portland, OR	2016-04-13	I leave in the I roy garden apts
Naomi Clarke	Portland, OR	2016-04-13	Enough is enough! Ive lived here all my 41 years and i have never seen any town change, and displace its neighbors at such a high rate as Portland is doing. Wake up to what is going on! We are having a Housing crisis and a homeless crisis...not a bulid more stupid condos crisis.
Nan Haemer	Portland, OR	2016-04-13	I live in the neighborhood impacted by this potential change. It is already losing affordable housing due to development without sufficient forethought as to impact on livability and safety. I heartily agree with the objections raised and the fact that there has been a LOT of development in the area already that has yet to shake out re: how's it working for you?! Let the neighborhood retain some single homes and some low-cost housing, please! Thank you.
mychal hoffman	Portland, OR	2016-04-13	Keep Fremont free
Nicolle DuPont	Portland, OR	2016-04-13	We need to protect Portland family neighborhoods.

Name	Location	Date	Comment
Jeffrey Ovington	Portland, OR	2016-04-13	I may not live in the neighborhood, but a person I love lives directly on a property that would be affected. In addition, to threaten EXISTING affordable housing when this city already struggles with this issue is just incomprehensible. Everything about the process to get to this point stinks and does nothing to add to the reputation of city councilors involved. Shame!
Aleina langford	portland, OR	2016-04-13	To protect this area for low income housing
Eileen Ryan	Portland, OR	2016-04-13	We need public space, sky and parks, not more shopping options.
Rebecca Chiao	Portland, OR	2016-04-13	The surrounding residents should have a way in major zoning changes.
Stephen Harris	Portland, OR	2016-04-13	Keep to the original plan to remain residential zoned.
Christopher Thombs	Ojai, CA	2016-04-13	I lived in the neighborhood for many years. Not only is the city going back on their word, they have engaged in nefarious back door politicking in order to get where they are with this issue. This will also open the door for developers to enter in and force low income residents out. Those blocks contain low income housing in one form or another. In addition, planning wise, this makes no sense. This will create a significant traffic and flow problem for the area. The city is forcing a large number of people into a small area with nowhere to easily get in or out of the neighborhood. It's like a crowded theater with one exit.
Befu Mohammed	Portland, OR	2016-04-13	I'm signing because my MOTHER could go homeless!!
Rachael Stine	Cushing, MN	2016-04-13	My family lives in the L. Roy apartments and are in jeopardy of losing their home!
Analiene Boyd	Portland, OR	2016-04-13	Save our neighborhoods & prevent displacement
Joshu Baker	Portland, OR	2016-04-13	STOP IT ALREADY! You are selling out the city! This is NOT in the benefit of necessary density, but more CONSTRUCTION INDUSTRY BACKSCRATCHING!
Seth Dixon	Portland, OR	2016-04-13	Close friend is going to be put out on the street with no where to go!
David Reynolds	Portland, OR	2016-04-13	My wife and I moved in here because it was a small quiet stretch between Mississippi and Vancouver/Williams. I would hate to see Fremont gain the amount of traffic and parking issues that are facing the Vancouver/Williams stretch, especially with an elementary school right between these two planned developments.
rosa wickliffe	Portland, OR	2016-04-13	This area is way over packed. I also now live around the corner from the soon to be affected area. I strongly believe as beautiful as Oregon is and even more so Portland, you guys should put a break on building....I've been in this neighborhood and the next one east over for 24yrs, and this place has gone from spacey, calm to tightly packed like sardines to petty theft left and right. Stop the greed, and think of everyone already living here for a second in your life!
Alyssa Glass	Portland, OR	2016-04-13	I love this neighborhood; I live and work here. I don't want to see any more of my neighbors displaced by development and skyrocketing housing costs.
Angela Querfeld	Portland, OR	2016-04-13	I live in this neighborhood that has already been irrevocably changed by this kind of development - without any attempt to address traffic, parking and circulation stresses. I am also VERY tired of seeing our neighbors displaced and current affordable housing being demolished to make way for "so-called" low-income housing. Enough!!!!
Dana Mozer	Portland, OR	2016-04-13	I've lived in this neighborhood for over 20 years. Have always appreciated it's diversity and quiet. Already it takes an extra 10 minutes by car to leave my immediate neighborhood compared to one year ago. Boise can not sustain this type of density and destruction and remain livable.

Name	Location	Date	Comment
Kimberly Stafford	Los Angeles, CA	2016-04-13	I want to preserve low-income housing in North Portland and our neighborhood is getting way to overdeveloped and congested - no more high-rises!
Brenda Ketah	Portland, OR	2016-04-13	My children attend Boise-Eliot/Humboldt School.
Sarah Glathar	Portland, OR	2016-04-13	I believe that this change should be evaluated for the impact to the neighborhood. I do not want the zoning changed next to my daughter and son's future school without careful consideration. I also believe a developer has had undue influence on this proposal. Changes like this should be prompted by the city/neighborhood... Not by someone who is out for their own financial gain.
Linda Lopeman	Portland, OR	2016-04-13	I care about this town/city and the crazy building/development is ruining the essence of it.
Lindsey Dierksen	Portland, OR	2016-04-13	We already have a problem with the new construction in Williams. This will increase the safety issues and collisions already occurring
Andy Hundt	Portland, OR	2016-04-13	I want more neighborhood input into this decision.
collin mcfadyen	portland, OR	2016-04-13	Enough is enough!
Thomas Campbell	Portland, OR	2016-04-14	We need to keep our neighborhood a livable place for all people.
krystal hudson	Tucson, AZ	2016-04-14	Because I used to live there with my aunt Lorraine and it's such a beautiful area to raise kids. Please don't take this away from the families that have lived there for years. You will be taking precious memories away from the children who love growing up in that area. You will have alot of family members including my aunt out of a home.
Brooke Warren	portland, OR	2016-04-14	Displacing the people who have called Boise Eliot neighborhood home for decades in order to line the pockets of business investors is simply wrong. As a teacher, I also worry about the impact development would have on the traffic pattern, namely because of the children that attend Boise Elementary who cross an already dangerous Fremont Ave. daily.
Annabelle Snow	Portland, OR	2016-04-14	This is under-studied for the potential massive negative impact it will have on the safety and livability in our neighborhood!
Tamara Mucha	Portland, OR	2016-04-14	Freemont's character needs to be preserved.
Selam Kahassay	Portland, OR	2016-04-14	I care about the community
Josiah Vincent	Portland, OR	2016-04-14	I grew up in this neighborhood and want the families living here today to rest assured that their homes won't be bought up for senseless commercialization. Their are plenty of convenient botiques and convenience shops here already.
Dave Ketah	Portland, OR	2016-04-14	The case against this zoning change is overwhelming! Maintaining the livability of Portland neighborhoods has to be held in tension with the strong tide of development, not overrun by it.
Monica Robles	Portland, OR	2016-04-14	Traffic along Vancouver and Williams is maddening. Each road reducen to one late to accomodate bicycles, huge buildings with no parking, and increased population density have totally changed the neighborhood. I disagree with more commercialization in this area.
Adrienne Brown-Dunn	Portland, OR	2016-04-14	My children attend Boise-Eliot/Humboldt Elementary. It's essential that they have safe routes to and from school. There are already enough commercial properties surrounding the area. To make a proposal to like this shows that there is no respect for the families that live and learn in this community.
JOAN CRAWFORD	Portland, OR	2016-04-14	We need low income housing and set backs to keep area green with plants to offset building heat and pollution producers.

Name	Location	Date	Comment
Majda Nelson	Portland, OR	2016-04-14	I agree that the rezoning of low income housing on this street to commercial from residential zoning without input from low income housing authority, the neighborhood association or residents is a violation of process and a invitation by city officials and the mayor to evict more low income renters from our neighborhood. Hearings and input from the neighbors must take place.
Kristin Brown	Portland, OR	2016-04-14	This is a dramatic change that should require assessment and research before approval
Jeff Waters	Portland, OR	2016-04-14	I'm signing because this city is facing a full fledged housing crisis. As a teacher at Boise-Eliot/Humboldt (which is in the middle of the proposed redevelopment), I've seen the effects of gentrification on this neighborhood first hand. The removal of Section 8 Housing, in the midst of this crisis is absolutely unconscionable. How many of these families will land on their feet? How many will end up in one of the rapidly growing urban tent-cities? How will the safety of our school be impacted by an increase in traffic? It seems that these questions should be adequately addressed before a proposal is made, not in its wake.
Jeff Waters	Portland, OR	2016-04-14	The removal of Section 8 Housing (some of the last in this gentrified/gentrifying neighborhood) in the midst of a full-fledged housing crisis is absolutely unconscionable. How many of these families will land on their feet? How many will end up in one of the city's rapidly growing tent cities? How will this redevelopment impact the safety of Boise-Eliot/Humboldt School? It seems that these questions should be addressed by the community before a proposal, not in its wake.
nnenna lewis	Portland, OR	2016-04-14	The city needs to address bigger issues of homeless, poverty and displacement instead of adding to the problem with these policies and changes that continues to destroy livability!
Ricky Coleman	Beaverton, OR	2016-04-14	This is my neighborhood and is another attempt to line the pockets of developers while destroying the heart of a neighborhood.
Eric Mirsepassi	Portland, OR	2016-04-14	I feel strongly that historic neighborhoods need to be preserved and that there is a high likelihood that, without more care, there could be negative impacts to the current residents of this area.
caritas folz	Portland, OR	2016-04-14	Affordable housing that exists should not be replaced. Vision Zero for safe driving, walking and biking should be huge consideration for any rezoning.
Tom Kane	Hubbard, OR	2016-04-14	Affordable housing has already far to difficult for people to find.
kortnee walker	Portland, OR	2016-04-14	There is no need to destroy a home for people for greedy perspectives.
Stedman Bailey	Portland, OR	2016-04-15	I'm tired of the bait and switch process of this group of politicians. They talk about transparency and pull this crap. It's gross. If you have to sneak around the residents of this city, who the hell are you working for?! Enough!
Christa Pickel.	Portland, OR	2016-04-15	Williams. Vancouver. So much new commercial construction...no need to change a walkable residential neighborhood with a school into a commercial area.
Dwayne Foster	Portland, OR	2016-04-15	Stop demolishing Portland and putting up these monstrosities!
Sara Vandepas	Portland, OR	2016-04-15	Affordable housing is necessary and helps our WHOLE community.

Name	Location	Date	Comment
polly kreisberg	Portland, OR	2016-04-15	Mayor Charlie Hales talks about the housing crisis in Portland as if it were a priority. Any proposed changes that would impact currently existing affordable housing should not be allowed. The developments on Williams and Vancouver are high rent apartments for the most part and have yet to be occupied. The high rise apartment (condo?) building that is to located on the corner of Williams and Fremont will not even be high density if there is only two units per floor, at a million dollars each, while creating a long shadow over existing homes behind it. It seems that 14 two story town homes could be built on that space without the need to create a luxury high rise. I am completely opposed to allowing any further zoning changes in this area.
Rob Mareneck	Portland, OR	2016-04-15	I've lived in this neighborhood for almost 20 years and am pretty sick of most all the changes.
Shawna Hale	Portland, OR	2016-04-15	Our citizens need places to live. They/we are what make up our city. We do not deserve to have our homes taken away from us.
Marsha Pfannes	Portland, OR	2016-04-15	The traffic in N. Portland is horrible. We don't need even more high rise apartments. We don't want to take low income housing away from more people and we don't want to be another Seattle or San Francisco where only the rich can afford to live.
Corrinna Griffis	Portland, OR	2016-04-15	I lived in the neighborhood starting in 1998 and was priced out last year. Please don't ruin this gem of a neighborhood with this development. It already pushed everyone of color out....
Lauren Gross	Portland, OR	2016-04-16	I want to keep the area affordable
Arika Bridgeman-Bunyoli	Portland, OR	2016-04-16	My children attend Boise Elliot Humboldt school, the traffic and changes on Williams have already caused serious negative effects for the neighborhood, and many of those spaces remain vacant. This is a historical Black neighborhood and we can not afford to lose more housing to commercial interests that lead to further suffering for families.
Martin Vandepas	Portland, OR	2016-04-16	The city should reach out to neighborhood associations before proposing these changes.
Lili Scott	Portland, OR	2016-04-18	I'm signing because, although I am in strong support of increasing residential density as well as commercial development to accommodate the increased density, I am strongly opposed to this zoning change. The location of this zone change on N Fremont is within just a few blocks of the development that is happening on N Williams, N Vancouver and N Mississippi - all zoned for 4 and 5 story, mixed use development. There is also an on/off ramp a little more than a block away. The traffic is already so bad that the neighborhood streets of Gantenbren and Haight have become throughways that angry drivers race down during traffic times in attempts to get around the pile of cars that line Vancouver Ave. Additionally, the residential units that are currently occupied are just a fraction of what is planned and there already is no where for the traffic to go. What will it look like when the current planned development is maxed out? Adding a 5 story commercial development on Fremont would be a terrible mistake.

Name	Location	Date	Comment
Andrine de la Rocha	Portland, OR	2016-04-18	I moved into Boise because of its diversity, walkability and livability. The current R1 zoning has not yet been fully realized, so there is no need to up-zone this by 2 degrees to CM2 in order to add more density. Putting in commercial mixed use buildings could jeopardize the Open Door church and the L. Roy Gardens low-income housing. CM2 zoning will allow building up to 5 stories right up to the property-lines of historic homes and churches. The developer has been wheeling and dealing trying to buy up all the property on Fremont and now he wants to spot-zone this property to make a giant commercial apartment building. He even tried to trade Liberty Hall for the Open Door church which has been there since 1962. I'm frustrated that he isn't satisfied with developing the land at R1 (middle density housing) but insists on putting historic homes and churches at risk by changing the designation to commercial. Please leave it at R1 and let the area be developed as zoned. We have enough to deal with as Williams and Mississippi get more and more businesses. There are 60,000 square feet of vacant commercial space in the area already! We don't need more in these residential blocks.
Annabelle Mona	Portland, OR	2016-04-19	Portland has a gentrification problem that needs to be addressed by those in power.
Dawn Eggen-Mona	Severna Park, MD	2016-04-19	This concerns my daughter's neighborhood, which will be impacted negatively by increase in traffic and loss of neighborhood friendliness and cohesiveness. Though I do not live in Portland presently, I love the city and do not want to see it zoned unwisely.
Casey Titchenal	Portland, OR	2016-04-19	Fremont is already gridlocked at Haight Avenue during rush hour. It is difficult to get to the east or south during peak traffic hours. Development now in progress along N Vancouver and N Williams will inevitably add to this traffic situation. Also, the elementary school along Fremont serves many children who must cross Fremont on the way to and from school. Fremont Street can not support further commercial development safely.
Scott Hegney	Portland, OR	2016-04-19	I don't believe this will benefit the neighborhood in any way. I also am very against the destruction of more low income housing in all of inner Portland.

Arevalo, Nora

From: Stephen Gomez <stephendgomez@gmail.com>
Sent: Wednesday, April 20, 2016 11:49 AM
To: Commissioner Novick; Saltzman, Dan; Commissioner Fish; Commissioner Fritz; Hales, Mayor
Cc: Stark, Nan; Grumm, Matt; Elmore-Trummer, Camille; BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Map Amendment # M42

Follow Up Flag: Follow up
Flag Status: Flagged

Mayor Hales, Commissioners and City Staff

I am writing as a Boise neighborhood resident to express my opposition to the **Comprehensive Plan Map Amendment # M42** (Proposed Changes 1471 and 1514).

This Amendment is the result of an effort and testimony by Alem Gebrehiwot who owns one of the 17 properties proposed for a Comprehensive Map change and subsequent rezoning from R1 and R2 to the new Mixed Use Zones CM2 designation.

It might be easy to dismiss this opposition as yet another neighborhood fighting growth and density. The opposite is quite different in the Boise neighborhood where we have welcomed intense development on our main streets of Williams, Vancouver and Mississippi.

For the last three years I chaired the Boise Neighborhood Association's land use and transportation committee. Currently in the Boise neighborhood alone there are over 1200 units of residential apartments and a related 60,000+ square feet of commercial development in planning, permitting and/or construction. We expect significantly more development to occur assuming market conditions remain positive.

I personally welcome more residential development in our neighborhood. Development should continue to be focused on Williams, Vancouver and Mississippi which have longed been zoned for high density with designations of EX (primarily) and CS (along a few blocks of Mississippi). Large sections of these main streets remain "underdeveloped" relative to current zoning with either empty lots or single family homes.

Once recent calculation of underdeveloped land along these streets suggested another 2000 units can easily be added to the neighborhood with current zoning. With the proposed bonus FAR and height in the new CM3 mixed use zone these additional housing units are highly likely to be developed.

I also oppose Amendment M42 because the current R1 zoning allows for exactly the type of "middle-housing" wishes to promote. The block in which Mr Gebrehiwot's property is located and is proposed to be rezoned is 58000sf of R1 zoned property. 58-units of housing could be built on this block if property owners so chose. There are currently seven single family homes on this block and one church.

Other considerations:

Mr Gebrehiwot presented a petition purportedly demonstrating neighborhood support. Only two of the seventeen property owners included in Amendment M42 signed that petition.

2. The Boise Neighborhood Association held two public meetings in the last three weeks upon learning from a resident affected by this proposal. The neighborhood association was never contacted by Mr Gebrehiwot about this proposal to rezone all of Fremont from Mississippi to Vancouver. The public meetings were well attended (50+ people) and all sides were heard. The meetings were heated and contentious and touched on the issues of social justice as well as land use and transportation impacts. The BNA board ultimately voted to oppose Amendment M42.

3. The North/Northeast Business Association (NNEBA) testified at City Council and at BNA meetings in support of this proposal. It is certainly their right to do so. It's worth noting NNEBA has not disclosed a potential conflict of interest they have in this matter. NNEBA is a tenant of Mr Gebrehiwot's at their business offices at 311 N Ivy (a property contiguous to this proposal which Mr Gebrehiwot owns). I am unaware of NNEBA holding any public meetings to discuss Mr Gebrehiwot's proposal and Amendment M42.

4. North Fremont is designated a "Local Street" in the Comprehensive Map Street Design Classifications. North Fremont bears a tremendous amount of traffic in both directions at the Vancouver intersection because it is direct access to the I-405 on ramp. A freeway on-ramp is an unusual condition for a neighborhood and on a daily basis we see cut through traffic on residential streets for drivers attempting to quickly access I-405. Adding hundred several hundred units of housing onto North Fremont through Amendment M42 will only amplify the auto-related safety issues in the community. This is of particular concern because this proposal would add hundreds of housing units and daily auto traffic to three blocks surrounding Boise-Eliot School. As a neighborhood school many children in our community walk to school every morning.

I appreciate Council's consideration of my comments and welcome any questions to clarify.

Respectfully,

Stephen Gomez
429 North Shaver Street
Portland OR 97227
503 819 8268

Arevalo, Nora

From: Adam Bonin <Adam.Bonin@cardno.com>
Sent: Wednesday, April 20, 2016 11:45 AM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Novick; Bizeau, Tom; Commissioner Saltzman; Commissioner Fish
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

I am resending this email to include my full address below, as requested. Thanks again.

Good morning,

I'd first like to state that I am in support of Amendments M74 and B88. Portland is under siege by unscrupulous land developers (especially those active in the residential sector), which is deteriorating our quality of life, health, and not to mention, our property values. Adjusting Eastmoreland's property code from an R5 to an R7 (Amendment M74) would provide a conservation measure to protect our beautiful neighborhood from predatory investors intent on "packing in" additional houses (including Portland skinny houses ...yuck) and destroying our diversity of historically-significant homes. Furthermore, Amendment B88 is especially attractive to my family, because we live on SE Moreland Lane and cherish the large lot sizes and community of unique mid-century modern homes, several of which were designed and built by the late, legendary Portland homebuilder, Kenneth Birkemeier. We have small children and are concerned with the potential for additional homes on the block and increased vehicular use and associated safety issues. In addition, it has been documented that developers in Eastmoreland have recently ignored City policy for notifying neighbors regarding demolition procedures, as well as employing proper health & safety measures, such as fugitive dust abatement to reduce/prevent potential lead, asbestos, and petroleum hydrocarbon exposures to children (e.g., Duniway Elementary School students).

Eastmoreland (and SE Moreland Lane, specifically) is characterized by a mature forest canopy that provides a park-like setting, shade trees to cool our homes and yards, as well as air pollution mitigation, considering the assault of air emissions from Brooklyn Yards, Precision Cast Parts, and "former" heavy metal-associated decorative glass operations. Eliminating trees and adding new homes would be devastating to our neighborhood and the greater Portland metropolitan area.

I urge you to please consider these land use code changes and to be champions of these important defense mechanisms. Thank you so much for your consideration!

Adam Bonin
2830 SE Moreland Lane
Portland, OR 97202

Arevalo, Nora

From: Marc Hess <marcbhess@comcast.net>
Sent: Wednesday, April 20, 2016 11:42 PM
To: Commissioner Fish; Commissioner Novick; Commissioner Saltzman; Commissioner Fritz; Hales, Mayor; Council Clerk – Testimony
Subject: Broadmoor Proposed Development

Dear Commissioners and Mayor,

I am writing to express my concern about the possible development of 57 acres of Broadmoor Golf Course as an industrial park. The area is home to wildlife and established old trees. It is part of the Columbia Flyway, and thus provides needed migratory habitat for many bird species. In addition, it provides a quiet place in our changing city for people to reflect and recharge. The value of green spaces to our livability can't be discounted. I urge you to consider the value of this green space in its present state and reject this proposal.

Thank you,

Marc Hess
503-313-4077
email: marcbhess@comcast.net
Fax: 503-288-6760

Arevalo, Nora

From: Broughal, Justine
Sent: Wednesday, April 20, 2016 11:38 AM
To: BPS Comprehensive Plan Testimony
Cc: Adamsick, Claire
Subject: Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

We received another phone call from a constituent, Leanne Simms, who is opposed to the Broadmoor amendment, #M33.

Her address is 15021 SE Robinette Ct. Milwaukie, OR 97267

Justine Broughal
Constituent Services Assistant
Office of Commissioner Amanda Fritz
Justine.Broughal@portlandoregon.gov
(503) 823-3008

The City of Portland is a fragrance free workplace. To help me and others be able to breathe, please avoid using added fragrances when visiting City offices.

To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-2036, TTY 503-823-6868 with such requests or visit <http://www.portlandoregon.gov/bibs/article/454403>

Arevalo, Nora

From: PAUL CLITHERO <paulclithero@me.com>
Sent: Wednesday, April 20, 2016 11:32 AM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Novick; Bizeau, Tom; Commissioner Saltzman; Commissioner Fish
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

As a resident of Portland's Eastmoreland neighborhood, I am writing to express my support for Amendment M74 in the Comprehensive Plan. My take on the matter is that increasing density in Eastmoreland will destroy the character and livability of our neighborhood, promoting demolition of beautiful historic homes and tree canopy.

