

Arevalo, Nora

From: Brendan McGovern <brenmcg@gmail.com>
Sent: Thursday, April 14, 2016 9:10 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sirs and Madams,

My name is Brendan McGovern and I am a resident of the Argay neighborhood in East Portland. I am writing regarding Amendments S9 and F72.

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.

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.

This area cannot support more apartments without amenities. There are very few options for grocery stores in the area. Residents without cars are forced to rely on public transportation, which is not as frequent as it is nearer to town. Having to pay fares on top of grocery costs is going to be a hardship on the lower-income residents who will be renting any apartments built out here. I don't think buying huge apartment complexes next to the schools on 122nd is a good idea, either.

I feel that the City is looking for out of the way places to warehouse lower income residents so that the "Portlandia" trend can continue in close-in neighborhoods. Crime and violence has surged in the last few years in this area and in other outer East Portland neighborhoods. We have as many homeless camps and RVs out here as any part of Portland, perhaps more. I grew up in the Alameda neighborhood and while crime wasn't a large issue, I went to church on Alberta street and remember just how awful it was before it became a trendy strip. The City then didn't deal with the crime and violence; not until trendy white people started opening hip boutiques was anything done.

I see the same thing happening to Argay, Parkrose, Hazelwood and Powellhurst: crime and low standards of living will be ignored as long as the residents are lower income, elderly and non-white. A map of the cadmium and arsenic air levels was published in the Oregonian. Along with the much-publicized area around Cleveland High School are high levels of arsenic over 102nd and Prescott and 92nd and Holgate. Didn't see much coverage about those areas.

I have lived in Portland my entire life and myself, and the people of East Portland, are due just as much consideration and service as the more affluent. Our taxes pay for their bike lanes and parks for their dogs. It isn't too much to ask that East Portlanders get something in return, and not serve as just a convenient dumping ground for Portland's problems.

Thank you for your time,
Brendan McGovern
14314 NE Shaver St
Portland OR 97230



April 14, 2016

**PROTECTING YOUR
RIGHT TO ROAM**

To:
Portland Bureau of Sustainability
Comprehensive Plan Update
1120 SW 5th Avenue
Portland OR 97204

As the state's pedestrian advocacy organization, Oregon Walks works to make walking a safe, convenient, and accessible form of transportation in every community across the state. We support making communities more walkable through policy advocacy, community programming, and with the support of numerous volunteers who serve on transportation project committees at the local, regional, and state level.

Oregon Walks has previously submitted comments on the Portland Comprehensive Plan update; providing input on the language that codifies our specific transportation investments with the intent to make walkable communities affordable and accessible to every Portlander, regardless of which neighborhood they call home. However, we would like to submit a brief additional letter in support of the language recommended by Hack Oregon and the Portland Independent Chamber of Commerce requesting that the City of Portland's Comprehensive Plan Update uphold the highest standard of making data accessible and available.

Like many of Portland's great stories of advocacy, ours is a story of citizen volunteers organizing and providing community-led feedback to their government agencies to promote better, safer, more sustainable investments. Oregon Walks (née the Willamette Pedestrian Coalition) was founded 25 years ago by everyday citizens that wanted to push the city, region and state governments to include more provisions for pedestrians and people walking. The ability for citizens to sit on committees, review statistics, provide feedback to government agencies and help shape their communities positively and equitably is central to "the Portland story" that makes the city vibrant and livable.

Oregon Walks' Plans and Projects Committee convenes citizens sitting on stakeholder advisory committees for a variety of projects; it's difficult to overstate the importance of data collection and analysis towards this drive to eliminate traffic fatalities. Having information collected by the city through the Comprehensive Plan readily available for advocates who wish to present their own findings – on why a street's speed limit should be lowered, why a crosswalk is needed near an East Portland elementary school, why to support a Neighborhood Greenway – will ensure that Oregon Walks and the citizen advocates working to make Portland a better place to walk will be armed with information to take to their Neighborhood Associations, local businesses, and elected officials to demand safer streets. Open data allows citizen advocates to present compelling stories demonstrating the relationship between traffic fatalities and busy streets without crosswalks.

By supporting Open Data, the Portland Comprehensive Plan will make it easier for citizens to get engaged with transportation-making decisions and advocate for safer, walkable streets across the city. On behalf of the litany of citizen advocates past, present and future who have fervently worked with city planners and policymakers to better inform transportation decisions,



**PROTECTING YOUR
RIGHT TO ROAM**

we encourage the city to adopt PICOC's and Hack Oregon's recommendations to make data open and accessible. Please keep the open data proposal for Policy 2.11 intact.

Thank you for your time and opportunity to provide input.
Noel Mickelberry, Executive Director
Aaron Brown, Board President

Arevalo, Nora

From: aslichter4030@gmail.com
Sent: Thursday, April 14, 2016 5:10 PM
To: BPS Comprehensive Plan Testimony
Cc: Ronald
Subject: RE: Property at 5384 SE Malden Drive Portland Oregon 97206

Follow Up Flag: Follow up
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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: Beacon Sound <beaconsound@gmail.com>
Sent: Thursday, April 14, 2016 4:59 PM
To: cctestimony@portlanoregon.gov; Moore-Love, Karla
Cc: Treat, Leah; Commissioner Novick
Subject: Testimony in favor of NE 7th Ave Greenway
Attachments: KNA_7thAveletter.rtf

Dear Ms. Moore,

I'm attaching a letter that was sent to PBOT on behalf of the King Neighborhood Association stating our preference for NE 7th to be designated a Major Bikeway from Broadway to Sumner.

As the letter states, if Portland is going to live up to its own stated ambitions (25% mode split for bikes by 2030) the time is now to create safe, Platinum-level space on our roads for the young, the old, and the "interested-but-nervous".

Thank you for including this letter as testimony on behalf of the KNA.

Andrew Neerman
KNA Land Use Chair

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Andrew Neerman
Beacon Sound \ record store and label
3636 B North Mississippi Ave Portland 97227 USA
wearebeaconsound.com
soundcloud.com/beaconsound
facebook.com/beaconsoundpdx
beaconsound.bandcamp.com

Cevero Gonzalez
Portland Bureau of Transportation
1120 SW Fifth Ave, Suite 800
Portland, OR 97204
cevero.gonzalez@portlandoregon.gov

Feb 10, 2016

RE: NE 7th Ave Neighborhood Greenway

Dear Cevero,

The King Neighborhood Association would like to add to the chorus of voices advocating for the designation of NE 7th Ave as a north/south neighborhood greenway between Sullivan's Gulch and Alberta St. 7th Ave is currently being used as a cut-through by automobile users trying to avoid congestion on MLK Blvd just a few streets over. It is also a heavily used route for bicyclists and pedestrians and is unsafe and dominated by cars in its current condition. With the likely addition of a bike/ped bridge over I-84 in the Lloyd District it will be even more important to make 7th a safe corridor for all ages and all travel modes.

Although 9th Ave has been proposed as an alternative, this idea has been thoroughly discredited by surrounding neighborhoods and, in particular, bicyclists. 9th has a steeper grade north of Broadway and also requires riding through Irving Park. Irving Park has inappropriate infrastructure for a greenway, has a very unsafe crossing at Fremont/9th, and is also not a favored route for people, especially women, traveling alone at night. Furthermore, 9th south of Broadway has no infrastructure for bicycles and passes by the Lloyd Center Mall parking garages. The mall has already stated that they are opposed to the idea of multi-modal improvements there.

7th Ave, in contrast, has a mellower grade, is efficient and direct, and has existing bike infrastructure south of —and across— the Broadway/Weidler couplet. Most importantly, 7th is *already used extensively by people on foot and on bike*. The KNA was assured as recently as last month by PBOT engineer Scott Batson that the only thing standing in the way of turning the street into a neighborhood greenway is political will.

If Portland is going to achieve a 25% mode split for bicycling by 2030 (as outlined in the Portland Bicycle Plan enacted in 2010), this project is an ideal example of the sorts of investments PBOT must make to allow people of all experience levels and all ages to safely traverse the city. The time is now. We look forward to working with PBOT and our fellow neighbors in making this smart, urban vision for 7th Ave a reality as soon as possible.

Thank you,

Andrew Neerman
KNA At-large Rep/author

Nicholas LaRue
KNA Board President

Blaire Ottobani; Matt Anderson; Diego Gioseffi; Derwin Cunningham; Eileen Kennedy

Arevalo, Nora

From: Bill Lindekugel <w.lindekugel@comcast.net>
Sent: Thursday, April 14, 2016 4:54 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Saltzman; Commissioner Fritz; Commissioner Fish; Commissioner Novick
Subject: Comprehensive Plan Testimony

Importance: High

Follow Up Flag: Follow up
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Hi Mayor Hales and City Commissioners

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. It is, therefore, unfair and irresponsible to promote further apartment development in our neighborhood.

My neighbors and I have been very clear that we want future development to be entirely in single family homes to re-balance the neighborhood and direct Argay Terrace back to its original purpose as a family neighborhood.

Therefore, I am asking you to vote on your Amendments to the CP as follows:

1. I am 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.
2. I am 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 2035 CP as recommended by the Portland Bureau of Planning and Sustainability.
3. I am 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.

Thank you,

Bill Lindekugel
Cell: 503-317-0574

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 14, 2016 4:48 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Testimony on Recommended Comprehensive Plan from RCPNA
Attachments: RCPNA-RecommendstoCCBlueRibbonCommitteeVetImplementation04142016-TDR.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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

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

From: Tamara DeRidder, AICP [mailto:SustainableDesign@tdridder.users.panix.com]
Sent: Thursday, April 14, 2016 4:21 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Cc: Anderson, Susan <Susan.Anderson@portlandoregon.gov>; Treat, Leah <Leah.Treat@portlandoregon.gov>; Zehnder, Joe <Joe.Zehnder@portlandoregon.gov>; Engstrom, Eric <Eric.Engstrom@portlandoregon.gov>; Stoll, Alison <alisons@cnncoalition.org>; Sandra Lefrancois <sandral@cnncoalition.org>
Subject: Testimony on Recommended Comprehensive Plan from RCPNA

Hi Karla,

Please enter the attached document into the record for the Recommended Comprehensive Plan hearing taking place today at 6:00 pm, April 14th.

Attached is the RCPNA testimony regarding the TSP elements of the new comprehensive plan calling for a Blue Ribbon Committee to be developed to evaluate the TSP's implementation methodology. It is our consensus that the success of the Recommended Comprehensive Plan rests in large part on the success of the TSP implementation methodology. Transportation Demand Management is un-proven at the levels being proposed for the City of Portland in this document. It is only prudent to make sure we get this right the first time.

Thank you for your consideration.

My best,

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



April 14, 2016 (Transmitted this day to the e-mails cited)

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

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

Subject: Recommended Blue Ribbon Committee to vet the Recommended Comprehensive Plan TSP Implementation Assumptions to reduce SOV to 25% by 2045.

Honorable Mayor Charlie Hales and fellow Commissioners:

Thank you for the opportunity to testify on the Transportation Systems Plan Update elements in the Recommended Comprehensive Plan. The TSP is integral to the success of the Recommended Comprehensive Plan for Portland. The contents of the TSP are well intended as it paints the picture of residents willfully transitioning to mass transit and bicycles over the use of their single occupancy vehicles. Together with the restriction of new off street parking much of this transformation is to come about through Transportation Demand Management(TDM) applied throughout the entire city with added focus on Campus Institutional Zone uses.

Unfortunately, TDM is untested at the scale that is proposed by this TSP. Because of this, recommending the adoption of the TSP as it currently is written is placing Portland in the precarious position of uncharted waters. TDM has been found to be successful in urban centers such as downtown Seattle where the infrastructure provides multiple choices for mass transit use and a periodic Taxi or Uber ride. Such an urban form with multiple transit options is not characteristic outside of Portland's downtown core. This was discussed at length at the March 17, 2016 RCPNA Land Use & Transportation Committee and reaffirmed at the RCPNA April 5th Board meeting. Based on this and the following documentation, RCPNA recommends:

The development of a Blue Ribbon Committee to vet the TSP implementation assumptions that all Portland trips are to reduce to 25% SOV by 2045.

Much depends on the success of this TSP and it is vital that such a document is built on a foundation of a variety of successfully tested implementation methodologies. This TSP document fails demonstrate that this foundation exists.

We are not alone in this concern. This became apparent at a Campus Institutional Zone meeting I attended in February where the implementation of the Transportation Demand Management program was being rolled out by PBOT's Peter Hurley. The majority of those in attendance were the attorneys for the various hospitals and universities impacted by this new zone. I was there as a former member of the CIZ committee. Mr. Hurley stressed that each institution would have a set transit goal, likely 75% of all trips, and the employer would be charged with showing annually how well they are meeting this goal. He was challenged repeatedly with concerns about emergency personnel being required to commute by bus.

There was also an open concern for the lack of metrics by which they could be assured their goal was being met. One attorney recommended that Peter consider using a system like applied in Santa Monica. There, apparently, nurses who work three 10-hour days/week earn the hospital credits in two forms. First, by reducing the number of days commuting and second by commuting at off-peak hours. Peter encouraged them to submit their ideas and they would take a look at them.

RCPNA currently is impacted by over 10x the safe level of diesel and benzene emissions generated from the traffic on I-84. The TSP updates are required by ORS 197 to consider impact on air quality. How will this TSP level off and reduce the toxic air that impacts our neighborhood?

Please join us in calling for a Blue Ribbon Committee to vet the TSP to assure us that the implementation of the TSP and the Comprehensive Plan Update have a chance to succeed.

Thank you for your time and consideration.

My best,



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

Note: This same testimony was presented to the Portland Planning and Sustainability Commission on March 22, 2016, at their public hearing on the TSP.

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 14, 2016 4:47 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Flagged

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

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

From: Ken Forcier [mailto:ken@gracewooddesign.com]
Sent: Thursday, April 14, 2016 4:21 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Bizeau, Tom <Tom.Bizeau@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>
Subject: Broadmoor Golf Course

As a Portland citizen I ask you to please NOT re-zone any portion of the Broadmoor Golf course as industrial usage. Preserve this as natural area as open space. Spare the beautiful old growth trees and nature habitat. Consider steering Portland toward a more tourism centric GREEN city. Adopt the name the "Emerald City" and promote all things green. Invite the world to tour our responsible development. Stop throwing your citizens under the bus.

Ken Forcier
6107 NE 32nd Place
Portland OR
97211
503-522-7660

Sent from my iPad

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 14, 2016 4:47 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: testimony for proposed greenway on 7th Avenue
Attachments: letter from Eliot Neighborhood Assoc and signatures for traffic calming on NE 7th Ave.pdf

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: Susan Stringer [mailto:sstringer22@gmail.com]
Sent: Thursday, April 14, 2016 3:34 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Fwd: testimony for proposed greenway on 7th Avenue

Ms. Moore,

I am attaching a letter which was sent on behalf of the Eliot Neighborhood Association which, among other things, states our strong preference for 7th Ave. to be designated the preferred north-south greenway through the east side of Eliot as well as installing traffic calming measures.

Please include this as testimony from myself on behalf of the Eliot Neighborhood Association.

Thank you,

Susan Stringer
Eliot Neighborhood Association Executive Board Member
520-260-1554

December 17, 2015

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

Commissioner Novick, Director Treat, and Mayor Hales,

We are writing to you on behalf of the Eliot Neighborhood Association (ENA) because of complaints from neighbors about the dangerous conditions of NE 7th Avenue between NE Broadway and NE Knott. The ENA is particularly concerned about the future deterioration of traffic conditions on that street with the development of a 6-story apartment building at 7th and Russell, a second development on NE 7th Avenue and NE Thompson, and the amount of traffic that uses 7th Avenue as a short cut to avoid traffic on Martin Luther King Jr Blvd.

Unfortunately, since many non-local drivers utilize 7th Avenue as a way to avoid Martin Luther King Boulevard, when the apartment complex at 7th and Russell is finished the driveway in and out of the complex will be on 7th creating a pinch point for pedestrians, cyclists and cars. The non-resident cars often drive well over the posted speed limit, too fast around the roundabouts, too close to cyclists, fail to stop for pedestrians and school children crossing the street, and also run stop signs. Currently, drivers' frustrations have noticeably increased since the construction has begun at NE Russell resulting in even more cars speeding south on NE 7th Avenue.

In addition to acting as a major bikeway, 7th Avenue is a crossing point for many children who attend Irvington School. Currently there is no marked crosswalk for these children and they have to wait for many cars to pass until one decides to stop. It is a very hazardous situation that needs a remedy sooner rather than later.

At the present time 7th Avenue is used by many cyclists daily. As you know, the city's long term plan is to either make 7th or 9th Avenue a greenway and plans to eventually install a bike greenway and build a bridge across Highway 84 at either 7th Avenue or 9th Avenue. We are all in favor of the greenway being on 7th Avenue, however, this will further increase the cycling traffic on 7th Avenue which makes traffic calming measures all the more important. (see article from bikeportland.org about the 7th Avenue greenway -<http://bikeportland.org/2015/08/26/four-bikeways-ill-take-make-lloyd-district-great-156455>)

Because 7th Avenue has become increasingly dangerous, we believe that it is critical that PBOT take steps to ensure that 7th Avenue is a safe street for cyclist, pedestrians, children and residents. We need 7th Avenue to become once again 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 are avoiding MLK. Adding a diverter somewhere between Brazee and Tillamook would be optimum. Since this section is where most of the speeding occurs and also where most of the residents are located, we would also like to see the installation of a stop sign or flashing crosswalk at Brazee where children cross unprotected to walk to the neighborhood school, Irvington Elementary School.

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 the interim we would request that police presence and ticketing speeders will help to temporarily calm the traffic speeds and deter vehicles from using 7th as a short cut.

We have attached signatures from nearly all of the residents on the west side of 7th Avenue who demand that you do something about the current conditions that are getting increasingly worse before anyone gets injured or worse. Thank you for your attention to this matter. We look forward to hearing from you regarding the proposed improvements.

Regards,

Patricia Montgomery and Jere Fitterman
Co-Chairs Eliot Neighborhood Association

October 16, 2015

Dear Eliot Neighborhood Association,

In the past couple of years we have witnessed an increased amount of high speed traffic on NE 7th Ave, between NE Knott 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~~ ^{and} diverters & 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.

Name JOHN STRINGER

Address 2529 NE 7th Ave, Portland OR 97212

Name Melissa Stringer

Address 2529 NE 7th Ave, Portland OR 97212

Name Leah Bandstra

Address 2517 NE 7th Ave Portland, OR 97212

Name CHARLES BEAUCHAMP

Address 2507 NE 7th Ave Portland OR 97212

Name Robert Tyree

Address 2411 NE 7th Ave PDX OR 97212

Name Cabriel Cabatse

Address 2327 NE 7th Ave Portland OR 97212

Name Irakli Gozalishvili

Address 2173 NE 7th Ave

Name Jereme & Shannon Grzybowski

Address 2163 NE 7th Ave Portland OR 97212

Name Joseph Sibilin-Young

Address 637 NE 7th St Portland OR 97212

Name Ari Weinberg-Lake

Address 2023 N.E. 7th Ave. Portland, OR 97212

Name Matt Oliver

Address 2019 NE 7th Ave Portland OR, 97212

Name Cole Doig

Address 2019 NE 7th Ave PORTLAND OR 97212

Name KASSI UNDERHILL

Address 2019 NE 7th Ave PORTLAND OR 97212

Name John Archart

Address 2011 NE 9th Ave Portland, OR

Name Mihrephabteyes

Address 624 NE Brazee St #51

Name Sandy E. Hansen

Address 626 N.E. Brazee St #46

Name Simon Asphedam

Address 628 NE Brazee St #42

Name Christina Bink

Address 2523 NE 7th Ave Portland OR 97212

Name Susan Stringer

Address 2529 NE 7th Ave

Name

Address

Name

Address

Name

Address

Name

Address

Arevalo, Nora

From: John Rush <j.rush@comcast.net>
Sent: Thursday, April 14, 2016 4:39 PM
To: BPS Comprehensive Plan Testimony; Frederiksen, Joan; Hales, Mayor; Commissioner Fish; Commissioner Fritz; Commissioner Novick; Commissioner Saltzman
Cc: 'Britta Bavaresco'; 'Dan Root'; 'Lynn Loacker'; 'Jeffrey J. Brown'; peterbelluschi@msn.com; ljjessell@yahoo.com; laf28@comcast.net; billbrady1@mac.com; miltlankton@dwt.com; 'Alicia Ahn'; jrloacker@gmail.com; 'SHNA board'
Subject: Comprehensive Plan Testimony - Zoning Change Amendment #Item #N 14 (CORRECTED) - 6141 SW Canyon Court (R326896)
Attachments: 6141 SW Canyon Ct (4_14_16) (Corrected Item # N14).pdf; 6141 SW Canyon Ct (11_12_15).pdf; 6141 SW Canyon Ct (3_10_15).pdf; 6141canyon.ltr.shna.150226.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

My sincere apologies for the second email. My original email and testimony contained the wrong Item # reference. The Corrected Item reference (# N14) is now contained in the email and letter titles.
Thank you – John Rush

John Rush and Alicia Ahn
6060 SW Mill Street
Portland, OR 97221

April 14, 2016 (Corrected Reference to Item #)

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

Via email to cputestimony@portlandoregon.gov; joan.frederiksen@portlandoregon.gov; mayorhales@portlandoregon.gov; Nick@portlandoregon.gov; amanda@portlandoregon.gov; novick@portlandoregon.gov; dan@portlandoregon.gov

RE: Zoning Change Amendment Item #N 14 - 6141 SW Canyon Court (R326896)

City Council Members,

We are writing to express our continued opposition to the proposed rezoning of the property located at 6141 SW Canyon Ct and to the process by which this was proposed as an amendment to the Comprehensive Plan by Commissioner Novick. We have provided comments to the Bureau of Planning and Sustainability in March, 2015 and provided testimony (both written and in Council session) in November, 2015 as part of the planning process. Both testimony letters are attached to the submitted email for reference.

Overall, we strongly oppose rezoning of the property at 6141 SW Canyon Ct without proper and due process for neighbors to hear, see and engage in a dialog about the merits and costs of re-zoning the property. Overall, this

proposed change does not belong in the Comprehensive Planning process at all. The property has a "Combined Opportunity Map Score" of 2 on a scale of 1 to 5, it is the only residential property within the SHNA boundary to have a change suggested (and only through the action of the developer and a single City Council member) and no true analysis was completed to look at the impact the proposed change will have to the neighborhood in light of other, already approved, changes that will drastically impact the neighborhood and the safety, transportation and parking infrastructure of a single, highly bottlenecked street and dangerous intersection at East Sylvan School.

Commissioner Novick has proposed his amendment even though the Bureau of Planning and Sustainability recommended no change to the zoning for the property (currently zoned R20) and there has been significant neighborhood opposition due to lack of a comprehensive analysis about the impact of this and other significant development on a single access, dead end street (SW Canyon Ct). Since the re-zoning proposal and proposed amendment have been part of the Comprehensive Planning process, no specific notice about the potential change has been sent to affected neighbors. In fact, all matters about this proposal have been much less than transparent. Correspondence and "proposals" have been hidden in brief live testimony, carried out in meetings not noticed to the neighborhood or to the public, and testimony has been buried in thousands of pages of general Comprehensive Plan testimony.

From our personal perspective, we believe that a zoning change for this property does not belong in the Comprehensive Plan in any fashion and the proposed zoning change should follow the standard Type III process required for requesting a zoning change. A Type III process better addresses re-zoning of a single property and that process requires notification to neighbors, pre-conference hearings and open hearings to allow proper discussion and dialog about the proposed change, rather than being added as a "rider" to the Comprehensive Plan process.

The property owner made his proposal as part of the Comprehensive Planning process. The Bureau of Planning and Sustainability thoughtfully considered the proposal and concluded:

"This site is not in a proposed center or corridor and transit options are limited. Although there are some commercial services within ¼ mile, the transportation infrastructure is congested and any changes merit consideration of a broader, more cohesive area."

Many neighbors have voiced their concerns about the impact of increased density for this property and impact on the neighborhood infrastructure, especially in light of the approved development of 244 apartment units immediately to the west that will impact that same infrastructure (mainly SW Canyon Ct and the intersection at East Sylvan School).

Even though the Planning process had been followed and the planning experts in the Bureau of Planning and Sustainability concluded that no zoning change is appropriate for this property without broader consideration of the impact on transportation and parking infrastructure, Commissioner Novick decided that a zoning change is appropriate in this case.

This decision directly contradicts the analysis of the planning experts, the concerns of neighbors directly impacted and totally circumvents an established process for requesting a zoning change. This is the only requested change for a residential property within the entire SHNA boundary considered during the Comprehensive Planning process. The proposed change was driven only by the wishes of the property owner and not as a result of neighborhood requests or the result of planning analysis. There is nothing comprehensive about this proposed change or about Commissioner Novick's proposed amendment to the Comprehensive plan for this single property. Further, the method by which the amendment has been included in the final step of the Comprehensive Plan process reeks of developer favoritism and back-office politics over open and transparent process and neighborhood involvement. In addition, circumvention of the regular Type III review robs the City of Portland of more than \$15,000 in fees that would be required through the standard procedures; funds the City explains it dearly needs.

In our opinion, the City Council should deny the proposed amendment and direct the property owner to pursue a zoning change request through the standard Type III process which includes notification to neighbors and transparent discussions about the merits of the proposed change.

Sincerely,

John Rush and Alicia Ahn

Attachments: 6141canyon.ltr.shna.150226.pdf, 6141 SW Canyon Ct (3_10_15).pdf, 6141 SW Canyon Ct (11_12_15).pdf, 6141 SW Canyon Ct (4_14_16)(Corrected Item #N14).pdf

John Rush and Alicia Ahn
6060 SW Mill Street
Portland, OR 97221

April 14, 2016 (Corrected Reference to Item #)

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

Via email to cputestimony@portlandoregon.gov; joan.frederiksen@portlandoregon.gov;
mayorhales@portlandoregon.gov; Nick@portlandoregon.gov; amanda@portlandoregon.gov;
novick@portlandoregon.gov; dan@portlandoregon.gov

RE: Zoning Change Amendment Item #N 14 - 6141 SW Canyon Court (R326896)

City Council Members,

We are writing to express our continued opposition to the proposed rezoning of the property located at 6141 SW Canyon Ct and to the process by which this was proposed as an amendment to the Comprehensive Plan by Commissioner Novick. We have provided comments to the Bureau of Planning and Sustainability in March, 2015 and provided testimony (both written and in Council session) in November, 2015 as part of the planning process. Both testimony letters are attached to the submitted email for reference.

Overall, we strongly oppose rezoning of the property at 6141 SW Canyon Ct without proper and due process for neighbors to hear, see and engage in a dialog about the merits and costs of re-zoning the property. Overall, this proposed change does not belong in the Comprehensive Planning process at all. The property has a "Combined Opportunity Map Score" of 2 on a scale of 1 to 5, it is the only residential property within the SHNA boundary to have a change suggested (and only through the action of the developer and a single City Council member) and no true analysis was completed to look at the impact the proposed change will have to the neighborhood in light of other, already approved, changes that will drastically impact the neighborhood and the safety, transportation and parking infrastructure of a single, highly bottlenecked street and dangerous intersection at East Sylvan School.

Commissioner Novick has proposed his amendment even though the Bureau of Planning and Sustainability recommended no change to the zoning for the property (currently zoned R20) and there has been significant neighborhood opposition due to lack of a comprehensive analysis about the impact of this and other significant development on a single access, dead end street (SW Canyon Ct). Since the re-zoning proposal and proposed amendment have been part of the Comprehensive Planning process, no specific notice about the potential change has been sent to affected neighbors. In fact, all matters about this proposal have been much less than transparent. Correspondence and "proposals" have been hidden in brief live testimony, carried out in meetings not noticed to the neighborhood or to the public, and testimony has been buried in thousands of pages of general Comprehensive Plan testimony.

From our personal perspective, we believe that a zoning change for this property does not belong in the Comprehensive Plan in any fashion and the proposed zoning change should follow the standard Type III process required for requesting a zoning change. A Type III process better addresses re-zoning of a

single property and that process requires notification to neighbors, pre-conference hearings and open hearings to allow proper discussion and dialog about the proposed change, rather than being added as a "rider" to the Comprehensive Plan process.

The property owner made his proposal as part of the Comprehensive Planning process. The Bureau of Planning and Sustainability thoughtfully considered the proposal and concluded:

"This site is not in a proposed center or corridor and transit options are limited. Although there are some commercial services within ¼ mile, the transportation infrastructure is congested and any changes merit consideration of a broader, more cohesive area."

Many neighbors have voiced their concerns about the impact of increased density for this property and impact on the neighborhood infrastructure, especially in light of the approved development of 244 apartment units immediately to the west that will impact that same infrastructure (mainly SW Canyon Ct and the intersection at East Sylvan School).

Even though the Planning process had been followed and the planning experts in the Bureau of Planning and Sustainability concluded that no zoning change is appropriate for this property without broader consideration of the impact on transportation and parking infrastructure, Commissioner Novick decided that a zoning change is appropriate in this case.

This decision directly contradicts the analysis of the planning experts, the concerns of neighbors directly impacted and totally circumvents an established process for requesting a zoning change. This is the only requested change for a residential property within the entire SHNA boundary considered during the Comprehensive Planning process. The proposed change was driven only by the wishes of the property owner and not as a result of neighborhood requests or the result of planning analysis. There is nothing comprehensive about this proposed change or about Commissioner Novick's proposed amendment to the Comprehensive plan for this single property. Further, the method by which the amendment has been included in the final step of the Comprehensive Plan process reeks of developer favoritism and back-office politics over open and transparent process and neighborhood involvement. In addition, circumvention of the regular Type III review robs the City of Portland of more than \$15,000 in fees that would be required through the standard procedures; funds the City explains it dearly needs.

In our opinion, the City Council should deny the proposed amendment and direct the property owner to pursue a zoning change request through the standard Type III process which includes notification to neighbors and transparent discussions about the merits of the proposed change.

Sincerely,

John Rush and Alicia Ahn

Attachments: 6141canyon.ltr.shna.150226.pdf, 6141 SW Canyon Ct (3_10_15).pdf, 6141 SW Canyon Ct (11_12_15).pdf, 6141 SW Canyon Ct (4_14_16).pdf

John Rush and Alicia Ahn
6060 SW Mill Street
Portland, OR 97221

November 12, 2015

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

Via email to cputestimony@portlandoregon.gov and joan.frederiksen@portlandoregon.gov

RE: Zoning Change Request 6141 SW Canyon Court (R326896)

To Whom It May Concern,

We are writing to express our continued opposition to the proposed rezoning of the property located at 6141 SW Canyon Ct. to R2 Multi-family. We provided comments to the Bureau of Planning and Sustainability back in March, 2015 as part of the planning process, and that letter is attached to the submitted email for reference.

The primary reasons for our opposition are: Inconsistency with the Recommended Comprehensive Plan, Significant Development Impacting the Same Neighborhood Infrastructure, Increased Neighborhood Traffic, Decreased Neighborhood Safety and Livability, and Conflicts with Neighborhood Character.

Inconsistency with Recommended Comprehensive Plan: The proposed re-zoning of the property was specifically considered during the Comprehensive Planning update process, and was denied by the Bureau of Planning and Sustainability for the following reasons:

"This site is not in a proposed center or corridor and transit options are limited. Although there are some commercial services within ¼ mile, the transportation infrastructure is congested and any changes merit consideration of a broader, more cohesive area."

We support the efforts and recommended zoning changes for our neighborhood as outlined by the Recommended Comprehensive Plan, even though that plan includes significant increases in the intensity of land use in specific neighborhood areas. The Recommended Plan balances the need for increased intensity of use for close in neighborhoods, but recognizes that certain areas require infrastructure improvements to support development of more intense uses.

The proposal for 6141 SW Canyon Court has been thoughtfully considered during the Comprehensive Planning process and was denied for re-zoning due to concerns about neighborhood infrastructure and the ability of that infrastructure to handle the increased intensity of use as specifically proposed.

Significant Development Impacting the Same Neighborhood Infrastructure:

The renewed proposal for 6141 SW Canyon Ct (as expected to be outlined at the 11/19/2015 Hearing) comes now after the Bureau of Planning and Sustainability has approved a redevelopment project that

will more than double the number of residents and cars in the area between SW Skyline and the Washington County Border. This redevelopment impacts the same single access streets that will be impacted by the proposed re-zoning being considered here.

A 244 unit apartment complex has been approved for development on a property ¼ mile to the west of the intersection of SW Canyon Ct and SW 61st Drive (the site of the proposed zoning change). Development of this site will excessively strain the existing traffic and parking infrastructure and place huge stress on an area with very limited vehicle accessibility and almost no public transportation infrastructure.

While the Bureau of Planning and Sustainability Adjustment Committee found that development of the apartment complex would cause significant negative impacts to the surrounding neighborhood, they could not find a legal rationale to deny the application due to limitations in the zoning law.

Therefore, the neighborhood will have to live with the consequences of previous zoning choices - double the vehicle traffic on an already bottlenecked single access street, overflow parking in an area with absolutely no street/off street parking and changes associated with doubling the population in a very small area.

In the case of the re-zoning proposal for 6141 SW Canyon Ct, it pays to halt any further changes to zoning until the full impacts of the approved apartment development can be absorbed by the neighborhood. Adding significant density into a site that will already experience major issues with traffic, parking and safety would only create a much bigger problem. Further, the owner of the subject property offers absolutely no benefits to the neighborhood that would be impacted by his development.

Increased Neighborhood Traffic: This is a current issue within the neighborhood as an increasing amount of cut through traffic is already impacting the neighborhood, especially during peak commute and school hours. The bottlenecks that occur at SW Montgomery and 58th Ave (location of East Sylvan School) are significant now and would only become worse with addition of up to 26 households in the local area in a space currently zoned for 2 households. Add to that the impact of the approved apartment complex on the same bottleneck street, and the result is disastrous.

Decreased Neighborhood Safety and Livability: There are current and long-standing issues with neighborhood safety related to increased traffic on streets that are winding and lack sidewalks. My family and my children walk frequently on 61st Drive, but we avoid walking on the street during peak hours. Further increases in traffic to access a dense development that has only two streets for access will only worsen the situation. In addition, in the rare times that the neighborhood experiences "winter conditions", both SW 61st Avenue and Canyon Ct are some of the first locations to become impassable. Significant backups and accidents occur on both roads during even the slightest amounts of winter weather.

Neighborhood Character Conflicts: In addition to the points articulated in previous letters (attached for reference), there are some census based factors to illustrate the point about how the proposed change fits with the overall character of the neighborhood. Based on 2010 Census data, the proposed development at 6141 SW Canyon Ct would be approximately 22 times more dense in terms of population per area than the average for the neighborhood (42 people/acre vs 1.9 people/acre for the overall neighborhood). While this is not terribly dense as compared to the core city, the difference

between the current neighborhood density and the density proposed highlights the conflict between the proposed zoning and the nature of the vast majority of the neighborhood.

While we understand that the needs of a growing metro area will require changes to how property is used over time and support thoughtful development, we do not believe that the proposed rezoning and development at 6141 SW Canyon Ct is consistent with the next phase in the evolution of the neighborhood. To that point, after thoughtful consideration, the Bureau of Planning and Sustainability does not either.

In summary, we strongly oppose the request to rezone the property located at 6141 SW Canyon Court because the proposal was thoughtfully considered during the Comprehensive Planning Process and denied, the increased density proposed would worsen already challenging traffic concerns, negatively impact neighborhood safety and livability and provide no offsetting benefits to the impacted neighborhood.