The City of Portland needs to find solutions to housing needs AND not do it at the expense of its historic, beautiful neighborhoods. Neighborhoods such as Eastmoreland, Ladd's Addition, Irvington, Alameda, and Laurelhurst need to be preserved for future generations. They are part of what makes Portland a desirable, great city.

I urge you to adopt Amendment M74 in the Comprehensive Plan.

Thank you for considering my input on this issue.

Sincerely,

Paul Clithero
3671 SE Nehalem St
Portland, OR 97202

Arevalo, Nora

From: Rick Skogrand <rskogrand@gmail.com>
Sent: Wednesday, April 20, 2016 11:26 AM
To: BPS Comprehensive Plan Testimony
Subject: Eastmoreland's R7 request

Follow Up Flag: Follow up
Flag Status: Flagged

We urging your support of the above request.

Rick Skogrand Eastmoreland resident

Sent from my iPad

Arevalo, Nora

From: Arevalo, Nora
Sent: Wednesday, April 20, 2016 11:23 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Your Testimony on the Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: Ron Sanders and Don Aho [mailto:ahosanders@comcast.net]
Sent: Wednesday, April 20, 2016 11:21 AM
To: Arevalo, Nora <Nora.Arevalo@portlandoregon.gov>
Subject: Re: Your Testimony on the Comprehensive Plan

My address is 446 NE Roth St, 97211. I am in the Bridgeton neighborhood and see how the freeway is totally inaccessible during rush hours. Hundreds more cars pouring out of N and NE Portland can only make matters lots worse. Thanks, Don Aho

From: Arevalo, Nora
Sent: Wednesday, April 20, 2016 9:33 AM
To: ahosanders@comcast.net
Subject: Your Testimony on the Comprehensive Plan

Thank you for your comment. Could you please send us your physical mailing address?

Best regards,

Nora Arevalo
Community Services Aide II
Bureau of Planning and Sustainability

Arevalo, Nora

From: Gmail <neil.dytham@gmail.com>
Sent: Wednesday, April 20, 2016 11:18 AM
To: Moore-Love, Karla; BPS Comprehensive Plan Testimony
Cc: Stephanie Dytham
Subject: Re: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

I'd like to reiterate my wife's comments about our concern of the rezoning in our neighborhood. If also like to stipulate that an additional concern to this would be that of street parking on our neighborhood streets. I understand the plans from Brummell Enterprises call for residential spaces above the businesses, with no off street parking provided. I find this unacceptable. Even with the limited business near our home (as well as condos surrounding our address WITH off street parking) our narrow street of Harney St is constantly full of vehicles on both sides of the road, which sometimes leads to people parking in front of our driveway, or so close it is practically impossible to make the hard turn into or out of our drive. This would only be increased with more businesses and residents in such close proximity. There should be absolutely no way these proposed properties are repurposed in the way set forth in the plans. Off street parking is a MUST (at the very least) if the rezoning is approved.

Thanks for considering my comments.
Kind regards

Neil Dytham

On Apr 20, 2016, at 11:05 AM, Stephanie Dytham <stephanie.dytham@gmail.com> wrote:

Hi,

I'm writing on behalf of my family and neighborhood regarding the rezoning request for SE Sherrett Street between 16th & 17th Avenues. We oppose the approval of Amendment #35- Brummell Enterprises request for zone change. Please do deny Brummell Enterprises request for a change in the zoning stipulated in the Comprehensive Plan Proposed Amendment #35 for the properties located on 1735, 1674, 1663, 1653, 1626, 1624, & 1623 SE Sherrett Street, as well as on SE 17th and Nehalem. This area of the Sellwood neighborhood does not need commercial housing/businesses. There is plenty of space directly on SE 13th and 17th Avenues (the main business corridors) that need business instead. There's no reason commercial zoning needs to be extended into these streets. This is a peaceful and vibrant neighborhood with a fine mix of business opportunities directly on SE 13th and 17th Avenues. Please let me know if you need any other information from me.

Sincerely,
Stephanie (& Neil & Kasia) Dytham
1805 SE Harney St
Portland, OR 97202
(503) 936-3787

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 11:18 AM
To: James Mears
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Testimony Re: City Council Comprehensive Plan Amendment P45 Middle Housing:

Follow Up Flag: Follow up
Flag Status: Flagged

Dear James,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: James Mears [mailto:jamesmmears@gmail.com]
Sent: Wednesday, April 20, 2016 11:15 AM
To: Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Testimony Re: City Council Comprehensive Plan Amendment P45 Middle Housing:

The proposed amendment for infill of residential housing is too expansive. As a homeowner who has recently seen the construction of a highly incongruous structure in our neighborhood, I have witnessed the damage that such inappropriate and poorly planned additions can wreak on the fabric of long established neighborhoods.

While I recognize the need for increased affordable housing in Portland, I urge you to provide safeguards for the integrity of existing neighborhoods. These are not merely collections of structures. They are the environment in which generations of families grow and become part of the community that gives Portland its uniquely livable character.

Thank you,
James Mears
215 SE 49th Avenue
Portland, OR
97215

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 11:17 AM
To: Ryan Mosley
Cc: BPS Comprehensive Plan Testimony
Subject: RE: [User Approved] Ban/Restrictions on Drive Thrus in the City of Portland

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ryan,

On behalf of Mayor Charlie Hales, thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Please know your suggestions and feedback have been noted and shared with our staff.

The Mayor's goal is to create pedestrian and bicycle-friendly areas in the central city and elsewhere. Drive-thru's encourage driving and create traffic, causing conflicts in areas with high pedestrian use. The Portland Zoning Code already strictly limits new drive-thru development in the Central City and in many pedestrian-oriented commercial areas. Those regulations have been in place for 20 years. Drive-thru facilities will continue to have a role in the future of Portland, but new drive-thru facilities will be carefully regulated in Portland's historic pedestrian-oriented, commercial areas and main streets. This issue is coming up now because the City is reviewing and updating its Comprehensive Plan and Commercial Zoning regulations. Commercial development interests have launched an advertising campaign against the city's strong development regulations, and they are asking the city to loosen rules about the design of new commercial development.

Below I have listed some drive-thru regulation facts:

- We are not banning or otherwise forcing the closure of existing drive-thru.
- The updates to policy and regulations that pertain to future new development.
- Portland's development regulations encourage new development that is oriented to public sidewalks, and transit stops, rather than parking lots and drive-thru facilities.
 - These existing regulations promote pedestrian safety and make it easier for transit riders to get around.
 - Auto-oriented retail (fast food in particular) generates a lot of traffic that can disrupt neighborhoods.
 - Safety is a factor, because frequent curb cuts and large parking lots increase the number of conflicts between cars and pedestrians, making it more dangerous to walk.
 - Many seniors, youth and people with disabilities rely on public transportation to get around. The City's development regulations make it easier for them to get to their destinations. In cities without these regulations, shopping centers and commercial areas often lack sidewalk connections to the street, and bus stops are often located in remote corners of the site.

For more information, please visit the Bureau of Planning and Sustainability website at: <https://www.portlandoregon.gov/bps/57352>. If you have any further concerns regarding this matter, please contact our policy advisor Camille Trummer via email camille.trummer@portlandoregon.gov.

Thanks again for your time.

Sincerely,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Ryan Mosley [mailto:rmosley@bkgbmo.com]
Sent: Wednesday, April 20, 2016 9:17 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>;
Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>;
Commissioner Saltzman <dan@portlandoregon.gov>
Subject: [User Approved] Ban/Restrictions on Drive Thrus in the City of Portland

Dear Mayor and Council Members,

I am employed by a BURGER KING® franchisee that owns and operates restaurants in the City of Portland. I am a part of this community and contribute not only to the economic stability and growth by spending money in our local community but by developing relationships with our clients that strengthen the community bonds.

We are an independent small business that makes our own business decisions for our restaurant locations. All BURGER KING® restaurants in the City of Portland (and State of Oregon) are franchised and owned by small business owners like us.

Many of our customers use drive-thrus. They are especially important for my customers who are disabled, elderly and families with small children. Being able to keep a drive-thru open late night allows customers the option of staying the safety of their car. Drive-thrus generate very few trips on their own. Most drive-thru traffic is generated by customers as a stop-off on trips they are already taking.

Even if existing drive-thrus are grandfathered, the proposed restrictions will make it very difficult for us to re-invest in our restaurants. This could have long lasting impacts including stopping construction projects and resulting additional funds flowing into the community the re-investment would have generated. The reduction in customer traffic would also likely force a reduction in our workforce that will have dramatic impacts on our employee's financial lives and the surrounding communities. And while we are members of our BURGER KING® family, these proposed ban/restrictions will impact so many of the employers in community including some of our favorite coffee shops and other quick service concepts. The potential loss of job opportunities in our communities are extensive.

PLEASE DON'T BAN DRIVE-THRUS OR CREATE SEVERE RESTRICTIONS ON THEM!

Thank you for your time and support in this matter.

Sincerely,

Ryan Mosley

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 11:16 AM
To: Selina Carter
Cc: BPS Comprehensive Plan Testimony
Subject: RE: [User Approved] Proposal to Ban/Restrictions on Drive Thru In The City of Portland

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Selina,

On behalf of Mayor Charlie Hales, thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Please know your suggestions and feedback have been noted and shared with our staff.

The Mayor's goal is to create pedestrian and bicycle-friendly areas in the central city and elsewhere. Drive-thru's encourage driving and create traffic, causing conflicts in areas with high pedestrian use. The Portland Zoning Code already strictly limits new drive-thru development in the Central City and in many pedestrian-oriented commercial areas. Those regulations have been in place for 20 years. Drive-thru facilities will continue to have a role in the future of Portland, but new drive-thru facilities will be carefully regulated in Portland's historic pedestrian-oriented, commercial areas and main streets. This issue is coming up now because the City is reviewing and updating its Comprehensive Plan and Commercial Zoning regulations. Commercial development interests have launched an advertising campaign against the city's strong development regulations, and they are asking the city to loosen rules about the design of new commercial development.

Below I have listed some drive-thru regulation facts.

- We are not banning or otherwise forcing the closure of existing drive-thru.
- The updates to policy and regulations that pertain to future new development.
- Portland's development regulations encourage new development that is oriented to public sidewalks, and transit stops, rather than parking lots and drive-thru facilities.
 - These existing regulations promote pedestrian safety and make it easier for transit riders to get around.
 - Auto-oriented retail (fast food in particular) generates a lot of traffic that can disrupt neighborhoods.
 - Safety is a factor, because frequent curb cuts and large parking lots increase the number of conflicts between cars and pedestrians, making it more dangerous to walk.
 - Many seniors, youth and people with disabilities rely on public transportation to get around. The City's development regulations make it easier for them to get to their destinations. In cities without these regulations, shopping centers and commercial areas often lack sidewalk connections to the street, and bus stops are often located in remote corners of the site.

For more information, please visit the Bureau of Planning and Sustainability website at: <https://www.portlandoregon.gov/bps/57352>. If you have any further concerns regarding this matter, please contact our policy advisor Camille Trummer via email camille.trummer@portlandoregon.gov.

Thanks again for your time.

Sincerely,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Selina Carter [mailto:scarcer@bkgbmo.com]
Sent: Wednesday, April 20, 2016 9:10 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>
Subject: [User Approved] Proposal to Ban/Restrictions on Drive Thru In The City of Portland
Importance: High

Dear Mayor and Council Members,

I am employed by a BURGER KING® franchisee that owns and operates restaurants in the City of Portland. I am a part of this community and contribute not only to the economic stability and growth by spending money in our local community but by developing relationships with our clients that strengthen the community bonds.

We are an independent small business that makes our own business decisions for our restaurant locations. All BURGER KING® restaurants in the City of Portland (and State of Oregon) are franchised and owned by small business owners like us.

Many of our customers use drive-thrus. They are especially important for my customers who are disabled, elderly and families with small children. Being able to keep a drive-thru open late night allows customers the option of staying the safety of their car. Drive-thrus generate very few trips on their own. Most drive-thru traffic is generated by customers as a stop-off on trips they are already taking.

Even if existing drive-thrus are grandfathered, the proposed restrictions will make it very difficult for us to re-invest in our restaurants. This could have long lasting impacts including stopping construction projects and resulting additional funds flowing into the community the re-investment would have generated. The reduction in customer traffic would also likely force a reduction in our workforce that will have dramatic impacts on our employee's financial lives and the surrounding communities. And while we are members of our BURGER KING® family, these proposed ban/restrictions will impact so many of the employers in community including some of our favorite coffee shops and other quick service concepts. The potential loss of job opportunities in our communities are extensive.

PLEASE DON'T BAN DRIVE-THRUS OR CREATE SEVERE RESTRICTIONS ON THEM!

Thank you for your time and support in this matter.

Sincerely,

Selina Carter

GBMO, LLC

522 SW 5th Avenue, Suite 925

Portland, OR 97204

503-906-1290 x207



Northwest District Association

April 20, 2016

RE: 2035 Comprehensive Plan Amendments: # M38, #M47, and #M64

Dear Mayor and Commissioners,

Thank you for the opportunity to testify regarding the 2035 Comprehensive Plan Recommended Draft and the 2035 Comprehensive Plan Draft City Council Amendments. These comments of the Northwest District Association (NWDA) are focused on NW Vaughn corridor properties and proposed zoning, land use and transportation infrastructure changes in the Draft Comprehensive Plan. The area we are concerned with stretches from the Willamette River to the base of the West Hills in the NW Thurman/Vaughn/Nicolai corridor where multiple properties are addressed in various parts of the Draft Comprehensive Plan and related initiatives, including the Employment Zoning Project and the Mixed Use Zoning Project.

In the broadest sense, the NWDA would like the changes proposed in the corridor to be reviewed in a comprehensive manner, not as piecemeal planning changes. This area is critical to the NW community in terms of vehicular access, transitions between the Guild's Lake Industrial District, and connection to the Willamette River waterfront. Together, the Royal Oak (NW Wilson and 29th) zone change, the preservation of the EXd zoning at Montgomery Park, the rezoning of the entire ESCO site and other nearby properties, and the rezoning of properties under the Fremont Bridge ramps have the potential to alter a significant part of the Northwest community. The cumulative impacts of these changes need to be understood before the Planning Committee can fully support the final zoning map changes.

Transportation is the most significant area of concern in relation to the proposed changes. Our prior comments to the Planning and Sustainability Commission and BPS staff go into some detail on this issue. In summary:

1. Impacts to the functioning of the NW 23rd and I-405/Vaughn interchange must be assessed based on the same methodology used in development and passage of the NW District Plan. We do not support utilizing generalized modeling methods that use unproven assumptions regarding ITS and TDM measures and unreliable and planned, but not funded, transit service assumptions.
2. The assessment of transportation impacts must be completed at the local modeling level, again based on prior NW District Plan methods. The success of the NW District Plan is predicated on these assumptions, as is the redevelopment the Con-Way (XPO Logistics) property. Using other methods will call into question the applicability and legal foundation of the plan that covers development with the NW District boundaries.
3. #M47: The PC supports rezoning the Royal Oaks/Wilson properties with the understanding that transportation and broader community impacts are fully analyzed and mitigated.

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4. #M64: The PC supports retaining the EXd zoning on the Montgomery Park property with the understanding that transportation and broader community impacts are fully analyzed and mitigated.
5. #M38: At this time, the PC supports only the rezoning of the single block that is owned by ESCO and that fronts onto NW Vaughn in recognition that this block is currently in office use. The Amendment language is not clear on what is included in this portion of the amendment as it says, "include only the existing ME designated area in the Task 5 zoning map package." Does this mean only the ESCO owned block as we are assuming? If this directive includes other blocks facing NW Vaughn and designated ME, the PC cannot support this change.
6. #M38: The PC is not clear about what properties are included in the directive, "Re-designate site to Mixed Employment, rather than Industrial Sanctuary, along with abutting sites." The amendment title refers to "ESCO" but this statement appears to include other non-ESCO owned properties. As noted above, this is a huge change with potentially enormous traffic impacts on state-owned facilities and neighborhood streets. Without detailed modeling beyond what is noted in the amendment description, "US Hwy 30 is projected to be over capacity during the PM peak in 2035 near Nicolai. Mitigating ITS project planning TSP (#60023)." It appears that the ITS project is not contemplated until years 11-20 of the TSP time frame and there is no assurance that this project will be adequate to address the resulting traffic generation of the property covered by this amendment, particularly in conjunction with traffic generated by the other properties covered by the three amendments.
7. #M38: It is the understanding of the PC, based on commitments from the PSC and BPS, that if the proposed changes are adopted, that the entire area proposed to be re-designated to ME will be included in Subdistrict B of the Guild's Lake Industrial Sanctuary Plan District. Further, the Subdistrict B regulations will be amended to clarify that office development is restricted to a 1:1 FAR. This change is consistent with the original intent of Subdistrict B, but needs to be included in the Plan District as the new Employment Zoning regulations are proposing that office uses will be allowed at 3:1 FAR. The modeling that was done for the NW District Plan shows that the transportation infrastructure cannot support more than a 1:1 FAR for office uses in the Vaughn I-405 corridor (a .85 FAR bonus is allowed through mitigation). These changes need to be made (if the amendments are adopted by City Council) concurrently with the adoption of the 2035 Comprehensive Plan package.



In conclusion, the NWDA respectfully asks City Council to immediately initiate a transportation planning effort to provide detailed modeling and assessment to evaluate the cumulative impacts of the proposed amendments. This should occur BEFORE any amendments are finally adopted to ensure that the transportation system, both state owned facilities – Highway 30 and I-405 – and local streets are capable of supporting these significant changes to the Comprehensive Plan and Zoning.

Sincerely,

Greg Theisen
Acting Chair, NWDA Planning Committee

Arevalo, Nora

From: Mary McVein <mcveinm@pdx.edu>
Sent: Wednesday, April 20, 2016 11:08 AM
To: BPS.Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

To The Portland City Council:

I am writing in regard to the zoning issue in my neighborhood of Westmoreland (north end), where much of the area was zoned for high density. Our neighborhood agreed to this designation with the promise of access to light rail at Harold Street. As a resident of Harold Street, I was extremely disappointed that our neighborhood was bypassed, and I believe access to public transit is a must for this type of high density zoning.

Already on Harold street there are a number of new multi unit buildings popping up. Most of the houses on my street only have street parking, and these new units are not required to provide off street parking.As a result, parking in our neighborhood is becoming untenable.

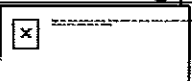
High density zoning is not in keeping with the residential nature of the neighborhood and I strongly support down zoning north Westmoreland.

Mary McVein
1724 SE Harold Street
Portland OR 97202

mcveinm@gmail.com

--
Mary McVein
Visual Resources Curator
School of Art + Design
College of the Arts
Portland State University

503-725-3344
mcveinm@pdx.edu



Arevalo, Nora

From: Stephanie Dytham <stephanie.dytham@gmail.com>
Sent: Wednesday, April 20, 2016 11:04 AM
To: BPS Comprehensive Plan Testimony; karla.moore-love@portlandoregon.gov
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,

I'm writing on behalf of my family and neighborhood regarding the rezoning request for SE Sherrett Street between 16th & 17th Avenues.

We oppose the approval of Amendment #35- Brummell Enterprises request for zone change.

Please do deny Brummell Enterprises request for a change in the zoning stipulated in the Comprehensive Plan Proposed Amendment #35 for the properties located on 1735, 1674, 1663, 1653, 1626, 1624, & 1623 SE Sherrett Street, as well as on SE 17th and Nehalem.

This area of the Sellwood neighborhood does not need commercial housing/businesses. There is plenty of space directly on SE 13th and 17th Avenues (the main business corridors) that need business instead. There's no reason commercial zoning needs to be extended into these streets. This is a peaceful and vibrant neighborhood with a fine mix of business opportunities directly on SE 13th and 17th Avenues.

Please let me know if you need any other information from me.

Sincerely,
Stephanie (& Neil & Kasia) Dytham
1805 SE Harney St
Portland, OR 97202
(503) 936-3787

Arevalo, Nora

From: Eli Spevak <eli@aracnet.com>
Sent: Wednesday, April 20, 2016 11:01 AM
To: BPS Comprehensive Plan Testimony; Commissioner Fritz; Commissioner Saltzman; Hales, Mayor; Commissioner Fish; Commissioner Novick
Cc: Ocken, Julie; Anderson, Susan; Zehnder, Joe; Engstrom, Eric; Stein, Deborah
Subject: Comprehensive Plan Testimony
Attachments: Comp plan testimony - Eli.doc; ATT00001.htm

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mayor and City Council,

Attached, please find testimony on the comprehensive plan in support of Proposed Amendments:

- P45 (Missing Middle) with suggested amendment, and
- P46-P47 (Affordable Housing production goals and funding).

Signators are myself and the following PSC members (all as individuals):

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

Thank you for your consideration. I look forward to sharing 2 min. of related testimony with council this afternoon.

- Eli Spevak

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

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 10:53 AM
To: Joe Buehner
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Drive thru restaurants

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Joe,

On behalf of Mayor Charlie Hales, thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Please know your suggestions and feedback have been noted and shared with our staff.

The Mayor's goal is to create pedestrian and bicycle-friendly areas in the central city and elsewhere. Drive-thru's encourage driving and create traffic, causing conflicts in areas with high pedestrian use. The Portland Zoning Code already strictly limits new drive-thru development in the Central City and in many pedestrian-oriented commercial areas. Those regulations have been in place for 20 years. Drive-thru facilities will continue to have a role in the future of Portland, but new drive-thru facilities will be carefully regulated in Portland's historic pedestrian-oriented, commercial areas and main streets. This issue is coming up now because the City is reviewing and updating its Comprehensive Plan and Commercial Zoning regulations. Commercial development interests have launched an advertising campaign against the city's strong development regulations, and they are asking the city to loosen rules about the design of new commercial development.

Below I have listed some drive-thru regulation facts:

- We are not banning or otherwise forcing the closure of existing drive-thru.
- The updates to policy and regulations that pertain to future new development.
- Portland's development regulations encourage new development that is oriented to public sidewalks, and transit stops, rather than parking lots and drive-thru facilities.
 - These existing regulations promote pedestrian safety and make it easier for transit riders to get around.
 - Auto-oriented retail (fast food in particular) generates a lot of traffic that can disrupt neighborhoods.
 - Safety is a factor, because frequent curb cuts and large parking lots increase the number of conflicts between cars and pedestrians, making it more dangerous to walk.
 - Many seniors, youth and people with disabilities rely on public transportation to get around. The City's development regulations make it easier for them to get to their destinations. In cities without these regulations, shopping centers and commercial areas often lack sidewalk connections to the street, and bus stops are often located in remote corners of the site.

For more information, please visit the Bureau of Planning and Sustainability website at: <https://www.portlandoregon.gov/bps/57352>. If you have any further concerns regarding this matter, please contact our policy advisor Camille Trummer via email camille.trummer@portlandoregon.gov.

Thanks again for your time.

Sincerely,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Joe Buehner [mailto:jBuehner@PacificBells.com]
Sent: Wednesday, April 20, 2016 10:38 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>;
Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>
Subject: Drive thru restaurants

Mayor Hales and Council Members,

My name is Joseph Buehner and I am a local area manager of Taco Bell. I am very concerned about the initiative to eliminate drive thrus from the Portland City limits. Working side by side with hundreds of people where we offer employment and advancement opportunities to pass an initiative like this would kill jobs in our restaurants most which operate at about 70% in drive thru. The government has worked hard to pass a minimum wage law and this new law seems counter intuitive to that one as most of the people effected by both laws will come from the service industry. The question must be asked who is this benefiting? I know there will be benefit to some but aren't we really hurting those low wage employees or new employees by not providing opportunity to more individuals to earn an income.

The ones that make it through the staffing adjustments made for the rising minimum wage are now put at risk due to a lack of business if drive thrus are removed from the city. I have seen many examples of what happens when we hire, train, develop and watch several people promote within or even leave our organization with life skills that have led to higher wage jobs, including my wife and I as well as my two daughters now 21 and 18.

Eliminating drive thrus ultimately will reduce jobs and opportunities for individuals to learn, grow and provide a skilled workforce for the Portland Metro in the years to come. I would ask that you vote no on the Drive Thru initiative and support those that are working to better their lives through employment with organizations that offer a starting point for many careers.

Thank you,

Joe Buehner
Area Coach -A9
Pacific Bells Inc.

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 10:48 AM
To: mindy johnston
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mindy,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: mindy johnston [mailto:mindykayj@yahoo.com]
Sent: Wednesday, April 20, 2016 10:46 AM
Subject: Broadmoor Golf Course

I am writing to express my concern about possible plans to convert the Broadmoor Golf Course to industrial use. This open space and the habitat it supports should be protected and preserved as a natural area and should NOT be converted to an industrial use area.

Do the right thing!

Mindy Johnston
(503) 449-1742

"The remedy for hard silences about crucial matters seems so simple: When you are together, in one place, be together truly. Tell your troubles, your confusions. Without answers, you can still be together in the search. You must be reckless." -Kim Stafford

Dana L. Krawczuk
DKrawczuk@perkinscoie.com
D. +1.503.727.2036
F. +1.503.346.2036

April 20, 2016

VIA EMAIL (CPUTESTIMONY@PORTLANDOREGON.GOV)

Portland City Council
Attention: Ms. Karla Moore-Love, Council Clerk
City of Portland
1221 SW Fourth Avenue
Portland, OR 97204

**Re: Request to Amend the Recommended Draft of the 2035 Comprehensive Plan
Russell Street Sustainable Housing LLC's Request to Amend the Recommended
Draft to Prevent Recent Development from Becoming Non-Conforming**

Dear Mayor Hales and City Council Members:

This firm was recently retained to represent Russell Street Sustainable Housing LLC ("RSSH"), which owns property located at 2605 NE 7th Avenue (the "Property"). **We request that the City Council amend the Recommended Draft to remove the proposed Comprehensive Plan change for this Property (from High Density Residential to Medium Density Residential) in order to allow recent development on the Property to remain conforming.** Please include this testimony in the record of the above-referenced proceeding and provide us with notice of the final decision.

RSSH is an Oregon-based developer and began constructing a 20 million dollar multi-family project on the Property in 2015. The development is expected to achieve LEED Gold certification upon completion this year. The development conforms with the Property's current High Density Residential (RH) zoning and corresponding Comprehensive Plan designation. The development is an allowed use in the RH zone and no discretionary review was required.

The Recommended Draft and the Residential and Open Space Zones Proposed Draft currently propose to down-zone and redesignate the Property to Medium Density Residential from the current High Density Residential. This change will make RSSH's development non-conforming. This could disallow replacement of the building at its current density in the event of accidental damage or destruction and impact both the insurability of and financing for the Property. We are requesting this amendment in order to avoid that undesirable result. We have also requested that

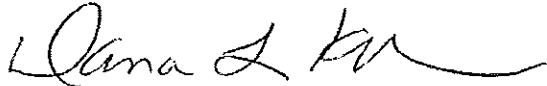
Portland City Council
City of Portland
April 20, 2016
Page 2

the Planning and Sustainability amend the Residential and Open Space Zones Proposed Draft to remove the down-zone, which request is attached to this letter.

Based upon discussions with BPS Staff, we understand that the Eliot Neighborhood Association requested the proposed change as part of a general effort to down-zone underdeveloped sites within the Elliot Conservation District and Irvington Historic District; however, the Property is not within either area. BPS staff also indicated that the down-zone was originally contemplated to allow the Property's zoning to better match existing development on the site (which at the time was vacant). The Property is now developed with a multi-family housing project. Given this change in circumstances, a Comprehensive Plan and zone change is no longer appropriate for the Property.

We request that you adopt an amendment to the Recommended Draft to remove the proposed Comprehensive Plan change for the Property. We appreciate your consideration of this request.

Very truly yours,



Dana L. Krawezuk

DLK:ajr

Enclosure

cc: Camille Trummer, Policy Advisor to Mayor Hales (via email) (with enc.)
Katie Shriver, Policy Director to Commissioner Novick (via email) (with enc.)
Jamie Dunphy, Policy Advisor to Commissioner Fish (via email) (with enc.)
Claire Adamsick, Senior Policy Advisor to Commissioner Fritz (via email) (with enc.)
Matt Grumm, Senior Policy Manager to Commissioner Saltzman (via email) (with enc.)
Nan Stark, NE Portland District Liaison (via email) (with enc.)

PERKINScoie

1120 NW Couch Street
10th Floor
Portland, OR 97209-4128

☎ +1.503.727.2000
☎ +1.503.727.2222
PerkinsCoie.com

April 8, 2016

Dana L. Krawczuk
DKrawczuk@perkinscoie.com
D. +1.503.727.2036
F. +1.503.346.2036

VIA EMAIL (PSC@PORTLANDOREGON.GOV)

Ms. Katherine Schultz, Chair
Planning and Sustainability Commission
City of Portland
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201-5380

Re: **Residential and Open Space Zones Testimony**
Russell Street Sustainable Housing LLC's Comments on the Proposed Draft of the
Residential and Open Space Zones Project (March 2016)

Dear Chair Schultz and Members of the Planning and Sustainability Commission:

This firm was recently retained to represent Russell Street Sustainable Housing LLC ("RSSH"), which owns property located at 2605 NE 7th Street (the "Property"). We request that the Commission remove the down-zone of the Property proposed by the Residential and Open Space Proposed Draft in order to allow new development on the Property to remain conforming. Please include this testimony in the record of the above-referenced proceeding and provide us with notice of the final decision.

RSSH began constructing a multi-family development on the Property in 2015 which conforms with the Property's current high density residential (RH) zoning. The development is an allowed use in the RH zone and no discretionary review was required.

The Residential and Open Space Zones Proposed Draft currently proposes to down zone the Property to medium density multi-dwelling (R1). Under that proposed zoning, RSSH's development will become non-conforming. As you know, non-conforming status could disallow replacement of the building at its current density in the event of accidental damage or destruction and may impact both the insurability of and financing for the Property. To avoid that undesirable result, we request that the Commission remove the proposed change from the Proposed Draft and allow the Property's current zoning to remain. We are also requesting that the City Council retain the Property's current comprehensive plan map designation. Our initial communication to City Council is attached as Exhibit A. Council staff members with whom we spoke were supportive of this comprehensive plan change during our initial communications.

Based upon discussions with BPS Staff we understand that the Eliot Neighborhood Association requested the proposed change to R1 as part of a general effort to down-zone underdeveloped

130519279.1

Perkins Coie LLP

Ms. Katherine Schultz, Chair
Planning and Sustainability Commission
City of Portland
April 8, 2016
Page 2

sites within the Elliot Conservation District and Irvington Historic District, however, the Property is not within either area. BPS staff also indicated that the down-zone was originally contemplated to allow the Property's zoning to better match existing development on the site (which at the time was vacant). The Property is now developed with a multi-family housing project. Given this change in circumstances, a zone change is no longer appropriate for the Property.

We appreciate the Commission's consideration of this request.

Very truly yours,



Dana L. Krawczuk

DLK:ajr

Enclosure

cc: Nan Stark, NE Portland District Liaison (via email) (with enc.)

2605 NE 7th Avenue

Request to Retain Existing High Density Residential (RH) Comp Plan and Zoning Designation

Comp Plan and Residential Zoning Project Amendment. Change from High Density Residential (RH) to Multi-Dwelling 1,000 (R1). Proposed Change # 142.

Request. No change to comp plan or zoning. Retain existing RH designation.

Other Impacted Properties. The entire block between NE MLK, NE Knott, NE 7th Ave. and NE Russell, *except for* property with frontage on NE MLK, occupied by the Nike Factory Store which is proposed to change to Mixed Use. See attached map.

Reasoning.

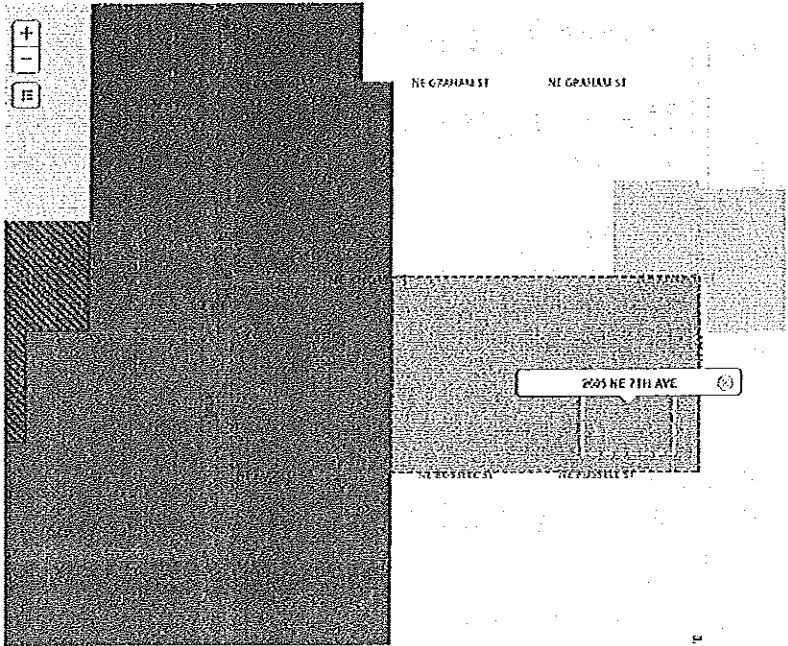
- Construction of a new \$20M multifamily development at 2605 NE 7th Avenue that complies with RH standards is underway, and the development would become nonconforming by the change. It appears that density and/or physical elements of development of the existing multifamily development on the remainder of the block (12.5 Condos and Knott Street Townhomes) would also become nonconforming.
- The property is not located within the Irvington Historic District or Eliot Conservation District.
- Rationale for amendment listed on Portland map app is that the designation will better match what is currently built on site; this is incorrect. In fact, at least one development will become nonconforming.
- Based upon conversations with BPS staff, the recommended change was based upon general feedback from the Elliott neighborhood requesting that underdeveloped sites within the conservation and/or historic areas be down-zoned. This reasoning does not apply to the site because:

(1) the block is not within a historic or conservation district, and

(2) there is no underdeveloped property on the block.

Contact Information. Dana Krawczuk
Perkins Coie LLP
1120 NW Couch Street, 10th Floor
Portland, OR 97209-4128
503-727-2036
dkrawczuk@perkinscoie.com

Map App



Proposals - Explorer F20 About

Q

Map	Proposal	Comments
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Proposed Amenity Amendments	112	
Proposed Comprehensive Plan Update	113 - Existing 1000	
Existing Comprehensive Plan Update	114 - Density Modification	

Proposed Residential designation will better match what is currently built on the site, where existing buildings exceed the residential density allowed by the existing zone.

11.3 - Existing 1000

This designation allows medium density multi-dwelling development. The scale of development is intended to reflect the allowed densities while being compatible with nearby single-dwelling residential. The designation is intended for areas near, in, and along centers and corridors, and transit station areas, where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas near this designation generally do not have development constraints. The maximum density is generally 40 units per acre, but may be as much as 65 units per acre in some situations. The corresponding zone is R1.

Arevalo, Nora

From: Gary Shepherd <Gary.Shepherd@oregonmetro.gov>
Sent: Wednesday, April 20, 2016 10:42 AM
To: Planning and Sustainability Commission; BPS Comprehensive Plan Testimony
Subject: Testimony for the comp plan amendment record
Attachments: 042016 LT Portland re Comprehensive Plan.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear planning staff: please find the attached testimony of Metro for submission in the record. Thank you.

Gary

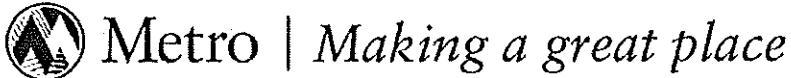
Gary Shepherd
Assistant Attorney

Office of Metro Attorney
600 NE Grand Avenue
Portland, OR 97232
Direct: (503) 797-1600
Fax: (503) 797-1792
gary.shepherd@oregonmetro.gov



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Confidentiality Notice: This e-mail may contain confidential or privileged information. If you received this e-mail in error, please do not read, disclose, copy, or distribute the email. Instead, please notify me immediately by replying to this message and by calling 503-797-1600. I also ask that you please delete the original message. Thank you.



April 20, 2016

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

**RE: Comprehensive Plan Amendments
Metro property**

Dear Mayor Hales and City Councilors:

As of a few weeks ago, the City was proposing to rezone approximately 100 Metro properties. To clarify and reaffirm Metro's position, by letter dated April 8, 2016, Metro objected to the City's proposal to downzone dozens of Metro's properties from various residential, industrial, and commercial zoning designations to open space.

Following our letter, City and Metro staff engaged in constructive dialogue. We appreciate the City amending its maps to confirm that no change is proposed for Metro's Portland Expo properties. Also, it was good to learn the City's justification for proposing zone changes on other Metro sites. Those discussions led to Metro removing its objection on numerous properties.

Metro supports open space changes to sites that are actually wetlands or include important habitat areas, for instance in the Columbia Corridor and Powell Butte area, as well as changes on Metro property recommended by Portland Public Parks where those parcels are either within or directly adjacent to existing master planned and developed parks. Also, as a correction, the April 8th letter included an objection for properties associated with Lone Fir Cemetery. Those properties were included in the objection list by error. On record is a Metro letter dated November 9, 2015 which supported the rezoning of the Lone Fir Cemetery properties.

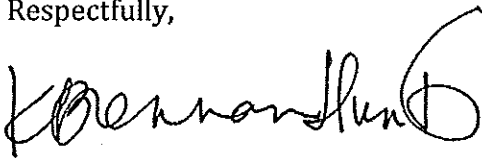
As a result of Metro and City staff communications, Metro is amending and reducing its list of objected to properties. Where objected, the proposed rezoning will impact regional public assets and their value, substantially diminish Metro's investment backed

expectations, and constrain Metro's rights as a public steward. Metro respectfully requests that the properties included in the attached revised list not be rezoned to open space in order to preserve Metro's rights and ability to act as a public steward in the best interests of the region.

Through continued dialogue and providing a revised list, Metro is attempting to work towards an amicable solution and support the City's comprehensive plan amendment process. Metro staff would welcome the opportunity to meet with City staff to review Metro's holdings and our concerns.

Metro thanks you for the opportunity to participate in this process and looks forward to our continued partnership. Please ensure that Metro's April 8th letter and this letter are entered into the record of these proceedings.

Respectfully,



Kathleen Brennan-Hunter
Director, Parks and Nature

Enclosure: List of Metro-owned properties
with open space rezoning objection

List of Metro-owned properties to remain in current zoning

STATE_ID	RNO	SITE	OWNER1	OWNER2	SITEADDR	PROPERTYID
1N1E04 100	R941040110	EXPO CENTER PARKING LOT	METRO		2060 W/ N MARINE DR	R314517
2N1E33 200	R951330050	EXPO CENTER	METRO		2060 N MARINE DR	R323452
1N2E14CB 900	R942140250	MARINE DRIVE PARCEL	METRO		NE MARINE DR	R317132
1N2E15A 100	R942150140	MARINE DRIVE PARCEL	METRO		NE MARINE DR	
1S1E17BC 1000	R743501340	FANNO CREEK NATURAL AREA	METRO-75% &	PORTLAND CITY OF-25%		R265315
1S1E17BC 1100	R743500100	FANNO CREEK NATURAL AREA	METRO-75% &	PORTLAND CITY OF-25%		R265313
1S1E17BC 800	R743500130	FANNO CREEK NATURAL AREA	METRO-75% &	PORTLAND CITY OF-25%	SW 40TH AVE	R265314
1S1E17BC 900	R743500040	FANNO CREEK NATURAL AREA	METRO-75% &	PORTLAND CITY OF-25%		R265312
1S1E22DA 100	R991220510	SELLWOOD RIVERFRONT PARK	METRO	% PROPERTY MANAGER	SE OAKS PARK WAY	R330312
1S1E22DD 1000	R991220570	SELLWOOD RIVERFRONT PARK	METRO	% PROPERTY MANAGER	SE OAKS PARK WAY	R330317
1S1E26AA 8600	R752724056	OAKS PARK AREA	METRO	% PROPERTY MANAGER		R502737
1S1E26AA 8700	R752724080	THREE BRIDGES AREA	METRO		19TH AND OCHOCO	
1S1E26AA 8800	R752724236	THREE BRIDGES AREA	METRO			
1S1E26BA 16100	R752722800	SELLWOOD	METRO			
1S1E26BA 16200	R752723200	SELLWOOD	METRO	ATTN OFFICE OF GENERAL COUNSEL		R528128
1S1E26BB 8300	R752722620	SELLWOOD	METRO	ATTN OFFICE OF GENERAL COUNSEL		R528129
1S1E26BB 3900	R752701760	SELLWOOD	METRO			
1S1E26BB 3901	R752701750	SELLWOOD	METRO			
1S1E26BB 4000	R752701620	SELLWOOD	METRO			
1S2E25A 00102	R1463785	MITCHELL CREEK NATURAL AREA	METRO		16190 SE CLATSOP ST	

Arevalo, Nora

From: Dana Regan <jd_regan@live.com>
Sent: Wednesday, April 20, 2016 10:41 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

I would like to add my voice to say no to high density zoning in Westmoreland neighborhood. Our address is 5754 SE 20th Ave and we request down-zoning our area to R1 and R2.5. Currently a builder just a couple of blocks from us has put in a 15-unit apartment without parking where once stood a single family home with 2 bedrooms and 1 bath. The whole neighborhood is experiencing heavy development that is causing serious parking difficulties, traffic and congestion, an increase in noise and crime and a feeling of no one listening to our concerns. Please vote no to high density zoning in Westmoreland!

Sincerely,
Dana Regan
5754 SE 20th Ave.
Portland, OR 97202

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 10:41 AM
To: Brown, Skip
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Drive-throughs? NO - STOP BEING STUPID CHARLIE AND ADDRESS MORE SERIOUS ISSUES!!!!!!!!!!!!

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Skip,

On behalf of Mayor Charlie Hales, thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Please know your suggestions and feedback have been noted and shared with our staff.

The Mayor's goal is to create pedestrian and bicycle-friendly areas in the central city and elsewhere. Drive-thru's encourage driving and create traffic, causing conflicts in areas with high pedestrian use. The Portland Zoning Code already strictly limits new drive-thru development in the Central City and in many pedestrian-oriented commercial areas. Those regulations have been in place for 20 years. Drive-thru facilities will continue to have a role in the future of Portland, but new drive-thru facilities will be carefully regulated in Portland's historic pedestrian-oriented, commercial areas and main streets. This issue is coming up now because the City is reviewing and updating its Comprehensive Plan and Commercial Zoning regulations. Commercial development interests have launched an advertising campaign against the city's strong development regulations, and they are asking the city to loosen rules about the design of new commercial development.

Below I have listed some drive-thru regulation facts:

- We are not banning or otherwise forcing the closure of existing drive-thru.
- The updates to policy and regulations that pertain to future new development.
- Portland's development regulations encourage new development that is oriented to public sidewalks, and transit stops, rather than parking lots and drive-thru facilities.
 - These existing regulations promote pedestrian safety and make it easier for transit riders to get around.
 - Auto-oriented retail (fast food in particular) generates a lot of traffic that can disrupt neighborhoods.
 - Safety is a factor, because frequent curb cuts and large parking lots increase the number of conflicts between cars and pedestrians, making it more dangerous to walk.
 - Many seniors, youth and people with disabilities rely on public transportation to get around. The City's development regulations make it easier for them to get to their destinations. In cities without these regulations, shopping centers and commercial areas often lack sidewalk connections to the street, and bus stops are often located in remote corners of the site.

For more information, please visit the Bureau of Planning and Sustainability website at: <https://www.portlandoregon.gov/bps/57352>. If you have any further concerns regarding this matter, please contact our policy advisor Camille Trummer via email camille.trummer@portlandoregon.gov.

Thanks again for your time.

Sincerely,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Brown, Skip [mailto:dbrown@melvinmark.com]
Sent: Wednesday, April 20, 2016 9:54 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Drive-throughs? NO - STOP BEING STUPID CHARLIE AND ADDRESS MORE SERIOUS ISSUES!!!!!!!!!!!!



David R. (Skip) Brown III AIA/CSI-CCS
Director of Architectural Services
Melvin Mark Construction Company
111 SW Columbia | Suite 1380 | Portland, OR 97201
D: 503.546.4526 | O: 503.223.4777 | F: 503.233.4606
dbrown@melvinmark.com | www.melvinmark.com

Named one of Oregon's Most Admired Commercial Real Estate Firms by the Portland Business Journal.

This e-mail, and any attachments, is intended to be confidential and proprietary in nature. If you are not the intended recipient please reply to the sender that you have received this communication in error and then immediately delete it. Nothing in this email, including any attachment, is intended to be a legally binding signature.

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 10:35 AM
To: ara2adams@aol.com
Cc: BPS Comprehensive Plan Testimony
Subject: FW:
Attachments: Letter to Leaders re Liveability issues in the neighborhoods.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Annette,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: ara2adams@aol.com [mailto:ara2adams@aol.com]
Sent: Wednesday, April 20, 2016 9:56 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>
Subject:

Mayor Hales and all others involved in this issue:

Please give consideration to my (and my neighbors) concerns regarding Amendments S9 and F72. They are very important to the positive livability of our neighborhoods.