Thank you for consideration of our input.

Sincerely,

John Rush and Alicia Ahn

Attachments: 6141canyon.ltr.shna.150226.pdf, 6141 SW Canyon Ct (3_10_15).pdf

John Rush and Alicia Ahn
6060 SW Mill Street
Portland, OR 97221

March 10, 2015

Ms. Joan Frederiksen
c/o Planning and Sustainability Commission
1900 SW 4th Avenue #7100
Portland OR 97201
Via email to psc@portlandoregon.gov and joan.frederiksen@portlandoregon.gov

RE: Zoning Change Request 6141 SW Canyon Court (R326896)

To Whom It May Concern,

We are writing to express our opposition to the proposed rezoning of the property located at 6141 SW Canyon Ct. to R2 Multi-family.

My wife and I agree with and support all of the points articulated in the attached letter from the Sylvan Highlands Neighborhood Association (SHNA) requesting denial of the request to rezone the property.

In addition, we would like to emphasize a few critical items included in the SHNA letter as follows:

Increased Neighborhood Traffic: This is a current issue within the neighborhood as an increasing amount of cut through traffic is already impacting the neighborhood, especially during peak commute and school hours. The bottlenecks that occur at SW Montgomery and 58th Ave (location of East Sylvan School) are significant now and would only become worse with addition of up to 26 households in the local area in a space currently zoned for 2 households.

Decreased Neighborhood Safety and Livability: As thoughtfully stated in the SHNA letter, there are current and long-standing issues with neighborhood safety related to increased traffic on streets that are winding and lack sidewalks. My family and my children walk frequently on 61st Avenue, but we avoid walking on the street during peak hours. Further increases in traffic to access a dense development that has only two streets for access will only worsen the situation. In addition, in the rare times that the neighborhood experiences "winter conditions", both SW 61st Avenue and Canyon Ct are some of the first locations to become impassable. Significant backups and accidents occur on both roads during even the slightest amounts of winter weather.

Neighborhood Character Conflicts: In addition to the excellent points articulated in the SHNA letter, there are some census based factors to illustrate the point about how the proposed change fits with the overall character of the neighborhood. Based on 2010 Census data, the proposed development at 6141 SW Canyon Ct would be approximately 22 times more dense in terms of population per area than the average for the neighborhood (42 people/acre vs 1.9 people/acre for the overall neighborhood). While this is not terribly dense as compared to the core city, the difference between the current neighborhood density and the density proposed highlights the conflict between the proposed zoning and the nature of the vast majority of the neighborhood.

While we understand that the needs of a growing metro area will require changes to how property is used over time and support thoughtful development, we do not believe that the proposed rezoning and development at 6141 SW Canyon Ct is consistent with the next phase in the evolution of the neighborhood.

Finally, we could not verify the Property owner's claim that the property has been annexed to the City of Portland as part of its Comprehensive Plan. We could not corroborate this claim based on available records (tax maps, zoning maps or property details on PortlandMaps). In fact all of these sources clearly outlined that 6141 SW Canyon Ct is unincorporated Multnomah County. In fact, the 2014 Property Tax assessment available on Portland Maps did not include any of the tax line items consistent with inclusion within the City of Portland.

In summary, we strongly oppose the request to rezone the property located at 6141 SW Canyon Court because the increased density proposed would worsen already challenging traffic concerns, negatively impact neighborhood safety and livability and provide no offsetting benefits to the impacted neighborhood.

Thank you for consideration of our input.

Sincerely,

John Rush and Alicia Ahn

Attachment: 6141canyon.ltr.shna.150226.pdf



Sylvan-Highlands Neighborhood Association
c/o Neighbors West-Northwest Coalition
1819 NW Everett St. #205
Portland, OR 97209
503-223-3331, fax 503-223-5308

February 26, 2015

Ms. Joan Frederiksen
c/o Planning and Sustainability Commission
1900 SW 4th Avenue #7100
Portland, OR 97201

Via email to psc@portlandoregon.gov and joan.frederiksen@portlandoregon.gov

RE: zoning change request for 6141 SW Canyon Court (R326896)

Dear Planning and Sustainability Commission:

Sylvan-Highlands Neighborhood Association ("SHNA") urges the Commission to deny the proposed zoning change request for 6141 SW Canyon Court (the "Property") from R20 to Multi-Family 2,000. SHNA objects to the proposed zoning change for the following reasons:

Comprehensive Plan Conflicts. SHNA notes that the zoning change would allow over 20 more dwellings to be built on the Property beyond current zoning limits. If permitted, such a change would significantly increase local density and traffic without the benefit of any significant public planning or infrastructure improvements. A prime goal of the new Comprehensive Plan is development along corridors and centers. If permitted, this zoning change would allow unplanned development away from the existing local hub and neighborhood corridors and promote private vehicle use as the Property is far from public transit.

Minimal Public Transit. There is no public transit near the Property. The #58 bus stop at the Highway 26 westbound onramp at SW Skyline Boulevard is the closest transit connection. There are no local transit connections to the north, west and south. Other local transit connections are to the east (the #63 bus line and Washington Park MAX station).

Neighborhood Character Conflicts. Although the Property has a SW Canyon Court address, its only access is via SW 61st Avenue due to a 20' tall retaining wall along Canyon. All other nearby neighborhood dwellings (on 61st and nearby streets) are single family homes. Rezoning the Property from its existing single family home to an apartment complex conflicts with the current neighborhood character.

Increased Neighborhood Traffic. 61st is a small, winding neighborhood street that lacks normal improvements like sidewalks and storm drainage. If permitted, the zoning change would certainly increase cut through traffic on 61st, a street that can least afford it. The zoning change would also aggravate traffic at the bottlenecks of SW 58th Avenue at both SW Montgomery Street and Skyline. These two bottlenecks, about 200' apart (one small block) are greatly burdened by cut through traffic to and from northwest Portland and (much more) Washington County. Additionally, the 58th/Montgomery intersection is aggravated by traffic to and from East Sylvan Middle School during morning commute and mid-afternoon times.

Decreased Neighborhood Safety and Livability. For decades SHNA experienced safety and livability issues from excessive traffic and underdeveloped infrastructure. Due to topography, many SHNA streets are small and winding. Some were logging roads 100+ years ago that are paved today. People walk in streets like 61st because there usually isn't a shoulder (and no sidewalk) to use. Drivers normally speed through SHNA streets; commonly at twice the posted speed limits. For as long as SHNA experienced traffic safety issues, police enforcement has been lacking. Naturally, this creates safety and livability issues for pedestrians and cyclists. Permitting the zoning change would certainly worsen safety and livability around the Property and in the neighborhood.

Summary. This requested zoning change will probably benefit the Property owner financially and certainly harm the neighborhood. This is the wrong place for such a zoning change. **SHNA strongly urges the Commission to deny the requested zoning change.** Thank you

Sincerely,

Dave Malcolm
SHNA Director and Land Use Committee chair

Arevalo, Nora

From: Dave Cole <davecole00@gmail.com>
Sent: Thursday, April 14, 2016 4:36 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony
Attachments: FreeBoise_WrittenPetition.pdf; FreeBoise_OnlinePetition.pdf; ATT00001.txt

Follow Up Flag: Follow up
Flag Status: Flagged

Hello, I'm submitting to the record a petition circulated by the Free Boise Coalition opposing the Proposed Changes #1514 and #1471 as of 4pm, April 14, 2016. It is a combined two documents, one a printed, hand circulated one, another a change.org online petition. There are over 280 signatures total, collected in the last two days alone. Also included with the online petition PDF are several comments from many people who live in the immediate community. Please consider their words when considering these amendments. Thank you.

Under the original Comprehensive Plan Update, N Fremont between Gantenbein and Commercial 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.

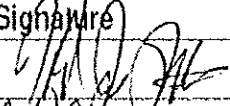

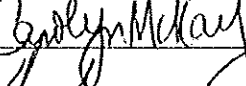

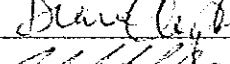
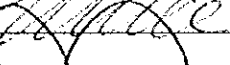

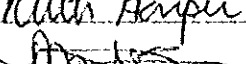
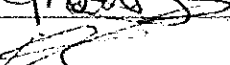

This proposal was NOT supported by the appropriate studies, evidence, and information. Nor was it supported by the appropriate engagement from either affected residents or the Boise Neighborhood Association (BNA).

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:

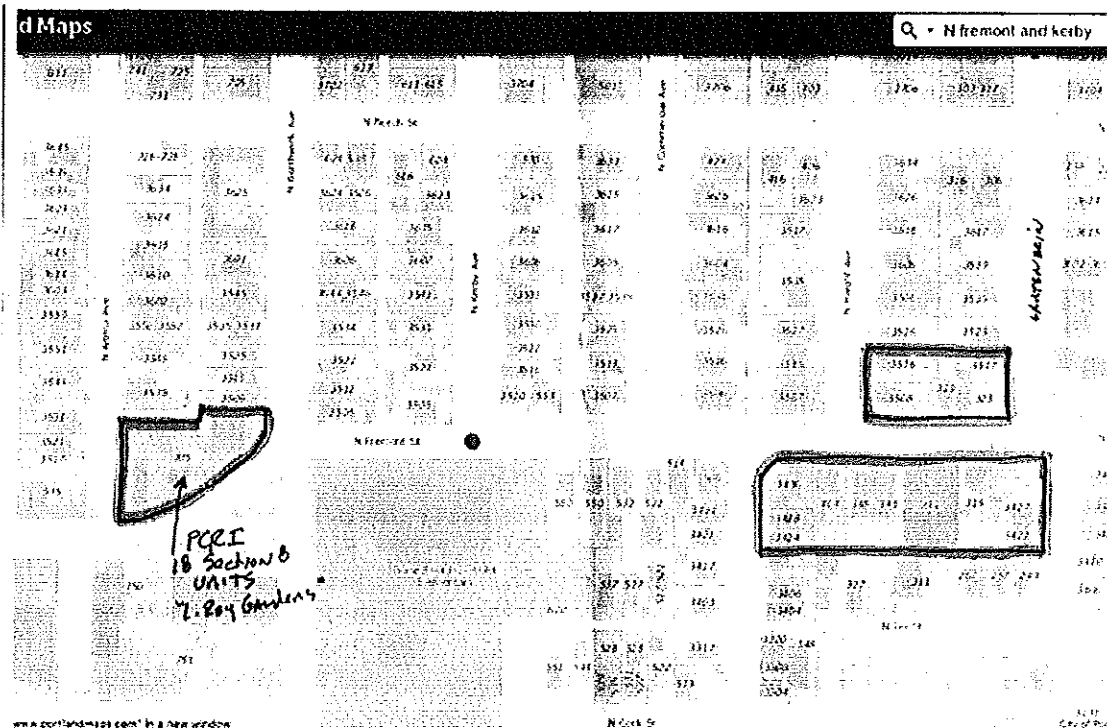
- The impacted homeowners first learned of the proposed zoning change upon notification from the city. The Boise Neighborhood Association first learned of the proposal once impacted neighbors shared the notices they had received. Additionally, the city relied on a fraudulent petition created by an owner 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.
- 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 to 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 remain residential.

Petition in Opposition to Changing the Zoning
 Along North Fremont between Gantenbein and Commercial
 From R1 to CM2

| Name | Signature | Address | Email |
|-----------------------|--|---------------------|---------------------------|
| 1 Howard Patterson |  | 267 N Ivy St, 97227 | hjpatterson23@gmail.com |
| 2 Andrine de la Rocha |  | 267 N. Ivy St 97227 | andrine23@gmail.com |
| 3 Carolyn McKay |  | 306 N. Commercial | carolynmckay@gmail.com |
| 4 David de la Rocha |  | 267 N Ivy St | |
| 5 Diane Chaplin |  | 267 N. Ivy St | cellochaplina@gmail.com |
| 6 Lisa Watts |  | 218 N Fremont St. | wisawatts@hotmail.com |
| 7 Dominic Araya |  | 318 N. Fremont | imnophysician@hotmail.com |
| 8 Ruth Harper |  | 3427 N Gantenbein | Ruthie.Harper@gmail.com |
| 9 Matt Hogan |  | 3517 N. GANTENBEIN | MPH333@CARTHILLIA.NET |
| 10 DAVID COLE |  | 3548 N ALBINA | hippydave@gmail.com |
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Oppose the proposed commercial zoning change on N. Fremont between Mississippi and Vancouver



STREET DESIGN CLASSIFICATIONS: • N. Fremont - "Local Street" • N. Vanowen - "Community"

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 | portland, 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 |
| Monicá 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 nylen | 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 |

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:</p> <p>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 <mailto: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 <http://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 Aller | 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 | 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. 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. |
| 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 wastrels 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 the 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 | San Jose, CA | 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 live in the Lloyd garden apts |
| Naomi Clarke | Portland, OR | 2016-04-13 | Enough is enough! I've 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 build 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 Iangford | 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. There 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 |
|-----------------|---------------|------------|--|
| Majida 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. |

Arevalo, Nora

From: Damian Miller <dpmf94@gmail.com> on behalf of Damian Miller <dpmf94@hampshire.edu>
Sent: Thursday, April 14, 2016 4:25 PM
To: BPS Comprehensive Plan Testimony
Cc: Boschetti, Tabitha; Melissa Tennyson
Subject: Dismayed at proposed residential downzoning in Comprehensive Plan Update

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Council,

I just discovered via the comprehensive plan map app that my neighborhood is the subject of a proposed downzoning in the comprehensive plan update (Proposal #365, R2.5 > R5 in Brentwood along Duke from 60th to 70th). I currently rent in Brentwood and am shocked that the city would consider downzoning my neighborhood in the middle of a housing crisis. I would like to think I might someday have a chance of buying in some proximity to family and my stepdaughter's school in this neighborhood.

If the city permits nothing but large unattached houses in this area, it will become one more neighborhood in the city that is designed to push out its middle-income and poor residents. We have good transit service on the #19 and a lovely amenity in Brentwood park. Please, allow my neighborhood to do its part in meeting the desperate need for housing that I see all around me!

In general, what I am seeing with the spate of proposed residential downzonings being pushed through in this comprehensive plan update, is that while we may talk about wanting to remain an inclusive city, our actions show that we intend to do quite the opposite. I hope that you will reverse this truly disheartening course and plan for more housing for people of all income levels in every corner of the city we possibly can.

--
Damian Miller
6520 SE Duke St
Portland, OR 97206

Arevalo, Nora

From: Hartley, Stephon
Sent: Thursday, April 14, 2016 4:20 PM
To: BPS Comprehensive Plan Testimony
Subject: Testimony
Attachments: SKM_C364e16041415580.pdf

Follow Up Flag: Follow up
Flag Status: Completed

From: c364e@portlandoregon.gov [mailto:c364e@portlandoregon.gov]
Sent: Thursday, April 14, 2016 5:00 PM
To: Hartley, Stephon <Stephon.Hartley@portlandoregon.gov>
Subject: Message from KM_C364e



Saint Gabriel's
Episcopal Church
17435 NW West Union Rd.
Portland, OR 97229-2190

Received

APR 11 2016

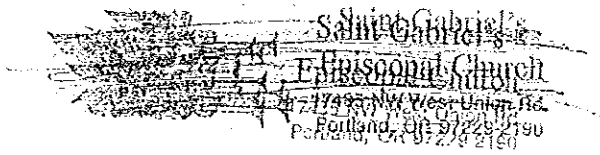
Dear Mayor and Commissioners,

April 3, 2016

I support the wildlife habitat, I don't want it to go to industrial use. The animals there are very happy with the home there.

If you build something on their home, they would have nowhere to go. So, please do not build something for industrial use.

Sincerely
Victoria
Age 12



Saint Gabriel's
Episcopal Church
17435 NW West Union Rd
Portland, OR 97229-2190

April 3, 2016

Dear Mayor Charlie Hales,

I think That everyone should
have a home or place
to sleep and not have
to sleep on the street.

There should be a
place where people
who dont have a
home can stay.

Sincerely,

Grace

Age 10 years old

March 24, 2016

Received

MAR 28 2016

Mayor Charlie Hales
1221 SW 4th Avenue, Room 340
Portland, OR 97204

Re: 7509 SE 31st Avenue Zoning Designation

Dear Mayor Hales:

We are writing to support the proposed change of the zoning designation for our Eastmoreland property (above) from that currently proposed by the Comprehensive Plan. It is our understanding the Plan presently designates the zoning for our property as Residential 5000. The City Council is currently considering changing the designation to Single-Dwelling 7000. We support the change to Single-Dwelling 7000 for the reasons below.

We purchased our home on 31st Avenue between Knapp and Rex in 1987. Our block is a double block of 5000 square foot lots (50x100). When we bought in 1987 our double block was fully built out as was essentially all of Eastmoreland. Houses had been typically built between 1920 and 1950. We were attracted to the established and stable appearance of Eastmoreland, and, in our opinion, paid a premium for our right to live there.

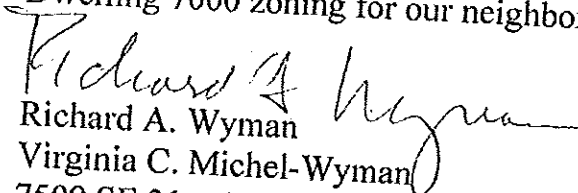
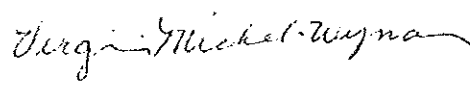
When we purchased our home in 1987 we understood the zoning in Eastmoreland to be R-5, which to us signified one single family home on a minimum 5000 square foot lot. This gave us confidence there would be a lot of stability on our street of 5000 square foot lots, each with its individual home.

However, even though the current zoning regulations still state that maximum density in an R-5 zone is one unit per 5000 square feet, something has apparently happened. We are now informed that a lot can be zoned R-5 and yet have a minimum area of 3000 square feet. Additionally, the zoning regulations seem to allow lots that are only 25 feet wide. As things

now stand, we are completely uncertain of whether the City would approve splitting established 5000 square foot lots in Eastmoreland. We are aware that there are 6000 or 7000 square foot lots in Eastmoreland as well. In fact, the two lots at either end of our long block are of this size. Although these lots presently have only a single home on them, we assume that unless zoning is changed to Single-Dwelling 7000, the City would approve splitting each of these 6000 or 7000 square foot lots into two lots of 3000 to 3500 square feet.

The splitting of 5000 square foot lots and even 6000 or 7000 square foot lots would drastically change the stability and established character of Eastmoreland. Splitting these lots will cause older homes on them to be demolished and replaced by two newer, smaller "slim" houses with much smaller yards and space between them. Additionally, some developers like to build ultra modern condo-like houses with glass fronts and angled roofs that would be more appropriately located in ski resorts. We hope the City through zoning would encourage buyers to purchase existing houses and refurbish them instead. People want to live in Eastmoreland. The older housing stock is not in danger of becoming neglected or abandoned. Lot splitting will encourage an eruption of newly constructed, incompatible "slim" houses packed cheek to jowl. This would amount to a formula for destroying the stability and charm of Eastmoreland, consequentially diminishing our property values.

We urge the City to keep faith with us and other Eastmoreland home owners who made life long investments in Eastmoreland because of its traditional appeal and stable lot sizes as well as general compatibility of housing. Please support and adopt the proposed Single-Dwelling 7000 zoning for our neighborhood.


Richard A. Wyman

Virginia C. Michel-Wyman
7509 SE 31st Avenue
Portland, Oregon 97202

Received

APR 14 2016

Maryellen Read
125 SW Collins St.
Portland OR 97219-6584
April 11, 2015

Mayor Charlie Hales
Portland City Hall Room 340
1221 SW 4th
Portland Oregon 97214
RE: Opposition to Last Minute Amendments to the Comprehensive Plan

Dear Mayor Hales:

This list of last minute amendments -- radical and far reaching changes to the 2035 Comprehensive Plan--have been inserted into the Plan with little time for public awareness, much less review or comment. Is this intentional on the part of City Council? Or, is it the result of lack of foresight, or planning or just incompetence?

In either case, the citizens of Portland have been removed from participating in decisions that will greatly affect them.

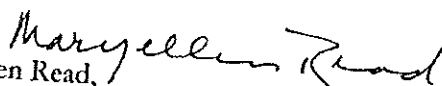
In either case it is an emergency for involved citizens. Public confidence in the process has curdled to cynicism.

At the very least, City Council needs to add significant time to the process of community review and examination of the proposed amendments. Immediately

Going ahead with the existing time constraints, and the attendant lack of public awareness and scrutiny, erodes citizen confidence in the open and due process of Portland's commitment to openness in governance.

Oregon's ethics law requires transparency. Disclosures of financial interests associated with these amendments should be in the public record. Sufficient time to examine this record is required for meaningful input by the citizens and for scrutiny by the press.

The abbreviated time-line imposed by the 11th hour announcement of these amendments to the 2035 Comp Plan is disenfranchising residents and marginalizing neighborhood input.

Signed, 
Maryellen Read,

Resident of Portland OR

Received

APR 14 2016

Maryellen Read
125 SW Collins St.
Portland OR 97219-6584
April 11, 2015

Mayor Charlie Hales
Portland City Hall Room 340
1221 SW 4th
Portland Oregon 97214

RE: Opposition to Amendment #S16 to the Comprehensive Plan

Dear Mayor Hales

Please record this as a letter in opposition to Commissioner Saltzman's **Eleventh Hour Stealth Amendment #S16** to the Campus Institutional Zoning Designation of the Portland Comprehensive Plan.

Amendment #S16 proposes to rezone the Lewis and Clark College-owned properties at Lower Boones Ferry Road and SW Terwilliger. #S16 is vigorously and adamantly opposed by Collins View Neighborhood Association, SWNI, and residents of Collins View, as stated in previous letters to the City Council. Portland's Bureau of Planning and Sustainability (BPS) does not support the amendment, noting that "These properties are not within the College Master Plan boundary."

I bring to your attention that Amendment #S16 is rife with errors and misattributions. One of the stated addresses does not exist at all. "Related testimony (for or against) [from] Lewis and Clark" is not included anywhere in the entire document. "Related testimony... [from] Collins View NA" is a document relating to an entirely different matter [River View Natural Area].

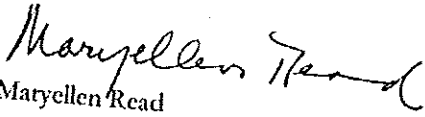
The inclusion of these misstatements is either intentional or incompetent. If City council votes on the erroneous text of a document, does the ruling apply to the misstated address? Or does the ruling apply to a "corrected" version, which is therefore a new document, voted on without any citizen opportunity to review?

The amendment's last minute insertion is an affront to the months long work of John Cole's Campus Institutional Zoning Project and to those who crafted the Comprehensive Plan. The last minute stealthy insertion of #S16 into a long list of amendments reframes as just theater all the public and city's efforts at crafting the Zoning Project and Comprehensive Plan. It violates the entire civic public process. It marginalizes and makes a mockery of neighborhood involvement.

Commissioner Saltzman, what are your reasons for proposing amendment #S16?

Please vote against Amendment #S16.

Signed,


Maryellen Read

Collins View Resident

Joshua and Alexis Eastin
645 SW Maplecrest Dr.
Portland, OR 97219
April 12th, 2016

Received
APR 14 2016

Mayor Charlie Hales
Portland City Hall, Rm 340
1221 SW 4th
Portland, OR 97204

Re: Proposed Comprehensive Plan Map Amendment
Lower Boones Ferry Rd. & SW Terwilliger

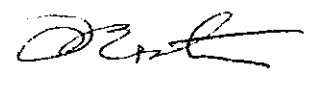
Dear Mayor Hales,
Greetings. I am writing to protest last minute changes to the proposed update to the 2035 Comprehensive Plan, specifically the Map amendment regarding Lewis and Clark College's properties located at SW Terwilliger and Lower Boone's Ferry. These properties sit at the intersection of SW Maplecrest Dr. and the aforementioned streets. My wife and I own a home located at 645 SW Maplecrest Dr., about a block away.

These properties are not located within Lewis & Clark's master plan, and as such should not be included within the boundaries of the campus institutional zone. The college was denied a request to include these properties in a land-use case in 2009 (#08-180498). Lewis & Clark did not raise this request during work on the Comp plan, or upon review by the Planning and Sustainability Commission, and doing so now indicates a clear desire to circumvent the public process for land use decisions.

The reasons for not including these properties in the campus institutional zone are many, and were discussed with the hearings officer in the original 2009 land use case. The primary reason is that with the use of SW Terwilliger, and especially, Lower Boones Ferry Rd, as arterial thoroughfares for residents in Lake Oswego to I-5, the volume of traffic that passes through this intersection is so heavy as to make it dangerous for Collins View residents that must exit SW Maplecrest Dr. onto SW Terwilliger. These streets and this intersection were not designed to accommodate the volume of traffic they now receive, and allowing the College the opportunity to develop these properties (as they have indicated a desire to do) will only make a bad situation much worse. In the mornings, traffic on SW Terwilliger (a two lane neighborhood street) regularly backs up from I-5 all the way to this intersection, a distance of over a mile. Turning left onto SW Terwilliger from SW Maplecrest (the direction of I-5) can take as long as ten minutes because traffic is so heavy. Moreover, cars coming from Lake Oswego regularly speed through this intersection, making it dangerous to merge onto SW Terwilliger. Without a major redesign of the streets and this intersection, additional development at the intersection would be untenable.

I appreciate the City's commitment to economic development, however, allowing Lewis & Clark to include these properties in its campus institutional zone, a move that would facilitate development of the properties, will irreparably disrupt neighborhood life in this quiet, residential area, and will create tremendous safety hazard for residents on SW Maplecrest Dr. and SW Maplecrest Ct. This proposed change to the Comp plan update would literally put lives at risk.

Sincerely,



Joshua Eastin, Ph.D.
Asst. Professor of Political Science
Mark O. Hatfield School of Government
Portland State University

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 4:05 PM
To: fawnaberson@gmail.com
Cc: BPS Comprehensive Plan Testimony
Subject: FW: NNEBA Letter supporting Comp Plan amendments
Attachments: NNEBA letter of Support Comp Plan.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Fawn,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Fawn Aberson [mailto:fawnaberson@gmail.com]
Sent: Thursday, April 14, 2016 3:08 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>
Cc: Kenneth Doswell <kbdoswell@hotmail.com>; John Washington <johnflossin@gmail.com>; Alem Gebrehiwot <alem@queenofsheba.biz>; Ernest Harris, MBA <ejharr3@gmail.com>; Matthew Sweeney <matthewsweeney@brownsteinrask.com>; OJ Johnson, Oreatha :LPH Audio <ojohnson@lhs.org>
Subject: NNEBA Letter supporting Comp Plan amendments

From the Desk of the Chair of the N/NE Business Association,
Kenneth Doswell

Dear Mayor and City Commissioners,

Please see our attached Letter in support of the 2016 proposed comp plan amendment changes.

Thank you

Kenneth Doswell, NNEBA Chairman

--

Fawn Aberson

Executive Director, Flossin Media

Outreach Coordinator, The N/NE Business Association (NNEBA)

971-388-3117 direct

Flossin: It simply means to SHINE

www.flossinmedia.com

www.nnebaportland.org

www.mlkdreamrun.org

NNEBA
N/NE Business Association



Mailing: PO Box 11565
Portland, Oregon 97211
503-841-503
www.nnebaportland.org
April 13, 2016

Dear Commissioner:

We are writing you to garner your support of the comprehensive plan review amendment that would change zoning from R1 to CM2 (mix use) along the Fremont corridor.

On Monday, April 11, 2016 the Executive Board members of the N/NE Business Association (NNEBA) met with the board of the Boise neighborhood association, the chair of the Boise land use committee and some neighbors along the Fremont corridor. The goal was to gather their support for the amended change to the comp plan, and specifically to support Alem Gebrehiwot- a touchstone and long standing African businessman, employer, resident, community philanthroper, and property owner in this neighborhood.

To our surprise the board did not support the amendment in its current form. The final vote was 2 abstain, 2 in support and 4 opposed. We say we were surprised because these same groups gave their support to much bigger projects, proposed by much larger developers, within that same area. Furthermore, the commercial development that comes off of Mississippi half way up North Fremont towards North Vancouver is already fully developed as commercial property (Grand Central Bakery, Spin laundry lounge, Second Story and a variety of other office spaces and the Boise Elliott Elementary School).

What became clear to us from this meeting is that the city's 5 year plan and commitment to "Creating wealth for disadvantage and minority communities" has not yet trickled to the ground level. Most attendees were not even aware of this plan, or the Pathway 1000s project for affordable housing for displaced citizens.

NNEBA's commitment over its 39 years has been to advocate on behalf of entrepreneurs and business owners within our district. This includes opportunities to successfully navigate and develop commercial corridors that enhance the livability and prosperity of the community as a whole, not just a select few wealthy developers with influence. NNEBA's leadership and outreach has always been careful to operate with an inclusive/ equity lenses on all issues. Our board and membership base is one of the most multi-diverse in the entire city, it is something we have made a priority. Unfortunately, as our district's brick and mortar development rapidly evolves, some of the loudest voices within our district who oppose this particular amendment seem to be less inclined to keep equity at the same priority that the city has committed to doing.

What we are specifically requesting is that you vote in the affirmative for the comprehensive amendment zone change. This action supports and upholds the already affirmed Pathway 1000 project and the City's five year plan to "Create Wealth for disadvantage and minority communities."

Thank you for your consideration

Kenneth Doswell - Kenneth Doswell, Chairman North/ Northeast Business Association (NNEBA)

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 4:02 PM
To: Pam Treece
Cc: BPS Comprehensive Plan Testimony
Subject: RE: EOA Forecast for the Portland Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Pam,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Pam Treece [mailto:PTreece@westside-alliance.org]
Sent: Thursday, April 14, 2016 3:48 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>
Cc: Mary Quinn <mquinn@westside-alliance.org>; Teresa Dunham <tdunham@westside-alliance.org>; Ed Trompke (Ed.Trompke@jordanramis.com) <Ed.Trompke@jordanramis.com>; Mike Morey (mike.morey@standard.com) <mike.morey@standard.com>
Subject: EOA Forecast for the Portland Comprehensive Plan

Dear Mayor Hales and Council,

Thank you, in advance, for supporting a revision to the Economic Opportunities Analysis (EOA) to incorporate a medium-cargo forecast in the Portland Comprehensive Plan. I know that the Portland harbor is home to more than 100 businesses that depend on hundreds of smaller local businesses; collectively these businesses employ more than 50,000 employees. Nearly 60% of this work force earn middle income wages and about 20% are ethnically or racially diverse. In the past five years these

Portland harbor businesses have invested more than \$370 million and have generated more than \$4.5 million in local tax revenue annually.

As Executive Director of the Westside Economic Alliance, I was pleased to support the change to moderate growth forecast in the initial hearings before City Council last fall. It's important for our Portland-Metro region to have a thriving, growing working waterfront and a city that supports and understands the importance of our port.

The region needs increased growth in the harbor. I urge you to change the Portland harbor forecast back to the "most likely" moderate growth as originally recommended by Planning and Sustainability Commission.

Thank you for your consideration.

Pamela Treece
Executive Director

Westside Economic Alliance
10220 SW Nimbus Ave. Suite K-12 Tigard, OR. 97223
Phone: 503-968-3100 cell: 503 913-8199
ptreece@westside-alliance.org

follow this link to our website:

[Welcome to the Westside Economic Alliance!](#)

Arevalo, Nora

From: Ken Forcier <ken@gracewooddesign.com>
Sent: Thursday, April 14, 2016 3:59 PM
To: BPS Comprehensive Plan Testimony; Hales, Mayor; Bizeau, Tom; Commissioner Saltzman; Commissioner Fish; Commissioner Novick
Subject: Yes please on M74 but don't stop listening to your constituents there!

Follow Up Flag: Follow up
Flag Status: Flagged

Mayor Hales and council,

I would like to indicate my support for amendment M74. Making Eastmoreland an R7 zoned neighborhood insures that demolitions of fine, fully functional, existing homes with fully grown trees and landscapes which ARE the character of the neighborhood, are not systematically demolished and replace with two homes on half of the typical 6,000 square foot lots because the zoning code for R5 neighborhoods allows the idiocy of creating new 3,000 square foot lots. That lack of truth in zoning and missing zoning for context is another huge problem in all R5 neighborhoods, but it is particularly harmful when the predominant size of most lots just looks like two lots to the worst kind of smash and build developers. Please consider making Metro's fees for disposing of demolition debris far more expensive and work with Washington state to disallow delivering garbage across state lines. I would like to see the \$20,000 fee for demolishing a home reconsidered and instated. A portion of that fee should go directly to the neighborhood association in the affected region so that they can afford legal representation to push back against the destruction of their environment. Lastly, we need to elect better leaders who are in tune with the wants of the people and not in the developers pockets.

Sincerely,
Ken Forcier
6107 NE 32nd Place
Portland Or
97211

Sent from my iPad

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 3:57 PM
To: Carley Shaut
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor Golf Course should remain Open Space

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Carley,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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<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: Carley Shaut [mailto:carleyann@gmail.com]
Sent: Thursday, April 14, 2016 12:50 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor Golf Course should remain Open Space

Dear Mayor Hales,

I am writing to ask that you NOT pass the proposed amendment of the Comprehensive Plan to rezone a major swath (57 acres) of the Broadmoor Golf Course from Open Zone to Prime Industrial. This property is zoned as Open Space and it should remain that way.

As more and more natural areas with small but vital waterways and wetlands are getting paved and built over, we are losing important natural areas and habitat that cannot be replaced. This open space has a significant

riparian habitat and many massive trees. Once it is gone, it's gone! It would be extremely short-sighted to allow this property and others like it to be taken over by industry.

My husband and daughter and I have used the Whitaker Ponds Natural Area for nature play and birdwatching, and it's encouraging that such a small and boxed-in property can still be home to Great Horned Owls and other animals. Yet when we drive by the previous Colwood Golf Course northern property, it's very sad to see this once beautiful property fall to industry. Please don't let Broadmoor be the next victim in this region.

Thank you for considering this opinion.

Carley Shaut

4334 NE 114th AVE, Portland, OR 97220

503-310-6750

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 3:53 PM
To: Marti Granmo
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Comprehensive Plan Testimony RE: Amendment M74

Follow Up Flag: Follow up
Flag Status: Flagged

From: Marti Granmo [mailto:marti@granmo.com]
Sent: Thursday, April 14, 2016 12:59 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Re: Comprehensive Plan Testimony RE: Amendment M74

Please note that this testimony is to support the inclusion of the ENTIRE Eastmoreland Neighborhood into the R7 designation.

Dear Marti,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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<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/>

On Apr 11, 2016, at 3:15 PM, Marti Granmo <marti@granmo.com> wrote:

From: Marti Granmo <marti@granmo.com>
Subject: Comprehensive Plan Testimony

Date: April 11, 2016 at 3:09:40 PM PDT

To: cputestimony@portlandoregon.gov

Regarding Amendment M74: Please accept this email as my response to the Planning Bureau's decision to not approve the request to zone Eastmoreland as an R7 neighborhood. Considering that other neighborhoods were granted R7 zoning — and these neighborhoods are similar to Eastmoreland, in that they also have the majority of homes on lots that fall under the parameters of R7 zoning — it does not make sense to me what the rationale for this decision is — especially since the request from the ENA for this specific information was not satisfied.

I ask that the Planning Bureau reconsider this decision and present concise, detailed explanations of the process and decision. I do not feel it is in the public interest to not be forthright with information that supports your decision...nor do I feel it is fair to the Eastmoreland to not consider all of the existing and traditional uses of property in the neighborhood.

Please make the change for the Eastmoreland Neighborhood to be classified as R7. This change will ensure that a viable, livable and beautiful Portland neighborhood will continue to be able to maintain the essence of its long standing character.

Thank you,

Martha Jean Granmo
6538 SE 38th Avenue
Portland, OR 97202

Arevalo, Nora

From: Bob Schlesinger <bschlesinger1@gmail.com>
Sent: Thursday, April 14, 2016 3:51 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

As an Eastmoreland resident, I am writing in strong support of amendment M74.

R7 is the most appropriate zone in order to maintain existing lot sizes in our neighborhood. The current average lot size is in excess of 6000 square feet. R7 is thus the most appropriate zoning designation for this neighborhood in order to maintain neighborhood character, architectural heritage, and the unique urban canopy that exists in Eastmoreland.

I am at a loss to understand why the planning department has ignored its own initial staff recommendations as well as the wishes of the majority of neighborhood residents who have commented on this issue, by insisting on an inappropriate R5 designation.

If the city actually wishes to change the character of Eastmoreland, it should have held very specific public hearings to do so. The rationale for such a radical change should have been thoroughly vetted. That has not happened and as such is ill-advised at this time.

The only logical and prudent action to take now is to choose a zoning designation that most closely matches the current usage in the neighborhood. That designation should be R7.

Please approve Amendment M74.

Thank you,

Sincerely,

Robert Schlesinger
7118 SE Reed College Place
Portland, OR 97202

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 3:45 PM
To: Hillary Barsky
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Potential NE 7th/NE 9th Neighborhood Greenway project

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Hillary,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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<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: Hillary Barsky [<mailto:hillarybarsky@gmail.com>]
Sent: Thursday, April 14, 2016 1:46 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Novick, Steve <Steve.Novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; chair@eliotneighborhood.org
Subject: Potential NE 7th/NE 9th Neighborhood Greenway project

Hello,

I am writing to you to submit my support for a Neighborhood Greenway project on NE 9th Ave, to support traffic timing on NE 7th Avenue between NE Knott Ave and NE Broadway Ave with installation of speed bumps, as well as increasing traffic lights on NE MLK Blvd to mitigate rush hour auto traffic back ups and therefore lessen drivers cutting

through the neighborhood to access NE 7th as an alternative route to MLK, and, most importantly, to oppose traffic diverter installation on NE 7th Ave.

I have lived on my street, NE Ivy at NE 7th for 33 years. NE 7th has always had traffic, but it also has always been a connection for those of us who live in Eliot neighborhood in the strip between NE 7th and MLK Blvd and bordered by NE Broadway and NE Fremont. I, like others, need to commute to work; in my case, I work at PCC Sylvania campus and it would be a 2 hour commute each way by public transportation, which would be a difficult addition to my work day. Putting in traffic diverters on NE 7th Ave to lesson our access to NE 7th would be a hardship. A left turn onto NE Ivy is illegal and NE 7th is the only way onto NE Ivy street if I am coming from the westside over the Fremont bridge or coming south on MLK.

The Albina Head Start program is on my block of NE Ivy (and NE 7th Ave) and almost all of the parents travel by car to drop off and pick up the children attending the program. Most of the AHS employees drive to work as well. Traffic diverters on NE 7th would possibly be a hardship for parent and employees of Albina Head Start.

My other concern with traffic diverters being placed on NE 7th would be with emergency service first responders such as ambulance and fire department vehicles access. How are they supposed to access homes in our strip of Eliot neighborhood between NE 7th and MLK Blvd? With rush hour traffic backed up on MLK, we need unencumbered alternative access on NE 7th without first responders having to navigate around diverters. Seconds count, as we all know when an ambulance was not able to navigate the NE Rodney Greenway traffic diverters, and a woman died.

I support a NE 9th Ave Greenway project and oppose traffic diverters on NE 7th Ave. Please include my comments as public record.

My testimony is intended for Portland City Council meeting today, 4/14/16 @ 6 pm and is in regard to Exhibit E, Transportation Project TSP ID# 40116.

Thank you for your time and consideration,

Hillary Barsky
hillarybarsky@gmail.com

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 3:44 PM
To: Telzyln Marie Vosbury Garcia
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor Golf Course 57 acre upzone amendment

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Telzyln,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Telzyln Marie Vosbury Garcia [mailto:tnstaaf@spiritone.com]
Sent: Thursday, April 14, 2016 11:28 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor Golf Course 57 acre upzone amendment

Dear Mayor Hales,

Please don't upzone the 57 acres added to the multyear process at the last minute.

I read that there is a move afoot to upzone 57 acres near Broadmoor Golf Course. I imagine that could pour additional tax funds into Portland's coffers and enhance short term economic conditions in our area.

Nevertheless, the difficult to value wetlands, greenspace, wildlife, giant trees.....these things are very hard to regain, once sold off.

I hope you are making wise decisions on this, (I imagine that means not accepting a last minute amendment which was never proposed during the multi-year comprehensive public process.....without requiring the property owners start over, if the 57 acres proposed as permanently protected suddenly need to be shifted to industrial use. ---but I admit you must have a lot more data on this than I do)

Yours truly,

Telzyln Marie Vosbury Garcia

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 3:42 PM
To: Lisa Hamilton
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Potential NE 7th/NE 9th Neighborhood Greenway project

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Lisa,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Lisa Hamilton [mailto:lisahamiltonlmt@gmail.com]
Sent: Thursday, April 14, 2016 11:52 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Novick, Steve <Steve.Novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; chair@eliotneighborhood.org
Subject: Fwd: Potential NE 7th/NE 9th Neighborhood Greenway project

My testimony is intended for Portland City Council meeting today, 4/14/16 @ 6 pm and is in regard to Exhibit E, Transportation Project TSP ID# 40116.
Thank you, Lisa Hamilton

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

From: "Lisa Hamilton" <lisahamiltonlmt@gmail.com>
Date: Apr 14, 2016 8:29 AM
Subject: Potential NE 7th/NE 9th Neighborhood Greenway project

To: <mayorhales@portlandoregon.gov>, "Nick Fish" <Nick@portlandoregon.gov>, <amanda@portlandoregon.gov>, "Steve Novick" <novick@portlandoregon.gov>, <dan@portlandoregon.gov>
Cc: <tsp@portlandoregon.gov>, <ronalbina@aol.com>

Hello,

I am writing to you to submit my support for a Neighborhood Greenway project on NE 9th Ave, to support traffic calming on NE 7th Avenue between NE Knott Ave and NE Broadway Ave with installation of speed bumps, as well as increasing traffic lights on NE MLK Blvd to mitigate rush hour auto traffic back ups and therefore lessen drivers cutting through the neighborhood to access NE 7th as an alternative route to MLK, and, most importantly, to oppose traffic diverter installation on NE 7th Ave.

I have lived on my street, NE Ivy at NE 7th for 21 years. NE 7th has always had traffic, but it also has always been a connection for those of us who live in Eliot neighborhood in the strip between NE 7th and MLK Blvd and bordered by NE Broadway and NE Fremont. Many of the neighbors on this strip need to commute to work daily by auto (Biking or public transportation just doesn't work for some folks) and putting in traffic diverters on NE 7th Ave to lesson our access to NE 7th would be a hardship.

The Albina Head Start program is across the street from my home at NE Ivy (and NE 7th Ave) and almost all of the parents travel by car to drop off and pick up the children attending the program. Most of the AHS employees drive to work as well. Traffic diverters on NE 7th would possibly be a hardship for parent and employees of Albina Head Start.

My other concern with traffic diverters being placed on NE 7th would be with emergency service first responders such as ambulance and fire department vehicles access. How are they supposed to access homes in our strip of Eliot neighborhood between NE 7th and MLK Blvd? With rush hour traffic backed up on MLK, we need unencumbered alternative access on NE 7th without first responders having to navigate around diverters. Seconds count, as we all know when an ambulance was not able to navigate the NE Rodney Greenway traffic diverters, and a woman died.

I support a NE 9th Ave Greenway project and oppose traffic diverters on NE 7th Ave. Please include my comments as public record.

Thank you for your time and consideration,

Lisa Hamilton
616 NE Ivy St
Portland Oregon 97212
lisahamiltonmt@gmail.com

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 3:40 PM
To: Carol Bertolucci
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Amendment M74/Portland Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Carol,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Carol Bertolucci [mailto:cabrn52@comcast.net]
Sent: Thursday, April 14, 2016 11:46 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Amendment M74/Portland Comprehensive Plan

These comments are in reference to Amendment M74/Portland Comprehensive Plan. My name is Carol Bertolucci. I have lived in the Eastmoreland neighborhood for over 30 years and would like to see our neighborhood

green space and street trees preserved to maintain our quality of life. I take daily walks with my dog in the neighborhood every day and love to see the beautiful gardens and plantings that adorn our cherished houses.

Witnessing demolition of beautiful homes on oversized lots to accommodate mammoth structures has been horrific and unsettling. I support the rezoning of the Eastmoreland neighborhood from R5 to R7 including the area between Cesar Chavez Blvd and SE 36th Ave (where my home is located) and plead with the mayor and city council members to support this change.

Thank-you for your consideration.

Carol Bertolucci

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 3:39 PM
To: ned@thanouser.org
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ned,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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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: Ned Thanouser [mailto:ned@thanouser.org]
Sent: Thursday, April 14, 2016 12:14 PM
To: Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; testimony@portlandoregon.gov
Cc: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>; general@audubonportland.org
Subject: Broadmoor Golf Course

Dear Portland City Commissioners,

I write today to ask that you **reject** an amendment to Portland's Comprehensive Plan which would convert 57 acres of valuable wildlife habitat at Broadmoor Golf Course in NE Portland to industrial use.

I speak not only as a golfer who uses Portland facilities year round but also as an environmentalist concerned about preserving the habitat and nesting sites for Great Blue Herons and saving the historic and beautiful Sequoia Redwood trees.

Please do not let the aims of industrial users encroach upon the recreational and environmental resources that Portlanders, such as me, my family, and friends, pay through our taxes for you to manage in all our interests.

Thank you for the consideration,

Respectfully submitted,

Ned Thanhouser

Thanhouser Company Film Preservation, Inc.

The Monkey and Her Driver

International Youth Silent Film Festival

Film Maintenance Service

World of Speed

Iona College Dean's Advisory Board

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 3:35 PM
To: Jeff Stone
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Portland Comprehensive Plan revision

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jeff,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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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: Jeff Stone [mailto:jstone@oan.org]
Sent: Thursday, April 14, 2016 10:59 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Portland Comprehensive Plan revision

Mayor Hales

Thank you, in advance, for supporting a revision to the Economic Opportunities Analysis (EOA) to incorporate a medium-cargo forecast in the Portland Comprehensive Plan. I know that the Portland harbor is home to more than 100 businesses that employ hundreds of smaller local businesses, which collectively employ more than 50,000 employees. Nearly 60% of this work force earn middle income wages and about 20% are ethnically or racially diverse. In the past five years these Portland harbor businesses have invested more than \$370 million and have generated more than \$4.5 million in local tax revenue annually.

As Executive Director of the Oregon Association of Nurseries, I was proud to support the change to moderate growth forecast in the initial hearings before City Council last fall. It's important for our Oregon nurseries to have a thriving, growing working waterfront and a city that supports and understands the importance of our port.

If you care about maintaining and growing robust employment opportunities for all of the residents of the City, then you should ensure that there is adequate growth in the harbor. I urge you to change the Portland harbor forecast back to the "most likely" moderate growth as originally recommended by Bureau of planning and sustainability staff.

Jeff



OREGON
ASSOCIATION OF
NURSERIES

JEFF STONE / Executive Director, Oregon Association of Nurseries
email: jstone@oan.org office: 503-682-5089 cell: 971-235-3868
29751 SW Town Center Loop West, Wilsonville, Oregon 97070

FIND WHAT YOU'RE MISSING



NurseryGuide.com

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JUST STAND
THERE



PlantSomethingOregon.com

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PORTLAND 2016

FAR FROM ORDINARY
AUGUST 25-27, 2016
www.farwestshow.com

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 3:33 PM
To: John Galbraith
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Amendment M74 to Portland Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear John,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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<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: John Galbraith [mailto:john97202@gmail.com]
Sent: Thursday, April 14, 2016 11:09 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; novick@portlandoregon.gov; Commissioner Fritz <amanda@portlandoregon.gov>; dan@portlandoregon.gov; Commissioner Fish <nick@portlandoregon.gov>; McCullough, Robert <Robert@mresearch.com>
Subject: Amendment M74 to Portland Comprehensive Plan

Dear Mayor and Commissioners:

I have been a resident of Eastmoreland for over 30 years. I purchased my home in 1985 to become a part of this community. It makes no logical sense to split this great neighborhood by creating different zoning from SE 36th Ave. eastward to SE 39th Ave. (Cesar Chavez Blvd.) which is the logical border for both neighborhood and zoning designations. I realize that it is important to have affordable housing available in Portland. It is also important to preserve beautiful established neighborhoods as an important part of Portland's character. Please make the entire Eastmoreland neighborhood, including SE 37th and SE 38th Avenues, R7 zoning. Thank you for your consideration, John Galbraith

Arevalo, Nora

From: Megan Rosenau <megan.rosenau@gmail.com>
Sent: Thursday, April 14, 2016 3:09 PM
To: BPS Comprehensive Plan Testimony
Cc: McCullough, Robert
Subject: Amendment m74

Follow Up Flag: Follow up
Flag Status: Flagged

We live in the area of eastmoreland which would remain R5 zone with the current plan - we live at 3624 SE Henry st. Please consider zoning the area between 36th and 39th as r7. Lot splitting, huge houses all increase traffic, destroys the trees that make this neighborhood so unique and generally changes the feel of it in a very negative way. There are several houses on our street which I could envision being torn down. Right now our street is known as the main sledding hill of eastmoreland. There aren't too many cars. The yards are good sized. Kids play together outside. People aren't purchasing brand new homes here for a million. They live here because they love the neighborhood and the weird small kitchens of these houses are an okay price to pay. Help us keep this down home neighborhood feeling despite soaring housing prices.
Thank you, megan Rosenau

Sent from my iPhone

Arevalo, Nora

From: Moore-Love, Karla
Sent: Thursday, April 14, 2016 3:08 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: 6141 SW Canyon Court - CPU Testimony
Attachments: DCAPDX-2021607-v1-4-12-16 Letter to Council Clerk, City of Portland - CPU Testimony - 6141 SW Canyon Court.PDF

Importance: High

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: Caroline A. Richter [mailto:CRichter@dunncarney.com]
Sent: Thursday, April 14, 2016 11:43 AM
To: Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>
Subject: [User Approved] 6141 SW Canyon Court - CPU Testimony
Importance: High

Hi Karla,

Attached is a copy of Ty Wyman's April 12, 2016 letter to Council Clerk, City of Portland, with the enclosure. There was some confusion in that the initial email sent the other day with the letter to the Council Clerk did not have the enclosure attached to the letter the first time sent.

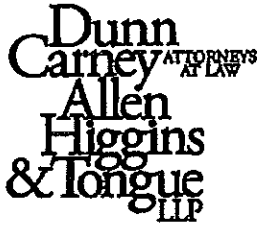
If you could respond and let me know that you received this email and letter with enclosure, it would be much appreciated.

Thank you.

Caroline A. Richter
Assistant to Ty K. Wyman
crichter@dunncarney.com
Direct 503-306-5338 | Fax 503-224-7324 | www.dunncarney.com

Dunn Carney Allen Higgins & Tongue LLP
851 SW Sixth Ave. Suite 1500 | Portland, OR 97204
Member of Meritas Law Firms Worldwide www.Meritas.org

This message is intended only for the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the intended recipient, or the agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited, and you are requested to return the original message to the sender.



April 12, 2016

TY K. WYMAN
Admitted In
Oregon

DIRECT DIAL
503-417-6479

E-MAIL
twyman@
dunncamey.com

ADDRESS
Suite 1600
881 S.W. 8th Avenue
Portland, Oregon
97204-1357

Phone 503.224.8440
Fax 503.224.7324

INTERNET
www.dunncamey.com

Via Email: cputestimony@portlandoregon.gov

Council Clerk
City of Portland
1221 SW Fourth Avenue, Room 130
Portland, OR 97204

Re: 6141 SW Canyon Court
Comprehensive Plan Testimony
Our File No.: RAS10-1

Dear Mayor and Council:

Following up on my November 9, 2015 letter on behalf of Dr. Nader Rassouli, this responds to the list of proposed map amendments published recently by the Council. Specifically, we appreciate greatly Commissioner Novick's proposal to rezone this site from R20 to R5, and submit this letter of support.

Commissioner Novick's proposal recognizes the central point of our Nov. 9 letter, *i.e.*, to whatever extent R20 zoning is appropriate anywhere in the City, it is not appropriate for a relatively flat location next to the Sunset Freeway. Our letter suggested the R2 zone for this site. In recognition of neighbors' concerns, however, we told staff after submitting the letter that R5 would also be suitable, and are glad to see that Commissioner Novick has proposed it.

We understand that neighbors have expressed concern that development under any designation other than R20 will lack proximity to neighborhood services and create cut-through traffic. In response, we asked traffic engineer Chris Clemow to look into those concerns. As explained in his attached letter, the site is well within a 20-minute walk – about three minutes, actually - to several acres of commercial-zoned property, and full development under R5 (11 dwelling units) would not add any measurable cut-through traffic.

Thus, while we understand the desire of neighbors to protect their enclave, Commissioner Novick's proposal does not threaten it.

This process requires all citizens to envision Portland in the year 2035, approaching 900,000 residents strong. The idea that this site – 1.28 acres sitting atop the Sunset Freeway – should accommodate nothing more than a single-family



INDEPENDENT MEMBER OF MERITAS
WITH AFFILIATED OFFICES IN MORE THAN 250 CITIES AND 60 FOREIGN COUNTRIES

Ordinance 187832, Vol. 1.3.E, page 4683

Council Clerk
April 12, 2016
Page 2

dwelling cuts against every planning value we hold dear. We ask the Council to support the proposed R5 zone as the best vision of our City's future.

As always, we appreciate your consideration and look forward to addressing any questions you may have.

Very truly yours,



Ty K. Wyman

TKW:car

Enclosures

cc: Sylvan-Highlands Neighborhood Association
Peter Belluschi
Joan Fredericksen, West District Liaison
Julie Oeken, Assistant
Nader M. Rassouli, DDS
Chris Clemow

DCAPDX_197088_v3



February 10, 2015

Dunn Carney Allen Higgins & Tongue LLP
Attention: Ty K. Wyman
851 SW 6th Avenue, Suite 1500
Portland, Oregon 97204

Re: 6141 SW Canyon Court Zone Change – Portland, Oregon
Technical Letter #1 Supplemental Transportation Analysis

Project Number 20151006.00

Dear Mr. Wyman:

This technical letter supports the proposed property rezone at 6141 SW Canyon Court, Portland, Oregon. The following items are specifically addressed in this letter:

1. Property Description and Proposed Land Use Action
2. Trip Generation
3. Transportation Impacts
4. Summary

1. PROPERTY DESCRIPTION AND PROPOSED LAND USE ACTION

The 1.28-acre subject property is located at 6141 SW Canyon Court, Portland, Oregon and is identified as Tax Lot 2200 on Multnomah County Assessor's Map 1S-1E-06CB. Property access is to SW 61st Drive which connects to SW Canyon Court directly to the south.

The property is currently zoned City of Portland Residential 20,000 (R20), a low-density single-family dwelling zone allowing 1 unit per 20,000 square feet. As part of a larger City of Portland Comprehensive Plan map change and rezoning effort, the subject property is being considered/proposed to be rezoned to Residential 5,000 (R5), a low-density single-family dwelling zone allowing 1 unit per 5,000 square feet.

The proposed zoning has potential to increase site trip generation; therefore, transportation impacts are quantified and evaluated as part of this letter.

2. TRIP GENERATION

The subject property is 1.28 acres, or 55,757 square feet in size. Reasonable worst-case development in the proposed R5 zone allows 11 single-family dwelling units and the current R20 zone allows 2 single-family dwelling units.

Trip generation for reasonable worst-case development in the proposed and current zone designations is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition, Land Use – 210 Single-Family Detached Housing. Resulting trip generation is summarized in the following table.

| Description | ITE Code | No. Units | Average Daily Trips | Peak Hour Trip Generation | | |
|-------------------------------------|----------|-----------|---------------------|---------------------------|----------|----------|
| | | | | AM | PM | PM |
| <i>Proposed R5 Zone Designation</i> | | | | | | |
| Single-Family Detached Housing | 210 | 11 | 105 | 7 | 4 | 11 |
| <i>Current R20 Zone Designation</i> | | | | | | |
| Single-Family Detached Housing | 210 | 2 | 19 | 1 | 1 | 2 |
| Net New (Primary) Trips | | | 86 | 6 | 3 | 9 |

As identified in the table above, the proposed zone designation has potential to increase site trip generation by 9 PM peak hour trips.

3. TRANSPORTATION IMPACTS

The subject property directly accesses SW 61st Drive. Anticipated residential development traffic will primarily travel to/from the east on SW Skyline Boulevard via SW Canyon Court, SW 58th Street and SW Montgomery Street. No transportation infrastructure improvements are anticipated to be necessary to support this small potential traffic increase. As such, existing traffic patterns are anticipated to remain the same and increased subject property development is not anticipated to increase residential neighborhood cut-through traffic to the northwest. The vast majority of vehicles travelling to/from this development will use the signalized SW Skyline Boulevard/SW Montgomery Street/SW Westgate Drive intersection to enter/exit the neighborhood, and will not use SW 61st Drive to cut-thru to SW Barnes Road or W Burnside Road.

Overall transportation impacts are small with a potential trip generation increase of 9 PM peak hour trips. As such, the proposed rezone is not anticipated to significantly affect the transportation system.

4. PROXIMITY TO SERVICES

The subject property is located approximately 1,000 feet (i.e., less than a ¼ mile walking distance) from commercial properties located adjacent SW Skyline Boulevard and SW Montgomery Street. These properties are zoned General Commercial (CG) allowing a full range of retail and service businesses with a local or regional market. CG zone development standards promote attractive development, an open and pleasant street appearance, and compatibility with adjacent residential areas. CG development is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves.

Overall, the subject property is located sufficiently close to complimentary commercial services to promote walking, thereby reducing reliance on the automobile.

5. SUMMARY

The proposed 6141 SW Canyon Court property rezone is not anticipated to significantly affect the transportation system. Rezoning the property is not anticipated to promote residential neighborhood cut-through traffic and the property is sufficiently close to commercial services to promote walking.

Sincerely,



Christopher M. Clemow, PE, PTOE
Transportation Engineer



RENEWS 31 DEC 2017

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 2:49 PM
To: bookin@bookinggroup.com
Cc: BPS Comprehensive Plan Testimony
Subject: FW: Written Testimony on Portland Harbor Industrial Forecast
Attachments: Industrial Lands Letter 4-13-16.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Beverly,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Beverly Bookin [mailto:bookin@bookinggroup.com]
Sent: Thursday, April 14, 2016 11:17 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Written Testimony on Portland Harbor Industrial Forecast

Please accept my testimony on the this important issue in preparation for the upcoming hearing. Thanks.

Beverly Bookin, AICP
The Bookin Group LLC
812 SW Washington, Suite 600
Portland, OR 97205
503.241.2423 (Office)
503.309.4140 (Cell)



THE
BOOKIN
GROUP
LLC

Land Use &
Institutional
Planning

Policy Analysis

Project
Management

Group
Facilitation

April 14, 2016

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

Dear Mayor Hales and City Commissioners:

I have been a consulting land use planner for nearly 35 years practicing primarily within Portland. During that period, I have been active on many fronts in lobbying to insure that the Portland metropolitan region has a sufficient supply of vacant and redevelopable industrial land to provide much-needed family-wage jobs and provide goods and services so vital to our economy. Waterfront industrial land is a particularly critical component of the industrial land supply.

I am writing to you today the about the City of Portland Comprehensive Plan and the supporting Economic Opportunities Analysis (EOA). I believe that the low-growth forecast for waterfront industrial land as recommended in these documents sends a negative message about the value of Portland Harbor and its impact on the region's economy. As you know, both the Port of Portland and private companies collectively make the Harbor a major-impact employer in the city and region by engaging in the procurement and shipping of supplies, raw materials and finished goods and providing other services, with significant secondary and tertiary job impact. Specifically, the low-growth forecast under-estimates the demand for waterfront industrial land and over-estimates the supply of such land available for future industrial development, thus inhibiting both the ability for existing and new businesses to grow and flourish.

During your upcoming April 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. If you care about the future not only of Portland, but our entire region and state, then I urge you to support the amendment that would change the low-growth forecast for the Harbor back to a medium-growth forecast, which more realistically represents the Harbor's historic activity and future contributions.

Thank you for the opportunity to express my concerns in this matter.

Sincerely,

Beverly Bookin

Beverly Bookin, AICP
The Bookin Group LLC

812 SW Washington Street
Suite 600
Portland, Oregon
97205

Telephone
503.241.2423

April 14, 2016

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

VIA EMAIL

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

**Re: Testimony by Providence Health & Services—Oregon Concerning Draft 2035
Comprehensive Plan March 18, 2016 City Council Amendments**

Dear Mayor Hales and Members of the Portland City Council:

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

1. Map Amendment.

Providence supports proposed Map Amendment #M67 at 4609-4615 NE Hoyt Street (**Exhibit 1**). Providence owns the multi-family dwellings at this address. The amendment proposes that the site retain its current multi-family dwelling zoning designation instead of being changed to the proposed Campus Institution (“CI-2”) designation. Providence supports this amendment because it will allow the multi-family dwellings now on the site to remain conforming instead of becoming a non-conforming use if the site is changed to CI-2. The Bureau of Planning and Sustainability (“BPS”) recommends that the City Council support the proposed Map Amendment.

Providence appreciates the amendment.

2. Policy Amendments.

Providence supports Policy Amendment #P58, Policy 6.57 (page 26) (**Exhibit 2**). This amendment to Policy 6.57 adds the following sentence:

“Minimize off-site impacts and collaboration with institutions and neighbors, especially in reducing automobile traffic and parking impacts.”

Charlie Hales, Mayor

April 14, 2016

Page 2

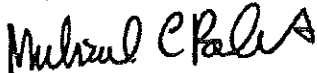
Providence supports this amended Policy because it the Policy intends to encourage collaboration with institutions such as Providence Portland Medical Center ("PPMC") on how to minimize off-site impacts.

3. Additional Policies Requested.

Providence has testified that it believes additional policies are necessary to ensure appropriate Transportation Demand Management ("TDM") measures and other considerations for future development of PPMC. Providence submitted a letter dated January 7, 2016 requesting two additional policies be considered, Policies 6.61 and 6.62 (**Exhibit 3**). Providence would appreciate the City Council adding these policies or similar policies to the Comprehensive Plan to guide implementation of the CI-2 zone and TDM measures.

Providence appreciates the amendments the City Council has made to the Draft 2035 Comprehensive Plan based on Providence's testimony.

Very truly yours,



Michael C. Robinson

MCR:rsr

Enclosures

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

2035 Comprehensive Plan – Council Amendments

| | | |
|----------------|--|--|
| Amendment #M36 | Location: City Bible Church R318429 | Related testimony (for or against): City Bible Church |
| | Requested by: Mayor | Service Considerations: Stormwater constraints. |
| | Change: Remove Institutional Campus designation from this site at 9200 NE Fremont, return to Multi-Dwelling 2,000. | BPS Recommendation: Support |

| | | |
|----------------|--|--|
| Amendment #M49 | Location: PepsiCo R278421 | Related testimony (for or against): PepsiCo |
| | Requested by: Mayor | Service Considerations: None |
| | Change: Change the Pepsi block at 27th and Sandy from Mixed Use to Mixed Employment. | BPS Recommendation: Support |

| | | |
|----------------|--|---|
| Amendment #M67 | Location: 4609-4615 NE HOYT ST | Related testimony (for or against): Providence |
| | Requested by: Mayor | Service Considerations: None |
| | Change: Retain Multi-Dwelling 1,000 on this hospital-owned residential property, rather than the new Institutional Campus designation. | BPS Recommendation: Support |

Mixed Use Amendments

The following Northeast Portland amendments involve mixed use areas.

| | | |
|----------------|--|--|
| Amendment #M24 | Location: 4008 NE MLK (including 4003 and 4009 NE Grand) R207414, R207416, R207415 | Related testimony (for or against): Micro Enterprise Services of Oregon |
| | Requested by: Mayor | Service Considerations: Nearby sections of MLK are projected to be over capacity during PM Peak in 2035. Mitigating factor is frequent transit service, good bike access, and possible future streetcar service. |
| | Change: From High Density Multi-Dwelling to Mixed Use - Urban Center. | BPS Recommendation: Support. |

2035 Comprehensive Plan – Council Amendments

#P55

| | |
|--|---|
| Policy 6.41 | <p>Portland Harbor Superfund Site. Take a leadership role in <u>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.</u> Encourage a science-based and cost-effective cleanup solution that facilitates re-use of land for river- or rail-dependent or related industrial uses. <u>The Natural Resource Damage Assessment (NRDA) element of Superfund Program promises to provide significant resources that will help restore degraded fish and wildlife habitat.</u></p> <p>BPS Staff Recommendation: Support. Policy as written may conflict with Council direction on superfund.</p> |
| Requested by: Staff | |
| Related testimony (for or against): None | |

#P56

| | |
|--|---|
| New Policy after 6.48 | <p><u>Fossil fuel distribution. Limit fossil fuels distribution and storage facilities to those necessary to serve the regional market.</u></p> <p>BPS Staff Recommendation: Support.</p> |
| Requested by: Hales | |
| Related testimony (for or against): None | |

#P57

| | |
|--|--|
| New Policy after 6.54 | <p><u>Neighborhood Park Use. Allow neighborhood park development within industrial zones where needed to provide adequate park service within one-half mile of every resident.</u></p> <p>BPS Staff Recommendation: Support.</p> |
| Requested by: Fritz | |
| Related testimony (for or against): Portland Parks Board | |

#P58

| | |
|---|---|
| Policy 6.57 | <p>Development impacts. Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards that foster suitable density and attractive campus design. <u>Minimize off-site impacts in collaboration with institutions and neighbors, especially in reducing automobile traffic and parking impacts,</u></p> <p>BPS Staff Recommendation: Support.</p> |
| Requested by: Novick | |
| Related testimony (for or against): Collins View, University Park, NWDA, Michael Robinson, several Colleges and Hospitals | |

January 7, 2016

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

VIA PERSONAL DELIVERY

Mayor Charlie Hales
City of Portland City Council
1221 SW 4th Avenue, Room 340
Portland, OR 97204

Re: Agenda Item 28 (Previous Agenda No. 1296); Adoption of New Portland Comprehensive Plan

Dear Mayor Hales and Members of the Portland City Council:

This office represents Providence Health & Services – Oregon (“Providence”). Providence’s appreciates the City Council’s consideration of new Portland Comprehensive Plan (the “Plan”) policies addressing institutions. As explained below, Providence asks that the City Council consider changes to the proposed Campus Institution Plan policies prior to making a final decision. Providence cannot support the proposed Campus Institution Plan policies without the changes requested in this letter.

Providence submitted a letter to the Portland Planning and Sustainability Commission (the “PSC”) dated March 13, 2015 (**Exhibit 1**) addressing many of the issues raised in this letter. I have included the letter as an exhibit so that the City Council may see all of Providence’s suggestions.

The proposed Campus Institution Plan policies are contained in proposed Plan policies 6.55 through 6.60. Providence raises the following issues for these Plan policies.

1. The Plan Policies Should be Adopted before the Campus Institution Land Use Regulations (the Proposed CI-1 and CI-2 Zoning Districts) are Adopted in Order for the Plan Policies to Inform the Land Use Regulations.

The Plan policies establish the City’s vision for development. Land use regulations implement the Plan’s vision.

The proposed Plan policies before the City Council will be adopted concurrently with the implementing land use regulations. An institution supporting the Plan policies cannot be assured that the land use regulations will be as intended since once the Plan policies are adopted, the City has considerable discretion in their implementation.

38638-0044/129299825.1

Perkins Coie LLP

Providence asks that the City Council consider revisiting the Plan policies following the PSC recommendation to the City Council concerning the CI-1 and CI-2 land use regulations. This will allow institutions the opportunity to determine that the final, proposed land use regulations are acceptable.

2. Approved Conditional Use Master Plans (“CUMP”) Should be Allowed to Continue and Be Extended at the Institution’s Option.

Almost every health care institution in the City has an approved CUMP. The health care institutions have worked hard with their neighbors to develop CUMPs that reflect how the health care institution can grow while being a good neighbor to its neighbors. However, the proposed Plan policies say nothing about maintaining and extending the CUMPs.

Providence asks that the City Council consider adopting the following Campus Institution Plan policy:

“Policy 6.61. Existing Conditional Use Master Plans. Existing conditional use master plans represent a commitment by a campus institution and an approval by the City to a certain kind of future growth that has been found to be compatible with adjacent neighborhoods. Implementing land use regulations should allow for approved CUMPs to be continued and extended at the campus institution’s option.”

3. Existing Transportation Demand Management (“TDM”) Plans Should Continue to be Used.

Many of the CUMPs, including the CUMP for Providence Portland Medical Center, include successful TDM plans. Providence’s TDM has successfully reduced single occupancy vehicle (“SOV”) trips. The proposed Plan policies should allow for the continuation of approved and successful TDM plans. Providence requests that the City Council consider the following Campus Institution Plan policy:

“Policy 6.62. Transportation Demand Management Plans. Transportation demand management plans approved as part of a conditional use master plan that have proven to be successful in reducing single occupancy trips and encouraging use of a variety of transportation modes shall be allowed to be continued and, if a new transportation demand management plan is required, an existing transportation demand management plan shall be considered as satisfying at the

Mayor Charlie Hales
January 7, 2016
Page 3

**requirement for a new transportation demand management
plan.”**

4. Conclusion.

Providence appreciates the work that the professional staff, the PSC and City Council have devoted to the implementation of Portland's new Plan. Providence also appreciates the opportunity to be part of the discussion, especially as it affects Portland Providence Medical Center. Providence respectfully requests that the City Council leave the written record open in order to allow it and other parties the opportunity to respond to testimony presented to the City Council through tonight so that the City Council may have the benefit of the parties' comments on the testimony.

Very truly yours,



Michael C. Robinson

MCR:rsr
Enclosure

cc: Ms. Dana White (via email) (w/ encl.)
Ms. Karen Weylandt (via email) (w/ encl.)
Ms. Krista Farnham (via email) (w/ encl.)
Ms. Michelle Bernard (via email) (w/ encl.)
Mr. Jeff West (via email) (w/ encl.)
Mr. Trent Thelen (via email) (w/ encl.)
Ms. Marty Stiven (via email) (w/ encl.)

March 13, 2015

Michael C. Robinson
MRobinson@perkinscoie.com
D. (503) 727-2264
F. (503) 346-2264

Mr. André Baugh, Chair
City of Portland Planning and Sustainability Commission
City of Portland Bureau of Planning and Sustainability
1900 SW Fourth Avenue, Suite 7000
Portland, OR 97201

Re: Portland Comprehensive Plan ("Plan") Update; Proposed Policies 6.53-6.58

Dear Chair Baugh and Members of the Commission:

This office represents Providence Health & Services—Oregon ("Providence"). I am writing on behalf of Providence to comment on proposed Plan policies 6.53-6.58 concerning Campus institutions and to offer additional comments on the Plan update concerning Campus institutions. I have attached Providence's previous letter dated November 3, 2014.