Thank you,

Annette Adams--Parkrose and Argay home owner--Resident of the area since the late 80's.
4558 ne 115th Parkrose
4140 ne 125th pl.

Please give serious consideration to REJECTING Amendment S9 and F72. The livability of the Argay and Parkrose neighborhoods will be severely (negatively) affected if they are passed.

Please keep the Kmart site Mixed Employment as it was planned. Please keep the 122nd/Shaver area Mixed Employment on the West part of site and re-designate the Eastern part of the site from R-3 to R-5 (single family)

I own a home in Parkrose and a Condo in Argay. The quality of life in these two neighborhoods has greatly changed already in the 17 years I have lived here.

* **PROPERTY CRIME** and **GANG ASSOCIATED** crime seem out of control. We have had numerous gang shootings in our neighborhoods the last few years; some ending in death. The bullets not only hit the intended, but stray into innocent homes where young children live. Approximately 6 months ago at one of the apartment complexes on NE Sandy (at about 140th) a young man was shot and killed in the parking lot (said to be gang related). A few days after that, I am jogging near there at about 138th and saw gang graffiti spray painted on the sidewalk. It identified as one of the gangs and then the word "killers". I am sure it was related to the shooting death and was quite intimidating to me.

My condo in Argay is in the Riverwood development on NE 125th Pl between Shaver and Sandy Blvd. Some months ago we had a shooting in Driveway 50. It occurred early in the morning and the perpetrators were not apprehended. From what I understand, one of the condos was hit, but no one was injured. It certainly could have been a different outcome. My home in Parkrose is located on NE 115th between Prescott and Sandy Blvd. The shooting that involved bullets entering a home with the child occurred at approximately 109th and Wygant. These are a few examples of the many shootings in our neighborhoods in the last few years. It is very SCARY!

I dare not leave my garage door open or anything of value outside in my front yard. I park my vehicles in the garage. We have had numerous home and vehicle break-ins.

Prostitution (sex trade industry) is still very prevalent on Sandy Blvd. And a lot of this is associated with Gang Activity.

- **HOMELESS PROBLEM:** It goes without saying the homeless problem is county-wide. It definitely has made an impact on mid-county and in the Parkrose and Argay Neighborhoods. I am a jogger and know, up close and personal, how many people are really living in tents and other temporary domiciles in this area. Once again, I want to stress how it affects the livability of the community. I am 57 years old and feel somewhat intimidated when jogging down a bike path and pass a 5 tent compound with No Trespassing sign and a life-size skeleton hanging out of the tree. The garbage that is produced from these compounds is unreal. I don't believe a \$40,000.00 study or 20,000,000.00 taken out Multnomah County's budget (a large portion from the Sheriff's budget) is the answer.

- **INFRASTRUCTAR ISSUES: TRAFFIC**--The Parkrose and Argay neighborhoods have very limited access. They are bordered by NE Sandy Blvd on the North (north/ south access), 122nd (East/West access), and 102nd (East/West access). Traffic in these areas is already horrific at certain times and has been becoming worse as time goes by. During the week, attempting to access I-205 anytime from 3-6 can take 30-45 minutes. This affects access to businesses on Sandy Blvd and Airport Way. Bus access is limited to the area especially on Sandy Blvd.

ROADS IN SERIOUS DISREPAIR: As with other parts of mid-county, services to our neighborhoods have been sorely neglected. Our roads have been sorely neglected. They are falling apart. When the road issues are addressed it is with temporary fixes. The city seems more concerned with adding eco-curbs (not sure of the correct term) to ensure water cleanliness for the Slough instead of addressing the roads. These curbs are scheduled for the street my condo is on (NE 125th PI). It is a street with high density living (apartments and condos). There is limited parking and this will make it the situation terrible, once again affecting our neighborhoods livability.

- **GROCERY STORES:** In the past ten years, numerous grocery stores have closed down in mid-county. (Albertsons-122nd & Halsey, Albertsons-122nd & Division, Safeway-162nd & Division, Kienows- 182nd & Division, Safeway-82nd & Burnside—Just a few that I can think of at the moment) These have not been replaced by businesses that are equal. Grocery Outlet has come to mid-county and I appreciate that. But they are not a full-sized grocery store. When you attempt to had 1000-1200 new domiciles, there needs to be services to accommodate their needs. Mid –County, and specifically the Parkrose and Argay neighborhoods do not have enough of these types of services to address the addition of this many more people. The types of businesses that have been moving into the area are related to the distribution of pot. There are 6-7 (or more) of these type of business within a mile or two of my home.

Parkrose and Argay are already experiencing severe problems with: Crime, Traffic, Homeless, Infrastructure Disrepair, Lack of adequate services (ie; grocery stores), Access issues. They are both wonderful places to live (or have been). Argay has been trying to be heard for the last several years in regards to the development of Castlegate. And at times, it seems like it falls on deaf ears. I do not think either neighborhood is adverse to development; but it needs to be the right kind of development.

The residents want to keep the neighborhoods with a livability that makes it a great place to live. As I have mentioned in this letter, that livability has already been greatly affected in the last years; a

lot of this by some of the residents living in the multi-family units along Sandy Blvd, Prescott Dr. and on 125th Pl. The addition of 1000-1200 new multi-housing units at the Kmart location will only add to the decay and decline that we have already been experiencing. It will add to crime, traffic, Infrastructure disrepair, and parking. I am very sad K mart is leaving. Once again, a major retailer will be leaving mid-county. We do not have enough services to address this impact of additional people. Bus routes to and from this area (on Sandy Blvd) is very limited.

Please take my concerns and the concerns of my neighbors from both neighborhoods into consideration. I realize we are not an Eastmoreland; but we love our neighborhoods and would like the same consideration Eastmoreland received in regards to housing zoning changes. Argay is unique and very family oriented. It is an area that for many years, residents have valued and taken care of. The residents know each other, care about each other, and want that type of life to continue. For the population, I believe the percent of multi-housing units is more than adequate. Any more will continue the decline of the livability of the neighborhood. It will change the uniqueness; what people love most about the area.

Thank you for your time and consideration.

Annette Adams

4558 NE 115th Ave

Parkrose

4140 NE 125th Pl

Argay

Arevalo, Nora

From: Earl Mershon <ecmershon@aol.com>
Sent: Wednesday, April 20, 2016 10:35 AM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Saltzman; Commissioner Fritz; Commissioner Fish; Commissioner Novick
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mayor Hales and City Commissioners,

We have enjoyed living and walking in Argay Terrace Neighborhood (ATNA) for almost 23 years. One of its main attractions has been the pleasant streets where we daily walk and pick up litter (with gloves and tongs).

Our Argay Terrace neighborhood currently has 44% apartments and 56% single family homes. 44% apartments is a much higher percentage of apartments than almost any other Portland family neighborhood. We feel it is unfair to promote further apartment development in Argay Terrace without requiring other neighborhoods to do the same.

The large low-income apartment complexes on Sandy Blvd., between NE 125th – 141st challenge the livability of our neighborhood. We find more litter and garbage on the streets and sidewalks next to these apartments than in any other area of Argay Terrace. We do not want more low income housing!

At our ATNA meetings, it is not uncommon for our neighborhood City police officer to report criminal activity originating in the Sandy Blvd. apartments. For example, in May 2015, there were several burglaries and attempted burglaries on our City Block Watch area and close by streets. Several months later, a teenage boy, living in the apartments, was arrested for the crimes.

We are asking you to vote on your Amendments to the CP as follows:

We are strongly opposed to Amendment S9 and ask you to vote to reject it. Keep the Kmart site at NE 122nd and Sandy Blvd Mixed Employment in the final 2015 Comprehensive Plan as recommended by the Portland Bureau of Planning and Sustainability.


We also strongly opposed to Amendment F72 and ask you to vote to reject it. Keep Mixed Employment to the west half of the Rossi and Giusto farm properties fronting NE 122nd Avenue. In addition, re-designate the eastern half of the Rossi and Giusto farm properties and all existing farm property (including the Garre properties) from R-3 to R-5.

We are in agreement with the M68 Amendment that designates the Post Office site, on the NE corner of at NE 122nd and NE Shaver, as Mixed Employment.

Thank you for listening to our concerns.

Earl C. Mershon and Sharon L. Mershon
3809 NE 136th Place
Portland, OR 97230

503-252-7139




April 20, 2016

To: Mayor Hales and Commissioners
Re: Council Comp Plan Amendment M74 - Eastmoreland

Mayor Hales and Commissioners,

We are writing to express our opposition to Comprehensive Plan Amendment M74 Change: Entire Eastmoreland Plan District from Single-Dwelling 5,000 to Single Dwelling 7,000. We want to emphasize that while we participated in deliberations and recommendations as a members of the Planning and Sustainability Commission (PSC), we are offering this strong opposition to proposed Amendment M74 as an individuals and not the full PSC's position.

The proposed amendment will allow for lot segregations based on historic underlying lot lines and land divisions on larger lots, fewer than 10 lots.



What the Eastmoreland change will not address is what we as PSC members heard in public testimony and Eastmorelanders have written about in the papers. What a down-zoning will not address includes demolition of homes in good condition; scale of new development; duplexes on corner lots; and the loss of economic and/or generational diversity within neighborhood. The scale and look of new homes and demolition are the greatest concern we hear for Eastmoreland and other neighborhood across Portland. Down-zoning Eastmoreland will not fix or diminish these problems. These real concerns are mitigated through code changes, not downzoning.

Our greater concern though is the potential crumbling of a cornerstone principle of the Comprehensive Plan: equal treatment of all Portlanders without regard to social, economic or ethnicity concerns. Citizens of Portland will participate in the density as one. It is unclear what makes East Mooreland different from other neighborhoods with similar concerns and similar land use patterns. When you look at the other neighborhoods that have very similar concerns and land use patterns, but that are not part of the amendment, it appears Portland is selecting a neighborhood to down-zone not on technical grounds which are equally applied when looking citywide, but more in a spot-by-spot way. The median income in Eastmoreland as of 2015 over \$110,000, 50 percent above the median income for Portland. Lents, Portsmouth and Kenton median income are 10-20 percent below the median income level for Portland. Additionally, Eastmoreland is 93 percent Caucasian, and Lents, Portsmouth and Kenton all reflect Portland diversity of 20 percent or more minorities.

We urge you to vote no or remove amendment M47 from consideration to dispel the perception of decisions being made on socioeconomic and ethnicity bases. With a no vote you will confirm a basic principle and trust in the Comprehensive Plan, and citizens of Portland will participate equally in zoning for a better Portland for all.



Thank you for consideration.

Respectfully

Andre' Baugh

Mike Houck

Chris Smith

Teresa St Martin

Maggie Tallmadge

Michelle Rudd

Arevalo, Nora

From: James Winkler <jhw@winklercompanies.com>
Sent: Wednesday, April 20, 2016 10:30 AM
To: BPS Comprehensive Plan Testimony
Cc: Jordan Winkler; Shawn Sullivan; armin quilici; James Winkler
Subject: RE: City of Portland Comprehensive Plan | Information About Maplewood Zoning Changes | Public Review and Comment Opportunity
Attachments: REV I16-015 - City Council Rezoning Response.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Please see the revised letter attached. The only change is the acreage which was inadvertently stated as 1.5, it is actually 1.15 acres.

Thank you.

--

Lucinda Summerville
Winkler Development Corporation
210 SW Morrison Street, Suite 600
Portland, OR 97204
lms@winklercompanies.com
p: 503.225.0701

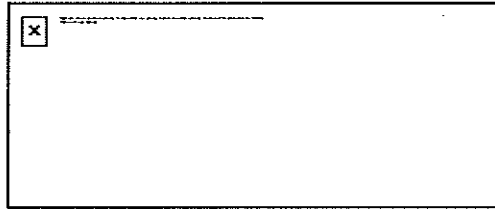
From: James Winkler
Sent: Wednesday, April 20, 2016 9:02 AM
To: cputestimony@portlandoregon.gov
Cc: James Winkler; Jordan Winkler; Shawn Sullivan; armin quilici
Subject: City of Portland Comprehensive Plan | Information About Maplewood Zoning Changes | Public Review and Comment Opportunity

Attached please find my written testimony regarding the proposed rezoning in Maplewood.

--

James H. Winkler
Winkler Development Corporation
210 SW Morrison Street, Suite 600
Portland, OR 97204
jhw@winklercompanies.com
p: 503.225.0701
f: 503.273.8591
www.winklerdevcorp.com

From: Maplewood Neighborhood Association <southwest@swni.ccsend.com> on behalf of Maplewood Neighborhood Association <maplewood@swni.org>
Sent: Tuesday, April 12, 2016 10:26:54 PM
To: Aebi, Andrew
Subject: City of Portland Comprehensive Plan | Information About Maplewood Zoning Changes | Public Review and Comment Opportunity



As part of the **City of Portland Comprehensive Plan Update**, **The Maplewood Neighborhood Association** would like to offer resources for you to review changes that have been drafted and make comments to the City about the proposed changes. Many of these changes are not decided upon and the City of Portland needs your input about the proposed changes.

Below are some key resources you can use to familiarize yourself with the Comprehensive Plan and how it will impact the city, your neighborhood and possibly your street.

- **HOME PAGE** for the City of Portland Comprehensive Plan: <http://www.portlandoregon.gov/bps/57352>
- **MAP APP** - The City is using an interactive Map App. Many different projects have jumping off pages from here: <https://www.portlandmaps.com/bps/mapapp/>
- Listing of different **ZONING** options that the city might apply within the Comp Plan: <http://www.portlandoregon.gov/bps/article/401296>
- **Ways for you to participate and have your voice heard:** <https://www.portlandmaps.com/bps/mapapp/about.html>

Go to the bottom in FAQs and it answers how to give testimony:

- **Through the Map App. Comment Tabs are visible when viewing proposed property changes.**
- **Email: cputestimony@portlandoregon.gov**
- **US Mail: Comprehensive Plan Testimony, c/o Council Clerk, 1221 SW Fourth Ave., Room 130, Portland OR, 97204.**
- **In person: City Council will hold public hearings, check the project calendar for dates and times.**

Please include your full name and mailing address in your testimony. Without this information, the City is not able to send you notification of Council hearing dates or the Council's final decision, and you may not be able to appeal the Council's final decision.

Check each project web page for updated project schedules and calendars, or download a printable graphic, also updated regularly.

Note: All testimony to the City Council is considered public record, and testifiers' name, address and any other information included in the testimony (e.g., email strings with other people's contact information) will be posted on the website.

Maplewood Neighborhood has TWO major zoning changes that will be going before City Council soon

1. **One change is categorized as an AMENDMENT.** The home page for AMENDMENTS is <http://www.portlandoregon.gov/bps/article/569930>

Specifically, Maplewood has **AMENDMENT 25**, located at **4545 SW California St.** This is part of St. Luke's Lutheran Church property. You can use the Map App and enter the address 4545 SW California St to find this property:

<https://www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=landUse>

- Information about this zone change can be found on the right hand side of the map.
- You can comment on this proposed change by choosing the **COMMENT** tab on the right side of the map.
- Public Hearings on City Council-sponsored Amendments to the draft 2035 Comp Plan

April 14, 2016, 6 p.m. Portland Building
Auditorium (2nd floor), 1120 SW 5th
Avenue Portland, OR 97204

April 20, 2016, 2 p.m. Council Chambers, 1221
SW 4th Avenue Portland, OR 97204

2. **The other change is a RESIDENTIAL ZONING CHANGE,** located at **6825 SW 45th Ave.** This property has been purchased by a developer and plans are in place for an apartment building, replacing the house on the property. This would require a R7 to R1 zoning change. Use the Map App and enter the property address 6825 SW 45th Ave to find this property:

<https://www.portlandmaps.com/bps/mapapp/maps.html#mapTheme=residential>

- Information about this zone change can be found on the right hand side of the map.

- You can comment on this proposed change by choosing the **COMMENT** tab on the right side of the map.

Contact us at email address:
Maplewood@SWNI.org

Facebook PAGE: Maplewood Neighborhood in
Portland www.facebook.com/MaplewoodNeighborhoodPortlandOr

Facebook GROUP (our neighbors only): Maplewood Neighbors
PDX www.facebook.com/groups/maplewoodpdx

Facebook Page: www.facebook.com/southwest.neighborhoods

Websites:
www.swni.org

swni.org/maplewood

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Southwest Neighborhoods, Inc., 7688 SW Capitol Hwy., Portland, OR 97219

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Sent by maplewood@swni.org

WINKLER DEVELOPMENT CORPORATION

210 S.W. MORRISON, SUITE 600
PORTLAND, OREGON 97204-3150
TELE: 503/225-0701 FAX: 503/273-8591

VIA EMAIL

April 20, 2016

City Council
Comprehensive Plan Testimony
c/o Council Clerk
1221 SW Fourth Ave., Room 130
Portland OR, 97204


RE: Comment for the Record Proposed Rezoning / Maplewood Neighborhood

Dear City Council:

I am the President of Winkler Development Corporation which is sole member of Gabriel 45, LLC. Gabriel 45, LLC acquired the property located at 6825 SW 45th Avenue which is subject, to a zone change from R7 to R1 per the Comprehensive Plan. The property is excess of 1.15 acres and located across the street from the Southwest Community Center and Gabriel Park, near the intersection of SW 45th and SW Vermont.

I received a copy of the attached email blast from the Maplewood Neighborhood Association. I wanted to respond to an inaccuracy in the email blast. The email states the property has been purchased and plans are in place for an apartment building which will replace the house on the property. It is correct to say we are planning an apartment building, which we believe to be an appropriate response to the growing need for housing, especially housing that is affordable, in our City. It is, however, incorrect to suggest that we are going to demolish the historic home on this site. Indeed, we plan to carefully relocate the home, which is the historic residence of the Cadonau Family, the founders of and whose descendants continue to operate the Alpenrose Dairy, in order to preserve and completely renovate the home. It is disappointing the information in the email blast conveys an inaccurate portrayal of the project given that we have made two presentations of the project to the neighborhood association emphasizing: (1) the sensitive preservation of the existing home; and (2) the thoughtful environment approach which we are bringing to this project. The project has an opportunity to be the sort of housing development that is both sensitive to its setting and designed intelligently to respond to the housing needs of our City.

Very truly yours,


James H. Winkler
President
JHW/116-015

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 10:30 AM
To: Olivia Lucero
Cc: BPS Comprehensive Plan Testimony
Subject: RE: DON'T BAN DRIVE-THRUS

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Olivia,

On behalf of Mayor Charlie Hales, thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Please know your suggestions and feedback have been noted and shared with our staff.

The Mayor's goal is to create pedestrian and bicycle-friendly areas in the central city and elsewhere. Drive-thru's encourage driving and create traffic, causing conflicts in areas with high pedestrian use. The Portland Zoning Code already strictly limits new drive-thru development in the Central City and in many pedestrian-oriented commercial areas. Those regulations have been in place for 20 years. Drive-thru facilities will continue to have a role in the future of Portland, but new drive-thru facilities will be carefully regulated in Portland's historic pedestrian-oriented, commercial areas and main streets. This issue is coming up now because the City is reviewing and updating its Comprehensive Plan and Commercial Zoning regulations. Commercial development interests have launched an advertising campaign against the city's strong development regulations, and they are asking the city to loosen rules about the design of new commercial development.

Below I have listed some drive-thru regulation facts:

- We are not banning or otherwise forcing the closure of existing drive-thru.
- The updates to policy and regulations that pertain to future new development.
- Portland's development regulations encourage new development that is oriented to public sidewalks, and transit stops, rather than parking lots and drive-thru facilities.
 - These existing regulations promote pedestrian safety and make it easier for transit riders to get around.
 - Auto-oriented retail (fast food in particular) generates a lot of traffic that can disrupt neighborhoods.
 - Safety is a factor, because frequent curb cuts and large parking lots increase the number of conflicts between cars and pedestrians, making it more dangerous to walk.
 - Many seniors, youth and people with disabilities rely on public transportation to get around. The City's development regulations make it easier for them to get to their destinations. In cities without these regulations, shopping centers and commercial areas often lack sidewalk connections to the street, and bus stops are often located in remote corners of the site.

For more information, please visit the Bureau of Planning and Sustainability website at: <https://www.portlandoregon.gov/bps/57352>. If you have any further concerns regarding this matter, please contact our policy advisor Camille Trummer via email camille.trummer@portlandoregon.gov.

Thanks again for your time.

Sincerely

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Olivia Lucero [mailto:olucero@bkgbmo.com]
Sent: Wednesday, April 20, 2016 10:19 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>;
Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>;
Commissioner Saltzman <dan@portlandoregon.gov>
Subject: DON'T BAN DRIVE-THRUS

Dear Mayor and Council Members,

I am employed by a BURGER KING® franchisee that owns and operates restaurants in the City of Portland. I am a part of this community and contribute not only to the economic stability and growth by spending money in our local community but by developing relationships with our clients that strengthen the community bonds.

We are an independent small business that makes our own business decisions for our restaurant locations. All BURGER KING® restaurants in the City of Portland (and State of Oregon) are franchised and owned by small business owners like us.

Many of our customers use drive-thrus. They are especially important for my customers who are disabled, elderly and families with small children. Being able to keep a drive-thru open late night allows customers the option of staying the safety of their car. Drive-thrus generate very few trips on their own. Most drive-thru traffic is generated by customers as a stop-off on trips they are already taking.

Even if existing drive-thrus are grandfathered, the proposed restrictions will make it very difficult for us to re-invest in our restaurants. This could have long lasting impacts including stopping construction projects and resulting additional funds flowing into the community the re-investment would have generated. The reduction in customer traffic would also likely force a reduction in our workforce that will have dramatic impacts on our employee's financial lives and the surrounding communities. And while we are members of our BURGER KING® family, these proposed ban/restrictions will impact so many of the employers in community including some of our favorite coffee shops and other quick service concepts. The potential loss of job opportunities in our communities are extensive.

PLEASE DON'T BAN DRIVE-THRUS OR CREATE SEVERE RESTRICTIONS ON THEM!

Thank you for your time and support in this matter.