Providence continues to support the concepts found in proposed Plan policies 6.53-6.58 for recognition of the importance of Campus institutions to the Portland economy. Providence believes, as it said in its November 3, 2014 letter, that the Plan policies should expressly provide for the following:

- The proposed Plan policies should provide for the implementing land use regulations to allow use of approved Conditional Use Master Plans ("CUMPs") by Campus institutions, such as Portland Providence Medical Center, for existing CUMPs to be modified, and for new CUMPs to be adopted as an alternative to development under a new zoning district.
- The proposed Plan policies should expressly provide that the Campus institution Plan map designation may be achieved through either legislative, or quasi-judicial implementation. Providence believes that a legislative implementation by the City is preferable to quasi-judicial implementation for a number of reasons. However, if the City proceeds with a legislative amendment, a major institution should be able to "opt out" of the legislative amendment, or if it "opts in" to the legislative amendment, that it be allowed to continue to rely upon an approved, modified or new CUMP.
- The proposed Plan policies and mapping should be adopted concurrently with the implementing Campus institution land use regulations. The City will implement the Plan policies through land use regulations. The land use regulations as adopted may not be satisfactory to major institutions. Concurrent implementation allows major institutions the opportunity to review the land use regulations before the Plan policies are adopted.

Mr. André Baugh, Chair
March 13, 2015
Page 2

Thank you for your consideration of these comments. Please place this letter in the official file for the legislative amendment and provide me with written notice of the Commission's recommendation to the Portland City Council.

Very truly yours,



Michael C. Robinson

MCR:rsr
Enclosure

cc: Ms. Dana White (via email) (w/ encl.)
Ms. Karen Weylandt (via email) (w/ encl.)
Ms. Michelle Bernard (via email) (w/ encl.)
Ms. Marty Stiven (via email) (w/ encl.)

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 2:39 PM
To: elizabeth fries
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Do Not Destroy Wildlife Habitat at Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Elizabeth,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: elizabeth fries [mailto:emfries79@gmail.com]
Sent: Thursday, April 14, 2016 10:13 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Do Not Destroy Wildlife Habitat at Broadmoor Golf Course

Mr. Mayor, you should be ashamed.

Completely and utterly ashamed. I do not know how you sleep at night with what you are doing to this beautiful city so that you and your development buddies can get every last cent out of it under the guise of "progress & development".

This latest Proposal is among your most embarrassing. The destruction of the Broadmoor Golf Course to zone it for commercial use (let me guess - HUGE profit here?!?!) would reek havoc on this valuable, irreplaceable habitat. So you & your pals make a few extra dollars... what do we and all future generations lose? Let's ask the Audubon Society. They say:

- The majority of the site is within a designated environmental overlay, an area the city recognizes has "highly significant resources and functional values."
- The site is bordered on three sides by waterways and wetlands including the Columbia Slough, the Catkin Marsh Wetlands, and a Port of Portland environmental mitigation site. This parcel contains more than a full mile of riparian habitat! **Destroying this site will not only eliminate important habitat. It will leave the surrounding habitat isolated and fragmented, cutting the heart out of one of the most important wildlife complexes on the slough.**
- The site is full of massive trees including many large giant sequoias like the ones that the community fought to save in SE Portland.
- 11 at-risk bird species and the state listed sensitive Western Painted Turtles have been identified in this habitat complex.

Please, Mr. Mayor, I implore you. Please stop trying to destroy everything that makes this city the special gem that it is. Please. The housing market you've helped create, the destruction of neighborhoods, of entire communities has been hard enough to watch. Please do not let your greed take you so far as to destroy our wildlife too. It is OUR DUTY as citizens of this country to protect these lands for future generations. Please be on the right side of history, and not the person we look back at and blame for the eradication of this gift we have been given.

You have the choice. You have the power. We elected you to do the right thing by this city. Please, do the job you were hired to do and stop lining the pockets of the developers by destroying everything of value to us, the citizens.

Teddy said it best...

"Here is your country. Cherish these natural wonders, cherish the natural resources, cherish the history and romance as a sacred heritage, for your children and your children's children. Do not let selfish men or greedy interests skin your country of its beauty, its riches or its romance."

— Theodore Roosevelt

Sincerely,

Elizabeth Fries
Portland, OR

Arevalo, Nora

From: Angela Kremer <angelahkremer@gmail.com>
Sent: Thursday, April 14, 2016 2:36 PM
To: BPS Comprehensive Plan Testimony
Subject: Residential Map changes for Comp plan Update

Follow Up Flag: Follow up
Flag Status: Flagged

-- Dear City Planning Team

I am writing as a leadership team from the Eliot Neighborhood Board of Director after attending the Land Use Committee and hearing concerns about the future Residential Zone change from R2 to R2.5. We heard from homeowners who have additional lots as well as those who have rental property that are concerned and we feel these are social equity issues that must be addressed. These include:

1. Concern that under Measure 50, the law allows reassessment with zone change so taxes can be increased and that the County can seek funding through reassessment. Some residents are concerned that the tax bill could increase to \$4000-\$5000 if reassessed.
2. Concern that this decision will be reducing the developable capacity for families that had planned to eventually develop adjoining lots or to subdivide doubles and with R2.5 would add costs of permitting. This creates challenges for wealth creation, retirement and a burden for long-term homeowners because of the need funding to pay for permits if the new zone requires additional development expense. Thus, some people are worried they would have to sell to pay for new taxes even as they could not afford to develop their land under new zoning due to additional rules.

These two challenges are equity concerns for the Eliot Board and known now to our LUTC Board. Therefore, as neighborhood leaders we want the City to consider these equity and displacement issues before rezoning in Eliot. We are planning a letter to Commissioner Loretta Smith and are seeking assurance from the Assessor's Office in the form of writing that Eliot will not be reassessed with this change in order to protect those long-time resident homeowner in the neighborhood. Less than 1/3 of housing units in Eliot are currently homeownership units compared to rental units.

Please consider the entire risks for Eliot residents of the zone change. Several of our residents are not in support of this change due to the potential increased taxes but our LUTC has considered the costs of loss of old homes and found this shift to R2.5 to be the best alternatives for that purpose. We are supportive of the LUTC efforts and wish you to also consider the other perspectives of those concerned and vulnerable residents.

Respectfully,

Angela Kremer, former Chair
Jere Fitterman and Pat Montgomery, Co Chairs
Eliot Neighborhood Association Board
Angela Kremer
Organizational Leadership
Linked In/angelakremer
(503)-890-3071

Arevalo, Nora

From: Jen Maxwell-Muir <Jen@maxwellpr.com>
Sent: Thursday, April 14, 2016 2:35 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Resending with address.

From: Jen Maxwell-Muir
Sent: Thursday, April 14, 2016 2:34 PM
To: 'cputestimony@portlandoregon.gov' <cputestimony@portlandoregon.gov>
Subject: Comprehensive Plan Testimony

As a 20+ year Sellwood resident, I oppose rezoning of our community along the side streets off Milwaukie and SE 13th avenue, particularly portions of Sherrett, Spokane and Nehalem streets. These are quiet neighborhood streets with children running back and forth from houses to play. With more cars – AND NO PARKING – 4-story apartment buildings in the core of our neighborhood will forever change what makes it special. Please, if you must allow such development, keep it to the Tacoma thoroughfare where there is already density and high traffic.

Thank you,
Concerned citizen.

Jen Maxwell-Muir
1569 SE Nehalem St
Portland OR 97202
503.231.3086
jen@maxwellpr.com
<http://twitter.com/jenmaxwell>
www.maxwellpr.com

"It doesn't matter what size you are. What matters is the amount of courage you have to act on great ideas even if they make you uncomfortable." Doug Stephens, Retail Prophet

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 14, 2016 2:26 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: 7th ave. greenway testimony
Attachments: tsp recomendations.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: Steven Cole [mailto:stevencole86@gmail.com]
Sent: Thursday, April 14, 2016 2:17 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>; Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>
Cc: deang@mcewengisvold.com; 'Montse Shepherd' <montsearrillag@gmail.com>; 'Allan Rudwick' <arudwick@gmail.com>; 'Susan Stringer' <sstringer22@gmail.com>; Novick, Steve <Steve.Novick@portlandoregon.gov>; Treat, Leah <Leah.Treat@portlandoregon.gov>
Subject: 7th ave. greenway testimony

Hi Ms. Moore,

I am attaching a letter which I sent on behalf of the Irvington Community Association which, among other things, states our strong preference for 7th Ave. to be designated the preferred north-south greenway through the west-side of Irvington.

Please include this as testimony from myself on behalf of the Irvington Community Association.

Thank you,

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

Commissioner Steve Novick

Director Leah Treat

Mayor Charlie Hales

Planning and Sustainability Commission

Planning and Sustainability Commissioners,

I am writing on behalf of the Irvington Community Association (ICA) to inform you that it is our strong preference to make NE 7th Ave. a bike greenway rather than 9th Ave. When one takes into consideration the city's plan to build a pedestrian bridge over I-84 and the following factors, logic dictates that 7th be considered the preferred route.

First, 7th Ave. is already used by cyclists as a de facto bike greenway. It is unlikely that converting 9th to a greenway will entice most of those cyclists to use 9th rather than 7th. If cyclists were going to be persuaded by the calmer cycling environment on 9th, they would currently be using that route since 9th is currently less stressful in regard to traffic than is 7th. However, they are not. That indicates there are other factors which encourage cyclists to endure the dangerous traffic environment on 7th.

Some of those factors likely include the fact that 7th is a more even grade than 9th, which makes it easier to bike. Ninth includes a number of steeper inclines. As opposed to 9th, which runs into Irving Park, 7th is a through route. A new path around the perimeter of Irving Park is unlikely to entice commuter cyclists as it would be adjacent to a recreational area where baseball and soccer games occur as well as park users, with their dogs.

When interviewing cyclists about their preferences, most cyclists who use 7th currently indicated that they would not shift to 9th even if it were converted to a greenway.

Another reason we oppose converting 9th to a greenway versus 7th, is that 7th would be significantly cheaper to convert to a greenway. Pavement would have to be replaced on at least two blocks and a multi-use path would need to be built in Irving Park.

Finally, in regard to 7th Ave., the street has become more dangerous for pedestrians and cyclists due to an increase in traffic, particularly between Hancock and Knott. If 9th were converted to a greenway, the city would still need to spend substantial money to improve 7th since cyclists and pedestrians would continue to use 7th. There are currently 5000 cars per day using 7th. The most efficient method to solve that problem, and address the needed north-south bikeway, is to convert 7th to a greenway.

We are aware that some residents along Ne 8th and 9th Avenues have been told by some of their neighbors that implementation of a greenway on 7th will result in traffic flooding onto 8th and 9th. We have attempted to explain that any diverters on 7th would actually divert traffic towards MLK and due to other design elements of 8th and 9th, they would not be seeing a huge increase in vehicular traffic. Unfortunately, for whatever reason, the residents of 8th and 9th have not been receptive of these explanations. It should also be noted that none of the communications from the residents of 8th and 9th have explained why 9th would make a superior greenway. Rather, their sole argument seems to be based

on the unfounded fear that their streets will look like what 7th looks like currently. We do not believe that unsupported fear is a good basis for failing to make 7th the preferred greenway.

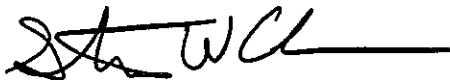
For the above reasons, we recommend that the city convert NE 7th Ave. into a bike greenway between Alberta and Broadway. We are also in favor of the greenway going further north and south as it is important that the city implement north-south greenways to connect with the current bike infrastructure. In fact, we support changing NE 7th to a Major City Bikeway classification between NE Schuyler Street and the proposed bike/pedestrian crossing of I-84. We believe that converting 7th to a greenway will solve multiple problems and will be an important step towards increasing the percentage of cyclists in Portland and getting closer to vision zero.

In addition to urging the city to classify 7th Ave. as a greenway, the ICA agrees with Go Lloyd that NE Broadway has too many designations. We urge the city not to classify Broadway as a Major City Traffic Street. We also agree with Go Lloyd's support of the addition of NE Broadway and Weidler Streets between the Broadway Bridge and NE Grand or 7th Avenue as City Walkways, and agree that it should not stop at Grand or 7th. We too support continuing their classification as Walkways further east.

In addition, we urge the city to improve the Broadway/Weidler corridor. In addition to other potential improvements, such as potentially expanded sidewalks, protected bike lanes, additional crossings, improved transit, and additional greenery, Broadway needs to be right-sized so that it is safe for cyclists and pedestrians. We believe that an investment in this corridor will result in several things. It will result in the corridor performing up to its potential commercially. A thriving Broadway corridor will encourage more development and density in the Lloyd District and the Hollywood Town Center, thus helping the city meet its various goals. It will increase pedestrian modes and cycling. It would be particularly effective in creating an important east-west cycling corridor.

Thank you for your consideration of our recommendations.

Respectfully,



Steven Cole

President, Irvington Community Association

503-788-0618

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 14, 2016 2:25 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Broadmoor

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your testimony on the 2035 Comprehensive Plan Council Amendments. This message acknowledges receipt of your testimony by the Council Clerk, on behalf of the Portland City Council. You will not receive a direct response about your testimony, but your testimony is part of City Council's legal record.

Your email should contain your full name and mailing address. If it does not, please resend with that information; without your name and mailing address, the City is not able to send you notification of the Council's final decision, and you may not be able to appeal the Council's final decision.

In addition to written testimony, City Council invites testimony at a public hearing scheduled for April 14, 2016, at 6 p.m., and April 20, 2016, at 2pm. Please check the [City Council Calendar](#) to confirm the date and time, and for information about additional hearings.

Questions? Call the Comprehensive Plan helpline at 503-823-0195, Monday – Friday, 8 a.m. – 5 p.m., or send an email to pdxcompplan@portlandoregon.gov

Thanks again for your testimony. Your participation in the Comprehensive Plan Update is helping to shape the future of Portland for all residents.

City of Portland Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
www.portlandoregon.gov/bps

From: Susan Hashem [mailto:portlanddraperycompany@gmail.com]
Sent: Thursday, April 14, 2016 2:12 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Re: Broadmoor

Council,

I find it appalling that you are considering an amendment to Portland's Comprehensive Plan which would convert 57 acres of valuable wildlife habitat at Broadmoor Golf Course in NE Portland to industrial use. The land is currently zoned as Open Space, meaning it is intended to preserve and enhance public and private natural, park and recreational values.

This site, as a wildlife habitat is:

- highly significant resources and functional values.”

- The site is bordered on three sides by waterways and wetlands including the Columbia Slough, the Catkin Marsh Wetlands, and a Port of Portland environmental mitigation site. This parcel contains more than a full mile of riparian habitat! Destroying this site will not only eliminate important habitat. It will leave the surrounding habitat isolated and fragmented, cutting the heart out of one of the most important wildlife complexes on the slough.
- The site is full of massive trees including many large giant sequoias like the ones that the community fought to save in SE Portland.
- 11 at-risk bird species and the state listed sensitive Western Painted Turtles have been identified in this habitat complex.
- The entire site ranks as “high value” on the regional natural resources inventory.

The original proposal was bad—this new proposal makes it much, much worse. Adding these additional 57 acres of valuable wildlife habitat will add millions more to the owners’ profit, but at the expense of wildlife, habitat, and Open Space. This amendment undermines the public process. The conversion of the 57 acres to industrial use was never proposed during the multi-year comprehensive plan public process. In fact, it was proposed to be permanently protected as Open Space and natural area every step of the way and was only shifted to industrial use at the very end of the process at the behest of the landowner.

All in the name of money. I am appalled at how willing you have been as a group to sell out our city under the guise of "progress".

Shame on you if you let this happen.

Susan Hashem
4135 SE 63rd Avenue
Portland OR 97206

503-228-7944

On Thu, Apr 14, 2016 at 2:09 PM, Council Clerk – Testimony <CCTestimony@portlandoregon.gov> wrote:

Thank you for your testimony on the 2035 Comprehensive Plan Council Amendments. This message acknowledges receipt of your testimony by the Council Clerk, on behalf of the Portland City Council. You will not receive a direct response about your testimony, but your testimony is part of City Council’s legal record.

Your email should contain your full name and mailing address. If it does not, please resend with that information; without your name and mailing address, the City is not able to send you notification of the Council’s final decision, and you may not be able to appeal the Council’s final decision.

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Questions? Call the Comprehensive Plan helpline at [503-823-0195](tel:503-823-0195), Monday – Friday, 8 a.m. – 5 p.m., or send an email to pdxcompplan@portlandoregon.gov

Thanks again for your testimony. Your participation in the Comprehensive Plan Update is helping to shape the future of Portland for all residents.

City of Portland Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
www.portlandoregon.gov/bps

From: Susan Hashem [mailto:portlanddraperycompany@gmail.com]
Sent: Thursday, April 14, 2016 10:23 AM
To: Commissioner Fish <nick@portlandoregon.gov>; fish@portlandoregon.gov; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Broadmoor

Council,

I find it appalling that you are considering an amendment to Portland’s Comprehensive Plan which would convert 57 acres of valuable wildlife habitat at Broadmoor Golf Course in NE Portland to industrial use. The land is currently zoned as Open Space, meaning it is intended to preserve and enhance public and private natural, park and recreational values.

This site, as a wildlife habitat is:

- highly significant resources and functional values.”
- The site is bordered on three sides by waterways and wetlands including the Columbia Slough, the Catkin Marsh Wetlands, and a Port of Portland environmental mitigation site. This parcel contains more than a full mile of riparian habitat! Destroying this site will not only eliminate important habitat. It will leave the surrounding habitat isolated and fragmented, cutting the heart out of one of the most important wildlife complexes on the slough.
- The site is full of massive trees including many large giant sequoias like the ones that the community fought to save in SE Portland.
- 11 at-risk bird species and the state listed sensitive Western Painted Turtles have been identified in this habitat complex.
- The entire site ranks as “high value” on the regional natural resources inventory.

The original proposal was bad—this new proposal makes it much, much worse. Adding these additional 57 acres of valuable wildlife habitat will add millions more to the owners’ profit, but at the expense of wildlife, habitat, and Open Space. This amendment undermines the public process. The conversion of the 57 acres to industrial use was never proposed during the multi-year comprehensive plan public process. In fact, it was proposed to be permanently protected as Open Space and natural

area every step of the way and was only shifted to industrial use at the very end of the process at the behest of the landowner.

All in the name of money. I am appalled at how willing you have been as a group to sell out our city under the guise of "progress".

Shame on you if you let this happen.

Susan Hashem

Portland Drapery Co.
503-228-7944

--
Susan Hashem

Portland Drapery Co.
503-228-7944

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 14, 2016 2:16 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Comprehensive Plan Amendments: Broadmoor Golf Course parcel

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: Darvel T Lloyd [mailto:darvlloyd@gmail.com]
Sent: Thursday, April 14, 2016 12:09 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Comprehensive Plan Amendments: Broadmoor Golf Course parcel

Re: The 57-acre parcel at the Broadmoor Golf Course proposed rezone

I am aghast and dismayed that three City Commissioners are proposing to rezone the 57-acre parcel at the Broadmoor Golf Course

from Open Space-Industrial to just plain Industrial, only because the owner of the Golf Course wants to sell at a high price for industrial development.

Most of that parcel consists of fairways and aquatic wetland, with a large grove (and rows) of large, old trees-- both evergreens and deciduous.

There's also a natural Columbia River slough running through it from west to east.

As the Audubon Society of Portland has pointed out, this is extremely important wildlife habitat, despite being located next to the airport and extensive industrial land and highways. The open greenspace is extremely valuable and vital to humans, too, with its vital function of cooling and cleaning the air, filtering the groundwater, and dampening the very considerable surrounding noise. To say the least, the whole area is prone to flooding and vulnerable to absolute devastation when the gigantic subduction earthquake occurs.

Some day, it could be purchased by the city or Metro and become a wonderful public park, with better pedestrian access to the large NE residential area not far from its southern edge.

For the benefit of the city and surrounding communities, this parcel must remain zoned as OS—a green sanctuary within an area of private golf courses, private industry, and an international airport.

Thank you for allowing me to comment. I hope all four Commissioners and the Mayor will read this and act in the best interests of all Portlanders, not just individual businessmen and developers.

Darvel Lloyd (age 73, retired)
54 SE 74th Ave.
Portland, OR 97215-1443
503-593-2996
darvlloyd@gmail.com

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 14, 2016 2:16 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Save the open space at Broadmoor golf Course

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: Michele Kribs [mailto:michele.kribs@gmail.com]
Sent: Thursday, April 14, 2016 11:51 AM
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>
Cc: general@audubonportland.org
Subject: Save the open space at Broadmoor golf Course

Dear City of Portland,

I want to record my displeasure of the upcoming vote to up zone and destroy the Broadmoor golf course wetlands for yet another greed filled proposition.

The majority of this land is currently zoned as Open Space, meaning it is intended to preserve and enhance public and private natural park and recreational values. It is bordered on three sides by water ways and it's wetlands hold a valuable large riparian habitat. There are 22 bird species at risk here, Please vote to keep it whole.

This proposed amendment is wrong on so many fronts, the least of which is that it undermines the public process. The conversion of the 57 acres to industrial use was never proposed during the multi-year comprehensive plan public process. In fact, it was proposed to **be permanently protected** as Open Space and natural area every step of the way and was only shifted to industrial use at the very end of the process at the behest of the landowner.

These natural open spaces are becoming rarer in our city, and should be preserved so that the entire metropolitan population can enjoy this valuable and unique place. Please help us save wildlife habitat, and wetlands at Broadmoor. The owner has no legitimate expectation that this land will be upzoned. City Council is putting the property owner ahead of the public interest.

Regards

Michele Kribs

2335 NE 41st Ave

Portland, Oregon 97212

503-26-7960

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 14, 2016 2:14 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: fossil fuel reduction

Follow Up Flag: Follow up
Flag Status: Flagged

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

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

From: Helen Hays [mailto:hlhays@ccgmail.net]
Sent: Thursday, April 14, 2016 11:49 AM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: fossil fuel reduction

Dear Council Clerk,

Mayor Hales has proposed amendments to add the fossil fuel policy and climate action plan into our City's Comprehensive Plan, the long-range plan that sets the framework for the physical development of Portland. I support Mayor Hales' amendments to: reduce carbon emissions, limit fossil fuel distribution and storage facilities, and increase renewable energy.

Thank you for your attention,
Helen Logan Hays

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 14, 2016 2:14 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Preserve the wildlife habitat at Broadmoor Golf Course

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: Michael Barton [mailto:darwinsbulldog@gmail.com]
Sent: Thursday, April 14, 2016 11:29 AM
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: Preserve the wildlife habitat at Broadmoor Golf Course

As a Portland resident that values the city's spaces devoted to our local wildlife, I urge you to do what is in your power to preserve the land at Broadmoor Golf Course for wildlife rather than giving it up for development.

Thank you.

<, ><

Michael D. Barton
Portland, OR
darwinsbulldog@gmail.com
[@darwinsbulldog](#) on Twitter
Nature connection: [Exploring Portland's Natural Areas / NaturePlaySign.com](#)
History of science: [The Dispersal of Darwin / Tyndall Correspondence Project](#)

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 14, 2016 2:12 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Comp plan comment

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: Maya Jarrad [mailto:maya@350pdx.org]
Sent: Thursday, April 14, 2016 10:52 AM
To: Commissioner Fish <nick@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Comp plan comment

Hello Commissioner Fish,

I am writing to express my support for Mayor Hales' amendments to the Comprehensive Plan that:

- Reduce carbon emissions
- Limit fossil fuel distribution and storage facilities
- Increase renewable energy

These amendments are crucial to sync Portland's land use plans with our climate plans and will give the City the legal force to ensure that the Fossil Fuel Resolution, which you voted for, is implemented at all levels of City planning.

As a 25-year-old professional, I am grateful for the pragmatic approach towards transitioning to renewable energy championed by the City of Portland. Of the many accomplishments the City has made the past few years, the leadership shown by passing the Fossil Fuel Resolution is a shining star.

Sincerely,

Maya Jarrad
3414 SE 21st Ave
Portland 97202

--
Maya Jarrad
350PDX Volunteer Coordinator
maya@350pdx.org

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 14, 2016 2:11 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Amendments to City's Comprehensive Plan

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: Cathy Spofford [mailto:cspof1@gmail.com]
Sent: Thursday, April 14, 2016 10:39 AM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Amendments to City's Comprehensive Plan

Copy of email to commissioners:

Please support the amendments proposed by Mayor Hales to add the fossil fuel policy and climate action into the City's Comprehensive Plan. These amendments will help:

- Reduce carbon emissions
- Limit fossil fuel distribution and storage facilities
- Increase renewable energy

Thank you for your attention to this.

Cathy Spofford

SW Portland

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 14, 2016 2:11 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Broadmoor wildlife habitat

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: Sutree Irving [mailto:treeness1@gmail.com]
Sent: Thursday, April 14, 2016 10:35 AM
To: 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: Re: Broadmoor wildlife habitat

I'm re sending this note I sent regarding the wildlife habitat at Broadmoor yesterday because I got a message from the county clerk saying that I needed to include my full name and address, which I have now done at the bottom of the letter.

I'm writing in huge protest to a proposal I just heard about to let you know that myself and many people here in and around Portland think and feel strongly that cutting down a huge grove of local massive incense cedar trees and converting that wildlife habitat at Broadmoor Golf Course to industrial use is a really bad idea.

PLEASE DO NOT DO THIS HORRIBLE THING!

Do you know that humans are the only species on the planet that destroys our own habitat? Let's look at the wisdom of every other life form on the planet.

Sincerely,

Susan Irving
503-754-1257
4726 NE 23rd Ave

Portland, Or 97211

May you have peace and joy through out the year.

treeness1@gmail.com
www.newdirectionsforpeace.com-

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 14, 2016 2:10 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Broadmoor Golf Course

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: Sue Brantley [mailto:suebrantley@comcast.net]
Sent: Thursday, April 14, 2016 10:25 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Broadmoor Golf Course

I want to urge (actually, I want to BEG) City Council to keep Broadmoor as natural space for wildlife and not turn it to industrial land.

It's bad enough how the City is allowing builders to rip down older homes and construct huge houses that block the neighbors' sunlight and dwarf everything around them.

Please keep Portland livable by continuing to support our wild places.

Sue Brantley
4511 NE 31st Avenue
Portland, OR 97211
503 407-9677
suebrantley@comcast.net

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 14, 2016 2:08 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Broadmoor Golf Course

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: Ellen Lodine [mailto:ellen.lodine@gmail.com]
Sent: Thursday, April 14, 2016 9:41 AM
To: Commissioner Novick <novick@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Broadmoor Golf Course

Dear City Council members,

Please do not destroy the wildlife habitat that remains at Broadmoor Golf course. The loss of the Colwood area is real for our neighborhood, and the need for some old forested habitat to remain adding to the livability and of Portland is important. Too many changes at once is not prudent or necessary.

Thank you for your consideration,
Ellen Lodine

Arevalo, Nora

From: Ryan Crosby <ryancrosby@comcast.net>
Sent: Thursday, April 14, 2016 1:56 PM
To: BPS Comprehensive Plan Testimony
Subject: Fwd: Oppose approval of amendment #35 - Brummel Enterprises request for a zone change

Follow Up Flag: Follow up
Flag Status: Flagged

My name is Ryan Crosby and my husband, Eric Franklin and we own and live at 1668 SE Nehalem St. which is a property Brummel Enterprises is seeking to change from CS, R2.5 to CM2 zoning.

As an owner of the property I am strongly opposed to this zoning change. We have owned the property for nearly 12 years and lived in it for five. The area is already very congested in terms of traffic and parking. There are several streets that converge at Milwaukie and 17th, our nearby intersection, and we regularly see accidents due to heavy traffic on both those streets. Just this week there was a motorcycle accident and the rider is reported to be in serious condition. Limited parking means we often park nearly a block from our home. A 14-unit apartment a few doors up is starting construction which will add to the current congestion on an already very narrow street.

We strongly oppose a change to CM2 zoning. We value quality of life over greater density in our neighborhood; Sellwood already has greater density than many other neighborhoods. There are currently at least six significant apartment complexes under construction that will add hundreds of new residents to our neighborhood by the end of the year.

We urge you to consider quality of life, character of neighborhood, environmental concerns and serious traffic congestion and vote NO on the proposed zoning changes.

Thank you.
Ryan

--

Ryan Crosby, MSW
1670 SE Nehalem St.
Portland, OR 97202
971-212-0514

Arevalo, Nora

From: Allan Rudwick <arudwick@gmail.com>
Sent: Thursday, April 14, 2016 1:45 PM
To: BPS Comprehensive Plan Testimony
Subject: Fwd: Comp Plan Residential Map Testimony
Attachments: LU_letter_zoning_reassessment_concerns_12Apr2016.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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

From: Allan Rudwick <arudwick@gmail.com>
Date: Tue, Apr 12, 2016 at 4:54 PM
Subject: Comp Plan Residential Map Testimony
To: psc@portlandoregon.gov

< fixed date >

April 12, 2016

Planning and Sustainability Commission

1900 SW 4th Avenue, Suite 7100

Portland, OR 97201-5380

Dear Commissioners,

On behalf of the Eliot Neighborhood Association (ENA), I am writing to reaffirm that our proposal to down-zone properties in residential Eliot from R2 to R2.5 is based on the assurances that we have received about the properties not being wholly reassessed as a part of this process. It is our understanding that properties that are being down-zoned from R2 to R2.5 will be taxed as if no change has occurred. If this is not the case, The ENA is opposed to the rezoning and this effort should revert to the existing conditions for these affected properties.

If the Multnomah County cannot guarantee that the zone change from R2 to R2.5 to properties in the Eliot Neighborhood will not trigger reassessments of properties then the ENA Land Use Committee withdraws its support of the change in zoning and wishes that all of these properties would remain in the R2 zone. The

ENA is strongly opposed to wholesale reassessment and are concerned that this would cause displacement of existing residents.

Sincerely,

Allan Rudwick

Land Use Chair, Eliot Neighborhood Association

228 NE Morris St

Portland, OR 97212

copy attached as pdf if you like the hardcopy

On Tue, Apr 12, 2016 at 4:52 PM, Allan Rudwick <arudwick@gmail.com> wrote:

March 27, 2012

Planning and Sustainability Commission

1900 SW 4th Avenue, Suite 7100

Portland, OR 97201-5380

Dear Commissioners,

On behalf of the Eliot Neighborhood Association (ENA), I am writing to reaffirm that our proposal to down-zone properties in residential Eliot from R2 to R2.5 is based on the assurances that we have received about the properties not being wholly reassessed as a part of this process. It is our understanding that properties that are being down-zoned from R2 to R2.5 will be taxed as if no change has occurred. If this is not the

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Sincerely,

Allan Rudwick

Land Use Chair, Eliot Neighborhood Association

228 NE Morris St

Portland, OR 97212

copy attached as pdf if you like the hardcopy

--
Allan Rudwick
(503) 703-3910

--
Allan Rudwick
(503) 703-3910

--
Allan Rudwick
(503) 703-3910



April 12, 2016

Planning and Sustainability Commission
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201-5380

Dear Commissioners,

On behalf of the Eliot Neighborhood Association (ENA), I am writing to reaffirm that our proposal to down-zone properties in residential Eliot from R2 to R2.5 is based on the assurances that we have received about the properties not being wholly reassessed as a part of this process. It is our understanding that properties that are being down-zoned from R2 to R2.5 will be taxed as if no change has occurred. If this is not the case, The ENA is opposed to the rezoning and this effort should revert to the existing conditions for these affected properties.

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Sincerely,

Allan Rudwick
Land Use Chair, Eliot Neighborhood Association
228 NE Morris St
Portland, OR 97212

TO: PORTLAND CITY COUNCIL

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

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

RE: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

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

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

Hundreds of Multnomah residents and taxpayers, the Multnomah Neighborhood Association, and Southwest Neighborhoods Inc. have all requested that the City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan. If the Village is designated a Neighborhood Center with a ½-mile radius, it will overlap with the boundaries of the two adjacent Town Centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development within a quarter mile of these designated centers will overlap with Multnomah and leave little room for the existing single family homes as redevelopment continues to occur. The Neighborhood Corridor designation better fits the design and character of the Village and is more in keeping with the semi-rural character of the neighborhood.

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

Please add this to the record.

Thank you,

Kimberly Stevens

7611 SW 31st Avenue, Portland, OR 97219

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

Appendix A

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

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

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 12:47 PM
To: Kyle Gernhart
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Eastmoreland Zoning - Amendment M74

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Kyle,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard **tonight Thursday April 14th, 6pm-8pm** at the Portland Building Auditorium and 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: Kyle Gernhart [mailto:kylegernhart@yahoo.com]
Sent: Thursday, April 14, 2016 8:10 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>
Subject: Eastmoreland Zoning - Amendment M74

Hello,

My name is Kyle, and I have written a short testimony for the City Council members of Portland concerning Amendment M74. I may not get to speak in City Hall tonight, but I would like to share my thoughts in support of the zoning of Eastmoreland as R7.

Thank you for your time,

(←)

(←)

(←)

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 12:45 PM
To: McDonald, Jeffrey S (PORTLAND)
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Amendment M74 to the Portland Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jeffrey,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: McDonald, Jeffrey S (PORTLAND) [<mailto:jeffrey.mcdonald@merck.com>]
Sent: Thursday, April 14, 2016 8:34 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>
Cc: cputestimony@portlandoregon.gov
Subject: Amendment M74 to the Portland Comprehensive Plan

Name: Jeff McDonald
Address: 3726 SE Carlton Street Portland, Oregon 97202

The purpose of this email testimony is to oppose the dividing of Eastmoreland neighborhood into two different residential land zones. As a resident of the neighborhood, over the last 13 years, I strongly support unity rather than division as we plan for our neighborhood's future. History is an important part of our community and our values. I reside across from the the original Eastmoreland estate as well as the corresponding carriage house. From my living

room, I view the three giant spruce trees that were recently saved by members of this neighborhood. I will always consider myself part of this community, but request your help in the long term future. If the neighborhood does move to R7 zoning, please include the entire neighborhood. Based upon my understanding of the current proposal, the boundaries only just include both the residences of Portland's Mayor and our US Senator. I am neither Mayor nor Senator, but I am part of this community.

Thank you for the consideration. - Jeff McDonald

Sent from my iPad

Notice: This e-mail message, together with any attachments, contains information of Merck & Co., Inc. (2000 Galloping Hill Road, Kenilworth, New Jersey, USA 07033), and/or its affiliates Direct contact information for affiliates is available at <http://www.merck.com/contact/contacts.html>) that may be confidential, proprietary copyrighted and/or legally privileged. It is intended solely for the use of the individual or entity named on this message. If you are not the intended recipient, and have received this message in error, please notify us immediately by reply e-mail and then delete it from your system.

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 12:44 PM
To: Lenny Dee
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Comp Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Lenny,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Lenny Dee [<mailto:ldeepdx@yahoo.com>]
Sent: Thursday, April 14, 2016 8:39 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Comp Plan

Hi Mayor Hales,

I support your amendments to the Comp Plan that reduce carbon emission, limit fossil fuel distribution and storage facilities, and increase renewable energy.

Kind Regards

Lenny Dee

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 12:43 PM
To: Sandra
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Wildlife Habitat at Broadmoore Golf Course

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sandra,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Sandra [mailto:sbcress@aol.com]
Sent: Thursday, April 14, 2016 8:43 AM
To: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>;
Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Hales,
Mayor <mayorcharliehales@portlandoregon.gov>; cctestimony@portlandoregon.gov
Subject: Wildlife Habitat at Broadmoore Golf Course

I am writing as a concerned Portland citizen and homeowner -

I have been shocked and horrified at the land-grab that the City of Portland is trying to execute - to convert designated wildlife habitat into an industrial zone. I am stunned and so very disappointed. This is absolutely against the principles for which Portland and Oregon stand - and will impact the liveability of Portland, which we all treasure.

When it's gone, it's gone.

This is just not acceptable, and believe me, as an active and involved voter, if this passes, I will work very hard to ensure that there is a brand new city commissioners and mayor sitting in your seats. Dan, I have been a fan of yours for years, and this is a HUGE offense and disappointment.

Sadly,

Sandra (and Doug) Cress
3215 SE Salmon St.

Arevalo, Nora

From: Jack Loacker <jrloacker@gmail.com>
Sent: Thursday, April 14, 2016 12:18 PM
To: BPS Comprehensive Plan Testimony; Frederiksen, Joan; Hales, Mayor; Commissioner Fish; Commissioner Fritz; Commissioner Novick; Commissioner Saltzman
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Carolynn D. Loacker
John R. Loacker
6135 S.W. Mill Sreet
Portland, OR 97221

April 14, 2016

Comprehensive Plan Testimony c/o Council Clerk

Via email to cputestimony@portlandoregon.gov;
joan.frederiksen@portlandoregon.gov; mayorhales@portlandoregon.gov; Nick@portlandoregon.gov;
amanda@portlandoregon.gov; novick@portlandoregon.gov; dan@portlandoregon.gov

.E: Zoning Change Amendment #Item #N 18 - 6141 S.W. Canyon Court (R326896)

City Council Members,

The property located at 6141 S.W. Canyon Court is currently zoned as R20 residential, permitting two residences. The owner has now requested that this property be rezoned as R5 allowing multiple dwellings through Commissioner Novick in the form of an amendment to the City of Portland Comprehensive Plan. We strongly object to this approach to a zoning change without further review and consideration by the Bureau of Planning and Sustainability.

We believe this approach is an "end run" by the property owner who's previous proposal for a zone change was considered and turned down by the Bureau of Planning and Sustainability.

We are concerned about the impact of increased density and the impact on neighborhood infrastructure in light of the recently approved development of 244 apartment directly to the west of this property that will impact the traffic along Canyon Court, a dead end street with no outlet.

We are 100% against this rezoning request

Sincerely,

Carolynn and John Loacker

Arevalo, Nora

From: Jay Withgott <withgott@comcast.net>
Sent: Thursday, April 14, 2016 12:09 PM
To: Council Clerk – Testimony; BPS Comprehensive Plan Testimony; Moore-Love, Karla; Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman
Subject: Testimony-Comp Plan- Oppose M33 re: Broadmoor Golf Course rezoning
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mayor Hales and Portland City Councilors --

We urge your opposition to Comp Plan Amendment M33, which stands out as a rather shocking proposition against the public interest. This amendment targets a 57-acre swath of land along the Columbia Slough that is zoned as open space and provides valuable wildlife habitat. Part of the Broadmoor Golf Course acreage, it would make a wonderful location for a future public park -- a lush waterside area that could provide vital park access to underserved city residents of North Portland.

Amendment M33 would convert this area to industrial use -- inexplicably, since other areas that are landlocked, closer to the airport, or along major roads would seem to be better for industry and of lesser value for citizens seeking access to nature.

The Broadmoor land in question is in a designated environmental overlay, borders wetlands and waterways, includes huge trees and over a mile of riparian habitat, and is home to multiple sensitive species. Converting the area from open space to industrial zoning makes no sense. It would be a needless gift to the property owner; would fragment habitat and corridors, impoverishing wildlife in the area; and would forever throw away a future potential park site for the citizens of Portland.

Moreover, this land was never before proposed for industrial conversion, but throughout the Comp Plan process had been proposed as open space. Amendment M33 thus appears to be a last-minute giveaway to the private property owner, at the clear expense of the public. This erodes confidence in the public process.

We very strongly urge you to withdraw Amendment M33 or to vote against it.

Jay Withgott and Susan Masta
7515 SW 34th Ave.
Portland, OR 97219
withgott@comcast.net

Arevalo, Nora

From: Dave <djursik@comcast.net>
Sent: Thursday, April 14, 2016 12:02 PM
To: BPS Comprehensive Plan Testimony; msyorhales@portlandoregon.gov
Cc: McCullough, Robert
Subject: Amendment M74

Follow Up Flag: Follow up
Flag Status: Flagged

I support the ENA's requested zoning change for Eastmoreland to R7. Simply, it reflects the character of the neighborhood as defined by the current housing stock that was largely build between 1920 and 1940. The boundaries for this change should include the homes south of Crystal Springs and bordering Johnson Creek, starting with address 3612 and going west, several of which have lots nearing 1 acre in size.

While it is evident in many cities across the country, older homes can be expanded or replaced and not everyone is happy with the result. However, the requested zoning change will ensure that "one house on one lot", which is generally the way the neighborhood was platted and built, will be maintained. This will not prevent the removal of smaller homes and their replacement with larger ones, but it will prevent lot splitting which in very few cases has resulted in an improvement to the livability of the neighborhood. Consideration should be given to defining appropriate density in appropriate locations with deference provided to the wishes expressed by the various neighborhoods in the city. Change is inevitable, but it should be accomplished through a process that engages Portlanders in a way that ensures and improves the vitality of our neighborhoods. That's what keeps people in the city, paying some of the highest property taxes in the State.

Arevalo, Nora

From: Ken Whaler <kwhaler@gmail.com>
Sent: Thursday, April 14, 2016 12:00 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Novick; Commissioner Fish; Commissioner Saltzman; Commissioner Fritz; Catherine Nikolovski
Subject: Data and Development are Indivisible

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Commissioners,

Equal access to information is vital for Portland's flourishing tech fields. With competitive pressures from WA and CA,

information access

is a vital element for sustained growth and benefit for all Oregonians.

I

AM PROUD to live in a city that supports equal access to information for everyone!

We deserve a 21st Century Plan rooted in the values of digital equity, and I urge you to stand up for Portland's commitment to inclusion and a transparent governing process.

Please keep the open data proposal for Policy 2.11 intact!

Sincerely,
Ken

Date: APRIL 12, 2016

DUPLICATE 04-14-16 AM 11:14

To Whom It May Concern,

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

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

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

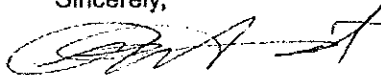
To state biking on the Springwater Corridor Trail is a mitigating factor is also an overstatement. Based on City Transportation Bureau data on bicycle count locations in 2014 during weekday peak times, this trail had approximately 1,400 to 2,160 people from the entire Sellwood-Moreland and nearby neighborhoods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

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

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

- Many residents throughout this area frequently protest the removal of the old homes. The historically significant homes on Sherrett st. (many over 100 years old) add to the character of Sellwood and any reduction by demolition would diminish that fact.
- Per their previous written testimony to the Bureau of Planning, Brummell Enterprises intends to create a "south gateway node into Portland" on 17th& SE Sherrett St. This would enable them to demolish existing renter occupied homes. However, Sherrett St. is a very narrow street that borders Sellwood Middle School with abundant traffic and parking issues as it is. In fact, because of its narrowness, Sherrett St. has signs on it placed by the city to not allow large trucks to travel on it. They simply do not need to destroy any more homes, damage gardens, create parking problems and reduce livability for their stated "opportunities". Also the city recently designated the intersection of 13th& Tacoma as a historic node – this is a far more appropriate gateway location to the south side of the Sellwood-Moreland neighborhood.
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Sincerely,

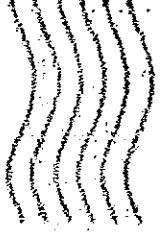


Name PATRICIA A. IHNAT

Address 2417 NE 10TH AVE.

PORTLAND, OR 97212

2417 NE 10TH AVE.
PORTLAND, OR 97212

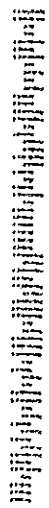


PORTLAND OR OR

12 APR 2005 PM 1:1

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

97204150021



Date: April 11, 2016

To Whom It May Concern,

This document serves as a written testimony to ask that the mayor and city council to NOT approve the Comprehensive Plan proposed amendment #M35 and deny the request of Brummell Enterprises for a change to the zoning stipulated for the properties located at 1623, 1624, 1626, 1653, 1663, 1674, and 1735 SE Sherrett St. Brummell Enterprises (headquartered 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:

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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).

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Sincerely, *Nena Baker*

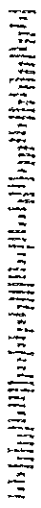
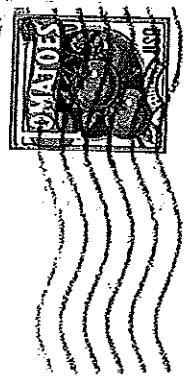
Name *Nena Baker*

2417 NE 10th Ave.

Address *Portland, OR 97212*

*N. Drake
2417 NE 102nd Ave.
Portland OR 97212*

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



97204190021

Date: 4/11, 2016

ORD 1705 04/14/16 AM 11:49

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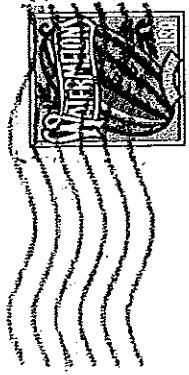
Gary M. Quinn

Name

Gary M. QUINN

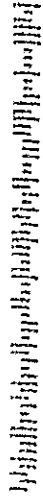
Address

*1700 S.E. Ladd Ave
Portland, OR. 97214
G47Q@AOL.com*



PORTLAND OR 970
12 APR 2016 PM 5:1

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

97204190021 

4/11/2016

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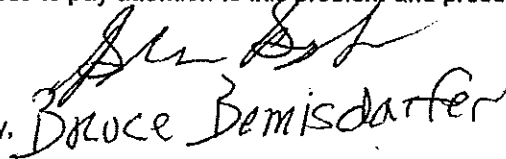
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Sincerely,


Bruce Bemisdarter

Name

1201 SW 17th #616

Portland, OR 97205

Address

*Semichoff
1202 SW 4th Ave #616
Portland, OR 97205*

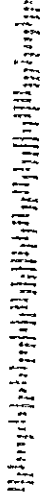


PORTLAND, OR 97205

12 APR 2015 PM 5 L

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

97204190021



Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 11:51 AM
To: liane owen
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Proposed Amendment M33 - Against

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Liane,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: liane owen [mailto:equinoxpdx@gmail.com]
Sent: Thursday, April 14, 2016 2:09 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>
Subject: Proposed Amendment M33 - Against

Mayor Hales,

I implore you NOT to pass proposed amendment M33 to rezone 57 acres of the Broadmoor Golf course from Open Zone to Prime Industrial.

I am a resident of this area, it is a wildlife corridor and rich riparian environment that the City has consistently promised (see 2012 Land Purchase) to protect and restore. This amendment has been added late in the process, without adequate public notice and review, seemingly driven by narrow and private financial interests.

I beg you to visit this area, it is populated by dozens of wetland species, and is a migratory bird corridor, ranked by the City as "high value" on its Regional Natural Resources Inventory. *Not* to be mixed up with high value to developers.

If you pass this amendment, you are giving lie to your past commitments and significant financial investments of Public funds to protect and restore the Columbia Slough.

Sincerely,

Liane Owen
6235 NE 30th Avenue
Portland, OR 97211

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 11:50 AM
To: bsallinger@audubonportland.org
Cc: BPS Comprehensive Plan Testimony
Subject: FW: Audubon Comments on Comprehensive Plan Amendments
Attachments: April 14, 2016 Audubon Comments on Comprehensive Plan Amendments.docx

Follow Up Flag: Follow up
Flag Status: Flagged

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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: Bob Sallinger [mailto:bsallinger@audubonportland.org]
Sent: Thursday, April 14, 2016 12:38 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>
Cc: Alpert, Josh <Josh.Alpert@portlandoregon.gov>; Schmanski, Sonia <Sonia.Schmanski@portlandoregon.gov>; Finn, Brendan <Brendan.Finn@portlandoregon.gov>; Blackwood, Jim <Jim.Blackwood@portlandoregon.gov>; Grumm, Matt <Matt.Grumm@portlandoregon.gov>; Micah Meskel <mmeskel@audubonportland.org>; Zehnder, Joe <Joe.Zehnder@portlandoregon.gov>; Anderson, Susan <Susan.Anderson@portlandoregon.gov>; Dunphy, Jamie <jamie.dunphy@portlandoregon.gov>
subject: Audubon Comments on Comprehensive Plan Amendments

Dear Mayor Hales and Portland City Council,

Please accept the attached comments from the Audubon Society of Portland regarding the Comp Plan Proposed Amendments.

Thank you for your consideration of these comments.

Bob Sallinger
Conservation Director
Audubon Society of Portland



April 13, 2016

Dear Mayor Hales and Members of City Council,

On behalf of the Audubon Society of Portland, I would like to submit the following comments on the proposed Comprehensive Plan Amendments.

Oppose Amendment M33: Designation of 57 acres of wildlife habitat at Broadmoor Golf Course as Industrial Sanctuary: We strongly oppose Amendment #34 which would add an industrial sanctuary designation to 57 acres of high value wildlife habitat at Broadmoor Golf Course. Audubon participated in multiple Comprehensive Plan Committees including the Watershed Health PEG and the Industrial Lands/Watershed Health PEG which extensively discussed future uses of Broadmoor Golf Course. Throughout the entire process, the City repeatedly assured participants that, while it would consider converting lower value habitat frontage along Columbia Blvd to industrial use, it was committed to permanently protecting the rest of the golf course as openspace and wildlife habitat. Never once during this multi-year effort did the City indicate that high value habitat at the Golf Course would be consider for conversion to industrial use. To the contrary, the City repeatedly represented the conversion of the frontage as a trade-off that would ensure that the rest of the parcel would be permanently retained as open space, similar to the deal that was cut at Colwood Golf Course to the east. While we do not support conversion of any openspace at this site to industrial use, we chose not to actively and aggressively oppose the conversion of the frontage along Columbia based on the clear understanding that the City was committed to permanently protecting habitat and openspace throughout the rest of the parcel. The decision to convert an additional 57 acres of high value habitat through the amendment process fundamentally breaks faith with that extensive public process.

The additional 57 acres that are now being proposed for conversion to industrial use occur on the northern portion of the golf course, away from Columbia Blvd and inaccessible from the current road grid. The entire 57 acres are ranked as high value habitat in the City's most recent Natural Resource Inventory and the majority of the site is currently covered by an environmental overlay. The site is surrounded on three sides by wetlands including the Columbia Slough to the south and City owned Catkin Marsh to the north. In total, the site includes more than 6,000 linear feet of riparian habitat. The City has spent millions of public dollars restoring the Slough and Catkin Marsh and the conversion of these 57 acres would destroy the connectivity between these sites, leave them isolated from each other, and significantly reduce their natural resource functionality. One of the most important features

of urban natural areas in terms of functionality is their size---this amendment would take one of the most significant large natural areas along the slough and reduce it to three small isolated fragments.

The site has been documented to provide habitat for 11 at-risk bird species as well as state listed "sensitive" western painted turtles. This site is also full of dozens of very large, beautiful trees and hundreds of smaller trees that would be eliminated by development. The amendment makes a mockery of the City's professed concern for protecting big trees.

Finally, conversion of these 57 acres is not necessary to meet industrial land demand. BPS staff have confirmed that this conversion would add to a surplus of industrial land that now exists in the proposed comprehensive plan. The property owner was already going to reap a significant financial windfall from the conversion of the frontage at Broadmoor. Converting an additional 57 acres of high value habitat puts the owner's excessive profits ahead of the interests of the community and the environment.

Put simply, this is a site that should never have been given consideration for conversion. We are deeply troubled that the city is considering converting any openspace at all to industrial use, but the conversion of these 57 acres demonstrates a complete and total disregard for the value wildlife habitat, openspace, water quality and community livability. We urge council in the strongest possible terms to reject this amendment.

Oppose: Amendment to Transportation System Plan to add Hayden Island Bridge from Expo Center to Hayden Island: This bridge, estimated to cost \$80 million, but in all reality likely to cost far more, would terminate in high value wildlife habitat on West Hayden Island causing extensive habitat destruction, habitat fragmentation, loss of shallow water habitat for listed salmonid species, noise and pollution. It would also require an extensive road through high value West Hayden Island habitat in order to connect with development on East Hayden Island, resulting in even more natural resource destruction and introducing potentially destructive activities into the natural area that have not been discussed or considered as part of the Comprehensive Plan process. Given that the Economic Opportunity Analysis and Comprehensive Plan no longer includes development on any portion of West Hayden Island as part of the industrial land supply or for any other purpose, it is completely inappropriate to locate a bridge and road in this high value natural area. It is deeply surprising and disappointing, after all the work that has been done discussing West Hayden Island, and which resulted in a clear decision to remove this parcel entirely from the industrial lands inventory, that the City would now add back into the TSP a major development proposal (bridge and road) without any discussion or analysis what-so-ever of the potential impacts. The City and Port have repeatedly indicated that the only justification for a bridge to West Hayden Island would be to support industrial development on that parcel. In recent years, the Port has indicated that even with development on West Hayden Island, a bridge still would not pencil out. If the City's goal is to service West Hayden Island, then any new bridge that is needed should connect directly to East Hayden Island. We are hard pressed to understand why the City would frivolously and irresponsibly add as a last minute amendment, an \$80 million bridge that was only ever proposed to service a facility that will not be built and which would severely degrade one of the city's most valuable wildlife areas. We urge the City to remove this amendment to the TSP.

Oppose: Amendment S18 to retain single-dwelling 10,000 rather than down-designation to single-dwelling 20,000. We believe this amendment is at odds with the city's commitment and obligation to prevent unsafe development on steep slopes with high risk of landslides. In this case, the property in question is a large site of more than 12 acres that is significantly constrained. The property is largely

comprised of forested slopes >25% with poorly infiltrating soils. Several streams/drainageways traverse the property, as do historical landslide deposits, landslide scarps and scarp flanks, and liquefaction zones. The property is ranked moderate-high for earthquake hazard and earthquake related landslide hazard. Nearly the entire property is within the environmental protection or environmental conservation overlay zone. The property is within the City's potential landslide and wildfire hazard zones, and experiences long emergency response times. There are no City of Portland storm-only sewers available to this property. Future development would necessitate removal of trees that intercept rainfall and maintain slope stability, and result in additional stormwater runoff to vulnerable onsite drainage ways from new buildings and substantial required road and sidewalk improvements. There is no water main in SW Humphrey at the site of the proposed development.

Put simply, intensive development on this property is an accident waiting to happen and will seriously erode important natural resource values. Reducing future development potential in this area is important to meet Comprehensive Plan goals and policies for public health and safety, resilience to natural hazards and climate change, urban forest management, and protection of natural resources. We urge you to reject this amendment.

Changes to the Economic Opportunities Analysis: Audubon is greatly concerned about the decision to shift from the low scenario to the medium scenario in the marine cargo forecast. As the analysis notes, this change is occurring based on the Port of Portland's testimony to City Council at the final Comprehensive Plan hearing in January 2016 in which it suddenly revealed that it possessed "substantially expanded capacity for cargo growth" at its existing facilities (ie without relying on development at West Hayden Island.) While we are pleased to hear that the Port has admitted that it has greater cargo capacity at existing facilities than previously revealed and does not need West Hayden Island to meet that demand, something that we have suspected was in fact the case, it is deeply troubling that the Port waited literally until the very final hearing of a multi-year process to reveal this information. The Port not only denied that this capacity existed throughout the multi-year process to develop the Comprehensive Plan, but also through multiple other river related public processes including two recent West Hayden Island processes and the North Reach River Plan process. Additionally, the Port not only denied the existence of this capacity, it also consistently and aggressively asserted that this capacity could not be achieved through redevelopment, reconfiguration, land assembly or any other strategy, save one: development of West Hayden Island.

The Port's last minute revelation regarding increased capacity, calls into question why this information was not revealed sooner. A dramatic increase in marine cargo capacity is not something that is suddenly discovered looking behind a building or a tree. It is the product of years of careful planning and deliberate development and it something that the Port has to know about long before it was revealed in this instance. Given the degree to which the City and private consultants have previously validated the Port's denials of this capacity or even the potential to create this capacity, the City needs to take a hard look at how it assesses industrial land capacity. The process as it currently stands is far too reliant on proprietary information, unverified information provided by corporate entities with a vested interest in the outcome, subjective interviews with industrial property owners, and the review of a handful of consultants that move back and forth between working for the City and working with industrial land owners they are supposed to objectively assess. The process tends to exclude truly independent experts

and non-industrial and community stakeholders. Put simply, the current process for assessing industrial land capacity lacks credibility, reliability, transparency and it rife with conflict of interest.

While we are pleased to hear the Port admit that it has capacity and does not need West Hayden Island, we are concerned that failure to disclose this information previously undermined the integrity of multiple public processes. We are also concerned that the EOA, a highly complex multi-volume analysis, that has previously undergone rigorous review and comment, is now being significantly modified at literally the last minute with nominal rigor and review. This appears to us to be a recipe for error and unintended consequences. As a stakeholder which has invested tremendous time and resources in working on industrial land and natural resource issues in Portland Harbor, it is difficult to know exactly how to respond to a last minute revelation of this magnitude. We would however, like to capture three points that we think are critical to moving forward:

- 1) The Port has stated explicitly that it has adequate capacity at its existing facilities to meet the midrange forecast without necessitating development on West Hayden Island.
- 2) West Hayden Island was not included in the Comp Plan industrial land inventory in either the prior EOA (which used a low forecast) or the Revise EOA (which uses a midrange forecast.) Should the last minute changes to the EOA result in unintended or unanticipated challenges, errors, omissions, etc. we want to make sure that it is clearly on the record that under the current or previous version of the EOA or under the low or midrange forecast is West Hayden Island included in the industrial land inventory or expected to be needed for industrial development during the life of this Comp Plan.
- 3) We urge the City to take a systemic look at how it conducts industrial land capacity and demand analyses. A change of this magnitude so late in the process indicates that a much higher level of rigor, transparency and credible independent validation needs to be incorporated into these processes.

Audubon greatly appreciates your consideration of these comments.

Respectfully,



Bob Sallinger
Conservation Director
Audubon Society of Portland

Arevalo, Nora

From: Jay Withgott <withgott@comcast.net>
Sent: Thursday, April 14, 2016 11:24 AM
To: Council Clerk – Testimony; BPS Comprehensive Plan Testimony; Moore-Love, Karla; Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman
Cc: City Auditor Griffin-Valade; Anderson, Susan; jim.rue@state.or.us; mnalandusecommittee@gmail.com
Subject: Testimony - Comp Plan - Opposing Amendment P45

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mayor Hales and Portland City Councilors --

This is to voice our opposition to Comp Plan Amendment P45 (New Policy after 5.5; Middle Housing...).

As longtime residents of Multnomah Village, we continue to feel that our neighborhood is under threat from ill-planned development. Many hundreds of Multnomah Village residents have pleaded with Council not to designate our neighborhood as a Neighborhood Center, but to make it instead a Neighborhood Corridor. We repeat this plea. Now, Amendment P45 would appear to enable the wholesale conversion of the entire neighborhood from single-family housing to apartments across a diameter of half a mile. Until we receive a designation of Neighborhood Corridor for our own neighborhood, we feel we must oppose policies such as Amendment P45, which could fundamentally alter the very nature of the place we live.

We are not arguing against density; we support urban growth boundaries and the infill they require. Past apartment development in Multnomah Village has largely been done well. However, we now confront new 4-story buildings being rammed through against the neighborhood's wishes, and the lack of parking is already causing cars to sprawl along once-peaceful residential streets. At the same time, small affordable single-family homes are being demolished and replaced by 'McMansions' that consume entire lots, destroy trees and gardens, and tower over their neighbors. Working families and the middle class are being pushed out while the character of the neighborhood that drew us here is being lost forever.

Amendment P45 is not the answer. Instead, you can encourage responsible infill in Multnomah Village and similar neighborhoods by:

- (1) Discouraging demolitions of affordable small homes -- now, before it is too late!
- (2) Mandating that new development include enough parking so there is no increase in on-street congestion.
- (3) Making Multnomah Village a Neighborhood Corridor rather than a Neighborhood Center.
- (4) Amending zoning proposals by zoning central Multnomah Village as CM1(d), not CM2.

Thank you very much for your work with Portland's Comprehensive Plan. We encourage you to listen to citizens and uphold the elements of the Plan that promote natural resource protection, environmental health, and the careful regulation of development.

Jay Withgott and Susan Masta
7515 SW 34th Ave.
Portland, OR 97219
withgott@comcast.net

Arevalo, Nora

From: Dan Casey <djcpx@msn.com>
Sent: Thursday, April 14, 2016 11:13 AM
To: BPS Comprehensive Plan Testimony
Cc: McCullough, Robert; Hales, Mayor; Commissioner Novick; Commissioner Fritz; Commissioner Saltzman; Commissioner Fish
Subject: Amendment M74 to the Portland Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I am an Eastmoreland resident who lives on SE Henry Street between SE 36th Ave and SE Cesar Chavez Blvd. I support rezoning Eastmoreland to R7, but I would like the remainder of the neighborhood, east of SE 36th, also rezoned to R7, including my street, SE Henry. This is a beautiful and historic neighborhood, and it should be preserved and protected *in its entirety* from the unchecked demolition of affordable, single family homes in favor of over-priced McMansions that fill up entire lots.

Thank you,

Daniel J. Casey
750 SE Henry Street
Portland, OR 97202
503-228-3046

Arevalo, Nora

From: TC Haddad <tchaddad@gmail.com>
Sent: Thursday, April 14, 2016 11:06 AM
To: BPS Comprehensive Plan Testimony
Subject: Land Use Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Council,

I submitted the below testimony via the Portland Map App, and was requested to also submit it directly to you, and so I am doing so now,

sincerely,

Tanya Haddad

----- fwd----- >>

Dear commissioners,

I am submitting this testimony to formally request that my current R2 zoning be left in place, rather than be changed to the proposed R5. My reasoning for this request relates to the current status of the parcel immediately adjacent to the east (8705 SE 13th Street), which is in the process of developing into a 5 story apartment building. This change, and the proposal of R1 on the neighboring 2 blocks of 13th street, causes me to think it is not unreasonable for my parcel to develop at R2 density within the time frame of the proposed comprehensive plan, and I would like to preserve this option. I also believe this request is compatible with desires for overall increases in density within the UGB over time. Many thanks for your time,

*Tanya Haddad 1216 SE Marion Street, Portland, OR 97202
503-475-7833*

Arevalo, Nora

From: Linda Girard <linda.girard45@gmail.com>
Sent: Thursday, April 14, 2016 10:49 AM
To: BPS Comprehensive Plan Testimony
Subject: Re: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Full name and mailing address for the accompanying email which was just sent:

Linda Girard
3108 SE Claybourne
Portland, OR 97202

On Thu, Apr 14, 2016 at 10:41 AM, Linda Girard <linda.girard45@gmail.com> wrote:

I am writing in support of amendment M74 which would **maintain existing lot sizes in Eastmoreland!**

As a 40 year resident of Eastmoreland I feel it is critical to maintain the R7 zoning to support the livability, architectural heritage, and urban canopy of the neighborhood. I believe the term is "truth in zoning" which is changing the zone to match the reality. For some reason, the Bureau of planning staff decided to oppose this request while supporting almost all other R7 requests including our neighbor, the Reed neighborhood.

Please support us in this request.

Regards,
Linda Girard

April 14, 2016

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

I urge you NOT to adopt Proposed Amendment M#33 (Broadmoor) to the new Comprehensive Plan. I oppose this amendment for the following reasons:

The amendment proposed to rezone 57 acres of high quality habitat on the Broadmoor Golf Course, including 38 acres that have an e-zone overlay. This property, currently zoned Open Space, would lose virtually all of its habitat value if it is developed, especially if it is developed for an industrial use. Such development would also have severe impacts on the adjacent city-owned wetlands, and a nearby Port of Portland mitigation site.

It's my understanding that the analysis by the Industrial Health and Watershed Health Work Group found that the job potential of the site does NOT justify the investment in infrastructure that would be needed to develop the property as industrial land -- including not one, but two, bridges over the Columbia Slough. This parcel is better suited as open space and habitat than industrial land.

Just because the owner of the property requests the zone change is not sufficient reason to make the change.

I urge you to vote against or withdraw Proposed Amendment M#33 (Broadmoor).

Sincerely,



Linda Robinson
1115 NE 135th Ave
Portland, OR 97230

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

Arevalo, Nora

From: Jim <jim@slhdesign.com>
Sent: Thursday, April 14, 2016 10:41 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony Council Amendments SW 25th Ave

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sirs:

The Draft Council Amendments item B-92 include requests for zoning for 10040-10048 SW 25th Ave, but did not mention our request of January 7, 2016 for the same R-10 zoning for 10500-10626 SW 25th Ave, just down the street.

Please correct this oversight and include our properties in the R-10 zone as well.

The lots immediately to the south have already been developed with 5-6 houses per acre, and now lots to the north are being designated R-10. It would be highly inconsistent and would reduce value of our lots that are in between the other developments to reduce density by one-half.

The argument of inadequate transportation options is bogus as we have access to SW Barbur Boulevard with frequent bus service and a transit mall. We do ride tri-met to come downtown.

Thanks for your consideration.

James R. Harries – PE
10500 SW 25th Ave
Portland, OR 97219
503-246-5574 or 503-709-9123 cell

Arevalo, Nora

From: Rinta, Maya
Sent: Thursday, April 14, 2016 10:33 AM
To: BPS Comprehensive Plan Testimony
Cc: Parsons, Susan; Pat O'Shea
Subject: FW: My personal letter regarding Comp Plan amendment for properties at SW Terwilliger and Lower Boones Ferry.
Attachments: Letter to City Council 41416.pdf; ATT00001.htm
Follow Up Flag: Follow up
Flag Status: Flagged

FWD

Maya Rinta

Deputy Auditor | Office of the City Auditor
The City of Portland, Oregon
1221 SW 4th Avenue, Room 130
Portland, OR 97204-1987
T: (503) 823.4717
F: (503) 823.4571
maya.rinta@portlandoregon.gov

From: Pat O'Shea [mailto:coyotesbrother@comcast.net]
Sent: Thursday, April 14, 2016 10:23 AM
To: Rinta, Maya <Maya.Rinta@portlandoregon.gov>
Subject: My personal letter regarding Comp Plan amendment for properties at SW Terwilliger and Lower Boones Ferry.

Hello there, please direct my attached letter to the mayor and city commissioners regarding the Comp Plan amendment for properties at SW Terwilliger and Lower Boones Ferry. I would appreciate it if you would please confirm that this has been received by the council.

Thank you.

Pat O'Shea

coyotesbrother@comcast.net

Dear Mayor and Commissioners,

4/14/16

I live in the Collins View Neighborhood, ¼ mile south of the intersection of SW Terwilliger Blvd. & Boones Ferry Rd. I have two main objections and concerns which I would like to be addressed, regarding the Proposed Comprehensive Plan Map Amendment: Lewis & Clark College property at Lower Boones Ferry and SW Terwilliger.

1. I do not know all the details of how it came about that the Lewis & Clark's amendment was allowed to be included at the last minute, but it seems this was **NOT** done in accordance with the GOALS AND POLICIES of the COMPREHENSIVE PLAN. From what I understand, it seems there is foul play at hand, and the wishes and opinions of the Neighborhood Association are being ignored and discounted by a system that was set up to include and protect the residents in the neighborhood. It is being said that one of the Commissioners, Dan Satzman, is in cahoots with Lewis & Clark's trickery, to pull the wool over our eyes, and get away with something that is clearly harmful to the neighborhood. How, in good conscious, can this be allowed?
2. You have the facts, I am not going to repeat them here. I will just say, from personal experience, the traffic at the intersection of Boones Ferry & SW Terwilliger, where these properties are located, has become increasingly worse every year, over the past 10 years. There is frequently a 10-15 minute back-up during the hours between 7AM-10Am, and 4PM-7PM. It has been agreed upon by city officials and the Neighborhood Association in past discussions that adding multi-house units (dorms, apartments, etc) on these properties is not feasible, given the traffic is already at its limit. We need a plan that is going to make this intersection less congested, not worse. Why would you allow such a thing to happen when this would be a dangerous and harmful act?

Please consider my objections and take action to restore my trust in City Council by correcting this mistake. Please, do not allow this amendment to be included into the Comprehensive Plan.

Thank you,
Pat O'Shea
310 SW Maricara St.
Portland, Or 97219

Arevalo, Nora

From: Jason Karl <jkarlpdx@yahoo.com>
Sent: Thursday, April 14, 2016 10:10 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Hello. My name is Jason Karl and I am a Sellwood resident.

I am writing in hopes of blocking the request to make changes in zoning in the Sellwood neighborhood.

I am all for growth and improvement, however There are many opportunities for new construction to happen on main streets, such as SE 17th or Tacoma(which have already begun). To change zoning in a residential areas such as Sherrett Street, Harney, Nehalem, Spokane or Clatsap will cause many traffic and parking issues that seem to be growing at a very high rate in Portland. If passed this new zoning will change the are for the worse, not for the better. There is already poor parking options being created and the congestion this attempted change will create will only affect Sellwood/Moreland in a negative direction. Please do not let this happen! There is a reason the area was voted by Sunset magazine as one of the best in city neighborhoods.

I oppose the approval of amendment #M35-Brummell Enterprises request for zone change.

Jason Karl
1346 SE Sherrett Street
Portland, OR 97202

Jason Karl Design & Illustration www.jasonkarl.viewbook.com

Arevalo, Nora

From: Dan Rutzick <drutzick@gmail.com>
Sent: Thursday, April 14, 2016 10:02 AM
To: BPS Comprehensive Plan Testimony
Subject: 2035 Comprehensive Plan Testimony
Attachments: SNA_Amendment_M54.pdf; ATT00001.txt

Follow Up Flag: Follow up
Flag Status: Flagged

Council Clerk,

Here is 2035 Comprehensive Plan Testimony from the Sunnyside Neighborhood Association for tonight's City Council public hearing.

Please confirm receipt of our additional testimony.

Thank you,

Sunnyside Neighborhood Association
3534 SE Main St
Portland, OR 97214



April 12, 2016

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

Re: 2035 Comprehensive Plan – Amendment #M54

Dear Mayor Hales and City Commissioners,

The Sunnyside Neighborhood Association (SNA) Board [mailing address: 3534 SE Main St, Portland, OR 97214] strongly supports the 2035 Comprehensive Plan – Amendment #M54 to extend the Mixed Use – Urban Center designation on SE Belmont Street from 42nd and 49th Avenue. The Sunnyside Neighborhood Association has been actively engaged in the City’s 2035 Comprehensive Plan process over the past year-and-a-half. We understand that the Comprehensive Plan Map designation along much of SE Belmont Street within our neighborhood is recommended to be Mixed Use – Urban Center which includes a Design “d” Overlay. The SNA Board is in favor of the Mixed Use – Urban Center designation as this will further activate vibrant SE Belmont Street with new residences and local businesses. The SNA Board is in favor of the Design “d” Overlay because its design review or compliance with the Community Design Standards requirement will help ensure that certain types of infill development promote the conservation, enhancement, and continued vitality of this corridor.

Thank you for proposing this amendment,

Sincerely,

A handwritten signature in black ink, appearing to read "Tony Jordan", is written over a horizontal line.