Sincerely,

Olivia Lucero
Purchasing Assistant

GBMO LLC

GBMW LLC

NW Ventures

P)503-906-1290 Extension 212

F)503-906-1297

522 SW 5th Avenue Suite 925

Portland, OR 97204

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 10:22 AM
To: Atkins, Ruth
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Oregon ON comment on Comp Plan Zoning and Residential Infill

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ruth,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Ruth Adkins [mailto:ruth@oregonon.org]
Sent: Wednesday, April 20, 2016 9:03 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>
Cc: Zehnder, Joe <Joe.Zehnder@portlandoregon.gov>; Detweiler, Jillian <Jillian.Detweiler@portlandoregon.gov>; Creager, Kurt <Kurt.Creager@portlandoregon.gov>; Callahan, Shannon <Shannon.Callahan@portlandoregon.gov>; Elmore-Trummer, Camille <Camille.Trummer@portlandoregon.gov>; Anderson, Susan <Susan.Anderson@portlandoregon.gov>
Subject: Oregon ON comment on Comp Plan Zoning and Residential Infill

Hello all,

Attached is a letter on behalf of Oregon ON's Portland-area member organizations with comments on the Comprehensive Plan and Residential Infill. Thank you very much for considering our input, and for all your hard work on behalf of our city.

Best regards,
Ruth

Ruth Adkins
Policy Director
Oregon Opportunity Network
919 NE 19th Ave. Suite A
Portland, OR 97232
Phone: 503-223-4041 ext. 104
www.OregonON.org

April 20, 2016

Dear Mayor Hales and Commissioners,

I write on behalf of our 20 Portland member organizations to urge your support of housing affordability through the Comprehensive Plan and Residential Infill processes – including “missing middle” zoning changes, narrow lots, and density bonuses – as well as to cheer you on in moving quickly to enact both mandatory Inclusionary Zoning and a Construction Excise Tax.

As you know, Oregon ON members are nonprofits who work in Portland and statewide to create housing opportunity across the continuum from homelessness to rental housing to homeownership. As the cost of developable land has risen, it has become increasingly challenging for our organizations to develop affordable apartments and homes, and to assist first-time homebuyers. Some examples from a few of our members include:

- At **PCRI**, land owned by the organization for over 20 years could be developed or re-developed for new affordable homes, including for homeownership. This land is located in residential zones throughout north and inner northeast Portland, but minimum lot sizes limit the number of homes that can be developed, handicapping our opportunity to deliver affordable homes for hundreds of families eager to purchase them.
- At the **Portland Housing Center**, our pool of prequalified first-time buyers is larger than ever. But the private market continues to almost exclusively produce large and expensive homes, far out of reach to our buyers. Hence many buyers are failing to find homes to purchase – or being driven farther and farther away from amenity-rich neighborhoods and employment centers to find anything they can afford.
- At **Human Solutions**, we are seeing a 30% increase in demand for our family shelter as more families and children cycle into homelessness and an almost weekly narrowing of the universe of private market rental units in historically affordable East County that will accept our families and our rent assistance partnership. At the very same time that we are seeing the volume of publicly financed units that are affordable and accessible to very low-income families experiencing homelessness shrink and our inability to financially compete with private developers and speculators who are buying up the stock of market-based affordable properties that are currently housing our client families in East Portland. Without action, those currently affordable properties

will disappear from the affordable inventory as private redevelopment shrinks the supply even further.

- At **Proud Ground**, Portland's home ownership funding cap of \$60K/unit and lack of funding outside of Urban Renewal Areas has not kept up with market realities. This makes it harder than ever to get new homes into trust for permanent affordability.
- At **Habitat for Humanity Portland/Metro East**, we have 10+ eligible buyers for each house we build. But it has become a significant struggle to time find land we can afford on which to build new developments of affordable homes. We're entirely priced out of single-family zoned portions of the city, where lots typically go for \$200K+ per lot.

We are concerned that, in the midst of a housing crisis, Portland is on the verge of missing crucial opportunities to support affordable housing - and in some instances might even be contemplating changes that would steer the market to fewer, more expensive homes. It is time for City staff and elected leadership to embrace the notion that Portland (and for that matter, the region) needs a broad range of housing types, prices, and sizes in all residential neighborhoods, not just a select few. Economic integration is vital to supporting and promoting equity, inclusion and diversity.

In this housing crisis, we desperately need more affordable lots on which homes can be affordably produced as well as policies that create housing options and access. It is not only good public policy to create policies and zoning that encourage the development of affordable housing - it is a Fair Housing issue that, if left unaddressed, could have negative impacts on federal funding in the future.

As active participants in Anti-Displacement PDX, we applaud your work on equity and anti-displacement language for the Comprehensive Plan. In addition to supporting that language, we offer the following solutions for your consideration, organized by ongoing zoning code reform process:

Comprehensive plan map and amendments

1. ***We urge you to support the "Missing middle" housing amendment (#P45) - but also to go further, by following the City Club's recommendation to revise the zoning code to allow for middle housing types in residential neighborhoods across the City - not just near centers.*** It's essential that we both (a) provide greater flexibility in single dwelling zones close to centers and corridors and (b) increase the availability of property zoned for multi-dwelling development (R1, R2, R3), which is quickly becoming the last refuge for creating affordable homes in Portland. Our organizations and the homebuyers we serve used to work routinely in single dwelling zones, but have been effectively priced out by rising land and housing costs. Historically, many of these same neighborhoods were developed at a higher density than is allowed today. We need some of the vast tracts of land now zoned for single dwelling

development made available once again for a mix of single-family and "missing middle" densities, making it possible to build affordable homes by sharing land costs.

In addition, the City needs to be a partner in educating and advocating with the existing residents to support increased density and a diversity of housing types. What we are seeing happen all too often is that zoning permits multi-family development—or is changed to permit it—and it isn't until a property is proposed for development that the neighbors take notice and rise up in opposition.

2. ***We also urge support for amendment #P46, setting a 10,000 unit goal for affordable housing.*** We strongly support Commissioner Fritz's amendment to set a goal of producing and funding at least 10,000 new regulated affordable housing units citywide by 2035. After years of difficulty in reaching affordable housing goals within Urban Renewal Areas, now is the time for an ambitious, citywide affordable housing production target. If new dedicated funding streams are approved by voters, this goal can be revised upward. We urge targeting production where the need is greatest - below 60% MFI.

Residential Infill Project

3. ***Offer density bonuses for smaller homes in residentially zoned portions of the city, with an extra density bonus for affordable housing with sales price and income restrictions.*** Density bonuses could be crafted without making any adjustments to the base zone's floor area, setback, or height limits, and could apply both in R5 - R20 zones (as detached and semi- attached structures) and R2.5 zones (where attached townhomes would be more likely). It is critical that developments with an affordable housing component qualify for more substantial density bonuses (and/or allowances for larger homes to serve big families), since developers of this type of housing will need to compete successfully for property with market rate builders.
4. ***One of the main drivers of expensive housing is minimum lot sizes. Portland needs more, and smaller lots.*** Portland suffers from a severe shortage of lots for homes – particularly single-family homes – which can only be solved by redefining what constitutes an acceptable legal lot under our zoning and comp plan. Such a change could open up thousands of new lots for homes, all over the city.

Creation of these lots can be accomplished by making it easier to develop "skinny lots" and by allowing the development of 25' wide lot remnants in the R5 and R7 zones. These lots represent a quickly available, easily understood, and well established building path for creating smaller, more affordable homes. Such changes should not be limited to close-in parts of the city, where they would support home ownership opportunities significantly less expensive than the \$800K+ houses being developed now but wouldn't be especially affordable. We also need smaller lots farther out, where there is still the chance to create affordable homes with little or no public subsidies.

5. Although the above-mentioned elements of the Residential Infill Project are most relevant to our work, we also support an **expansion of Portland's accessory dwelling unit program** and an allowance for **internal divisions of larger homes**, both of which

create paths for the private market to produce much-needed affordable homes within existing neighborhoods.

IZ and Excise tax for affordable housing

6. *Zoning reform won't be enough on its own.* Although the changes noted above will increase the availability of reasonably priced home lots, nonprofit developers and first-time home buyers will still face sharp competition with market developments and more affluent buyers – especially in amenity-rich neighborhoods. It is essential that Portland immediately build on our hard-won progress in Salem and implement a **mandatory Inclusionary Zoning policy, along with an excise tax on new construction of at least 1%, dedicated to affordable housing.**

Key decisions on all of these issues are on deck for the next few months, so the chance to act is now. We must use all the opportunities in front of us to give Portlanders with low and moderate incomes a chance for a place to call home – in one of the tightest housing markets we've ever seen. Thank you so much for all your good work to address our housing crisis.

Sincerely,



Ruth Adkins
Policy Director

On behalf of Oregon ON's 20 member organizations in Portland:

BRIDGE Housing	Innovative Housing, Inc.
Cascadia Behavioral Healthcare	NAYA Family Center
Catholic Charities/Caritas Housing	NOAH (Network for Oregon Affordable Housing)
Central City Concern	Northwest Housing Alternatives
Enterprise Community Partners	Portland Community Reinvestment Initiatives
Habitat for Humanity Portland/Metro East	Portland Housing Center
Hacienda CDC	Proud Ground
Home Forward	REACH Community Development
Housing Development Center	ROSE Community Development
Human Solutions, Inc.	Sabin CDC

Cc: Jillian Detweiler, Office of Mayor Hales
Camille Trummer, Office of Mayor Hales
Shannon Callahan, Office of Commissioner Dan Saltzman
Katie Shriver, Office of Commissioner Steve Novick
Susan Anderson and Joe Zehnder, BPS
Kurt Creager, PHB

Arevalo, Nora

From: Gerald Fittipaldi <fit884@gmail.com>
Sent: Wednesday, April 20, 2016 10:20 AM
To: BPS Comprehensive Plan Testimony
Subject: Testimony on #P90 Policy 9.6

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing regarding an amendment made by the council to Policy 9.6.

I strongly support prioritizing the modes for people movement according to the Comp Plan's ordered list.

1. Walking
2. Cycling
3. Transit
4. Taxi / commercial transit / shared vehicles
5. Zero emission vehicles
6. Other single occupant vehicles

It appears that the council eliminated the phrase "policy based" from a very important sentence within Policy 9.6.

The original sentence was: "Policy based rationale is provided if modes lower in the hierarchy are prioritized."

The amended sentence is: "Rationale is provided if modes lower in the hierarchy are prioritized."

I would like the phrase "policy based" to be restored. If Portland is to reach its goal of having only 20% of downtown trips be by single occupancy vehicles we need to have strong policies ensuring that the prioritization list is followed. By eliminating the words "policy based" it appears that developers and other stakeholders of transportation projects will easily be able to bypass the ordered list.

Thank you for your time.

Gerald Fittipaldi
fit884@gmail.com
mobile: 732-322-4769

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 10:19 AM
To: Ramona carrillo
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Fwd:

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ramona,

On behalf of Mayor Charlie Hales, thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Please know your suggestions and feedback have been noted and shared with our staff.

The Mayor's goal is to create pedestrian and bicycle-friendly areas in the central city and elsewhere. Drive-thru's encourage driving and create traffic, causing conflicts in areas with high pedestrian use. The Portland Zoning Code already strictly limits new drive-thru development in the Central City and in many pedestrian-oriented commercial areas. Those regulations have been in place for 20 years. Drive-thru facilities will continue to have a role in the future of Portland, but new drive-thru facilities will be carefully regulated in Portland's historic pedestrian-oriented, commercial areas and main streets. This issue is coming up now because the City is reviewing and updating its Comprehensive Plan and Commercial Zoning regulations. Commercial development interests have launched an advertising campaign against the city's strong development regulations, and they are asking the city to loosen rules about the design of new commercial development.

Below I have listed some drive-thru regulation facts:

- We are not banning or otherwise forcing the closure of existing drive-thru.
- The updates to policy and regulations that pertain to future new development.
- Portland's development regulations encourage new development that is oriented to public sidewalks, and transit stops, rather than parking lots and drive-thru facilities.
 - These existing regulations promote pedestrian safety and make it easier for transit riders to get around.
 - Auto-oriented retail (fast food in particular) generates a lot of traffic that can disrupt neighborhoods.
 - Safety is a factor, because frequent curb cuts and large parking lots increase the number of conflicts between cars and pedestrians, making it more dangerous to walk.
 - Many seniors, youth and people with disabilities rely on public transportation to get around. The City's development regulations make it easier for them to get to their destinations. In cities without these regulations, shopping centers and commercial areas often lack sidewalk connections to the street, and bus stops are often located in remote corners of the site.

For more information, please visit the Bureau of Planning and Sustainability website at: <https://www.portlandoregon.gov/bps/57352>. If you have any further concerns regarding this matter, please contact our policy advisor Camille Trummer via email camille.trummer@portlandoregon.gov.

Thanks again for your time.

Sincerely,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Ramona carrillo [mailto:carrillora13@gmail.com]
Sent: Wednesday, April 20, 2016 9:18 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>
Subject: Fwd:


----- Forwarded message -----
From: BK 12397 <bk12397@bkgbmo.com>
Date: Wednesday, April 20, 2016
Subject:
To: carrillora13@gmail.com

Dear Mayor and Council Members,

I am employed by a BURGER KING® franchisee that owns and operates restaurants in the City of Portland. I am a part of this community and contribute not only to the economic stability and growth by spending money in our local community but by developing relationships with our clients that strengthen the community bonds.

We are an independent small business that makes our own business decisions for our restaurant locations. All BURGER KING® restaurants in the City of Portland (and State of Oregon) are franchised and owned by small business owners like us.

Many of our customers use drive-thrus. They are especially important for my customers who are disabled, elderly and families with small children. Being able to keep a drive-thru open late night allows customers the option of staying the safety of their car. Drive-thrus generate very few trips on their own. Most drive-thru traffic is generated by customers as a stop-off on trips they are already taking.




Even if existing drive-thrus are grandfathered, the proposed restrictions will make it very difficult for us to re-invest in our restaurants. This could have long lasting impacts including stopping construction projects and resulting additional funds flowing into the community the re-investment would have generated. The reduction in customer traffic would also likely force a reduction in our workforce that will have dramatic impacts on our employee's financial lives and the surrounding communities. And while we are members of our BURGER KING® family, these proposed ban/restrictions will impact so many of the employers in community including some of our favorite coffee shops and other quick service concepts. The potential losses of job opportunities in our communities are extensive.

PLEASE DON'T BAN DRIVE-THRUS OR CREATE SEVERE RESTRICTIONS ON THEM!

Thank you for your time and support in this matter.

Sincerely,

Ramona Carrillo



Arevalo, Nora

From: Sarah Ryan-Knox <mssarahryan@gmail.com>
Sent: Wednesday, April 20, 2016 10:19 AM
To: BPS Comprehensive Plan Testimony
Subject: neighborhood density

Follow Up Flag: Follow up
Flag Status: Flagged

If it isn't already, please return the Montavilla neighborhood to R1 and Robert 2.5 from HD.

Sarah Ryan-Knox
4512 SE Martins St.
Portland, OR 97206
T: 503.209.3768

Thank you.

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 10:17 AM
To: BK 2084
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Please don't ban Drive thrus

Follow Up Flag: Follow up
Flag Status: Flagged

Dear BK 2084,

On behalf of Mayor Charlie Hales, thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Please know your suggestions and feedback have been noted and shared with our staff.

The Mayor's goal is to create pedestrian and bicycle-friendly areas in the central city and elsewhere. Drive-thru's encourage driving and create traffic, causing conflicts in areas with high pedestrian use. The Portland Zoning Code already strictly limits new drive-thru development in the Central City and in many pedestrian-oriented commercial areas. Those regulations have been in place for 20 years. Drive-thru facilities will continue to have a role in the future of Portland, but new drive-thru facilities will be carefully regulated in Portland's historic pedestrian-oriented, commercial areas and main streets. This issue is coming up now because the City is reviewing and updating its Comprehensive Plan and Commercial Zoning regulations. Commercial development interests have launched an advertising campaign against the city's strong development regulations, and they are asking the city to loosen rules about the design of new commercial development.

Below I have listed some drive-thru regulation facts:

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 - These existing regulations promote pedestrian safety and make it easier for transit riders to get around.
 - Auto-oriented retail (fast food in particular) generates a lot of traffic that can disrupt neighborhoods.
 - Safety is a factor, because frequent curb cuts and large parking lots increase the number of conflicts between cars and pedestrians, making it more dangerous to walk.
 - Many seniors, youth and people with disabilities rely on public transportation to get around. The City's development regulations make it easier for them to get to their destinations. In cities without these regulations, shopping centers and commercial areas often lack sidewalk connections to the street, and bus stops are often located in remote corners of the site.

For more information, please visit the Bureau of Planning and Sustainability website at: <https://www.portlandoregon.gov/bps/57352>. If you have any further concerns regarding this matter, please contact our policy advisor Camille Trummer via email camille.trummer@portlandoregon.gov.

Thanks again for your time.

Sincerely,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: BK 2084 [mailto:bk2084@bkgbmo.com]
Sent: Wednesday, April 20, 2016 9:42 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Please don't ban Drive thrus

Arevalo, Nora

From: Broughal, Justine
Sent: Wednesday, April 20, 2016 10:13 AM
To: BPS Comprehensive Plan Testimony; Adamsick, Claire
Subject: Testimony for Amendment #N14

Follow Up Flag: Follow up
Flag Status: Completed

Dan Root called and left a voicemail about the N14 Amendment to the Comprehensive Plan.

He lives in the neighborhood and said that it "doesn't smell right" and goes against the city planners' recommendations. According to Dan, the property owner at 6141 SW Canyon Court has been a bad owner and has removed all of the trees off of his property. He thinks the owner is taking advantage of the amendment by avoiding going through the proper channels. He said that none of the neighbors support the amendment.

Dan wrote a letter to Comm. Fritz's office and testified at the hearing on Thursday, April 14th.

His address is 1521 SW 61st Dr. Portland, OR 97221.

Justine Broughal
Constituent Services Assistant
Office of Commissioner Amanda Fritz
Justine.Broughal@portlandoregon.gov
(503) 823-3008

The City of Portland is a fragrance free workplace. To help me and others be able to breathe, please avoid using added fragrances when visiting City offices.

To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-2036, TTY 503-823-6868 with such requests or visit <http://www.portlandoregon.gov/bibs/article/454403>

Arevalo, Nora

From: Mike Russell <michaelandrewrussell@gmail.com>
Sent: Wednesday, April 20, 2016 10:12 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

I'm writing to oppose the high-density zoning in N. Westmoreland for the following reasons:

- There's inadequate public transport options in the vicinity. Our bus service has decreased in recent years, and because the Harold St. MAX stop was scrapped, the nearest stop is now over a half mile away.
- If the parking disaster along SE Division St. is an indication, I don't trust city planners to require developers to include adequate parking in high-density housing. Neighbors living several blocks away from SE Division now have to compete for parking outside of their homes because of the inadequate parking available to tenants and customers on SE Division St. businesses and housing. I'm very concerned that the same might occur in N. Westmoreland.

With that said, I'm not opposed to medium-density housing in the area as long as the above concerns are addressed: adequate parking is included in developers' plans, and Trimet stops reducing bus service. Even better, bring back the Harold St. MAX station. That might just swing my support for high-density housing in N. Westmoreland.

I appreciate that Portland has to find a way to house our swelling population, and I'm willing to accept a reasonable amount of urban density in my neighborhood.

--
Mike Russell
(541) 513-1453
5705 SE 21st Ave
Portland, OR 97202

Arevalo, Nora

From: Kelsea Schumacher <kelsea2122@gmail.com>
Sent: Wednesday, April 20, 2016 10:11 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Council,

I kindly ask you to amend the 2035 Comprehensive Plan to drop zoning in North Westmoreland back down to R1 and R2.5. I recently moved with my family to North Westmoreland on 22nd Avenue. We chose this location based on the quality and character of the neighborhood and strongly believe that we couldn't find a more family-friendly, quiet, private, and safe neighborhood to raise our children. I fear, and I have experienced in previous neighborhoods, that these qualities would diminish with the development of high density buildings. Please support us in opposing high density in North Westmoreland.

Thank you kindly,

Kelsea Schumacher
6004 SE 22nd Ave.
Portland, OR



Virus-free. www.avast.com

Arevalo, Nora

From: henrik bothe <hbothe@gmail.com>
Sent: Wednesday, April 20, 2016 10:05 AM
To: BPS Comprehensive Plan Testimony
Subject: Zoning.

Follow Up Flag: Follow up
Flag Status: Flagged

I, Henrik Bothe and my wife Jody Bothe, 818 SE Lambert St. Portland OR 97202, would like to state for the record that we are against 4 story condo buildings. The only time they should be allowed is when they provide parking for 1/2 the number of apartments and when there is a set back on the 4th floor of at least 10 feet. A great example of tasteful development is the Sellwood Library.

Thank you

Henrik and Jody Bothe

Everybody is a genius. But if you judge a fish by its ability to climb a tree, it will live its whole life believing that it is stupid.

- Albert Einstein

Henrik Bothe
503 230-0089 cell 503 484 6262
www.TeamBuildingNW.com
www.nwcorporatemedicine.com

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 10:03 AM
To: BK 15568
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Ban/Restrictions on Drive Thru In The City of Portland

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Saleh,

On behalf of Mayor Charlie Hales, thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Please know your suggestions and feedback have been noted and shared with our staff.

The Mayor's goal is to create pedestrian and bicycle-friendly areas in the central city and elsewhere. Drive-thru's encourage driving and create traffic, causing conflicts in areas with high pedestrian use. The Portland Zoning Code already strictly limits new drive-thru development in the Central City and in many pedestrian-oriented commercial areas. Those regulations have been in place for 20 years. Drive-thru facilities will continue to have a role in the future of Portland, but new drive-thru facilities will be carefully regulated in Portland's historic pedestrian-oriented, commercial areas and main streets. This issue is coming up now because the City is reviewing and updating its Comprehensive Plan and Commercial Zoning regulations. Commercial development interests have launched an advertising campaign against the city's strong development regulations, and they are asking the city to loosen rules about the design of new commercial development.

Below I have listed some drive-thru regulation facts:

- We are not banning or otherwise forcing the closure of existing drive-thru.
- The updates to policy and regulations that pertain to future new development.
- Portland's development regulations encourage new development that is oriented to public sidewalks, and transit stops, rather than parking lots and drive-thru facilities.
 - These existing regulations promote pedestrian safety and make it easier for transit riders to get around.
 - Auto-oriented retail (fast food in particular) generates a lot of traffic that can disrupt neighborhoods.
 - Safety is a factor, because frequent curb cuts and large parking lots increase the number of conflicts between cars and pedestrians, making it more dangerous to walk.
 - Many seniors, youth and people with disabilities rely on public transportation to get around. The City's development regulations make it easier for them to get to their destinations. In cities without these regulations, shopping centers and commercial areas often lack sidewalk connections to the street, and bus stops are often located in remote corners of the site.

For more information, please visit the Bureau of Planning and Sustainability website at: <https://www.portlandoregon.gov/bps/57352>. If you have any further concerns regarding this matter, please contact our policy advisor Camille Trummer via email camille.trummer@portlandoregon.gov.

Thanks again for your time.