Tony Jordan, President
on behalf of the Sunnyside Neighborhood Association Board

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

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 9:36 AM
To: Abigail Pierce
Cc: BPS Comprehensive Plan Testimony
Subject: RE: BROADMOOR

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Abigail,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard **today Thursday April 14th, 6pm-8pm** at the Portland Building Auditorium and 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: Abigail Pierce [mailto:abigailpierce@yahoo.com]
Sent: Wednesday, April 13, 2016 7:35 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: BROADMOOR

PLEASE, do not let Broadmoor become an industrial zone! It is valuable habitat!

Cutting down dozens of large trees and destroying 57 acres of wildlife habitat at Broadmoor Golf Course so developers can turn open space into industrial development is a really bad idea.

Portland is a great city because we care about trees and green spaces!!

How valuable is this wildlife habitat?

- The majority of the site is within a designated environmental overlay, an area the city recognizes has “highly significant resources and functional values.”
- The site is bordered on three sides by waterways and wetlands including the Columbia Slough, the Catkin Marsh Wetlands, and a Port of Portland environmental mitigation site. This parcel contains more than a full mile of riparian habitat! Destroying this site will not only eliminate important habitat, it will leave the surrounding habitat isolated and fragmented, cutting the heart out of one of the most important wildlife complexes on the slough.
- The site is full of massive trees including many large giant sequoias like the ones that the community fought to save in SE Portland.
- 11 at-risk bird species and the state listed sensitive Western Painted Turtles have been identified in this habitat complex.
- The entire site ranks as “high value” on the regional natural resources inventory.

I implore you to protect this site! The area does not require upzoning. It is up to you to make the right call. Please do not disappoint.

**Abigail Pierce
SE 74th Ave, 97206**

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 9:31 AM
To: mschickadeedee
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mickie,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: mschickadeedee [mailto:mschickadeedee@gmail.com]
Sent: Wednesday, April 13, 2016 8:44 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor

Dear Mayor Hales,

Greetings!

I'm writing to express my concern about the possible sale of the land near the Broadmoor Golf Course. I want to see this area protected as Open Space and Natural Area. Absolutely not converted to industrial use.

I appreciate your consideration,

Mickie Harshman

Sent on an LTE device from Consumer Cellular



Arevalo, Nora

From: Lars von Sneidern <lars@vonsneidern.net>
Sent: Thursday, April 14, 2016 9:27 AM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Novick; Commissioner Fish; Commissioner Saltzman; Commissioner Fritz; catherine@hackoregon.org
Subject: Open data in the Comprehensive Plan (Policy 2.11)

Follow Up Flag: Follow up
Flag Status: Flagged

Commissioners,

Access to data is essential for an educated electorate.

I would be proud to live in a city that supports equal access to information for everyone. We deserve a plan rooted in the values of digital equity, and I urge you to stand up for Portland's commitment to inclusion and a transparent governing process.

Please keep the open data proposal (Policy 2.11) intact.

Thank you,

Lars von Sneidern

SEUL/Montavilla
8058 SE Mill St.
Portland, OR 97215

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 9:26 AM
To: RICHARD EMERY
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Richard,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard **today, Thursday April 14th, 6pm-8pm** at the Portland Building Auditorium and 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: RICHARD EMERY [mailto:rsemery1@me.com]
Sent: Wednesday, April 13, 2016 9:44 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: Broadmoor Golf Course

Honorable Mayor and Members of the Portland City Council,

Please protect Broadmoor Golf course as open space and natural area. Do not convert it to industrial use.

- The site is bordered on three sides by waterways and wetlands including the Columbia Slough, the Catkin MarshWetlands, and a Port of Portland environmental mitigation site. This parcel contains more than a full mile of riparian habitat! Destroying this site will not only eliminate

important habitat. It will leave the surrounding habitat isolated and fragmented, cutting the heart out of one of the most important wildlife complexes on the slough.

- The site is full of massive trees including many large giant sequoias like the ones that the community fought to save in SE Portland.
- 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.

Thank you,

Richard Emery
3439 NE Sandy Blvd. #205
Portland, OR 97232

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, April 14, 2016 9:24 AM
To: LINDA ROMANO Owner
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Protect Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Linda,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: LINDA ROMANO Owner [mailto:lmr1998@centurylink.net]
Sent: Wednesday, April 13, 2016 10:18 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Protect Broadmoor Golf Course

Dear Mayor Hales,

Please protect the open space & natural area at Broadmoor Golf Course for present and future generations. We moved to Portland in 1969 and what makes this City special are places like Forest Park, Oaks Bottom, Hoyt Arboretum, Peninsula Park, Portland Japanese Gardens, Washington Park, Crystal Springs Rhododendron Gardens, local area Parks, Broadmoor Golf Course, etc. We need open spaces and now cherish them more and more as the City/population has grown. There are enough industrial sites. Please permanently protect the open space/natural area at Broadmoor Golf Course. This land was proposed to be a permanently protected open space & natural area and I am asking that you please honor that intent. Future generations will thank you for saving this natural treasure. Thank you for your time and consideration.

Linda Romano & Gisella Romano
SE Portland



Arevalo, Nora

From: BPS - Mixed Use Zones
Sent: Thursday, April 14, 2016 9:18 AM
To: BPS Comprehensive Plan Testimony
Cc: Wright, Sara; Stockton, Marty; Engstrom, Eric
Subject: FW: NOTICE OF ZONING CHANGES - April 4, 2016 -- CITY COUNCIL submittal

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

I just got this communication – it is City Council testimony on Comp Plan.

Barry

Barry Manning | Senior Planner
Portland Bureau of Planning and Sustainability
1900 SW 4th Avenue #7100, Portland, OR 97201
503.823.7965 (p) | 503.823.7800 (f)
barry.manning@portlandoregon.gov

From: Junk Henry [mailto:junkhenry@comcast.net]
Sent: Wednesday, April 13, 2016 6:29 PM
To: BPS - Mixed Use Zones <MixedUseZones@portlandoregon.gov>
: Stockton, Marty <Marty.Stockton@portlandoregon.gov>
Subject: NOTICE OF ZONING CHANGES - April 4, 2016 -- CITY COUNCIL submittal

Portland City Council,

I am writing to request your consideration and approval to change the Comprehensive Plan Map for the property I own on SE Division Street from Multi-dwelling 1,000 to Mixed Use-Urban Center.

Property:

3508 SE Division Street
Portland, OR 97202

Waverly, Block 60, N 60' of Lot 1

R299553

State ID # 1S1E12AB 6400

The property is a small lot on the corner of SE Division St. and SE 35th Avenue. It is directly across SE 35th Avenue from the Mixed Use 3434 SE Division St. and diagonally adjacent to the Mixed Use 3517 SE Division St. on the opposite side of SE Division St. It was built as a single family home over 100 years ago and was converted to an upstairs/downstairs duplex 64 years ago. I receive numerous offers to sell from slick, fast talking developers who pose in their mail solicitations as local-yocal individuals. I do not want to do that. My intent is to preserve the unique and cozy interior of the home as well as the classic wood-sided exterior and offer the units to folks who might otherwise not want to live in

some cookie-cutter, stapled together box apartment that is so prevalent on the street and who prefer not to spend a ridiculous amount of their income on rent and fees.

Over the years the street has changed dramatically and the property's prominent corner location presents opportunity to further extend the goals and objectives of the Division Street Plan. A designation of Multi-Use-Urban Center would allow me to reinvest and add a small retail or retail office space in the basement level of the building. Currently, the basement floor is three steps up from the two adjacent sidewalks. Converting this lowest level to retail would help to further increase the pedestrian activity in the area. Due to my small lot size, the scale of this retail would not be very large and would not demand additional parking or create any additional traffic. I would likely remove some soil to add light to the basement, lower the basement floor and raise the home up to 3' (all of which I could do under either Comprehensive Plan designation). The addition of the commercial component would allow for the property to adapt to the changes in the area and enhance the experience and further serve the needs of the local residents without detracting from the neighborhood.

Given the proximity of the property to other property that is mixed use and the corner location, a mixed use designation for my property would allow for a creative, unique reinvestment in a great vibrant neighborhood in Portland.

Thank you for your thoughtful consideration.

David Henry
Property Owner
3508 SE Division Street
Portland, OR 97202

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Thursday, April 14, 2016 8:48 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

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

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

From: Craig Heverly [mailto:heverlyjc@hevanet.com]
Sent: Wednesday, April 13, 2016 6:01 PM
To: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>
Subject: Comprehensive Plan

I am a resident of Portland and am writing to thank you again for your forward-looking and historic vote on the measures to oppose oil trains and to limit infrastructure for shipping and storing fossil fuels. Those measures make me proud to be a citizen of Portland.

I am now writing to ask you to vote for the amendments to the City's Comprehensive Plan proposed by Mayor Hales which would insert these visionary measures into the Plan. Specifically, these amendments would: 1) Reduce carbon emissions, 2) Limit fossil fuel distribution and storage facilities, and 3) Increase renewable energy.

Please vote yes, once again.

Many thanks.

Craig Heverly
4814 SE 30th Ave #131
Portland, OR 97202

Arevalo, Nora

From: Jani Iverson <jani.iverson@gmail.com>
Sent: Thursday, April 14, 2016 8:43 AM
To: BPS Comprehensive Plan Testimony; Hales, Mayor; Commissioner Novick; Commissioner Fritz; Commissioner Saltzman; Commissioner Fish
Cc: McCullough, Robert
Subject: Support for Amendment M74 to the Portland Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

As a resident of Eastmoreland, I am writing in support of Amendment M74 to the Portland Comprehensive Plan with a revision to include the entire neighborhood west of 39th/Caesar Chavez Blvd. I am very concerned that without the passage of Amendment 74 revised to include the entire Eastmoreland neighborhood, its residents will suffer significant irreversible degradation of livability, historical significance and property values.

Thank you for doing the right thing for maintaining this historic neighborhood in our community.
Jani Iverson

--
Jani Iverson
jani.iverson@gmail.com
503.382.7775

Arevalo, Nora

From: Eric Franklin <ericfranklin@comcast.net>
Sent: Thursday, April 14, 2016 8:43 AM
To: BPS Comprehensive Plan Testimony
Subject: comprehensive plan testimony

Follow Up Flag: Follow up
Flag Status: Completed

To whom,

I wish to communicate my opposition to the approval of amendment #35 for zone changes along Milwaukee Ave in Sellwood. I own one of the properties who's zoning would change to CM2. (1668 Se Nehalem St). This property at present has a 100 yr old house on it and is a duplex. The idea that it could become a 45 to 55 foot tall multiple use building doesn't make sense. Sure I could sell to a developer and make a killing. However the cities proposal continues its policy of increased density without regard to : The wishes of neighborhood residents. Increased parking and traffic issues. Access to sunlight and privacy. Access to convenient public transportation. Respect for neighborhood architectural, social and natural character. I for one do not choose to value the dollar and allow the incursion of large insipidly designed boxes into a neighborhood who's character is intimate quiet and folksy and is nationally recognized as such.

The city continues it's one size fits all push for density and for now chooses to ignore the input of thousands of Portlanders like me. The city also abrogates it's obligation and opportunity to enhance the architecture art and livebilty

--

Eric Franklin
1670 SE Nehalem St.
Portland, OR. 97202
503.490.8942
www.ericfranklindesign.com

Arevalo, Nora

From: Allison Rouse <allisonrouse@hotmail.com>
Sent: Thursday, April 14, 2016 7:50 AM
To: BPS Comprehensive Plan Testimony
Cc: McCullough, Robert; Hales, Mayor; Commissioner Novick; Commissioner Fritz; Commissioner Saltzman; Commissioner Fish
Subject: Amendment M74 to the Portland Comprehensive Plan
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Mayor, Commissioners and Planning Staff:

I understand that there is a proposal on the table, an Amendment to the Comprehensive Plan Update, to change the zoning of half of the Eastmoreland neighborhood, west of SE 36th, to the R7 designation, leaving the remainder as R5.

I would like the remainder of the neighborhood, east of SE 36th, rezoned to R7 also, including my street, SE Henry.

Eastmoreland is a fine old streetcar neighborhood that originated in a cohesive master plan, but we are suffering from the excesses of the current overheated real estate market. Large, cheaply-built houses are being jammed on small lots carved out of the existing neighborhood fabric, with rampant destruction of affordable housing stock and the attendant loss of solar access and tree canopy that that sort of cheek-to-jowl development produces. Leaving half the neighborhood vulnerable to these excesses would split Eastmoreland in two, destroying the open and loving community that has grown and thrived for over 100 years.

In my day job, I work for you in the Parks Bureau as a Capital Projects Manager, designing and building new parks. I love my job, my work and the City and have worked directly with many of you. In that capacity, I am a change agent, deeply versed in the practice of fair public process and watchful to make sure that the pain of change is balanced by development that will repay the cost many times over. I drank the density Kool-Aid long ago, when I moved to Oregon, became a landscape architect and was educated on population growth, equity and the Urban Growth Boundary. But leaving half of a fine old neighborhood vulnerable to the predations of build-it-and-get-out developers does not fit with the values I associate with my City. Please don't do this.

Please rezone the entire Eastmoreland neighborhood to the same R7 designation.

Thank you for your consideration and for the fine work that you all do every day.

Sincerely,

Allison K. Rouse
750 SE Henry Street
Portland, OR 97204
503-752-4475

Arevalo, Nora

From: Michael Desserault <mick.desserault@gmail.com>
Sent: Thursday, April 14, 2016 7:41 AM
To: Hales, Mayor; Commissioner Novick; Commissioner Fritz; Commissioner Saltzman; Commissioner Fish
Cc: BPS Comprehensive Plan Testimony; McCullough, Robert
Subject: Amendment 74 to the Portland Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

This email serves to indicate my support for Amendment 74 to the Portland Comprehensive Plan but **ask for it to be revised to include all properties west of SE Cesar Chavez Blvd**, the neighborhood's natural boundary, instead of limiting the affected properties to only those west of SE 36th as it is currently written. My home is at 6306 SE 36th and I am very concerned that without the passage of Amendment 74 revised to SE Cesar Chavez Blvd, the Eastmoreland neighborhood and its resident will suffer significant irreversible degradation of livability, historical significance and property values.

Thank you for your consideration

--
Michael J. 'Mick' Desserault
6306 SE 36th
mick.desserault@gmail.com
971.344.4001

Arevalo, Nora

From: Wendy McDonald <wendy_mcdonald@comcast.net>
Sent: Thursday, April 14, 2016 7:29 AM
To: Hales, Mayor; Commissioner Novick; Commissioner Fritz; Commissioner Saltzman; Commissioner Fish
Cc: BPS Comprehensive Plan Testimony; McCullough, Robert
Subject: Amendment M74 to the Portland comprehensive plan

Follow Up Flag: Follow up
Flag Status: Flagged

Re: Amendment M74 to the Portland comprehensive plan

I oppose my street being zoned R5. I believe the area east of 36th and west of 39th should be included in the R7 zoning. Eastmoreland is a neighborhood and should be zoned as a whole not divided. I find it suspicious that purposed R7 zoning includes the Mayor's home and senator Wyden's home yet allows the tear down and infill on streets just to the east of them. This is unacceptable.

Please zone all of eastmoreland R7 to include the area between 36 to 39th.

Thank you

Wendy J McDonald
26 SE Carlton street
Portland OR 97202

James F. Peterson
2502 SW Multnomah Blvd.
Portland, Oregon 97219
April 14, 2016

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

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

Council Clerk, cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

RE: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

I oppose City Council Amendment #P45, New Policy 5.5, Middle Housing to the 2035 Comprehensive Plan (see amendment text on the following page). If passed, this spurious proposed amendment will allow the single-family zoned property in Multnomah Village to be changed to multifamily zoning without the legal and adequate opportunity for the required timely public review and comment in due process. This proposed amendment is a radical, last-minute change to the 2035 Comprehensive Plan that is too far reaching to be incorporated into the plan with a very short time of approximately one month for citizen evaluation to provide reasoned public comment. This is an insufficient amount of time for our neighbors to become even adequately familiar with the desired and evaluated consequences of what is of late being proposed and to voice either approval or reasoned and considered opposition to the proposed amendment. The new Policy 5.5 has dubious legal standing, all elements considered.

In addition to objecting to the manner in which this amendment was introduced, I object to its substance. When the Discussion Map in the Draft SW Community Plan proposed that essentially all of Multnomah Village be rezoned R 2.5 to allow for attached row housing, hundreds of owners and residents in our neighborhood objected to the wholesale elimination of most single-family residential zoning at that time. I believe that the majority of the residents and taxpayers in my neighborhood still oppose it, but they are mostly unaware that this recent amendment is even being proposed or considered. The introduction of this recent amendment fails the needed legal test of due process and is specifically inconsistent with Oregon State mandated State Goal 1, wherein active citizen involvement in land use planning is required.

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

If Multnomah Village is approved to be a designated Neighborhood Center within a ½ mile radius of the center of Multnomah Village, its legal boundaries will overlap with the legal and specified boundaries of the two adjacent Town Centers (specifically, Hillsdale and West Portland) as well as the legal boundary of the Barbur Boulevard Civic Corridor. The drafted higher-density development contemplated within a quarter mile of these legally designated centers will then overlap with Multnomah village's legal designation and will leave marginal room for the existing single family homes as proposed redevelopment continues to occur in the future. The Neighborhood Corridor designation better fits with the extant design and character of Multnomah Village and is more in keeping with the prevalent semi-rural character of the neighborhood that we currently live in and enjoy.

The introduction of the Draft 2035 Comprehensive Plan stated that there is more than enough existing capacity to meet the projected growth without changing any zoning. That being evident and said, during dozens of discussions with BPS staff, as we as a group advocated for the Neighborhood Corridor designation and in opposition to the Neighborhood Center designation, we were consistently and adequately assured that Multnomah Village's extant single-family zoning will remain unchanged with the proposed Neighborhood Center designation. Were we being misled by our city Mayor and our Portland City Commissioners and staff? The recently proposed Amendment #P45 directly contradicts those explicit assurances. It undermines our trust in the workings of reasoned city government and the application of legal standing in due process. I urge you to adequately consider the spurious proposed #P45 amendment and to vote against it.

After the SW Plan blew up the City of Portland decided that they would no longer do community plans but in stead would change the development code to achieve more infill. Amendment #P45 is another example of using the development or zoning code to achieve more density with out changing the base zone. The minimum lot size in the zoning code was reduced for each base zone. For example an R5 lot the minimum lot size was reduced to 3000sqft. They allowed corner lots to be duplex lots and later made changes to allowed corner lots in R5 and R7 zones to be divided if the lot was over 50 x 100 for attached dwellings. This worked for a few years but now demolitions are at record levels, the character of neighborhoods are changing and what people value about Portland is now being destroyed. Over 150 requests have been submitted requesting the Truth in Zoning proposal be incorporated into the 2035 Comprehensive Plan it would remove the exception that allows for land divisions less than the base zone. With the adoption of the Comprehensive Plan the zoning code would then need to be amended to comply. If the language remains the size of lots in land divisions would be based on minimum lot size in the zoning code. The base zone lot size in the Comprehensive Plan would then be meaning less. The Comprehensive Plan is intended to be the governing document but with the proposed language the lot size would be governed by the zoning code.

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single-dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

Please add these to the record.

Thank you,

James F Peterson

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



April 14, 2016

The Honorable Charlie Hales, Mayor of Portland
Members of the Portland City Council
Portland City Hall, 1221 SW Fourth Avenue
Portland, OR 97205

**Subject: Portland Comprehensive Plan (Council Amendment #F83)
YMCA / Under Armour Site, 2815 SW Barbur Boulevard**

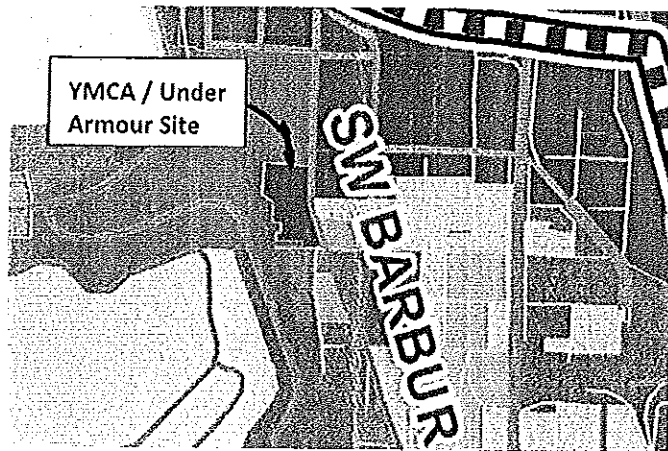
Dear Mayor Hales and Council Members Fish, Fritz, Novick and Saltzman:

Winterbrook Planning represents Run Our Dream, LLC, which is responsible for renovating the old YMCA Building at 2815 SW Barbur Boulevard. Under Armour selected the YMCA building because of its iconic design and ideal location near the Central City and next to Duniway Park track and field facilities.

The Portland Design Commission recently approved the Phase 1 design review application. Winterbrook is currently working with Bora Architects and DKS Associates on the Phase 2 land use and design review application. The Planning and Sustainability Commission recommended a MU – Urban Center designation for this site. This designation is appropriate for Under Armour’s regional headquarters and provides an appropriate framework for planned future expansion.

Figure 1. Planning & Sustainability Commission Recommendation, supported by BPS staff

We ask you to support the Planning and Sustainability Commission and staff recommendations to designate the YMCA/Under Armour site “Mixed-Use – Urban Center.”



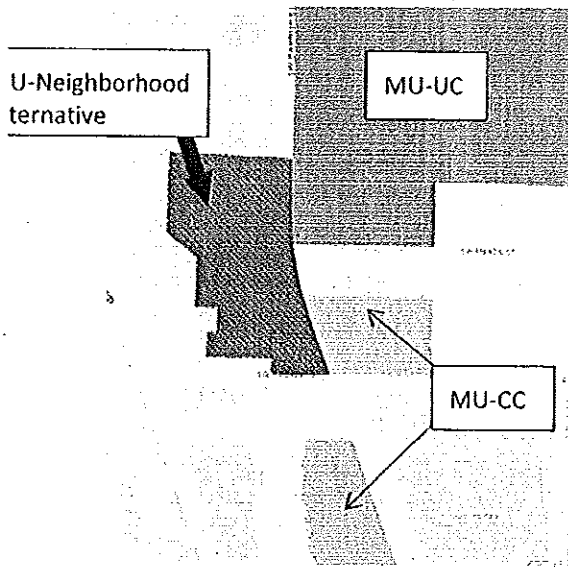
Why MU – Urban Center works and MU – Neighborhood does not

Under Armour’s approved regional corporate office use is consistent with the purpose of the MU-Urban Center plan designation:

16. Mixed Use – Urban Center. This designation is intended for areas that are close to the Central City ... where urban public services are available or planned including access to high-capacity transit, very frequent bus service, or streetcar service. The designation allows a broad range of commercial and employment uses...

The YMCA / Under Armour site is located close to the Central City with planned high-capacity transit and very frequent bus service. SW Barbur Boulevard is classified as a Regional Transitway, Major City Traffic Street, City Walkway, Major Truck Street, Major Emergency Response Street, Urban Throughway and Greenway Street. This is why staff continues to support the MU-Urban Center for the YMCA / Under Armour site. (See staff discussion on page 88.)

Figure 2. Alternative Proposal



In contrast, the MU-Neighborhood designation is a poor fit. The draft Comprehensive Plan describes the purpose of the MU-Neighborhood plan designation as follows:

14. Mixed-Use – Neighborhood. This designation promotes mixed-use development in neighborhood centers and along neighborhood corridors to preserve or cultivate locally serving commercial areas with a storefront character...

The Under Armour regional corporate office building does not fit with the “locally-serving” purpose of the MU- Neighborhood designation. The MU – Neighborhood designation would not effectively transition between the higher intensity MU – Urban Center designation (orange) to the east and northeast and the MU-Corridor designations (light brown) to the east and south.

If the YMCA site were designated for MU – Neighborhood, the resultant land use pattern would make little sense, as shown on Figure 2. The lower-intensity MU –

Neighborhood designation (purple cross-hatch) would be out-of-place compared with the more intensive plan designations to the north and south – resembling a “spot zone”.

Fortunately, as shown on Figure 1, the staff and PSC recommendation replaces the hodge-podge of existing comprehensive plan designations and zoning that currently exists immediately south of I-405 with the MU – Urban Center designation. Because the MU – Urban Center designation accommodates a range of zoning districts, zone changes appropriate to existing and planned land uses can be approved where transportation and other public facilities can adequately serve the site – without going through the expensive, time-consuming and uncertain comprehensive plan amendment process.

Why the Mixed Use – Urban Center designation is important to Under Armour and consistent with draft comprehensive plan policies

The MU-Urban Center designation provides the flexibility needed to allow for planned expansion of this multi-national, “traded sector” firm near the Central City. The proposed Portland Comprehensive Plan calls for “aligning plans and investments” to support traded sector specializations with growth prospects like the sports apparel industry:

Traded sector competitiveness

Global trends have put increasing pressure on regions to strengthen their competitiveness for traded-sector growth, which drives regional prosperity. Traded sectors are local businesses of all sizes that export goods and services and compete in markets outside of the region, bringing income and jobs into the region. These sectors have become more vulnerable and dynamic in the shifting global marketplace, as they reinvent their supply and distribution lines and concentrate activity in lower-cost or higher-productivity locations.

The following policies call for focusing limited resources on strategic traded sector specializations with growth prospects. This region’s growing export activity is concentrated in high tech and advanced manufacturing, where job growth has been modest but output growth continues to outpace the service sectors. Other growing export specializations include software, apparel, clean-tech, freight-hub distribution, and creative services. While these growing specializations are expected to shift over time with market changes, connecting

existing and emerging local business with global markets helps bring new resources into the region. [Emphasis added.]

- **Policy 6.21 Traded sector competitiveness.** Align plans and investments with efforts to improve the city and regional business environment for traded sector and export growth. Participate in regional and statewide initiatives.
- **Policy 6.23 Clusters.** Align plans and investments with efforts that direct strategic business development resources to enhance the competitiveness of businesses in traded sector clusters.
- **Policy 6.25 Traded sector land supply.** Foster traded sector retention, growth, and competitive advantages in industrial districts and the Central City. Recognize the concentration of traded-sector businesses in these districts.

Conclusion

In closing, we would like to reassure the City Council that Run Our Dream, LLC has and will continue to reach out to the South Portland Neighborhood Association and other interested parties to address transportation and other impacts that could result from Phase 2 expansion. We recognize that transportation impacts must be satisfactorily addressed, and that the City land use review process demands such a result.

In summary:

- The Mixed-Use – Urban Center plan designation recommended by the Planning & Sustainability Commission and supported by staff is consistent with Under Armour’s regional corporate headquarters use.
- The Portland Design Commission approved the design for Phase 1 of the Under Armour project last November.
- Draft economic policies in the Portland Comprehensive Plan strongly support “traded sector” employment uses, including the sports apparel industry.
- The Mixed-Use – Neighborhood designation, as described in the proposed Comprehensive Plan is not a good fit for a regional corporate headquarters, and could unduly constrain Phase 2 improvement plans.

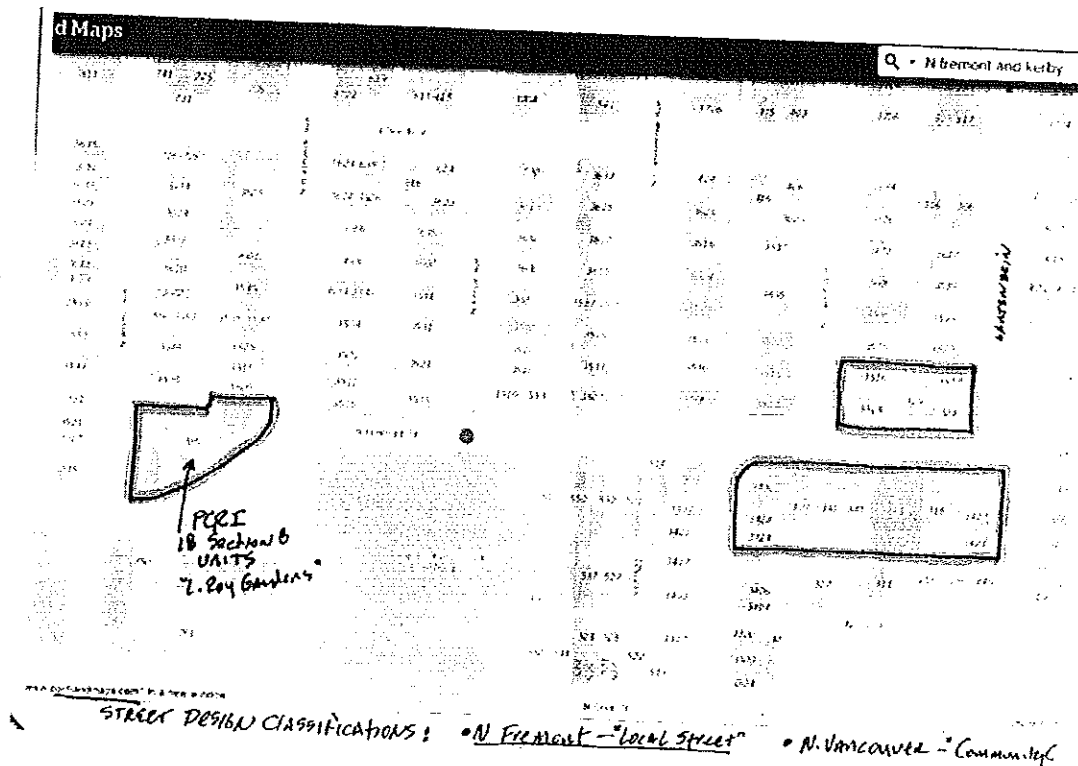
On behalf of Run Our Dream, LLC and the project team, we request that the City Council retain the Mixed-Use – Urban Center plan designation for the YMCA / Under Armour site.

Sincerely,

Gregory Winterowd
Greg Winterowd, Principal
Winterbrook Planning

The FreeBoise Coalition

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

Carol McCarthy
4/14/2016



7688 SW Capitol Hwy, Portland, OR 97219

TO: Mayor Hales and City Commissioners
RE: City Council Amendment #P45 to the Draft 2035 Comprehensive Plan
DATE: April 14, 2016

The Multnomah Neighborhood Association opposes City Council Amendment #P45, New Policy 5.5, Middle Housing to the 2035 Comprehensive Plan (see amendment text on the following page). If passed, this spurious proposed amendment will allow the single-family zoned property in Multnomah Village to be changed to multifamily zoning without the legally required opportunity for the adequate and timely public review and comment in due process. This proposed amendment is a radical, last-minute change to the 2035 Comprehensive Plan that is too far reaching to be incorporated into the plan with a very short time of approximately one month for citizen evaluation to provide reasoned public comment. This is an insufficient amount of time for our neighbors to become even adequately familiar with the desired and evaluated consequences of what is of late being proposed and to voice either approval or reasoned and considered opposition to the proposed amendment. The new Policy 5.5 has dubious legal standing, all elements considered.

In addition to objecting to the manner in which this amendment was introduced, the Multnomah Neighborhood Association objects to its substance. When the Discussion Map in the Draft SW Community Plan proposed that essentially all of Multnomah Village be rezoned R 2.5 to allow for attached row housing, hundreds of owners and residents in our neighborhood objected to the wholesale elimination of most single-family residential zoning at that time. We believe that the majority of the residents and taxpayers in our neighborhood still oppose it and that they are mostly unaware that this recent amendment is even being proposed or considered. The introduction of this recent amendment fails the needed legal test of due process and is specifically inconsistent with Oregon State mandated State Goal 1, wherein active citizen involvement in land use planning is required.

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

If Multnomah Village is approved to be a designated Neighborhood Center within a ½ mile radius of the center of Multnomah Village, its legal boundaries will overlap with the legal and specified boundaries of the two adjacent Town Centers (specifically, Hillsdale and West Portland) as well as the legal boundary of the Barbur Boulevard Civic Corridor. The drafted higher-density development contemplated within a quarter mile of these legally designated centers will then overlap with Multnomah Village's legal designation and will leave marginal room for the existing single family homes as proposed redevelopment continues to occur in the future. The Neighborhood Corridor designation better fits with the extant design and character of Multnomah Village and is more in keeping with the prevalent semi-rural character of the neighborhood that we currently live in and enjoy.

The introduction of the Draft 2035 Comprehensive Plan stated that there is more than enough existing capacity to meet the projected growth without changing any zoning. That being evident and said, during dozens of discussions with BPS staff, as we as a group advocated for the Neighborhood Corridor designation and in opposition to the Neighborhood Center designation, we were consistently and adequately assured that Multnomah Village's extant single-family zoning will remain unchanged with the proposed Neighborhood Center designation. Were we being misled by our city Mayor and our Portland City Commissioners and staff? The recently proposed Amendment #P45 directly contradicts those explicit assurances. It undermines our trust in the workings of reasoned city government and the application of legal standing in due process. I urge you to adequately consider the spurious proposed #P45 amendment and to vote against it.

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

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

14-April-2016

Hello, my name is Carol McCarthy and I'm speaking today as the chair of the Multnomah Neighborhood Association. I am submitting a letter on behalf of our association objecting to the comp plan amendment #P45 that would allow "Middle Housing" within a quarter mile of neighborhood centers and town centers. Our neighborhood association objects to both its substance and the manner in which the amendment was introduced. I am also submitting a stack of signed letters from individuals who object to the amendment.

At numerous planning meetings since the 2014 release of proposed draft of the comp plan, we have had repeated assurances from BPS planning staff that the zoning in our neighborhood would not be affected by being designated as a Neighborhood Center. Our persistence requests at hearings and in written testimony that the designation be changed to the more appropriate Neighborhood Corridor were met with assurances such as "there is no effective difference in the case of Multnomah" and "the current zoning capacity is adequate to meet the projected density, so the zoning near centers will not change." But with this amendment, those assurances are revealed to be untrue.

This amendment will essentially rezone most of our neighborhood without due process since we are located in close proximity to the Hillsdale and West Portland Town Centers. That is, this amendment will remove the zoning protection that was in place when our residents purchased their homes, effectively reducing the value of most peoples' largest investment without adequate notification and without their meaningful participation. This amendment was buried in over 100 pages of amendments with just a little over a month for public comment. I think the majority of the people who will be most affected by it are unaware of it. This process does *not* allow for adequate citizen involvement in land use planning as required by State Goal 1.

I urge you to vote against it.

Thank you.

TO: PORTLAND CITY COUNCIL

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

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

RE: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

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

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

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

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

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Please add this to the record.

Thank you,

Katherine Christensen

(Address)

Katherine Christensen

3441 SW Dolph Ct. Portland 97219

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

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

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

TO: PORTLAND CITY COUNCIL

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

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

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Please add this to the record.

Thank you,

(Name)

Michael M. Millicci

Michael Millicci

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

7521 SW 31st Avenue
Portland, OR 97209

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

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

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

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Please add this to the record.

Thank you,



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

8031 SW 37th
PORTLAND OR 97219

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

Proposed March 18, 2016

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Council Clerk, cputestimony@portlandoregon.gov

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

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Please add this to the record.

Thank you,

From:

to:

cc:

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

*8415 SW Capital Hwy
Portland OR 97215*

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

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Please add this to the record.

Thank you,

Wartie Suss

7005 SW 34th Ave 97229

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

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

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1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

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Please add this to the record.

Thank you,

Susan Masta *Susan Masta*
7515 SW 34th Ave Portland OR 97219

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

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

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Please add this to the record.

Thank you,
(Name)

(Address)

[Handwritten signature]
2635 SW Home St.