Sincerely,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: BK 15568 [mailto:bk15568@bkgbmo.com]
Sent: Wednesday, April 20, 2016 8:41 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Ban/Restrictions on Drive Thru In The City of Portland

Dear Mayor and Council Members,

I am employed by a BURGER KING® franchisee that owns and operates restaurants in the City of Portland. I am a part of this community and contribute not only to the economic stability and growth by spending money in our local community but by developing relationships with our clients that strengthen the community bonds.

We are an independent small business that makes our own business decisions for our restaurant locations. All BURGER KING® restaurants in the City of Portland (and State of Oregon) are franchised and owned by small business owners like us.

Many of our customers use drive-thrus. They are especially important for my customers who are disabled, elderly and families with small children. Being able to keep a drive-thru open late night allows customers the option of staying the safety of their car. Drive-thrus generate very few trips on their own. Most drive-thru traffic is generated by customers as a stop-off on trips they are already taking.

Even if existing drive-thrus are grandfathered, the proposed restrictions will make it very difficult for us to re-invest in our restaurants. This could have long lasting impacts including stopping construction projects and resulting additional funds flowing into the community the re-investment would have generated. The reduction in customer traffic would also likely force a reduction in our workforce that will have dramatic impacts on our employee's financial lives and the surrounding communities. And while we are members of our BURGER KING® family, these proposed ban/restrictions will impact so many of the employers in community including some of our favorite coffee shops and other quick service concepts. The potential loss of job opportunities in our communities are extensive.

PLEASE DON'T BAN DRIVE-THRUS OR CREATE SEVERE RESTRICTIONS ON THEM!

Thank you for your time and support in this matter.

Sincerely,

Saleh Shanneb

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 10:01 AM
To: Moises Quezada
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Action Required - Ban/Restrictions on Drive Thru In The City of Portland

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Moises,

On behalf of Mayor Charlie Hales, thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Please know your suggestions and feedback have been noted and shared with our staff.

The Mayor's goal is to create pedestrian and bicycle-friendly areas in the central city and elsewhere. Drive-thru's encourage driving and create traffic, causing conflicts in areas with high pedestrian use. The Portland Zoning Code already strictly limits new drive-thru development in the Central City and in many pedestrian-oriented commercial areas. Those regulations have been in place for 20 years. Drive-thru facilities will continue to have a role in the future of Portland, but new drive-thru facilities will be carefully regulated in Portland's historic pedestrian-oriented, commercial areas and main streets. This issue is coming up now because the City is reviewing and updating its Comprehensive Plan and Commercial Zoning regulations. Commercial development interests have launched an advertising campaign against the city's strong development regulations, and they are asking the city to loosen rules about the design of new commercial development.

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Thanks again for your time.

Sincerely,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Moises Quezada [mailto:mq@bkgbmo.com]
Sent: Wednesday, April 20, 2016 8:41 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; novick@portlandoregon.com; amanda@portlandoregon.com; dan@portlandoregon.com
Cc: 'MOISES QUEZADA' <mq@bkgbmo.com>
Subject: FW: Action Required - Ban/Restrictions on Drive Thru In The City of Portland
Importance: High

Dear Mayor and Council Members,

I am employed by a BURGER KING® franchisee that owns and operates restaurants in the City of Portland. I am a part of this community and contribute not only to the economic stability and growth by spending money in our local community but by developing relationships with our clients that strengthen the community bonds.

We are an independent small business that makes our own business decisions for our restaurant locations. All BURGER KING® restaurants in the City of Portland (and State of Oregon) are franchised and owned by small business owners like us.

Many of our customers use drive-thrus. They are especially important for my customers who are disabled, elderly and families with small children. Being able to keep a drive-thru open late night allows customers the option of staying the safety of their car. Drive-thrus generate very few trips on their own. Most drive-thru traffic is generated by customers as a stop-off on trips they are already taking.

Even if existing drive-thrus are grandfathered, the proposed restrictions will make it very difficult for us to re-invest in our restaurants. This could have long lasting impacts including stopping construction projects and resulting additional funds flowing into the community the re-investment would have generated. The reduction in customer traffic would also likely force a reduction in our workforce that will have dramatic impacts on our employee's financial lives and the surrounding communities. And while we are members of our BURGER KING® family, these proposed ban/restrictions will impact so many of the employers in community including some of our favorite coffee shops and other quick service concepts. The potential loss of job opportunities in our communities are extensive.

PLEASE DON'T BAN DRIVE-THRUS OR CREATE SEVERE RESTRICTIONS ON THEM!

Thank you for your time and support in this matter.

Sincerely,
Moises Quezada.

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 9:55 AM
To: Tom Cook
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Drive thru Restaurants

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Tom,

On behalf of Mayor Charlie Hales, thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Please know your suggestions and feedback have been noted and shared with our staff.

The Mayor's goal is to create pedestrian and bicycle-friendly areas in the central city and elsewhere. Drive-thru's encourage driving and create traffic, causing conflicts in areas with high pedestrian use. The Portland Zoning Code already strictly limits new drive-thru development in the Central City and in many pedestrian-oriented commercial areas. Those regulations have been in place for 20 years. Drive-thru facilities will continue to have a role in the future of Portland, but new drive-thru facilities will be carefully regulated in Portland's historic pedestrian-oriented, commercial areas and main streets. This issue is coming up now because the City is reviewing and updating its Comprehensive Plan and Commercial Zoning regulations. Commercial development interests have launched an advertising campaign against the city's strong development regulations, and they are asking the city to loosen rules about the design of new commercial development.

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Thanks again for your time.

Sincerely,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Tom Cook [mailto:TCook@pacificbells.com]
Sent: Wednesday, April 20, 2016 8:44 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>;
Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>
Subject: Drive thru Restaurants

Dear Mayor Hales and Council Members:

My name is Tom Cook and I am a local Taco Bell Franchisee. For the last 30 years, I have operated Taco Bell restaurants inside the city limits of Portland. As I understand it, there is an initiative to restrict drive-thru's within the city of Portland. This is obviously disturbing since **over 70 percent** of my business comes through the drive thru. While on the surface, I can appreciate your desire to limit such a use, this is a job killing initiative. I operate 113 restaurants in five states and only one of those doesn't have a drive thru. Sadly, it will also close at the end of its lease expiration next year because the volume is only 40 percent of my average and I can't survive financially at that location. With the weather in the northwest, our consumer looks for convenience without getting out of their car. A drive-thru is essential to that convenience. I hope that you consider all aspects of this decision, especially the number of jobs you will be killing in the city of Portland. I will leave a message at each of your offices today as well.

Thank you,

Tom Cook
CEO
Pacific Bells
360-281-2096

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 9:43 AM
To: Diana G
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Please preserve wildlife habitat

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Diana,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Diana G [mailto:dgrappasonno@gmail.com]
Sent: Tuesday, April 19, 2016 9:11 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Please preserve wildlife habitat

Dear Mayor Hales,

I would like to respectfully request that you rethink your decision to destroy valuable greenspace and wildlife habitat at Broadmoor Golf Course and convert it to industrial use. Our old growth trees, sensitive riparian habitat, and at-risk bird and turtle species are much more valuable than any other use for the space and should be preserved.

Thank you for reconsideration and for supporting the values of Portland as an eco-conscious city.

Thank you,
Diana Grappasonno

Arevalo, Nora

From: Wadsworth, Jasmine
Sent: Wednesday, April 20, 2016 9:34 AM
To: Selina Carter
Cc: BPS Comprehensive Plan Testimony; Adamsick, Claire
Subject: RE: Proposal to Ban/Restrictions on Drive Thru In The City of Portland

Follow Up Flag: Follow up
Flag Status: Flagged

Selina,

Thank you for your email. I have forwarded your comments to Claire Adamsick, policy lead on the Comprehensive Plan. Claire will make sure your comments get to Commissioner Fritz. I am also forwarding your comments to the Bureau of Planning and Sustainability (BPS), to make sure your comments were recorded.

Best,

From: Selina Carter [mailto:scarter@bkgbmo.com]
Sent: Wednesday, April 20, 2016 9:19 AM
To: Wadsworth, Jasmine <Jasmine.Wadsworth@portlandoregon.gov>
Subject: FW: Proposal to Ban/Restrictions on Drive Thru In The City of Portland
Importance: High

Good morning Jasmin,

I was wondering if you could please help me get this email in front of Commissioner Fritz or other members who may be able to consider our plea for her support on this matter. Banning and/or restricting drive-thrus in Portland will have dramatic and lasting impact on the financial lives of so many community members.

Thank you for your time and attention. I imagine how busy you must be and I am grateful that you take the time to pass this information on to everyone involved.

Selina Carter
GBMO, LLC
522 SW 5th Avenue, Suite 925
Portland, OR 97204
503-906-1290 x207

From: Selina Carter [mailto:scarter@bkgbmo.com]
Sent: Wednesday, April 20, 2016 9:10 AM
To: 'mayorcharliehales@portlandoregon.gov' <mayorcharliehales@portlandoregon.gov>; 'nick@portlandoregon.gov' <nick@portlandoregon.gov>; 'novick@portlandoregon.gov' <novick@portlandoregon.gov>; 'Amanda@portlandoregon.gov' <Amanda@portlandoregon.gov>; 'dan@portlandoregon.gov' <dan@portlandoregon.gov>
Subject: Proposal to Ban/Restrictions on Drive Thru In The City of Portland
Importance: High

Dear Mayor and Council Members,

I am employed by a BURGER KING® franchisee that owns and operates restaurants in the City of Portland. I am a part of this community and contribute not only to the economic stability and growth by spending money in our local community but by developing relationships with our clients that strengthen the community bonds.

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Even if existing drive-thrus are grandfathered, the proposed restrictions will make it very difficult for us to re-invest in our restaurants. This could have long lasting impacts including stopping construction projects and resulting additional funds flowing into the community the re-investment would have generated. The reduction in customer traffic would also likely force a reduction in our workforce that will have dramatic impacts on our employee's financial lives and the surrounding communities. And while we are members of our BURGER KING® family, these proposed ban/restrictions will impact so many of the employers in community including some of our favorite coffee shops and other quick service concepts. The potential loss of job opportunities in our communities are extensive.

PLEASE DON'T BAN DRIVE-THRUS OR CREATE SEVERE RESTRICTIONS ON THEM!

Thank you for your time and support in this matter.

Sincerely,

Selina Carter
GBMO, LLC
522 SW 5th Avenue, Suite 925
Portland, OR 97204
503-906-1290 x207

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 9:31 AM
To: Anthony Buczek
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Upzoning and Buckman input

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Anthony,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Anthony Buczek [mailto:anthony.buczek@yahoo.com]
Sent: Tuesday, April 19, 2016 10:44 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Novick, Steve <Steve.Novick@portlandoregon.gov>; Saltzman, Dan <Dan.Saltzman@portlandoregon.gov>; Fish, Nick <NickFish@portlandoregon.gov>; Fritz, Amanda <Amanda.Fritz@portlandoregon.gov>
Cc: Stockton, Marty <Marty.Stockton@portlandoregon.gov>
Subject: Upzoning and Buckman input

Dear Mayor Hales and Commissioners,

I am not someone who normally contacts you directly, as I prefer to participate in established lines of communication, including community associations and advisory committees, but in this case I feel direct communication is the only option.

I am a member of the Buckman Community Association Board, although I am not writing on behalf of such. I am also a member of the Portland Pedestrian Advisory Committee, the President of the Oregon Institute of

Transportation Engineers, and an employee of Metro, but am not writing on any of their behalves. I write as a Portland resident who cares about the city's ability to welcome future residents as it welcomed me.

I became aware this week that several amendments were made to the Comp Plan zoning in Buckman, possibly in response to lobbying from specific community members. Some of those members may have represented themselves as representing the views of the BCA. Our co-chair, Susan Lindsay has sent several letters to the city representing her personal views as those of the Board, which they are not, while failing to share these letters with the Board, even when she was requested to share them. City staff ultimately provided the letters since I could not get them from Susan. I have been told that Susan has continued to represent views opposing upzoning in Buckman as the BCA's, which they are not. BCA has not taken a position on these, although it did agree to write a vaguely defined letter which Susan apparently took as a green light to formalize her own opinions as the Board's. In my 2 years on the Board, one thing I have learned is the ease with which a neighborhood association is manipulated by those with the time and willingness to do so.

I learned that Susan and several neighbors personally met with City Council members on the issue without the knowledge of the rest of the Board, and without subsequently informing the Board. I hope they were clear that their opinions were their own, not the BCA's. They represent the views of what is likely a vocal minority. It is certainly disheartening to see efforts to manipulate and misrepresent the BCA pay off with the requested changes, when other community members (and Board members, for that matter) who follow the rules haven't had the same level of input.

Those of us with families will never have as much time to commit or familiarity with the process as Susan does, but I hope you will recognize that the most vocal and vociferous in our community do not represent us all. At the BCA, we are trying to adopt rules for engagement with the city, so that one member is not able to do an end run on the rest of the Board again.

Sharing the benefits and burdens of growth, particularly in close-in neighborhoods near frequent transit lines, is all of our responsibility, and many of us in Buckman support well-designed growth in our community. Buckman possess all of the characteristics of a neighborhood positioned to welcome more neighbors: proximity to the city center, good transit, walking, and bicycling options, community businesses, and lots of character. Restricting the supply of housing in close-in neighborhoods will just make it less affordable to live here, ensuring less diversity and opportunity. Inclusivity should be our goal, not excluding people that can't afford to own single-family homes. If not Buckman, then where?

Specifically, I'd oppose the Buckman elements of amendments S-20, S-21, S-22, as well as the Mayor's April 11 memo #1 proposal, and Commissioner Novick's April 12 memo #2 proposal. I'd also voice support for Amendment P45, allowing the "missing middle" of housing. If the city wants inner Portland's true opinions on these issues, I'd suggest a survey, or some other way people can voice their honest opinions without being attacked for them. The anti-growth voices are loud, but not representative of our community, which I still believe is welcoming.

I'd ask you to consider what you think is right in this case, and do that, tuning out the voices opposing change that will always be there, and working to protect the rights of all Portlanders. Thank you for all that you do.

Best,
Anthony Buczek
403 SE 28th Avenue

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 9:29 AM
To: Alan Shusterman
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Protecting wildlife habitat at Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Alan,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Alan Shusterman [mailto:alan@reed.edu]
Sent: Tuesday, April 19, 2016 6:40 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Protecting wildlife habitat at Broadmoor Golf Course

Dear Mayor Hales,

I am writing to you to urge your support for the Portland Audubon Society's vision for the wildlife habitat areas in the Broadmoor Golf Course.

I am sure that you have heard from many others on this issue so I will keep my note short. I ride my bike frequently through North Portland neighborhoods. I am under no illusions about this region. It is a zone that combines large industrial sites, major transportation arteries, residential sections, as well as wildlife habitats.

What I would like to underscore is this: a region that serves as a corridor for wildlife movement connects a complex and far-flung network of habitats. Removing or damaging even one link in such a corridor can have impacts across many miles and years. It takes incredible vision, a broad view of our region and a deep appreciation for the importance of long-term stewardship of sensitive natural resources, to balance short-term commercial interests against habitat protection.

I am confident that you possess this kind of vision. I hope that I can count on your support of the Audubon proposals.

Sincerely yours,
Alan Shusterman
Professor of Chemistry, Reed College
2905 NE 15th Ave
Portland, 97212

--
Alan Shusterman
Chemistry Department
Reed College
3203 SE Woodstock Blvd
Portland, OR 97202-8199
503-517-7699
<http://blogs.reed.edu/alan/>
"Nature doesn't make long speeches." Lao Tzu 23

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 9:14 AM
To: Jayne Vorhies
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Wake up please

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jayne,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

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

From: Jayne Vorhies [<mailto:jaynevorhies@me.com>]
Sent: Tuesday, April 19, 2016 7:23 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Wake up please

Our world, city and environment needs protection. Climate change is real. Animals need protection. Please leave Broadmoor alone. We don't need more industry, we don't need more housing. We do need you to be proactive and save our city. This is a game changer.

Walk around Portland, but be careful not to step on the exposed needles on the esplanade or trip over the "campers". The drugs, filth, unsanitary conditions, and crime is rising at a record level. Our beloved riverfront is being ruined.

Did I mention that while we were fishing on the Willamette River we had the special experience of seeing a "homeless" person dump his trash down the embankment and then drop his drawers and take a shit in front of the families riding their bikes and boaters? What are you thinking? Even the most liberal people are choking on this massive homeless

encroachment. They don't want shelters, they don't want rules. They want their drugs, dogs, and ability to take over to do nothing at the public's expense.

You should see the "public" launch ramp at Willamette Park. Boats can't launch or tie up. Reason why.....permanent residents of squatter boats are tied up there. Let's see. We pay for fishing licenses, parking, and they put their trash, urine, defecation and who knows what else directly in the river, rent free. Those of us who follow the rules and try and maintain the dignity of our city are being dumped on. Our beautiful city is compromised. Your policy is not for the people, at least not for the the hard working, tax paying people. I understand poverty, I understand mental illness. Please reconsider your mission. Continue with a plan for the homeless, don't let them ruin the city in the meantime. No city is safe, you are making ours really unsafe. The magic is gone. I challenge you to do better.

Sad tax payer.

Jayne Vorhies

Arevalo, Nora

From: watershipsounds <watershipsounds@gmail.com>
Sent: Wednesday, April 20, 2016 9:07 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Hello there. This is Matthew Cooper.
I am a home owner residing at 2123 SE Reedway St. Portland, Oregon 97202

I am taking this time to write you today to say that I strongly oppose high density in N. Westmoreland.

Please do not turn our quiet family friendly neighborhood into an over-crowded multistory apartment and condo zone. What makes this neighborhood great is being destroyed.
As I'm sure you have heard many reasons as to why someone in our neighborhood would oppose the buildings that are going up, let alone the ones we have seen planned to go up. I have no further comments to make at this time.

Thank you for hearing my voice.
kindly,

Matthew Cooper
2123 SE Reedway St.
Portland, Oregon
97202

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Wednesday, April 20, 2016 9:00 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Missing middle housing

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

From: Jeff Hilber [mailto:prbyzm@comcast.net]
Sent: Wednesday, April 20, 2016 8:20 AM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Missing middle housing

Re: The "missing middle housing"

Blindly allowing development at 1/4 mile radius' of "centers" will not provide livability nor economic balance for the existing residents/businesses or the people to be shoved in.

Many of us bought houses in our neighborhoods before there were any "amenities". We know amenities happen.

Taking these now in-place amenities and freely distributing them (selling close access to them through fees) to the developers is robbery. Developers walk with their profits and the City gets their fees. The neighborhoods get the cheapest, inappropriate structure that can be built.

If sixty no or low income people are housed, say at the corner of NE 30th & Killingsworth, are they buying from the local amenities, New Seasons, Beast, Expatriate? Are they eating out frequently on Alberta St?

The local amenities do not contribute to their daily lives. They are unaffordable. These new residents will not contribute to, by not being customers of, the local economy (amenities). Neither side gains.

Do we ask Beast to provide a \$5 lunch, or New Seasons to lower their prices by 30%?

Housing is unfairly being required to carry all of the economic justice baggage.

Zoning is not a solution to the economic problems that lead to no housing.

Density is a shield the City uses to hide some pretty bad decisions that only contribute to the slumming down of neighborhoods. If the City is going to promote this cheap development, put it in one place; not one insult after another to the existing neighborhoods.

Run design contests for the aesthetic look of these "missing middle" houses; show us that they will be a benefit by contributing to the livability, look and quality of the surrounding neighborhood.

Giving whole swathes of settled 100+ year old neighborhoods to the developers through the loophole of up-zoning and lots of record is an unprofessional BPS solution that totally disrespects the years of home ownership investment, paying taxes, upgrading the community through volunteering and supporting the local schools and economy.

Respectfully submitted,

Jeff Hilber

5603 NE 31st Ave, Portland

503 329-4756

Arevalo, Nora

From: Sam Noble <samuelnoble@gmail.com>
Sent: Wednesday, April 20, 2016 8:59 AM
To: BPS Comprehensive Plan Testimony
Subject: Fwd: group testimony on buckman amendments to 2035 comp plan
Attachments: comp plan ammendments group letter - signed.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

(resending with mailing address)

Sam Noble
420 SE 62nd Ave
Portland, OR 97215

attached please find testimony from three community members on comprehensive plan amendments S-20, S-21, S-22, and memo proposals #1 and #2, dated April 11 and 12 from Mayor Hales and commissioner Novick related to the Buckman neighborhood.

We would add that we are disappointed in the process failure that lead to proposals #1 and #2 being published just a day or two prior to testimony.

Sam Noble
420 SE 62nd Ave.

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

To Portland City Council,

We live or own property in the Buckman neighborhood. We like housing, both old and new.

Redevelopment is a normal part of how cities grow. We don't think it's appropriate to force all future market-driven redevelopment in this area to one-for-one unit replacement, or in the case of aging non-conforming buildings, lose housing over time as the land value grows beyond the value of today's buildings.

Buckman's existing residents are nearly 80% renters. Scaling back the Planning and Sustainability Commission (PSC) proposal either East or West of 20th Ave. is not in their interests. It isn't in the interests of many property owners. It isn't aligned with the comprehensive plan goals.

We recommend:

- 1) retaining all the PSC-proposed density-increasing zone changes for Buckman — specifically opposing amendments S-20, S-21, S-22, as well as Hales' April 11 memo #1 proposal, and Novick's April 12 memo #2 proposal
- 2) providing an overlay or neighborhood plan that would legalize existing units and allow additional new housing by following Buckman-neighborhood specific design standards.
- 3) adopting comprehensive plan amendment #P45 (Novick, Saltzman, Hales) supporting additional zoning for middle density housing within a quarter mile of centers, corridors and elsewhere.

Sam Noble
Property owner, (710 SE 26th Ave)

Sam Noble

Lake Strongheart McTighe
2304 SE Ankeny St.

Buckman Community Association co-chair - *speaking as an individual*
Lake McTighe

Anthony Buczek
403 SE 28th Ave.

Buckman Community Association board member - *speaking as an individual*

AAJB

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Wednesday, April 20, 2016 8:58 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Broadmoor Golf Course
Attachments: image_large

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

From: LeeAnne [mailto:leeanne151@comcast.net]
Sent: Wednesday, April 20, 2016 7:52 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Broadmoor Golf Course

Dear Mr Mayor and City Councilpersons,

This amazing wetlands that is part of the Broadmoor Golf Course property should not be rezoned for industrial use.

This wetlands is very important not only to wildlife but to the people of Portland.

I urge you not to rezone it so it can be sold and drained, paved and built upon. This site should be protected for wildlife and for Portland.

Threatened Western Pond Turtles and many bird species live there and it is an important wildlife corridor along the slough.