[Handwritten signature: Susan Rudloff]

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

Portland, OR 97219

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

Proposed March 18, 2016

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Please add this to the record.

Thank you,

(Name)

(Address)

William J. Keller
4311 SW Fremont St, Portland OR

cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
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Please add this to the record.

Thank you,

Jan Mauson
7623 S.W. 33rd Ave.
Portland, OR 97219

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

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

Proposed March 18, 2016

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

TO: PORTLAND CITY COUNCIL

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

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

RE: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

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

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

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

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

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

Please add this to the record.

Thank you,

Alan Kill D
7623 SW 33rd Ave Portland, OR. 97219

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

Marian Fenimore
4537 SW Marigold St Portland, OR 97219

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

marian4537@aol.com

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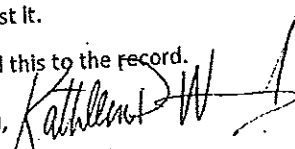
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Please add this to the record.

Thank you,

(Name)


KATHLEEN WARD

(Address) 7964 SW 47TH AVE, PORTLAND OR 97219-3428

cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
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Please add this to the record.

Thank you
(Name)

Jean Claude Paris

Jean Claude Paris. 7434 SW CAPITOL Hwy Portland OR 972

cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
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Please add this to the record.

Thank you,

Marja Paris

7434 SW Capitol Hwy PHd OR 97219

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

Carol McCarty
4311 SW Freeman St. Portland, OR 97219

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

(Name)

(Address)

David Ranney
4318 S.W. Lobelia Pdx 97219

cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
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Thank you,

(Name)

Jeremy Solomon

(Address)

8644 SW 42nd Ave., Portland 97219

cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
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Hundreds of Multnomah residents, the Multnomah Neighborhood Association, and Southwest Neighborhoods Inc. have all requested that the City Council change the proposed designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.


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

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

Please add this to the record.

Thank you,
(Name)

(Address)


441 SW 1055 ST
PORTLAND 97219
cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov
Susan Anderson, susan.anderson@portlandoregon.gov
Director DLCD Jim Rue, jim.rue@state.or.us
MNA Land Use Committee, mnalandusecommittee@gmail.com

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

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.

Eric Hovee Retail Policy Amendment Testimony (4-14-16)

For the record, my name is Eric Hovee, economic and development consultant. On behalf of RTF/ICSC, I am here to speak in support of policies for grocery stores and retail development – especially in underserved neighborhood business districts.

In addition to a summary of Retail-Related Revisions to the Portland EOA (already submitted), I am also submitting a 4-page overview of retail performance for “pattern areas” as currently identified with the BPS proposed Mixed Use Zones Project. Three overall conclusions emerge from our analysis:

- Outside of the Central City, Portland is under-retailed – not meeting the day-to-day needs of city residents, especially for grocery retail.
- Retail needs are particularly underserved in east Portland where building rents are lowest and least adequate to support high costs of new development. The lack of adequate, affordable full service grocery means that residents must travel further to shop or use convenience stores as a less healthy alternative.
- City-wide development standards that work in higher density areas with good transit service run the risk of proving counterproductive for residents living in areas with the poorest access to quality, healthy and affordable retail services.

Our analysis supports two policy additions requested by Commissioner Saltzman:

Policy 4.79 Grocery Stores and Markets in Centers – including the provision of adequate land supply to accommodate a full spectrum of grocery stores catering to all socio economic groups and providing groceries at all levels of affordability.

New Policy after 6.65 Retail Development – to assure a competitive supply of retail sites for customer convenience, affordability, accessibility and diversity of goods and services, especially in underserved areas of the city.

We encourage your support of these retail policy amendments. Thank you.

Eric Hovee
4/14/2016

RETAIL PERFORMANCE BY PATTERN AREA (DRAFT 1-14-16)

At the end of 2015, the Retail Task Force (RTF) and Oregon Government Relations Committee of the International Council of Shopping Centers (ICSC) submitted testimony to Portland City Council members expressing concern that current proposals for commercial areas of the city "will make access to affordable goods and services, including healthy food, more difficult."

To understand the rationale for these concerns, RTF/ICSC has conducted in-depth evaluation of current patterns of retail sales and commercial real estate rental space city-wide. Principal findings are that:

- Portland is already under-retailed – especially lacking in meeting the day-to-day needs of city residents as for grocery retail.
- Disparities are greatest for areas removed from the city core – to the east where commercial space rents lowest and least adequate to support high costs of new development and to the west where viable retail sites are limited due to topography and proximity to Beaverton retail.
- City-wide imposition of development standards that may be workable in higher density areas with good transit service risk even greater shortfalls in retail availability for residents who already have the poorest access to quality, healthy and affordable retail services.

The remainder of this discussion paper details RTF/ICSC analysis and findings.

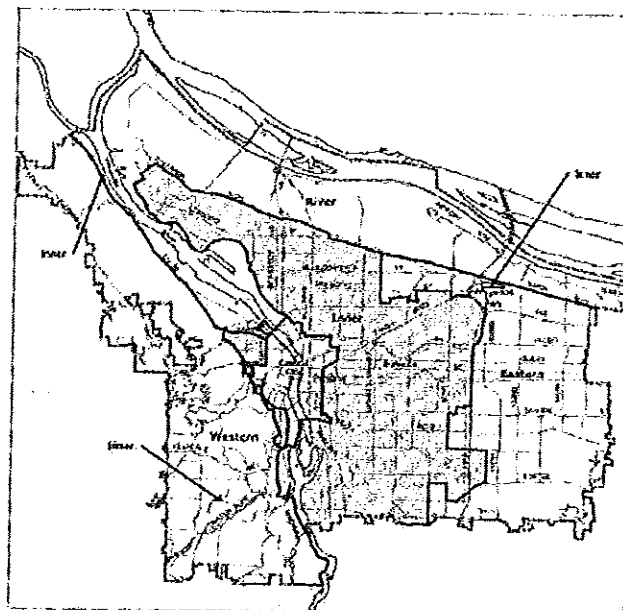
CITY PATTERN AREAS

As part of the BPS-prepared *Mixed Use Zones Project – Discussion Draft* report, "pattern areas" were identified for areas of the city being considered for added mixed use zoning (including replacement of existing commercial zone designations):

- **Central City** – not part of the mixed use zones project but shown with this analysis for comparative purposes .
- **Inner** – an area extending east to about the I-205 freeway
- **Eastern** – from the inner area to the eastern city limits
- **Western** – extending west of the Central City area

Not included within any of the City pattern areas are industrial and other land uses generally extending along the Columbia and Willamette Rivers (north of the Central City). While not included, it is noteworthy that about 18% of all retail sales in the city are generated from these other non-pattern areas.

Proposed City of Portland Pattern Areas



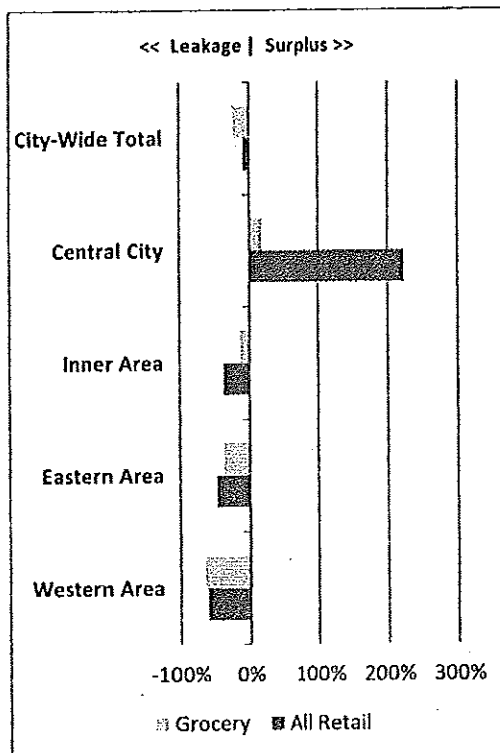
Source: City of Portland Bureau of Planning & Sustainability (BPS), *Mixed Use Zones Project – Discussion Draft*, September 2015.

RETAIL SALES & LEAKAGE

As a *first step*, 2015 retail sales patterns have been evaluated using nationally recognized Nielsen (formerly Claritas) data for the entire City of Portland and for the pattern areas roughly aligning with those defined by BPS. Sales leakage estimates are income-adjusted, with consumer spending measured as a % of resident demand. A synopsis of findings reflects RTF/ISCS concerns.

- **City-wide** sales leakage is about 9% of resident-generated demand – meaning that spending in Portland is about 9% less than one would expect based on resident household incomes and typical expenditure levels. Grocery leakage is about 24%. Surplus sales (greater than supported by resident demand alone) are found only with categories of home furnishings, electronics, apparel and dining – based on substantial support from other metro area residents and visitors as well as Portland residents.
- **Central City**, not surprisingly, is the exception to the rule for the rest of the City. Retail sales in the Central City are more than double what the purchasing power of Central City residents alone would support. The only categories of apparent leakage are with health/personal care products, gasoline stations and general merchandise (including discount stores). Grocery stores are above par (somewhat).
- **Inner areas** are indicated as having net sales leakage at about 38% of resident demand, including grocery leakage of 15%. Overall sales leakage is least of the pattern areas (except for Central City) – with the strongest performing retail generally west of César Chavez Blvd. Retail categories noted as “oversupplied” for residents alone are home furnishings and dining.
- **Eastern areas** are indicated as having overall sales leakage at 48% of resident demand, including grocery leakage of 39%. Leakage is experienced across virtually all major categories. Interestingly, a couple of subcategories for which sales are indicated as above the norm are with convenience stores (a subset of grocery) and drinking places (a subcategory of food service/dining). Of Portland’s pattern areas, the western area is the most racially and ethnically diverse, albeit with lowest average incomes and highest rates of family poverty.
- **Western** has the highest overall sales leakage of any pattern area at 61% and grocery even higher at 66% – as many residents go over the hill to Beaverton, especially for day-to-day convenience purchases. Subcategories performing above the norm are computer/software and camera sales (subsets of the overall electronics/appliances category) and limited service dining.

Retail Leakage by Pattern Area (2015)



Source: E. D. Hovee & Company, LLC from Nielsen purchasing power and retail sales data.

As noted, about 18% of retail sales activity occurs outside of BPS defined pattern areas. Retail categories with relatively high volumes of sales activity (at 25% or more of city-wide sales) including motor vehicle and parts dealers, furniture and home furnishings, building materials and garden supply, and general merchandise (notably discount) stores.

These sales are occurring within areas designated largely for industrial use (as with Hayden Meadows and the Columbia Corridor) or with commercially zoned property outside of the pattern areas (as at Jantzen Beach). The types of retail activity represented tend to be strongly oriented to large format users – requiring more substantial building floor area and/or site acreage.

COMMERCIAL RETAIL SPACE RENTS

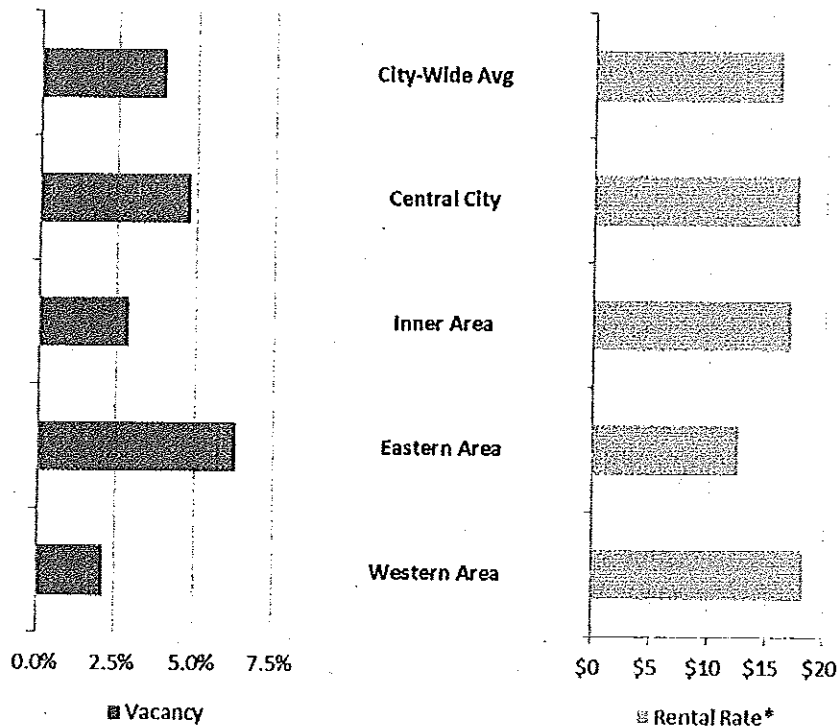
As a *second step* in evaluating retail performance, retail space leasing conditions also are compared for each of the BPS pattern areas – using data from the real estate information service CoStar.

The chart to the right provides a comparison for two important indicators of retail vitality – vacancy rates and rental rates.

As with the sales leakage analysis, this data shows considerable variation in retail performance between the BPS-designated pattern areas in Portland.

The eastern pattern area, in particular, is noted as having substantially higher retail vacancies and lower rental rates than the rest of the city.

Retail Vacancies & Rents by Pattern Area (end of 2015)



* Note: Rental rates are shown as annual averages by pattern area.

Source: E. D. Hovee & Company, LLC from CoStar as of year end 2015.

Retail leasing and occupancy observations by pattern area are noted as follows:

- **City-wide**, CoStar has inventoried 42.6 million square feet of retail space. As of year-end 2015, retail space was renting at an annual rate of just over \$16 per square foot, typically quoted on a triple-net basis with tenants paying all expenses. Overall vacancy averaged just 4% city-wide.
- With about one-quarter of Portland's retail inventory, the **Central City** is experiencing rental rates above the city-wide average but also somewhat higher vacancies nearing 5%. Space absorption reportedly was negative in 2015 (meaning that more space was vacated than leased), although considerable added Central City construction is currently planned.
- The **Inner** area (including 23rd Avenue) accounts for the largest share of the city's retail space inventory, with above-average rental rates and below average vacancy under 3%. This area took a dominant share of retail space absorption in 2015 – with further planned construction ahead. *Note:* added analysis indicates rents are lower and space absorption slower in the portion of the Inner pattern area east of César Chavez Blvd than is the case going west to the City core.
- **Eastern** area rental rates average less than \$13 per square foot, about 20% below the city-wide average. At over 6%, vacancy rates are more than 50% above the City-wide retail vacancy figure of 4%. CoStar data shows no new construction in 2015, with little new inventory planned ahead. A challenging conundrum for Portland's eastside pattern area is that despite substantial unmet retail demand, the economics of new store construction in a lower rent environment do not appear to readily support adding more retail commercial space to better meet local need.
- At just over 2%, the **Westside** area has the lowest vacancy rate combined with rents of \$18+ that average the highest of Portland's pattern areas. Despite strong market pressure including substantial unmet local demand, delivery of new retail product is constrained by west hills topography, limited suitable retail sites, and substantial travel to shop in Beaverton (for day-to-day convenience goods) and Central City (for higher end, comparison goods). The challenge of finding suitable sites is highlighted by the fact that CoStar data indicates zero absorption of retail space in 2015 and no new construction in the pipeline as currently planned.

IMPLICATIONS FOR CITY RETAIL POLICY & PROPOSED MIXED USE ZONES

Two implications for City policy and planning deliberation are drawn from this analysis:

- City policy and zoning as proposed appears counterproductive for places like the Eastern pattern area that already are grocery and retail deserts, as retail rents will prove ever more challenged to meet design requirements and higher development costs with proposed added regulations.
- Providing adequate retail goods and services throughout Portland requires regulations that not only reduce the development cost burden but also provide sites adequate for grocery and other retail not well represented throughout the city, including even much of the Inner pattern area.

RTF/ICSC participants stand ready to assist in framing and reviewing policies supportive of City Comprehensive Plan objectives that also can be crafted as customer and retail friendly.

This analysis of Portland retail performance by *pattern area* has been prepared for the Retail Task Force (RTF) and Oregon Government Relations Committee of the International Council of Shopping Centers (ICSC) by the economic and development consulting firm E. D. Hovee & Company, LLC. For further information, contact firm principal Eric Hovee, phone: (503) 230-1414, email: ehovee@edhovee.com, or website: www.edhovee.com.

MACKENZIE.

DESIGN DRIVEN | CLIENT FOCUSED

April 13, 2016

Mayor Charlie Hales
Portland City Council
1221 SW 4th Avenue, Room 130
Portland, OR 97214

Re: 2035 Comprehensive Plan - Mixed Use Zones
Transportation Analysis
Project Number 2160034.01

Dear Mayor Hales and Council Members:

Mackenzie has prepared this transportation analysis on behalf of the Retail Task Force and the International Council of Shopping Centers (ICSC) to address the potential traffic impacts of proposed mixed use zoning changes in the City of Portland.

Specifically, we have considered the impacts of reducing the opportunities for auto accommodating development as it pertains to larger grocery and discount stores. These uses are important for lower income residents and typically are accessed by automobiles. While some alternate travel occurs for these uses, customers are limited to what they can carry when biking or riding transit. Even with current zoning requirements, many of these users have located to the fringes of the City of Portland along 82nd Avenue and locations to the east or into the suburbs.

The analysis prepared by Eric Hovee identifies that many Portland residents travel outside of their local neighborhoods to access these types of retail uses – referred to as retail leakage. Not only does this result in retail dollars leaving the City, but can result in increased automobile travel distances, which leads to more congestion and greenhouse gas emissions. Impacts on congestion are difficult to measure without addressing specific locations, but the travel distances are more readily quantifiable.

We have considered two examples of existing retail uses that are located in or around the City of Portland where residents of the City are currently driving outside of the City or out to the fringes.

One user we considered was Costco. Costco serves the needs of consumers to buy bulk goods and groceries. At one point Costco had proposed locating a store in Northwest Portland but was unsuccessful in siting the store. Currently, residents of Portland shop at Costco stores located in Beaverton, Tigard, Clackamas, and Northeast Portland on 138th Avenue near Airport Way. Costco confirmed a significant number of City residents shop at these stores, and that these are all automobile trips.

In order to assess the potential reduction in travel distances, or vehicle miles traveled (VMT), we made an assessment of average travel distances for areas of Portland to each of the stores that residents would likely shop at. We then compared that distance to the distance they would have driven to a store in Northwest Portland. See the attached maps showing the location of existing Costco stores, the previously planned store location, and travel distances.



503.224.9560 • 503.228.1285 • MCKENZIE.COM • RiverEast Center 1515 SE Water Avenue, #100 Portland, OR 97214
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Mayor Charlie Hales
Mixed Use Zones
Project Number 2160034.01
April 13, 2016
Page 2

On average, a trip to Costco for a Portland resident would be 6.2 miles less each way with the proposed Northwest Portland store location. Nearly all trips to a Costco are made by private vehicles. With an average of 14,000 daily trips for a Costco store, the VMT is estimated to be reduced by up to 86,800 miles per day or approximately 32 million miles annually. We also looked at a number of other grocery retailers currently located along the 82nd Avenue corridor within Southeast Portland and Clackamas. We were able to obtain customer information from one of these retailers to confirm the effective service area of a store. The information is not included with this letter, as it is proprietary, but in general, the data show a market area extending west to the Willamette River in the area of Southeast Portland.

For this one store in particular, the percentage of customers traveling from the west or inner Southeast Portland is higher than those traveling from the east. This clearly shows customers are driving from inner Southeast Portland out to less dense areas of the city for these shopping opportunities. Again, we would note most customers buying groceries or large bulk items travel in automobiles.

For residents living between downtown Portland and the 82nd Avenue corridor, there is not an opportunity for pass-by trips during an evening commute. Instead, these customers would need to travel beyond their residence for these shopping opportunities, resulting in additional congestion and VMT.

In summary, by limiting the opportunity for locating auto-accommodating retail uses in close-in areas of the City and along high density corridors, City residents will continue to drive to the fringes of the City or to other nearby Cities for these shopping opportunities. The result will be increased congestion, increased VMT, increased greenhouse gas emissions, and loss of retail dollars for these neighborhoods of Portland.

Sincerely,



Brent Ahrend, PE
Traffic Engineer | Senior Associate

Enclosure: Costco Location and Travel Distance Information

M.



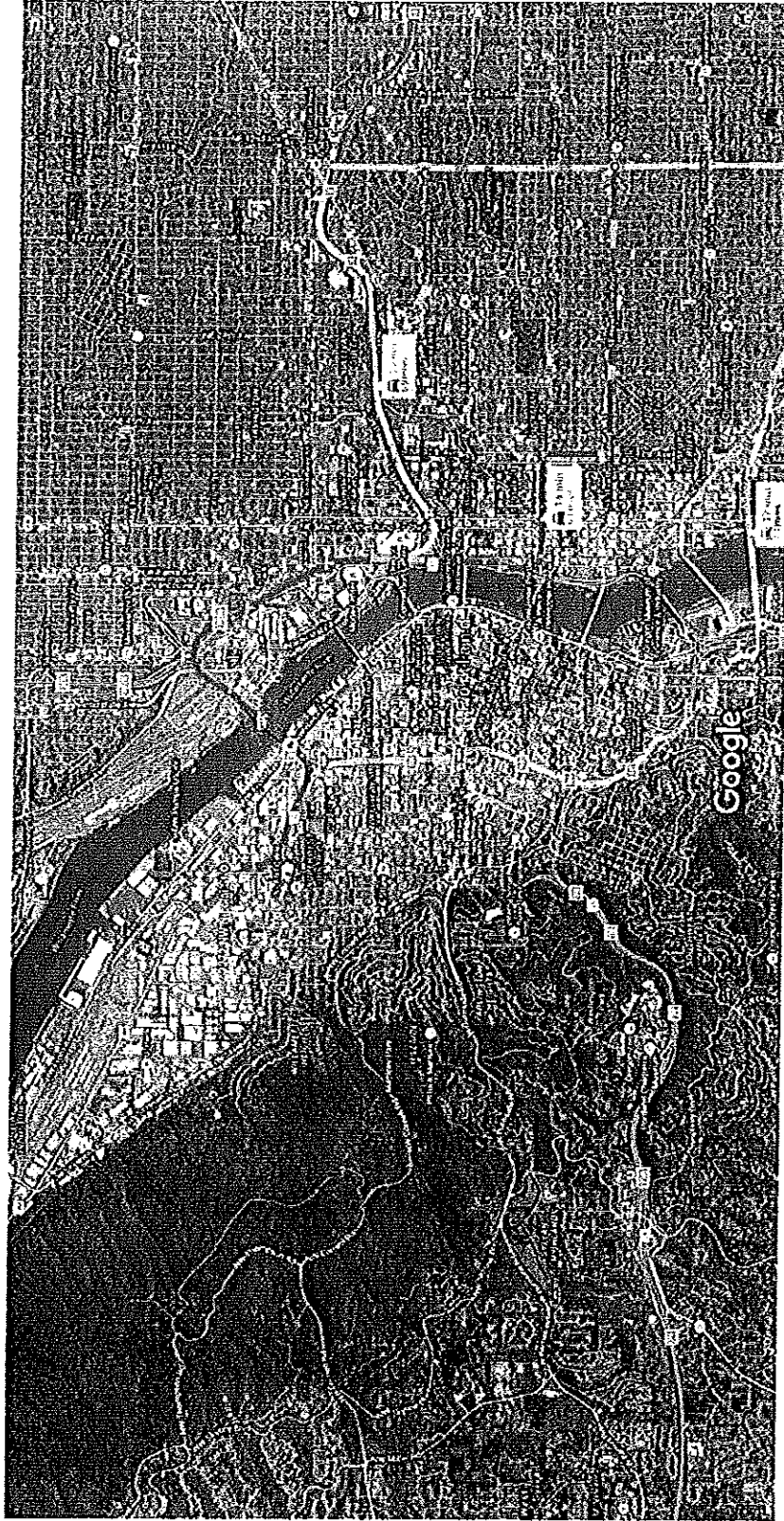
Costco Locations
 Existing and proposed store locations with a 5-mile radius customer reach

| Travel Distances for Costco Locations | | | | | | |
|---------------------------------------|-------|--------|----------|-----------|----------|-----------------------|
| To/From | Aloha | Tigard | Portland | Clackamas | Proposed | Average Miles Reduced |
| N Portland | 14.9 | | 9.3 | | 4.7 | 7.4 |
| Downtown | 10.4 | 9.5 | | | 1.7 | 8.3 |
| SE Portland | | | 9.0 | 9.2 | 6.1 | 3.0 |

| | |
|--|-----|
| Proposed Location Vehicle Miles Traveled Average Reduction | 6.2 |
|--|-----|

Google Maps 1500-1576 SE Cesar Estrada Chavez Blvd, Portland, OR 97214 to 2272 NW Nicolai St Drive 6.1 miles, 14 min

SE Portland Customers Traveling to Proposed Location



Imagery ©2016 DigitalGlobe, Landsat, Metro, Portland Oregon, State of Oregon, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2016 Google 2000 ft

via SE Hawthorne Blvd
12 min without traffic
14 min
6.1 miles

1500-1576 SE Cesar Estrada Chavez Blvd, Portland, OR 97214 to 2272 NW Industrial St - Google Maps

1.456 mi

via I-84

12 min without traffic

15 min

6.9 miles

via SE Powell Blvd

15 min without traffic

17 min

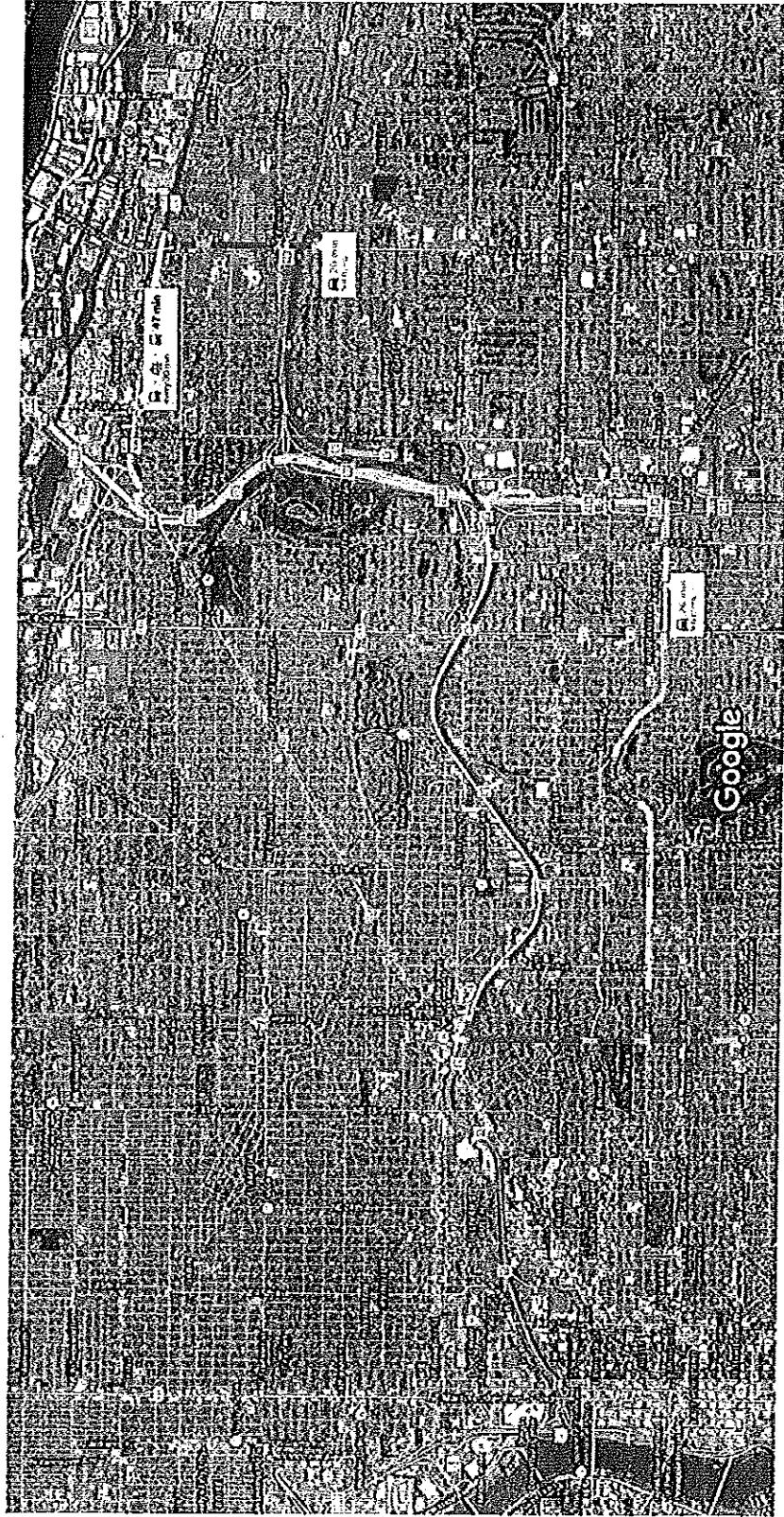
7.1 miles

Google Maps

<https://www.google.com/maps/dir/1500-1576+SE+Cesar+Estrada+Chavez+Blvd,+Portland,+OR+97214/2272+Northwest+Nicol...> 4/5/2016

Google Maps 1500-1576 SE Cesar Estrada Chavez Blvd, Portland, OR 97214 to Costco Wholesale Drive 9.0 miles, 20 min

SE Portland Customers Traveling to NE Portland Location



Imagery ©2016 DigitalGlobe, Landsat, Metro, Portland Oregon, State of Oregon, U.S. Geological Survey, USDA, Farm Service Agency, Map data ©2016 Google 2000 ft

via I-84 E
17 min without traffic

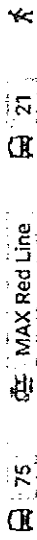
20 min
9.0 miles

1500-1576 SE Cesar Estrada Chavez Divd, Portland, OR 97214 to Costco Wholesale - Google Maps

1:45 PM 4/5/16

via I-205 N
22 min without traffic
26 min
9.6 miles

1:11 PM-1:58 PM
75 MAX Red Line
47 min



Google Maps

<https://www.google.com/maps/dir/1500-1576+SE+Cesar+Estrada+Chavez+Blvd,+Portland,+OR+97214/Costco+Wholesale,+No...> 4/5/2016

Google Maps 1500-1576 SE Cesar Estrada Chavez Blvd, Portland, OR 97214 to Costco Wholesale Drive 9.2 miles, 23 min
SE Portland Customers Traveling to Clackamas Location



Imagery ©2016 DigitalGlobe, Landsat, Metro, Portland Oregon, State of Oregon, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2016 Google 5000 ft

via I-205 S
18 min without traffic

23 min
12.4 miles

1500-1576 SE Cesar Estrada Chavez Blvd, Portland, OR 97214 W Costco Wholesale - Google Maps

Legend

via SE Foster Rd and I-205 S
18 min without traffic

23 min
8.3 miles

via SE Division St and I-205 S
19 min without traffic

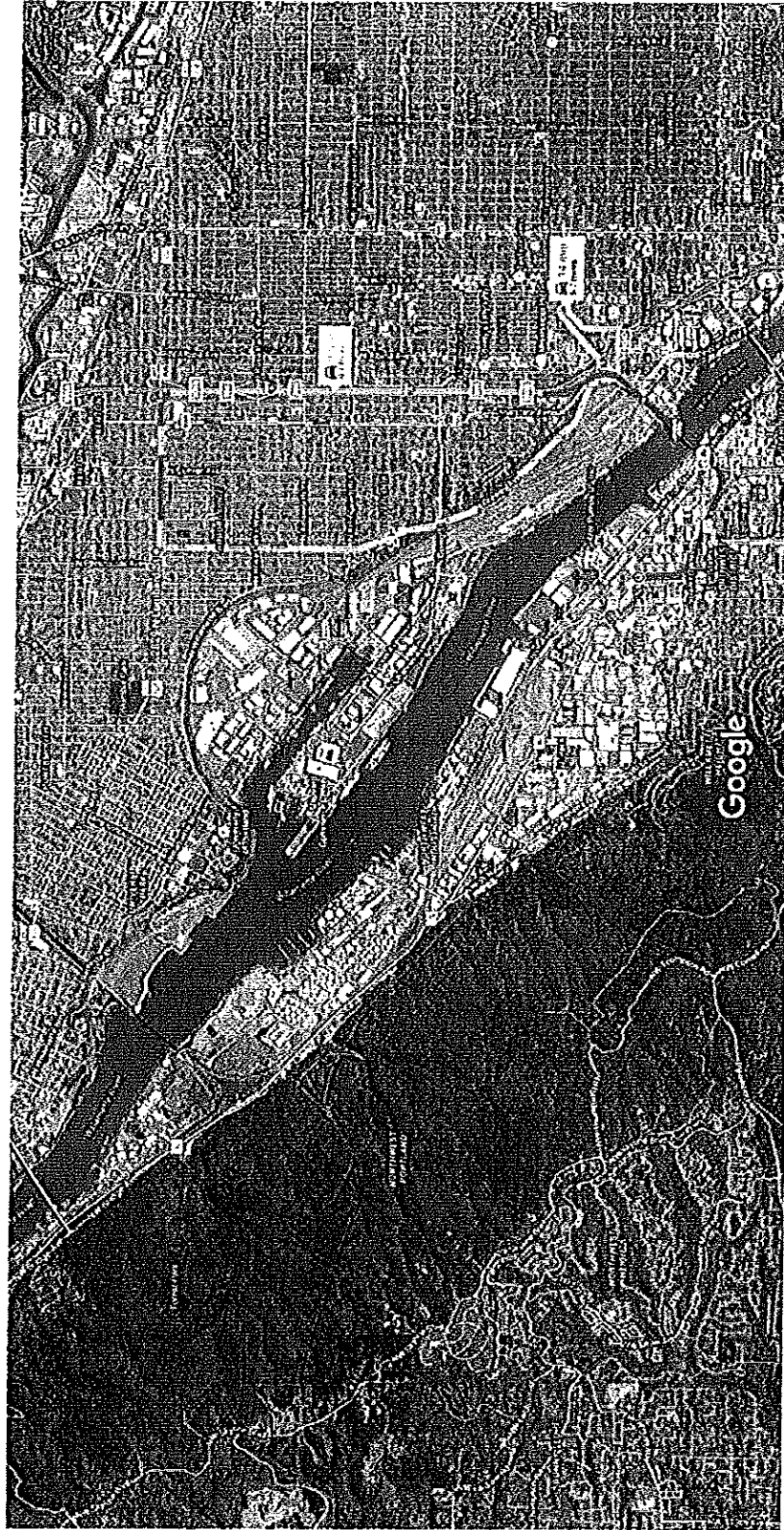
23 min
9.2 miles

Google Maps

<https://www.google.com/maps/dir/1500-1576+SE+Cesar+Estrada+Chavez+Blvd,+Portland,+OR+97214/Costco+Wholesale,+So...> 4/5/2016

Google Maps 2829 N Lombard St, Portland, OR 97217 to 2272 NW Nicolai St, Portland, OR 97210 Drive 4.7 miles, 9 min

North Portland Customers Traveling to Proposed Location



Imagery ©2016 DigitalGlobe, Landsat, Metro, Portland Oregon, State of Oregon, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2016 Google 2000 ft

via I-5 S
7 min without traffic

9 min
4.7 miles

14 min
5.7 miles

via N Greeley Ave
12 min without traffic

54 min

12:09 PM - 1:03 PM
35 77

Google Maps



2747-2829 N Lombard St, Portland, OR 97217 to Costco Wholesale - Google Maps

Google Maps 2747-2829 N Lombard St, Portland, OR 97217 to Costco Wholesale Drive 9.3 miles, 23 min
North Portland Customers Traveling to NE Portland Location