Thank you,

LeeAnne Goen
SE Portland

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Wednesday, April 20, 2016 8:57 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: 2035 Comprehensive Plan
Attachments: Portland comprehensive plan.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

From: mar vin [mailto:mavi3626@gmail.com]
Sent: Tuesday, April 19, 2016 10:25 PM
To: Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>; Council Clerk – Testimony
<CCTestimony@portlandoregon.gov>
Subject: 2035 Comprehensive Plan

Attached are my comments about the Comprehensive Plan. I would appreciate it if you could share it with the Mayor and City Council.

Thank you,
Marcela Vinocur
503.231.1218

4.18.16

Comments on Portland's Comprehensive Plan

As a long-time resident of Southeast Portland, I have been appalled by the rate of demolition of historical buildings, especially old homes. I have seen beautiful, well-built homes torn down to accommodate larger, hastily built homes. The essence of our very neighborhoods is being destroyed, one building at a time. The core of our neighborhoods is also being destroyed; just look at all of the new construction on SE Division. Perfectly habitable and useable buildings are being torn down without regard for the environment, the neighborhood, or the livability of our residents.

I understand that it is predicted that Portland will continue to grow, and I understand that the new residents will need places to live. But, what about long-time residents, and what about the integrity of our close-in neighborhoods? What about our alleged reputation of being environmentally friendly? Tons of construction waste is being sent to our landfills unnecessarily. If a house or building is habitable, it makes absolutely no sense to demolish it. This situation is out of control and my hope is that our elected officials will put an end to it before we reach a point of no return. Surely, we can put a moratorium on demolition permits and only allow construction on barren land. Older homes and buildings are, to me, what make Portland a great city. Every time I drive by a new "skinny house" or "McMansion", I can't help but feel that our city leaders have failed us. We need stricter rules against home demolition and infill development, and we need these rules NOW. We need to protect our other historic structures on busier streets.

I have lived in Portland for 27 years. Over the past few years, the traffic has gotten increasingly worse, air quality has worsened, crime and homelessness have increased, etc. Some sections of streets barely resemble what they were even a few years ago. In my opinion, Portland is no longer the "city that works", nor can we say that we are a green city. Portland has become a city driven by greed, a city that does not value its historic resources, and a city without concern for the environment or for its long-time residents.

Thank you for your consideration.

M. Vinocur
1850 SE Ladd Ave
Portland, OR 97214

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Wednesday, April 20, 2016 8:56 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Protect our environment please.

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

From: Lin DeMartini [mailto:rainbowabu@gmail.com]
Sent: Tuesday, April 19, 2016 7:23 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Protect our environment please.

Please reject the amendment brought forward by Mayor Hales and Commissioners Novick and Saltzman that would turn 57 acres of wildlife habitat at Broadmoor Golf Course in NE Portland into industrial lands. I believe the people of Portland has no interest in losing more habitat, especially in an area that lacks green space.

There are many reasons to not allow the destruction of this land. They include:

- 11 at-risk bird species and the state listed sensitive Western Painted Turtles have been identified in this habitat complex.
- The majority of the site is within a designated environmental overlay, an area the city recognizes has "highly significant resources and functional values."
- The entire site ranks as "high value" on the regional natural resources inventory.

Please, for the sake of ours and future generations sake, let's keep this land clean and environmentally friendly.

Thank you for your consideration.

Linda DeMartini

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 8:51 AM
To: Peter Siracusa
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor golf course

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Peter,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Peter Siracusa [mailto:petersiracusa@gmail.com]
Sent: Tuesday, April 19, 2016 4:47 PM
To: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Fritz, Amanda <Amanda.Fritz@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor golf course

Please preserve the natural spaces of Broadmoor golf course.

Let's give birds and turtles some space.
Peter Siracusa

Arevalo, Nora

From: Mark Leece <mleece1@gmail.com>
Sent: Wednesday, April 20, 2016 8:48 AM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Saltzman; Commissioner Fish; Commissioner Fritz; Commissioner Novick; Stockton, Marty; Anderson, Susan
Subject: Fwd: Testimony for Agenda Items 394/395 - "Mixed Use Dispersed" Amendments to the Comprehensive Plan for the City of Portland, Oregon

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing to express my concern regarding the designation of **mixed use dispersed** parcel re-zoning as currently contemplated in the amendments to the Comprehensive Plan (Agenda Items 394/395) to be taken under consideration by Portland City Council on April 20, 2016. Although this comprehensive plan update has been undergoing consideration since 2010 - it wasn't until 2015 that the potential for "mixed use dispersed" zoning change to commercial was contemplated primarily to rezone non-conforming use properties.

This last minute change to what has been a multi-year process opens an unintentional loop hole there in by rezoning non-conforming use sites while making a rezone to other uses much more financially lucrative for dense development inconsistent with the neighborhood fabric.

As an example, a local organic food co-op that has been operating in inner SE since 1971 (non-node, local service street intersection), as a non-conforming use will now have the opportunity to redevelop this site to up to 29 micro housing units without parking. This tears the fabric of our community to shreds (e.g. development at SE Division and SE 50th). The potential loss without replacement of local services in our neighborhood affect our livability and are inconsistent with what makes Portland, Portland.

Portland is the City That Works.

Making micro changes to zoning code only to address insignificant non-conforming use will have an unintended consequence of introducing incompatible uses to neighborhoods that have co-existed with these uses for decades. I don't think that "Works".

I wish these comments had been prepared earlier. Air toxics associated with uncontrolled sources of metal emissions from unregulated sources have been the dominate topic in my neighborhood since February 3.

Please take my testimony under serious consideration.

Mark Leece
3100 SE 21st Ave
Portland, Oregon

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 20, 2016 8:48 AM
To: Robert Deering
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor Golf Course Rezoning

Dear Robert,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Wednesday April 20th 2pm-5pm at City Hall.

For more information, please visit the Bureau of Planning and Sustainability website at:
<https://www.portlandoregon.gov/bps/57352>

Thanks again,

Mustafa Washington
Constituent Services Specialist
Office of Mayor Charlie Hales
P:503-823-4120
mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: Robert Deering [mailto:redeering57@gmail.com]
Sent: Tuesday, April 19, 2016 5:06 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor Golf Course Rezoning

Please do not allow the 57 acre parcel in the Broadmoor Gold Course to be rezoned industrial. It should remain open space and eventually be linked to other nearby wetlands.

Thanks,

Robert Deering
5528 N Moore Ave
Portland OR

Arevalo, Nora

From: Cathy Leece <cathyleece@gmail.com>
Sent: Wednesday, April 20, 2016 8:39 AM
To: BPS Comprehensive Plan Testimony; Hales, Mayor; Anderson, Susan; Commissioner Novick; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman
Subject: Testimony for Agenda Items 394/395 - "Mixed Use Dispersed" Amendments to the Comprehensive Plan for the City of Portland, Oregon

Mayor Hales, Council Members and Director Anderson:

Pending changes regarding the designation of **mixed use dispersed** parcel re-zoning as currently contemplated in the amendments to the Comprehensive Plan (Agenda Items 394/395) to be taken under consideration by Portland City Counsel on April 20, 2016 will have unintended consequences not appropriately considered by City of Portland Office of Planning and Sustainability. Although this comprehensive plan update has been undergoing consideration since 2010 - it wasn't until 2015 that the potential for "mixed use dispersed" zoning change to commercial was contemplated primarily to rezone isolated non-conforming use properties.

This late change to what has been a multi-year process opens an unintentional loop hole that allows rezoning of micro non-conforming use sites to commercial which will ultimately encourage property transfer and unintended development to more financially lucrative residential development never contemplated in the neighborhood zoning which is inconsistent with the neighborhood fabric.

As an example, a local organic food co-op that has been operating in inner SE since 1971, Peoples Food Co-op, site which is located at a non-node, local service street intersection, as a non-conforming use will now have the opportunity to redevelop this site to up to 29 micro housing units without parking. The potential loss without replacement of local services in our neighborhood will affect our livability and are inconsistent with what makes Portland, Portland.

Making micro (e.g. parcel by parcel) change to zoning code only to address insignificant non-conforming use sites will have an unintended consequence of introducing incompatible uses to neighborhoods for which they were never intended.

I wish these comments had been prepared earlier, however, unfortunately we have been addressing air toxics issues associated with uncontrolled sources of metal emissions from unregulated sources in our neighborhood since February 3.

I urge you to take my testimony under serious consideration.

Cathy Leece
3100 SE 21st Ave
Portland, Oregon

Arevalo, Nora

From: Michael G <mmjeett@gmail.com>
Sent: Wednesday, April 20, 2016 8:21 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Hi,
I oppose high density in N. Westmoreland. Since Trimet did not build the promised Harold Street Max station, high density housing makes no sense.

Sincerely,
Michael L. Glover
5340 SE Milwaukie Ave Apt 1
Portland, OR 97202-4800

mmjeett@gmail.com

Arevalo, Nora

From: Thomas Schumacher <th.schumacher.2@gmail.com>
Sent: Wednesday, April 20, 2016 7:17 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Dear City Council,

I, together with my wife and my 15 month old daughter, live in the beautiful North Westmoreland neighborhood and wanted to comment on Commissioners Saltzman and Novik's proposed plan to introduce high density zoning in our neighborhood. While I understand the pressure to create more housing, I oppose transforming existing family-oriented neighborhoods such as ours into a high-density neighborhood. We already have issues around parking, noise, and crime (mostly theft), and this would only get worse.

I believe that high-density zoning is appropriate for inner-city areas or can be an opportunity to transform former industrial or commercial areas, but they bring more negative things to the people of residential areas such as ours. It will destroy our beautiful historic neighborhood, increase congestion, and decrease safety.

For these reasons, I oppose high density zoning in North Westmoreland.

Thank you for your consideration,

Thomas Schumacher
004 SE 22nd Ave
Portland, OR 97202



Virus-free. www.avast.com

Arevalo, Nora

From: Sarah Gillig Sunu <sarah.g.sunu@gmail.com>
Sent: Wednesday, April 20, 2016 7:14 AM
To: BPS Comprehensive Plan Testimony
Cc: Steve Sunu
Subject: Comprehensive Plan Testimony, Sarah Sunu, 2013 SE Reedway St., Portland, OR.

Dear City Council,

Please don't retain the High Density Zoning designation in the N. Westmoreland neighborhood. While it may have made sense back in the 1990's, the way that public transit has built out, and the way that Portland is growing, it doesn't any more. The lack of the Harold St. Max station and the downsizing of bus service to our neighborhood means that the public transit artery into the city isn't large enough to handle the kind of growth that this could bring--and one of the troubling aspects of growth in Portland is that, as we grow, there's every likelihood of killing the things we love about our city, making it ultimately a less desirable place to live and making that growth unsustainable.

One of the things that I love about Portland is the neighborhoods, which are distinct and unique, and we were drawn to live in this one by the small-town feel of the area, the single-family homes, the low house profiles (1-2 stories) preserving sunlight and openness, and the older character of many of the buildings. High-density zoning would take away many of those things, and wouldn't give back additional benefits to the people who live here--only to the developers. Tearing down existing homes to build boxy new developments that look exactly like all the other boxy developments around the city will quickly make our neighborhood a less unique and desirable place to live.

I understand the need for housing in Portland, and the need to have more people living on less land. However, it seems like there are a number of options that could be considered that wouldn't be as intrusive as the ones on the table. Replacing a dilapidated house or apartment building here or there with an appropriately scaled multi-family home is fine. But these R1 Base Zone proposals are concerning and not at all in keeping with the character and scale of the neighborhood.

I'm strongly opposed to high-density development in N. Westmoreland. Please respect and the character of our neighborhood and the people who live in it, and preserve what we love about this place.

Thank you,

Sarah

Arevalo, Nora

From: Catherine Sweeney-Thompson <johnandcatherine4@gmail.com>
Sent: Wednesday, April 20, 2016 7:08 AM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Novick; Bizeau, Tom; Commissioner Saltzman; Commissioner Fish; McCullough, Robert
Subject: Comprehensive Plan Testimony

To Whom It May Concern,

I am a current resident of the Eastmoreland neighborhood, and I am writing to **strongly state my support of Amendment M74** to change Eastmoreland zoning from R5 to R7. My hope in stating this support is to avert further home demolitions and residential infill in our neighborhood, to protect the tree canopy which is not replaceable once lost.

This amendment will bring our zoning into compliance with **existing** land use. The value of any tree canopy is obvious to most, especially in times of increasing temperatures, and air quality concerns. Covertly reducing the lot size description in the R5 zone, I suspect, was driven by pressure from the housing industries profit-driven goal of build-quick/sell-quick; as well as increasing revenue from the permit process to do so. I suspect.

Food for thought:

"Most of those I know who fight for nature are people who spent their childhoods immersed in Without a feel for the texture and function of the natural world, without an intensity of engagement almost impossible in the absence of early experience, people will not devote their lives to its protection." -George Monbiot

Please help us preserve one of the last neighborhoods that offers a sense of this non-replaceable, priceless, and essential asset.

Thank you,
Catherine Sweeney-Thompson
7930 SE 30th Ave, 97202
503-477-0833

Arevalo, Nora

From: Susan Karr <karrs@elephantking.com>
Sent: Wednesday, April 20, 2016 6:15 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony RE M35

April 19, 2016

To: Mayor Hales & the Portland City Council

RE: Comprehensive Plan Testimony: M35

Dear Mayor Hales and the Portland City Council,

We are writing in opposition to **M35**, the requests by Brummell Enterprises for a change to the zoning stipulated in the Comprehensive Plan for the properties located at 1735, 1674, 1663, 1626 and 1623 SE Sherrett St in the Sellwood neighborhood. We live on SE 16th Ave & share with 1623 SE Sherrett a backyard corner where our approximately 85 ft red cedar overhangs into their yard.

INAPPROPRIATE is the key word for the entire proposal: *inappropriate* scale of proposed construction for a very narrow neighborhood street that already has traffic safety issues during the day, *inappropriate* for the demolition of well-maintained medium sized family homes on standard sized lots, *inappropriate* increase of traffic & parking that the building's tenants will bring not just to SE Sherrett but also other nearby neighborhood streets & *inappropriate* the way Brummell Enterprise agents have handled the notification to neighbors of the project as stipulated by the City. It appears the Brummells are on a fishing expedition to rezone all the properties in their portfolio around SE 17th & SE Sherrett that are not currently commercial or multifamily whether their respective locations are contiguous or not to their other properties. At the March 30th SMILE Land Use Committee regarding the Brummell proposal, there was very little to learn from the Brummell agent since there were no specific details – just general speculation of at least “a 4 story building that would be very nice”. It did become apparent that the Brummells already own a number of appropriately zoned properties ready for development along SE 17th & specifically on the East corner of SE 17th & SE Sherrett. Why not start there? As was mentioned during Thursday night's testimony regarding another rezoning request elsewhere in the City, this change in zoning would benefit only a single, out-of-state developer.

Sellwood already has larger scale apartments which are located on designated thoroughfares. With a potential change in zoning to allow a larger scale project like the proposed Brummell apartment to infiltrate a small residential street, it feels like the City is making a value judgment that quiet, safe single family home neighborhoods are truly no longer an important element of the fabric that holds the City's communities together. When the traffic generated by events at Sellwood Middle School is taken into account as well as that of the sports teams that use the school's playfields, then parking is definitely at capacity.

In terms of increased density in Sellwood, there are currently several new apartment buildings within 4-6 blocks from the SE 17th & SE Sherrett area, the larger of which is 5 minutes from the Orange Max Line & not yet filled. There are numerous other Sellwood apartment projects in process that will be increasing housing availability by a significant amount and all will be located on designated main roads. One other housing option that hasn't been mentioned is the ADU which during the last several years has been popping up around the neighborhood. Additionally, it seems whenever a home has recently been demolished in our immediate residential area, there are 2 dwellings that replace the one. As was previously said in last Thursday's testimony, one size doesn't fit all. This variety of housing options is slowly increasing density in a fashion more appropriate for Sellwood.

Perhaps because Sellwood has roots as its own independent town as well as being at the very southern tip of Portland abutting the suburban Garthwick subdivision & the Willamette River, it's an area that resonates with families seeking a healthy, stable environment for raising their children. What is the matter with preserving this scenario which has been one of the characteristics making Portland such a family-friendly community?

We urge you to deny this zoning change requested in M35. Maintaining single family residential neighborhoods like Sellwood is one of the essential elements that keeps Portland being Portland. How much can you chip away until it's no longer recognizable?

Respectfully,

Susan (Jodi) & Daniel Karr

8412 SE 16th Avenue, 97202

Arevalo, Nora


From: Houck, Mike
Sent: Wednesday, April 20, 2016 1:53 AM
To: BPS Comprehensive Plan Testimony; Ocken, Julie; Zehnder, Joe
Cc: Chris Smith; St Martin, Teresa; Oxman, Gary; Baugh, Andre; Spevak, Eli; katielarsell@gmail.com
Subject: Revised Houck et al testimony re amendments 33/34
Attachments: FINAL Houck Smith et al testimony re Amendments 33 and 34 April 18 2016.docx

Please accept this final testimony and replace the previous version with this one. I inadvertently listed one of the co-signers incorrectly. Use this version please.

Regards,

Mike Houck

April 18, 2016

: Mayor Hales and Commissioners

Re: Council Comp Plan Amendments 33 and 34

Mayor Hales and Commissioners,

We are writing to express our opposition to Comp Plan Amendments:

- 33 - Broadmoor Golf Course Add Industrial Sanctuary map designation on a portion of the site, and
- 34 - Riverside Golf Club Remove Industrial map designation on the entire site.

We want to emphasize that while we participated in deliberations and recommendations as members of the Planning and Sustainability Commission, we offer this strong opposition as individuals and are not representing the PSC, as per PSC protocol.

We were also represented on two Policy Expert Groups (PEG) advisory committees (Watershed Health and Industrial Lands/Watershed Health), and in PSC discussions regarding rezoning of Open Space on golf courses to Industrial zoning. During these discussions, a “package” was proposed whereby some portion of golf courses would be rezoned for industrial uses while the remaining land would be improved for fish and wildlife habitat.

The proposed Amendment 33 in particular is contrary to what the PEGs and subsequently the PSC agreed to. We strongly oppose Amendment 33 on the following grounds:

First, as noted above, the Broadmoor site was the subject of numerous discussions in developing the Comprehensive Plan, including discussions in the Industrial Health and Watershed Health PEGs and the full PSC. Throughout those processes it was abundantly clear that the Broadmoor parcel that is proposed to be added to the industrial land base does not offer significant enough job potential to warrant rezoning, and would require a very significant infrastructure investment to render it useable for industrial purposes.

There are also a number of other factors that argue against rezoning additional land at Broadmoor for industrial purposes:

Amendment 33 would rezone 57 acres of High Quality fish and wildlife habitat within an area that currently has no road access, and that is bordered on three (3) sides by waterways including the Columbia Slough. The city has spent millions of dollars in restoration for water quality and fish and wildlife habitat related to these waterways over the past decade. The site is also bordered by highly significant city-owned wetlands (Catkin Marsh) and Port of Portland mitigation and habitat enhancement sites.

The area proposed for rezoning has about 4,000 feet of frontage on the Columbia Slough, and more than 2,000 feet that abut wetlands. All 57 acres of the area ranked as High Value on the city’s recent Natural Resource Inventory. Additionally, more than 38 acres are currently in the city’s Environmental Zone (Ezone). Rezoning and developing the 57 acres of Open Space will also result in habitat fragmentation within this area of High Value fish and wildlife habitat.

To summarize, we we strongly urge Council to reject Amendment 33 based on the facts that::

- there will be insufficient industrial uses once natural resource avoidance, minimization and mitigation are considered
- there is currently no road access, and

- the PEG and PSC processes examined industrial use of this parcel, and recommended that only the parcel fronting on Columbia Boulevard be rezoned for industrial purposes.

As for Amendment 34, we understand there is concern that opposition from the owners of Riverside Golf Course to industrial zoning may prove problematic in documenting its future use for industrial purposes for the purposes of the Economic Opportunities Analysis. However, the significant negative impacts to the Columbia Slough and adjacent High Value fish and wildlife habitat present at Broadmoor are not an acceptable trade-off for removing Industrial zoning on Riverside Golf Course.

Respectfully,

Mike Houck

Chris Smith

Teresa St Martin

Andre Baugh

Eli Spevak

Gary Oxman

Katie Larsell

April 18, 2016

To: Mayor Hales and Commissioners
Re: Council Comp Plan Amendments 33 and 34

Mayor Hales and Commissioners,

We are writing to express our opposition to Comp Plan Amendments:

- 33 - Broadmoor Golf Course Add Industrial Sanctuary map designation on a portion of the site, and
- 34 - Riverside Golf Club Remove Industrial map designation on the entire site.

We want to emphasize that while we participated in deliberations and recommendations as members of the Planning and Sustainability Commission, we offer this strong opposition as individuals and are not representing the PSC, as per PSC protocol.

We were also represented on two Policy Expert Groups (PEG) advisory committees (Watershed Health and Industrial Lands/Watershed Health), and in PSC discussions regarding rezoning of Open Space on golf courses to Industrial zoning. During these discussions, a "package" was proposed whereby some portion of golf courses would be rezoned for industrial uses while the remaining land would be improved for fish and wildlife habitat.

The proposed Amendment 33 in particular is contrary to what the PEGs and subsequently the PSC agreed to. We strongly oppose Amendment 33 on the following grounds:

First, as noted above, the Broadmoor site was the subject of numerous discussions in developing the Comprehensive Plan, including discussions in the Industrial Health and Watershed Health PEGs and the full PSC. Throughout those processes it was abundantly clear that the Broadmoor parcel that is proposed to be added to the industrial land base does not offer significant enough job potential to warrant rezoning, and would require a very significant infrastructure investment to render it useable for industrial purposes.

There are also a number of other factors that argue against rezoning additional land at Broadmoor for industrial purposes:

Amendment 33 would rezone 57 acres of High Quality fish and wildlife habitat within an area that currently has no road access, and that is bordered on three (3) sides by waterways including the Columbia Slough. The city has spent millions of dollars in restoration for water quality and fish and wildlife habitat related to these waterways over the past decade. The site is also bordered by

highly significant city-owned wetlands (Catkin Marsh) and Port of Portland mitigation and habitat enhancement sites.

The area proposed for rezoning has about 4,000 feet of frontage on the Columbia Slough, and more than 2,000 feet that abut wetlands. All 57 acres of the area ranked as High Value on the city's recent Natural Resource Inventory. Additionally, more than 38 acres are currently in the city's Environmental Zone (Ezone). Rezoning and developing the 57 acres of Open Space will also result in habitat fragmentation within this area of High Value fish and wildlife habitat.

To summarize, we we strongly urge Council to reject Amendment 33 based on the facts that::

- there will be insufficient industrial uses once natural resource avoidance, minimization and mitigation are considered
- there is currently no road access, and
- the PEG and PSC processes examined industrial use of this parcel, and recommended that only the parcel fronting on Columbia Boulevard be rezoned for industrial purposes.

As for Amendment 34, we understand there is concern that opposition from the owners of Riverside Golf Course to industrial zoning may prove problematic in documenting its future use for industrial purposes for the purposes of the Economic Opportunities Analysis. However, the significant negative impacts to the Columbia Slough and adjacent High Value fish and wildlife habitat present at Broadmoor are not an acceptable trade-off for removing Industrial zoning on Riverside Golf Course.

Respectfully,

Mike Houck
Chris Smith
Teresa St Martin
Andre Baugh
Eli Spevak
Gary Oxman
Katie Larsell

Arevalo, Nora

From: Jennifer Eykamp <jen@eykamp.com>
Sent: Wednesday, April 20, 2016 12:07 AM
To: BPS Comprehensive Plan Testimony
Subject: People's and changes to the Comprehensive Plan

Mayor Hales, Council Members and Director Anderson:

Please reconsider proposals to rezone/redesignate Peoples Food Coop at 3029 SE 21st Ave. from non-conforming residential to commercial.

Rather than preserving the site for commercial use, I believe the change in designation will make this site more attractive to redevelopment, and that we would introduce a "backdoor" mechanism for a developer to build up to 29 units on a site that could currently be rebuilt with only 5 units.

I generally support the idea of "normalizing" the zoning of long-standing non-conforming uses throughout the city, where it can be done in a way that preserves existing protections neighboring residential properties currently enjoy (operating hours, late night noise, etc.).

However, in this case, I believe that the rezoning has the potential for some major unintended consequences. Peoples Food Coop has been in use as a neighborhood grocery store for more than 45 years, but the rezoning that is intended to ensure continuation of this use would add significant development pressure to the site, increasing the likelihood that the store would relocate and sell its property to a developer.

This outcome can't be what the Planning and Sustainability Commission or City Council intends.

Please temporarily suspend these proposed changes until planners have the opportunity to craft regulations that better match the stated intent of preserving small, isolated commercial sites that serve the community so well and add to the texture of our neighborhoods. The unintended consequences of the proposed changes are huge, and could end up destroying what they seek to preserve.

Thank you for considering my comments,

Jennifer Eykamp
2101 SE Tibbetts
Portland, Oregon

Arevalo, Nora

From: Christopher Eykamp <chris@eykamp.com>
Sent: Wednesday, April 20, 2016 12:06 AM
To: BPS Comprehensive Plan Testimony
Subject: Unintended consequences of rezoning People's Co-op

Dear Mayor Hales, Council Members, and Director Anderson,

I am writing to ask that you do not move forward with proposals to change the Comprehensive Plan and rezone People's Co-op (3029 SE 21st Ave) from its current designation as non-conforming residential to commercial. I understand the intent of the rezoning/Comp Plan change is to preserve sites such as this as a sort of neighborhood-oriented commercial into the future, but I think the proposed change will have the opposite effect, potentially hastening the conversion of sites such as this into non-commercial use.

The reason is paradoxical, but simple. By changing the site to a "proper" commercial zone, you significantly increase the amount of residential units that could be built on the site. This increases the value of the underlying property, which could encourage People's to sell their property for its development potential, leaving the neighborhood with a large residential building that does not match the current plans for the neighborhood, and without access to existing commercial services.

If the intent of the change from residential to commercial is truly to protect and preserve existing commercial uses, a far more effective way would be to create a new zone, perhaps called CMO, that would apply only to small, isolated sites such as People's, contained the restrictions currently contemplated for "dispersed commercial" sites, and that did not permit wholesale conversion to residential use.

The current proposal has a high potential for unintended consequences.

I ask that you put the proposed changes for the People's site on hold; that you allow time for a more comprehensive discussion of how to best achieve the outcome we all want (i.e. preservation of small commercial sites in residential neighborhoods); and that you return and reconsider a more fully formed solution at a later date.

Thank you,

Chris Eykamp
2101 SE Tibbetts
Portland

Testifier	Date	District	Neighborhood	Address	City	Zipcode	Comment	State ID
Sheila Strachan (1/2)	4/20/2016	Southeast	Sellwood-Moreland	1344 SE CLATSOP	Portland	97202	<p>I write in strong opposition to the Comprehensive Plan Amendment 35 proposed change 1422 which extends commercial mixed use development beyond the properties that face directly onto SE 17th avenue in Sellwood. While I support the commercial designation of properties that currently face directly onto SE 17th in this area, I strongly disagree with the proposal to extend commercial designations onto adjacent residential streets. There is no demonstrated need, now or in the 20-year span of the Comprehensive Plan update, for additional commercial zoning in this area of Sellwood. Nor is there need for the additional density offered by amendment 35 on these blocks. I oppose increasing density over existing zoning for this area at this time. I have lived in the Sellwood neighborhood for nearly 30 years and have seen many changes, many of them good. Yet, even with rapid development, I cannot see the need to partition a random section of a residential area in the proposed manner.</p> <p>There is no demonstrated need for expansion of commercial property designation in this area of Sellwood. Currently, the SE 17th avenue corridor is not being developed to reach its existing potential. The businesses there are small, struggling and ephemeral. The SE 17th avenue corridor is not currently an area of high commercial activity. Further expansion of the current commercial district onto adjacent neighborhood streets will not help the existing businesses and will have adverse impacts on the existing neighborhood.</p>	1S1E23DC 3100

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Sheila Strachan (2/2)	4/20/2016	Southeast	Sellwood-Moreland	1344 SE CLATSOP	Portland	97202	<p>This proposal is designed to profit one landowner in the Sellwood at the expense of ALL residents in Sellwood. This alone is reason enough for the PSC to object to the gerrymandering in this proposal. Designing neighborhoods to benefit one versus many is the opposite of sustainability. To apply such blatant favoritism to any one individual, anywhere in the city, is an example of how neighborhood livability, functionality and safety can be swiftly eroded. It is also noticeably in stark contrast with the nearby down zoning of the entire Eastmoreland neighborhood, where Mayor Hales, proponent of this amendment lives.</p> <p>Expanding commercial designations into residential areas creates concerns for safety and congestion on narrow neighborhood streets surrounding the proposed commercial areas. Congestion is not good for businesses or neighborhoods. Increasing traffic and congestion in the vicinity of Sellwood Middle School is also a bad idea from an urban planning, sustainability and livability perspective. The Sellwood Middle School blocks are used by the both students and neighbors year around. Traffic associated with an encroaching commercial/high density zone would put the many pedestrians and bicyclists who use this travel corridor at risk of accidental collisions.</p>	1S1E23DC 3100

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Sheila Strachan (1/2)	4/20/2016	Southeast	Sellwood-Moreland	1344 SE CLATSOP	Portland	97202	<p>I write in strong opposition to the Comprehensive Plan Amendment 35 proposed change 1422 which extends commercial mixed use development beyond the properties that face directly onto SE 17th avenue in Sellwood. While I support the commercial designation of properties that currently face directly onto SE 17th in this area, I strongly disagree with the proposal to extend commercial designations onto adjacent residential streets.</p>	1S1E23DC 3600

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Sheila Strachan (1/2)	4/20/2016	Southeast	Sellwood-Moreland	1344 SE CLATSOP	Portland	97202	<p>I write in strong opposition to the Comprehensive Plan Amendment 35 proposed change 1422 which extends commercial mixed use development beyond the properties that face directly onto SE 17th avenue in Sellwood. While I support the commercial designation of properties that currently face directly onto SE 17th in this area, I strongly disagree with the proposal to extend commercial designations onto adjacent residential streets.</p>	1S1E26AB 8600

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Sheila Strachan (2/2)	4/20/2016	Southeast	Sellwood-Moreland	1344 SE CLATSOP	Portland	97202	<p>There is no demonstrated need, now or in the 20-year span of the Comprehensive Plan update, for additional commercial zoning in this area of Sellwood. Nor is there need for the additional density offered by amendment 35 on these blocks. I oppose increasing density over existing zoning for this area at this time. I have lived in the Sellwood neighborhood for nearly 30 years and have seen many changes, many of them good. Yet, even with rapid development, I cannot see the need to partition a random section of a residential area in the proposed manner.</p> <p>There is no demonstrated need for expansion of commercial property designation in this area of Sellwood. Currently, the SE 17th avenue corridor is not being developed to reach its existing potential. The businesses there are small, struggling and ephemeral. The SE 17th avenue corridor is not currently an area of high commercial activity. Further expansion of the current commercial district onto adjacent neighborhood streets will not help the existing businesses and will have adverse impacts on the existing neighborhood.</p> <p>This proposal is designed to profit one landowner in the Sellwood at the expense of ALL residents in Sellwood. This alone is reason enough for the PSC to object to the gerrymandering in this proposal. Designing neighborhoods to benefit one versus many is the opposite of sustainability. To apply such blatant favoritism to any one individual, anywhere in the city, is an example of how neighborhood livability, functionality and safety can be swiftly eroded. It is also noticeably in stark contrast with the nearby down zoning of the entire Eastmoreland neighborhood, where Mayor Hales, proponent of this amendment lives.</p> <p>Expanding commercial designations into residential areas creates concerns for safety and congestion on narrow neighborhood streets surrounding the proposed commercial areas. Congestion is not good for businesses or neighborhoods. Increasing traffic and congestion in the vicinity of Sellwood Middle School is also a bad idea from an urban planning, sustainability and livability perspective. The Sellwood Middle School blocks are used by the both students and neighbors year around. Traffic associated with an encroaching commercial/high density zone would put the many pedestrians and bicyclists who use this travel corridor at risk of accidental collisions.</p>	1S1E26AB 8600

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Sheila Strachan (1/2)	4/20/2016	Southeast	Sellwood-Moreland	1344 SE CLATSOP	Portland	97202	<p>I write in strong opposition to the Comprehensive Plan Amendment 35 proposed change 1420 which extends commercial mixed use development beyond the properties that face directly onto SE 17th avenue in Sellwood. While I support the commercial designation of properties that currently face directly onto SE 17th in this area, I strongly disagree with the proposal to extend commercial designations onto adjacent residential streets. There is no demonstrated need, now or in the 20-year span of the Comprehensive Plan update, for additional commercial zoning in this area of Sellwood. Nor is there need for the additional density offered by amendment 35 on these blocks. I oppose increasing density over existing zoning for this area at this time. I have lived in the Sellwood neighborhood for nearly 30 years and have seen many changes, many of them good. Yet, even with rapid development, I cannot see the need to partition a random section of a residential area in the proposed manner.</p>	1S1E23DB 6500

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Sheila Strachan (2/2)	4/20/2016	Southeast	Sellwood-Moreland	1344 SE CLATSOP	Portland	97202	<p>There is no demonstrated need, now or in the 20-year span of the Comprehensive Plan update, for additional commercial zoning in this area of Sellwood. Nor is there need for the additional density offered by amendment 35 on these blocks. I oppose increasing density over existing zoning for this area at this time. I have lived in the Sellwood neighborhood for nearly 30 years and have seen many changes, many of them good. Yet, even with rapid development, I cannot see the need to partition a random section of a residential area in the proposed manner.</p> <p>There is no demonstrated need for expansion of commercial property designation in this area of Sellwood. Currently, the SE 17th avenue corridor is not being developed to reach its existing potential. The businesses there are small, struggling and ephemeral. The SE 17th avenue corridor is not currently an area of high commercial activity. Further expansion of the current commercial district onto adjacent neighborhood streets will not help the existing businesses and will have adverse impacts on the existing neighborhood.</p> <p>This proposal is designed to profit one landowner in the Sellwood at the expense of ALL residents in Sellwood. This alone is reason enough for the PSC to object to the gerrymandering in this proposal. Designing neighborhoods to benefit one versus many is the opposite of sustainability. To apply such blatant favoritism to any one individual, anywhere in the city, is an example of how neighborhood livability, functionality and safety can be swiftly eroded. It is also noticeably in stark contrast with the nearby down zoning of the entire Eastmoreland neighborhood, where Mayor Hales, proponent of this amendment lives.</p> <p>Expanding commercial designations into residential areas creates concerns for safety and congestion on narrow neighborhood streets surrounding the proposed commercial areas. Congestion is not good for businesses or neighborhoods. This area is already dangerously congested and conflicts with motor vehicles, bikes and pedestrians are a common problem. This proposed change would exacerbate a bad situation.</p>	1S1E23DB 6500

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Sheila Strachan	4/20/2016	Southeast	Sellwood-Moreland	1344 SE CLATSOP	Portland	97202	Proposed change 1436 makes no mention of Crystal Springs Creek and the environmental benefits provided by its clear, cold water to fish and wildlife habitat in the Johnson Creek watershed. Increasing density along this stream reach would adversely affect stream temperatures and storm runoff, negatively affecting water quality. Such effects would negate the tax payer funded improvements just upstream in Westmoreland Park. This proposal is not environmentally suitable from a watershed health standpoint.	1S1E24CC 1100
Gretchen Holden	4/20/2016	West	Maplewood	9436 SW Wood Parkway	Portland	97219	I oppose this amendment. The existing zoning is appropriate for this area. California is not suitable as an artery designed to carry more traffic.	1S1E19AA 501
Al Brown	4/20/2016	East	Argay	13169 NE Rose Parkway	Portland	97230	I have provided a comment for ATNA as its Land Use Chair. This is a personal comment. The owners of this property claim that there is a demand for its current zoned use, yet in the many decades of their ownership, it has remained in farm use. They think this property should become apartments, it would appear that developers don't share their opinion, otherwise these sites worth millions of dollars would have been sold and developed long ago. Perhaps a better use for the sites would be for single family development.	1N2E23CC 400
Maria Theresa Maxie	4/20/2016	East	Argay	13647 NE Klickitat Ct	Portland	97240	I ask that the Commissioners and the Mayor vote to reject Amendment S9 and keep the Kmart site at 122nd and Sandy Blvd. Mixed Employment in the final 2035 Comprehensive Plan; as recommended by the Portland Bureau of Planning and Sustainability.	1N2E23BC 1100
Maria Theresa Maxie	4/20/2016	East	Argay	13647 NE Klickitat Ct	Portland	97240	I ask that the Commissioners and the Mayor vote to reject Amendment S9 and keep the Kmart site at 122nd and Sandy Blvd. Mixed Employment in the final 2035 Comprehensive Plan; as recommended by the Portland Bureau of Planning and Sustainability.	1N2E23BC 1100
Maria Theresa Maxie	4/20/2016	East	Argay	13647 NE Klickitat Ct	Portland	97240	I ask that the Commissioners and the Mayor vote to reject Amendment S9 and keep the Kmart site at 122nd and Sandy Blvd. Mixed Employment in the final 2035 Comprehensive Plan; as recommended by the Portland Bureau of Planning and Sustainability.	1N2E23BC 1100
Maria Theresa Maxie	4/20/2016	East	Parkrose	13647 NE Klickitat Ct	Portland	97240	I ask that the Commissioners and the Mayor vote to reject Amendment F72. Keep Mixed Employment to the west half of the Rossi and Giusto farm properties fronting NE 122nd Avenue. In addition, re-designate the eastern half of the Rossi and Giusto farm properties and all existing farm property (including the Garre properties) from R-3 to R-5 single family.	1N2E22DA 1000
Alan Kessler	4/21/2016	Southeast	Sunnyside	2725 SE 36th Ave	Portland	97202	I strongly support up-designating this to mixed use commercial... in fact I believe that all of Chavez between Division and Belmont should be up-designated to create a N.S. commercial corridor.	1S1E01AD 15900
Alan Kessler	4/21/2016	Southeast	Sunnyside	2725 SE 36th Ave	Portland	97202	I strongly support the up-designation.	1S2E06BB 14000

Testifier	Date	District	Neighborhood	Address	City	Zipcode	Comment	State ID
Alan Kessler	4/21/2016	Southeast	Sunnyside	2725 SE 36th Ave	Portland	97202	I strongly support the up-designation.	1S2E06BB 13800
Alan Kessler	4/21/2016	Southeast	Sunnyside	2725 SE 36th Ave	Portland	97202	I strongly support the up-designation.	1S2E06BB 9901
Alan Kessler	4/21/2016	Southeast	Sunnyside	2725 SE 36th Ave	Portland	97202	I strongly support the up-designation.	1S2E06BA 13600
Alan Kessler	4/21/2016	Southeast	Richmond	2725 SE 36th Ave	Portland	97202	I strongly support the up-designation, as this provides more needed density on the transit corridor.	1S2E06CD 8000
Alan Kessler	4/21/2016	Southeast	Richmond	2725 SE 36th Ave	Portland	97202	I strongly support up-designating this to mixed use urban center. This is a transit corridor, and it needs more density and intensity.	1S2E06CC 12500
Alan Kessler	4/21/2016	Southeast	Eastmoreland	2725 SE 36th Ave	Portland	97202	<p>I hope that City Council will reject this amendment. Eastmoreland is a wealthy, white enclave of inner Portland, and it is getting special treatment. I believe that this treatment is not consistent with the Fair Housing Act nor with HUD's Affirmatively Furthering Fair Housing Rule. The City Council should consider whether this amendment will expose the City to legal or administrative action if it is passed.</p> <p>Exclusionary zoning is one in a long line of schemes designed to "protect" wealthy white homeowners from desegregation of their neighborhoods. I am ashamed that the government of my progressive city is even considering taking this step to entrench inequality and to prevent the disadvantaged from enjoying the resources and amenities of our inner city.</p> <p>The fact that this is occurring next to a brand-new MAX stop is salt in the wound.</p> <p>You have received a large amount of testimony supporting this amendment. I would posit that the most well off have ample time and resources to feather their nests, while those who will be most harmed are struggling for basic necessities.</p> <p>I hope that you see yourselves as representatives of the whole city, rather than just of the noisy wealthy elite.</p>	1S1E24BA 800
Adam Herstein	4/21/2016	Southeast	Eastmoreland	3115 SE 52nd Ave	Portland	97206	How is it sustainable for the mayor to downzone his own neighborhood? This is unacceptable.	1S1E24BA 5000
Evan Landman	4/21/2016	Southeast	Eastmoreland	2020 SE Taylor St #2	Portland	97214	A critical element of the legitimacy of our future planning efforts is that the costs and benefits of growth be shared equally. This applies to Eastmoreland as much as to Gateway or any other neighborhood. Allow this area to develop naturally and gradually (increasing in density as the market dictates). Because Eastmoreland is a very expensive place that is difficult to access by transit or bicycle, it is unlikely to rapidly densify in a significant manner.	1S1E24BA 12100

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Alex Reedin	4/21/2016	Southeast	Eastmoreland	10242 SE Ramona St	Portland	97266	This downzoning is just not moral, appropriate, or polite in a city with a massive housing shortage and a planet with a looming climate crisis. The much better policy would be to upzone the portion of Eastmoreland that's within a 1/4 mile walk of the shiny new light rail station, but apparently that's not on offer and upzoning is STILL being considered because of freaking Mayor Hales' proposal after many rounds of comments because of the excess political power of the wealthy in Portland. This is ridiculous, and if it goes through, I will try to organize protests on Reed College Place and Eastmoreland Golf Course. Pandering to the wealthy and comfortable is not this area should be upzoned to provide more opportunities for residents of various income levels to live in this neighborhood. Please do not downzone this area, we need more dense developments to address our long term housing needs. Thank you.	1S1E24BA 6300
Steve Bozzone	4/21/2016	Southeast	Eastmoreland	1001 SE Water Ave	Portland	97211	I appose this amendment. Eastmoreland should be zoned even denser than R5. This amendment's existence reflects a failure of leadership. Does every neighborhood get to say, "gosh, I really like the way things are now, let's keep them exactly this way?" Of course not. It's irresponsible and selfish for this neighborhood to work to push new residents elsewhere. Our city is going to grow, and supply matters, especially in areas where people want to live. The alternative is higher living costs, more gentrification and displacement in less desirable neighborhoods, and increased economic and racial segregation into Portland neighborhood enclaves.	1S1E24AB 13800
Sam Noble	4/21/2016	Southeast	Eastmoreland	420 SE 62nd Ave	Portland	97215	I believe that, during an affordability crisis, it is unfair and immoral for our richest and neighborhoods to avoid any infill development. All neighborhoods, no matter how wealthy its residents, should share the (minor) burden of welcoming desperately needed housing.	1S1E24AB 7100
Stephen Judkins	4/21/2016	Southeast	Eastmoreland	416 N Beech St	Portland	97227	Please do not endorse racial and economic segregation by allowing the down-zoning of Eastmoreland. To do so would be a gross injustice to the city as a whole, and would suggest that the city cares more about subsidizing the comforts of the wealthy than about creating an equitable city.	1S1E24AB 9100
Gabriele Hayden	4/21/2016	Southeast	Eastmoreland	1624 N Emerson St	Portland	97217	Please don't downzone this area! Please instead allow high density housing here. As an area directly adjacent to Reed College, on two bus lines, and within two blocks of coffee shops and restaurants, it is a highly desirable area that would be well-served by greater density. To do anything else is to bow to the whims of the wealthy instead of following the spirit of equity that lies at the heart of the comprehensive plan and of our city. As a former Reed student, this area felt barren and deserted--greater density would serve the college and the community as a whole.	1S1E13DC 4100
Gabriele Hayden	4/21/2016	Southeast	Eastmoreland	1624 N Emerson St	Portland	97217		1S1E13DD 3400

Testifier	Date	District	Neighborhood	Address	City	Zipcode	Comment	State ID
Gabriele Hayden	4/21/2016	Southeast	Buckman	1624 N Emerson St	Portland	97217	Please keep this as high density single dwelling. I've lived in this area and it can very well support missing middle housing zoning. This would improve the density, desirably, livability, and walkability of our city.	1S1E02AB 1600
Gabriel Erbs	4/21/2016	Southeast	Eastmoreland	10431 SW 42nd Ave	Portland	97219	Sundown laws, then red-lining, now downdesignation. When will racist/classist zoning end?	1S1E24BD 6500
Jessica Gillard	4/21/2016	Southeast	Eastmoreland	2725 SE 36th Ave	Portland	97202	I am writing to oppose down-designation because I believe increasing density is the way to go for environmental, public health, and social justice reasons. There is good, clear evidence that higher density neighborhoods geared toward walking and public transit are better for the planet and safer, happier, and healthier for the people who live in them than more sprawling, car-focused neighborhoods are. Furthermore, it's necessary to add housing units to stabilize housing costs. Eastmoreland is already a wealthy, exclusive neighborhood full of rich people who will enjoy their skyrocketing home values if housing supply is kept low there, but I believe there should be room for a wider variety of income levels and a more diverse population.	1S1E24BA 10100