Image © 2016 DigitalGlobe, Landsat, Metro, Portland Oregon, State of Oregon, U.S. Geological Survey, USDA Farm Service Agency, Map data © 2016 Google 5000 ft

via US-30BYP E 23 min
21 min without traffic 9.3 miles

<https://www.google.com/maps/dir/2747-2829+N+N+Lombard+St+Portland+OR+97217/Costco+Wholesale+Northport+OR+97217>

via NE Marine Dr
21 min without traffic

23 min
11.3 miles

via N Lombard St and NE Marine Dr
22 min without traffic

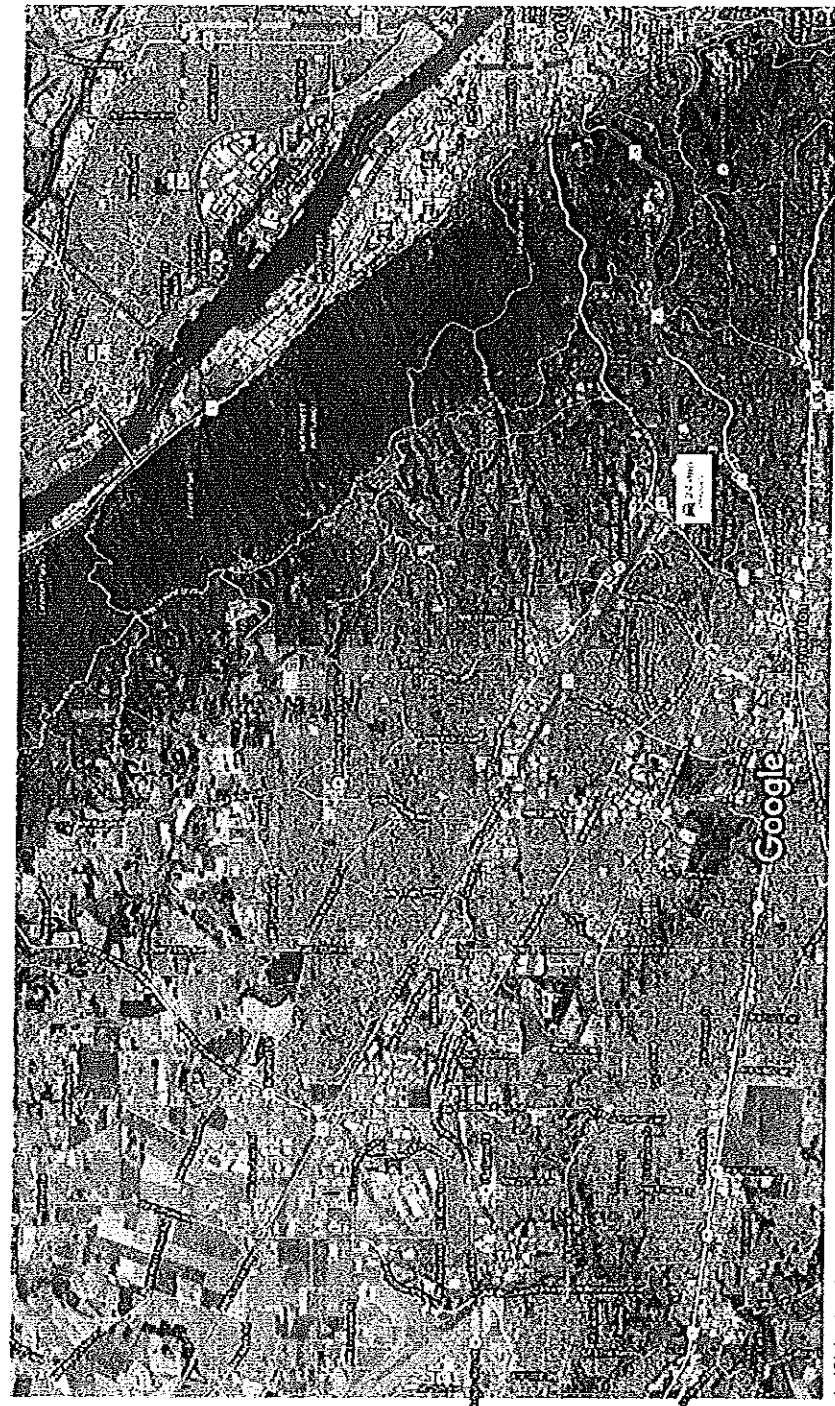
24 min
12.4 miles

Google Maps

2747-2829 N Lombard St, Portland, OR 97217 to Costco Wholesale, Beaverton, OR - Google Maps

Google Maps 2747-2829 N Lombard St, Portland, OR 97217 to Costco Wholesale, Beaverton, OR Drive 14.9 miles, 24 min

North Portland Customers Traveling to Aloha Location



Imagery ©2016 DigitalGlobe, Landsat, Metro, Portland Oregon, State of Oregon, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2016 Google 5000 ft

via US-26 W
21 min without traffic

24 min
14.9 miles

<https://www.google.com/maps/dir/2747-2829+N+Lombard+St+Portland+OR+97217/Costco+Wholesale+Beaverton+OR/97214>

Google Maps

Google Maps 1007-1099 W Burnside St, Portland, OR 97209 to Costco Wholesale
Downtown Portland Customers Traveling to Tigard Location

Drive 9.5 miles, 17 min



Imagery ©2016 DigitalGlobe, Landsat, Metro, Portland Oregon, State of Oregon, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2016 Google 5000 ft

via I-5 S

14 min without traffic

17 min

9.5 miles

via I-405 N and I-5 S
16 min without traffic

18 min
12.4 miles

via US-26 W and OR-217 S
18 min without traffic

20 min
12.8 miles

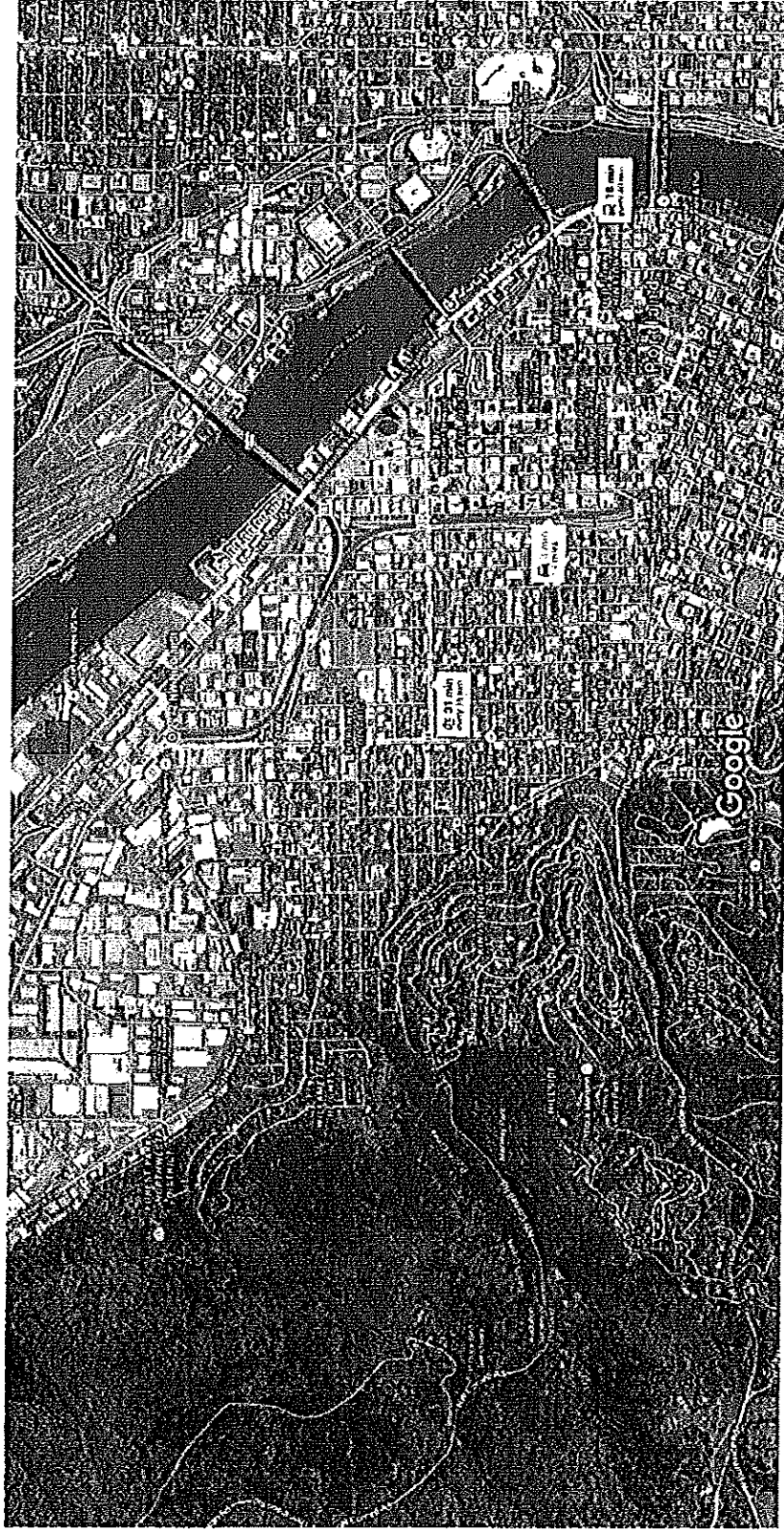
Google Maps

Google Maps

1007-1099 W Burnside St, Portland, OR to 2272 NW Nicolai St, Portland, OR

Drive 1.7 miles, 3 min

Downtown Portland Customers Traveling to Proposed Location



Imagery ©2016 DigitalGlobe, Metro, Portland Oregon, State of Oregon, U.S. Geological Survey, USDA, Farm Service Agency, Map data ©2016 Google 1000 ft

via US-30 W

3 min without traffic

3 min

1.7 miles

🕒 12:08 PM-12:26 PM

🚗 16 min

18 min

🕒 12:17 PM-12:48 PM

🚗 Portland Streetcar - NS Line

31 min

Google Maps

Google Maps 1007-1099 W Burnside St, Portland, OR 97209 to Costco Tire Center Drive 10.4 miles, 19 min
Downtown Portland Customer Traveling to Aloha Location



Imagery ©2016 DigitalGlobe, Landsat, Metro, Portland Oregon, State of Oregon, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2016 Google 5000 ft

via US-26 W
16 min without traffic

19 min
10.4 miles

via US-26 W and SW Jenkins Rd
18 min without traffic

20 min
10.2 miles

12:13 PM - 12:51 PM

📍 MAX Blue Line 📍

38 min

Google Maps

PERKINScoie

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April 14, 2016

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F. +1.503.346.2073

Mayor Charles Hales
Portland City Council
c/o Council Clerk
1221 SW 4th Avenue, Room 130
Portland, OR 97204

Re: 2-35 Comprehensive Plan Testimony - RTF & ICSC

Dear Mayor Hales and Council Members:

This letter is submitted on behalf of the RTF and the Oregon GR Committee for ICSC. Please make it part of the hearing record.

I transmit copies of letters from various retailers and their consultants urging adoption of the proposed grocery store (new Policy 4.79) and retail (new Policy after 6.65) policies aimed at solving the food desert problem, plus a number of newspaper articles that talk of the problem. These letters also speak of the need to avoid nonconformity, which is addressed by the proposed new Sub-Policy 6.17.

I also forward letters from ORLA, OBA and USBLN stating concern over the proposed prohibition of drive-through facilities in opposition to the new Policy being proposed after 4.23.

Thank you for opportunity to comment. Please vote for our proposed policies.

Respectfully submitted,



Mark D. Whitlow

MDW:sv
Enclosures

91004-0005/130629521.1

PerkinsCoie LLP



US Business Leadership NetworkSM (USBLNSM)
1310 Braddock Place, Suite 101
Alexandria, VA 22314
Phone: (800) 706-2710
Fax: (800) 706-1335
info@usbln.org
www.usbln.org

April 14, 2016

The US Business Leadership Network (USBLN) urges the Portland City Council and Mayor Charlie Hales to reconsider their proposal to prohibit drive through facilities in the Central City and limit them in other centers and corridors. While the intent of the policy is admirable, it is shortsighted in recognizing the impact to people with disabilities.

Drive through allow people with disabilities access to a variety of businesses including restaurants, banks, and pharmacies. While it may seem like a matter of convenience to some, being able to access these and other establishments can often be challenging to people with a variety of disabilities, and a drive through can often be a solution. This policy would have a negative impact on people with mobility issues, including wheelchair users and senior citizens.

The USBLN opposes any action that would limit the accessibility of public accommodations to people with disabilities, and hopes that City Council and the Mayor will work with the business community on an alternative solution.

###

The US Business Leadership Network is a national non-profit that helps business drive performance by leveraging disability inclusion in the workplace, supply chain, and marketplace. The USBLN serves as the collective voice of nearly 50 Business Leadership Network affiliates across the United States, representing over 5,000 businesses. Additionally, the USBLN Disability Supplier Diversity Program (DSDP) is the nation's leading third party certification program for disability-owned businesses, including businesses owned by service-disabled veterans.



February 29, 2016

Barry Manning
Senior Planner
Portland Bureau of Planning and Sustainability
1900 SW Fourth Avenue #7100
Portland, OR 97201

Re: Mixed Use Zones Project
Request for CE Zoning for Albertsons/Safeway Stores

Dear Mr. Manning:

I am the Senior Real Estate Manager for Albertsons Companies, Inc. and wish to comment on the proposed zoning for the Albertsons and Safeway stores in the areas of Portland subject to the proposed mixed use zones. Our stores are all "auto-accommodating", as defined in the Portland Zoning Code (copy attached). None of the proposed mixed use zones provide development standards which are as auto-accommodating as the development standards (for access, parking and main entrance locations) contained in the definition, but the CE zone comes the closest. Also, we notice that the CE zone is the only new zone that doesn't prohibit drive-through facilities, which are part of our grocery supermarket operations. Therefore, we request that our store sites be zoned CE, without the CMSO overlay, because we need auto-accommodating development standards to continue to operate, modernize and grow our grocery supermarket business in Portland. A list of our existing Albertsons and Safeway stores impacted by the Mixed Use Zones Project is attached.

We are also concerned about the high degree of nonconformity which will be created for our existing Portland stores if they are zoned anything but CE. Nonconformity lowers market value, makes it more difficult to obtain financing and to sell and, finally, makes it difficult if not impossible to maintain and upgrade in the interim. Zoning the Albertsons and Safeway stores to CE, with no CMSO overlay, will be necessary to avoid excess nonconformity.

We are also concerned that the proposed CE zone is not truly "auto-accommodating". Accordingly, we would ask that consideration be given to softening the main entrance and glazing requirements of the CE zone's development standards to be consistent with the Code's definition of "auto-accommodating".

Finally, we are concerned with the City's proposal to greatly reduce, if not effectively eliminate, drive-through facilities in the City. Please remember that grocery supermarkets consist of a variety of drive-through facilities, including those for fuel, pharmacy and grocery pickup. In addition, grocery supermarkets frequently have pad users with drive-through facilities for restaurants, banks and coffee shops. Elderly citizens and people with disabilities rely on drive-through facilities to assist them in obtaining their daily goods and services. We request that fuel stations in conjunction with grocery supermarkets be exempted from any prohibition of drive-through facilities in any of the zones, especially the CE zone.

Working together to be the *favourite local supermarket*





Thank you for the opportunity to present written comments. We would appreciate an opportunity to further discuss our recommendations with you prior to the issuance of your next staff report.

Yours truly,

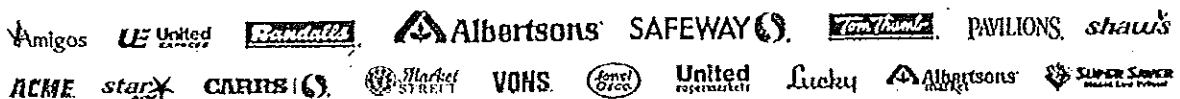
Eric Holzer

Enclosure

Cc: RTF/ICSC GR Committee

| Store | | | Current Zoning | | Proposed Zoning | |
|------------|---------------------------------|---------|----------------|--------|-----------------|--------------|
| Banner | Street Address | Sq. Ft. | Zoning | Zoning | Comp Plan | Overlay Zone |
| Safeway | 3527 SE 122nd Ave | 48,564 | CG | CE | MU-C | No |
| Albertsons | 5415 SW Beav.-Hillsdale Hwy | 37,547 | CG | CE | MU-C | No |
| Safeway | 5920 NE Martin Luther King Blvd | 39,064 | CG | CM2 | MU-C | No |
| Albertsons | 5850 NE Prescott St | 48,754 | CG | CM2 | MU-N | CMSO |
| Safeway | 11919 North Jantzen Ave | 54,975 | CG | CE | MU-D | No |
| Safeway | 6901 NE Sandy Blvd | 51,602 | CG | CM2 | MU-C | CMSO |
| Safeway | 221 NE 122nd Ave | 52,568 | CX | CM3 | MU-C | CMSO |
| Safeway | 4515 SE Woodstock | 54,689 | CN2 | CM2 | MU-N | CMSO |
| Safeway | 3930 SE Powell Blvd | 47,248 | CG | CM2 | MU-C | CMSO |
| Safeway | 8336 N. Ivanhoe St | 56,536 | CN2 | CM2 | MU-UC | No |
| Safeway | 2800 SE Hawthorne Blvd | 55,787 | CS | CM2 | MU-UC | Design |
| Safeway | 8145 SW Barbur Blvd | 62,925 | CG | CM2 | MU-C | No |

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The Voice of Oregon Banking • Since 1905

January 6, 2016

Portland City Council
Attn: Council Clerk
1221 SW Fourth Ave., Room 130
Portland, Oregon 97204

RE: 2035 Comprehensive Plan and Drive-Through Facilities

Dear Mayor Hales and Members of the Portland City Council:

On behalf of the Oregon Bankers Association (OBA) and the Independent Community Banks of Oregon (ICBO) and our membership of Oregon's state and national banks, we appreciate the opportunity to provide written testimony on the above-referenced proposal concerning updates to the City of Portland Comprehensive Plan and the issue of auto-oriented uses, including drive-through facilities. By way of background, the OBA is the full-service trade association for the banking industry in the State of Oregon. The ICBO serves the independent banks headquartered in the State of Oregon. OBA and ICBO work collaboratively and represent the voice of the Oregon banking community before federal, state, and local governmental entities.

Discussion

We would strongly encourage the City to adopt a comprehensive retail policy that gives better direction for commercial zoning and allows auto-oriented uses and developments, including drive-through facilities. OBA, like many of its business community partners, is concerned that changes to the Comprehensive Plan and zoning requirements could lead to the prohibition of drive-through facilities or their redevelopment, except in rare and limited circumstances, in the City of Portland.

Drive-through facilities are a necessary component of retail developments of all kinds, including banks. Reasons for drive-through facilities in the banking industry include, among other things:

- Customer ease and convenience;
- Access opportunities for the elderly and disabled;

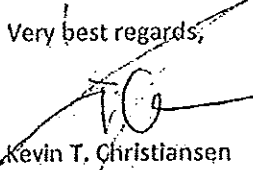
- Physical Safety and Security (especially during non-peak business hours);
- Customer demand for drive-through access; and
- Lack of parking alternatives.

These same justifications apply to other industries who utilize drive-through facilities including pharmacies, grocery stores, dry cleaners, coffee shops, restaurants, and others. Banking customers want drive-through facilities and we strongly encourage that City to preserve this option in adopting its Comprehensive Plan and the applicable zoning allowances.

Conclusion

We appreciate the opportunity to provide written testimony with respect to the 2035 Comprehensive Plan. If you have additional questions, please feel free to contact us. Thank you.

Very best regards,



Kevin T. Christiansen
Government Affairs Director
Oregon Bankers Association &
Independent Community Banks of Oregon



January 5, 2016

Mayor Charles Hales
Portland City Council
c/o Council Clerk
1221 SW 4th Avenue, Room 130
Portland, OR 972014

Re: 2035 Comprehensive Plan

Dear Mayor Hales and Council Members:

I am the CEO of the Oregon Restaurant & Lodging Association and submit our letter of concern to be placed in the Council's hearing record on the proposed Comprehensive Plan amendments.

The City should adopt a comprehensive retail policy that gives better direction to adopt commercial zoning that allows auto-oriented uses and developments in appropriate areas, including those with drive-through components. The unwritten policy expressed in the City's proposed commercial zoning in the Mixed Use Zones Project is to prohibit drive-through facilities or their redevelopment, except in rare circumstances.

Drive-through facilities are a necessary component of retail development and redevelopment of grocery stores, banks, pharmacies, grocery stores, dry cleaners, fuel stations and coffee kiosks, in addition to fast food. Many of these uses develop with grocery stores and pharmacies as pad users needed to off-set the high cost of urban development, absent which it is harder to provide essential grocery and pharmacy facilities.

The City needs a better retail policy in the City's Comprehensive Plan to provide better zoning guidance in the proposed amendments to the Zoning Code. Please adopt the retail policy proposed by the RTF and ICSC.

Thank you for the opportunity to comment.

Sincerely,

Jason Brandt
President & CEO
Oregon Restaurant & Lodging Association

Cc: Tom Armstrong, BPS
Eric Engstrom, BPS
Susan Anderson, Director, BPS
RTF/ICSC GR Committee

PERKINS COIE

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January 6, 2016

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VIA EMAIL

Mayor Charles Hales
Portland City Council
c/o Council Clerk
1221 SW 4th Avenue, Room 130
Portland, Oregon 97204

Re: 2035 Comprehensive Plan Supplemental Testimony - RTF & ICSC

Dear Mayor Hales and Council Members:

This letter supplements the December 31, 2015 letter written on behalf of the Retail Task Force (RTF) and the Oregon Government Relations (GR) Committee for the International Council of Shopping Centers (ICSC) regarding the above matter. Please make this supplemental letter a part of your record of proceedings.

Enclosed are additional letters from concerned retailers and their consultants, each testifying to the need to adopt a concise retail policy within the City's Comprehensive Plan. The retail policy is needed to direct the City's work in implementing the Comprehensive Plan through the Portland Zoning Code. Without the requested policy, the amendments currently proposed to the Zoning Code inhibit rather than facilitating new opportunities for grocery store development in Portland's neighborhood.

We are working with Barry Manning and Bill Cunningham on the companion Mixed-Use Zones Project, but first wanted to request the needed policy in the Comprehensive Plan, as we are now doing.

Thank you again for the further opportunity to comment. We look forward to working with your staff regarding the proposed retail policy.

Very truly yours,



Mark D. Whitlow

Enclosures

CCs (with enclosures):

Tom Armstrong, BPS
Eric Engstrom, BPS
Susan Anderson, Director, BPS
RTF/ICSC GR Committee
Barry Manning
Bill Cunningham

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Perkins Coie LLP

Integra Realty Resources
Portland

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Portland, OR 97205

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January 5, 2016

Mayor Charles Hales
Portland City Council
c/o Council Clerk
1221 SW 4th Avenue, Room 130
Portland, OR

RE: 2035 Comprehensive Plan Testimony – RTF & ICSC

Dear Mayor Hales and council Members:

The Retail Task Force (RTF) and the Oregon Government Relations (GR) Committee for the International Council of Shopping Centers (ICSC) have already provided testimony on the 2035 Comprehensive Plan. I want to testify from a slightly different point of view. I have been appraising and consulting on commercial real estate in Portland for more than 40 years and am a native. I hold the professional designation of MAI (Appraisal Institute; the largest and oldest professional valuation organization in the United States), FRICS (Fellow RICS; the largest international valuation organization); and CRE (Counsellors of Real Estate; a national professional consulting organization). I was the national president of the Appraisal Institute and chair of all of the Americas for RICS and served two terms on the International Valuation Standards Council (IVSC), writing international standards for professional practice.

The proposed plan identifies the potential for 120,000 new residents in Portland and proposes increased density to accommodate them. Regarding transportation, the Plan pushes increasing

walking, biking and public transportation and proposes much lower parking availability to lower the carbon footprint. Data from the U.S. Census Bureau (2006-2010) show that only 12 percent of Portland workers commute to work by mass transit and another 12 percent walk, bike or work at home. Dan Anderson of the Portland Bureau of transportation has stated that Portland has the highest percentage of bike commuters in the U.S. at 6 percent. That leaves 75 percent of the population using the automobile.

I further believe that many, if not most, of the other 25% of commuters do not use mass transit or their bikes when grocery shopping or shopping for larger items that must be transported home, especially when they have children with them. Replacing carbon fuels is a notable goal, but I submit that those vehicles will eventually be replaced by automobiles powered by electricity or other fuels. Thus, there will still be automobile traffic to deal with. Utopian ideals are to be commended, but leaders must also look at reality.

Two basic components of value for commercial real estate are exposure to traffic and the availability of parking. Lenders require that these two questions be answered in detail, as the lack of either can have a major negative impact on value, hence increasing the risk of a business failure and property foreclosure. If the property does not meet market expectations, either the loan will not be made or a lower loan to value ratio will be applied.

The Plan appears to encourage reduced parking for major shopping sites on transit streets. The consequences of this policy can be expected to result in some failed and poorly performing projects and will eventually force many retailers to move to the suburbs, forcing Portland residents to drive even further for their shopping needs.

For an example of an under parked shopping center, I suggest looking at Bridgeport Village in Tualatin, yet it has far better parking than the proposed plan would allow. Portland is already having trouble attracting grocery stores to the East side and this change of zoning will not help. I encourage the Council to look closer at the proposed Comprehensive plan and make adjustments to the policy to better serve the residents of Portland.

Respectively submitted:
INTEGRA REALTY RESOURCES - PORTLAND



Brian A. Glanville, CRE, FRICS, MAI
Senior Managing Director

COMMERCIAL
REALTY
ADVISORS 
NORTHWEST, LLC

Mayor Charles Hales
Portland City Council
c/o Council Clerk
1221 SW 4th Avenue, Room 130
Portland, OR 972014

January 4, 2016

VIA EMAIL

Re: 2035 Comprehensive Plan Testimony

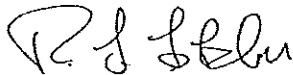
Dear Mayor Hales and Council Members:

I have been a retail broker active in the Portland region for almost 20 years. I have been fortunate to represent some great retailers over these years, including large-format operators selling affordable groceries. These grocery operators need properly zoned commercial sites with access in the close-in urban area to allow their loyal customers to shop local and not have to drive out to their stores in the suburbs to save on their shopping. Appropriate zoning for these grocery operators would allow traditional horizontal development with ample off-street parking and convenient access. There are few, if any, sites in Portland that are large enough with appropriate zoning to accommodate traditional grocery stores.

It would be great if in this round of amendments to the Comprehensive Plan a concise retail policy could also be adopted to provide better direction in the zoning code implementation, especially now that the Zoning Code is also being amended without that needed guidance. With appropriate retail zones that allow market-based development, land within existing centers and commercial strips might be assembled into sites large enough to accommodate grocers providing affordable food to customers using all modes of transportation, including the auto. The City needs to create some retail zones with safe harbors for auto-oriented grocery store and related pad development in the city's commercial zoning regulations that make development or redevelopment within those zones affordable for these grocery operators.

For the above reasons, I urge you to adopt the retail policy proposed by the RTF and ICSC into the City's Comprehensive Plan to give better guidance to the City in adopting new amendments to the city's Zoning Code. Thank you for the opportunity to comment.

Sincerely,



Robert L. LeFeber
Principal Broker

cc: Tom Anderson, Eric Engstrom, and Susan Anderson. BPS
RTF/ICSC GR Committee

Fred Meyer

Corporate Real Estate
3800 SE 21st Ave.
Portland, OR 97202

Don Forrest
Division Real Estate Manager
don.forrest@kfygr.com

Fax (503) 797-3117
(503) 797-3539

December 31, 2015

Mayor Charles Hales
Portland City Council
c/o Council Clerk
1221 SW 4th Avenue, Room 130
Portland, OR 972014

Re: 2035 Comprehensive Plan

Dear Mayor Hales and Council Members:

I am the Division Real Estate Manager for Fred Meyer. Currently, Fred Meyer operates over 140 stores throughout Oregon, Washington, Alaska and Idaho.. Fred Meyer supports the retail policy now being proposed by the RTF/ICSC GR Committee to facilitate new grocery store development and redevelopment in Portland's residential neighborhoods.

Grocery store development and redevelopment is controlled by the current market, and the economic challenges associated with existing circumstances and those that are planned for in the future. If one of Portland's goals is to provide healthy food choices for all of Portland's neighborhoods, many of which are unserved or under-served, Portland needs to provide retail zones that work for grocery stores selling goods to customers using cars, the dominate mode choice both currently and within the next 20-year planning period. Most of the City's commercial zones outside the core are still not served by frequent transit with good ridership that may mitigate the need for traditional building orientation and parking to serve the auto mode of transportation.

Please adopt a cogent retail policy in the comprehensive plan amendments that addresses traditional grocery store site zoning needs for adequate off-street parking and convenient access.

Thanks for the opportunity to comment. We urge the Council to direct staff to include the requested retail policy in the next discussion draft.

Yours truly,


Don Forrest

Cc: Tom Armstrong, BPS
Eric Engstrom, BPS
Susan Anderson, Director, BPS
RTF/ICSC GR Committee

WinCo FOODS

An Employee Owned Company

WinCo Foods, LLC
Corporate Office
650 N. Armstrong Place
Boise, Idaho 83704

P.O. BOX 5756
Boise, Idaho 83705-0756
(208) 377-0110
FAX (208) 377-0474

December 29, 2015

VIA EMAIL

Mayor Charles Hales
Portland City Council
c/o Council Clerk
1221 SW 4th Avenue, Room 130
Portland, OR 972014

Re: 2035 Comprehensive Plan Testimony

Dear Mayor Hales and Council Members:

I am the Vice President of Real Estate for WinCo Foods and coordinate WinCo store development in eight states, including Oregon. For many years, WinCo has sought to add additional stores to the Portland area but unfortunately have had to skip over most potential store sites in Portland because the zoning standards in most existing zones do not work for us regarding building placement and limitations on parking and access. WinCo needs retail land that can serve people needing affordable groceries who shop by car, meaning more of a traditional retail center with direct arterial access and Code allowance ample off-street parking. That type of land just doesn't exist in Portland. It is unfortunate, as we get many requests from your constituency wanting a full size WinCo in areas where we do not have a store close by.

Please consider adding a good policy statement to the Comprehensive Plan that results in the creation of commercial land zoned to allow development of auto-oriented retail grocery facilities which do not need structured parking. Mixed use projects with structured parking are too expensive for value-based grocers such as WinCo to develop and operate. The City has the obligation to make zoning allowances to provide affordable food facilities, not just affordable housing. Please adopt a retail policy that results in making affordable food available in all of Portland's neighborhoods.

Thank you for the opportunity to comment.

Yours truly,



Greg Goins
VP of Real Estate
WinCo Foods, LLC

91004-0005/129159136.1

www.wincofoods.com

December 31, 2015

Mark D. Whitlow
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VIA EMAIL

Mayor Charles Hales
Portland City Council
c/o Council Clerk
1221 SW 4th Avenue, Room 130
Portland, OR 972014

Re: 2035 Comprehensive Plan Testimony - RTF & ICSC

Dear Mayor Hales and Council Members:

This letter is written on behalf of the Retail Task Force (RTF) and the Oregon Government Relations (GR) Committee for the International Council of Shopping Centers (ICSC) regarding the above matter. Please make this letter a part of your record of proceedings.

The RTF participated in the City's Zoning Code Rewrite Project from 1989-1991. The RTF was then concerned about the extent of commercial lands appropriate for retail development being subjected to restrictive pedestrian and transit-friendly development standards ahead of the market. The RTF and ICSC have the same concerns with the current proposal. All of the City's commercial lands will become non-conforming, which is a huge problem for property owners and business operators. Non-conformity stifles redevelopment because it jeopardizes the ability to sell and finance non-conforming property. The current retail market needs convenient access and adequate off-street parking, which would not be allowed by the proposed mixed-use zones. Constant planning pressure to eliminate needed off-street parking, especially where inadequate transit services or ridership is in place, is not equitable to retailers and defeats the notion of supporting "local access to healthy food" in neighborhoods. In fact, it will make access to affordable good and services, including healthy food, more difficult.

The RTF and ICSC submit that the root cause of the problem is the lack of any clear retail commercial policy in the City's past, current or proposed comprehensive plans.¹ Without an articulated retail policy to guide the City's planners, the City's zoning code is deficient of zones that allow commercial retail use and development needed to provide affordable daily goods and services to Portland's neighborhoods. This lack of land zoned for retail uses has also been

¹ See attached correspondence from 1989 between the RTF and the Portland Planning Commission regarding the lack of general commercial land needed. See other attached correspondence between then-Commissioner Blumenhauer and then-Planning Director Robert Stacy who agreed with the RTF that a retail zoning study and policy was needed.

recognized by the City through the efforts of the Portland Development Commission to study the problem. See the attached study by Leland Consulting Group.

The RTF and the Oregon GR Committee for ICSC hereby request that the following statement of a clear, commercial retail policy be adopted into Chapter 6: Economic Development of the City's Comprehensive Plan, with appropriate references to it to be added throughout the various other chapters, and that a new discussion draft be issued for comment prior to adoption by the City:

New Policy – Retail Development. Assure competitive sites and a zoning framework that recognizes and supports the diversity of customer, employee and business needs for convenience, comparison and destination retail goods and services throughout the City of Portland, at locations readily accessible and convenient to residents, employment centers, and visitors to Portland. Commercial and mixed use zoning will facilitate the full range of needed retail products and services for all socio-economic groupings, especially in underserved areas of the City:

- a. Day-to-day convenience retailing including grocery, pharmacy, food service, banking, hotel and entertainment uses should be widely dispersed in formats readily accepted by customers, retailers and commercial service providers at locations conducive to multiple travel modes and reduced travel time.*
- b. Comparison retail for goods and services as for apparel, electronics, and home furnishings, are typically purchased on the basis of price and selection, requiring larger trade areas to achieve market thresholds, and should be located in areas and at sites appropriate to industry standards including a range of travel modes suitable for transporting the types of purchases being made.*
- c. Destination trips occur when tourists or residents of the metro region access a particular business or district based on reputation and quality of the shopping, dining, entertainment and/or lodging experience and should be sited at locations with high-frequency transit and/or auto service capability.*
- d. Clustering of commercial retail and service businesses drawing similar groupings of customers for multi-purpose (internal) trips with options for shared parking is to be prioritized wherever feasible.*
- e. Land use planning should promote the availability of affordable healthy food options throughout the City by facilitating development of medium- and high-sales volume grocery options; discount and value-based retail appropriate to resident budgets also is to be encouraged, especially in underserved neighborhoods.*
- f. Both new development and upgrading of existing retail facilities will be accommodated at a cost structure affordable to owners as consistent with neighborhood and trade area land values, supportable sales volumes and building rents.*

- g. Adjust FAR, parking, building design and mixed use standards to market thresholds consistent with existing availability of high-frequency transit and mode share; prioritize market-based incentives for increased FAR and pedestrian/transit orientation rather than mandatory requirements.*
- h. Continue to encourage a range of full- and part-time retail sector employment opportunities fitting the increasingly diverse life-style and work objectives of Portland-area residents.*
- i. Involve the full-range of directly affected commercial/mixed-use stakeholders including property and business owners, developers and public service agencies in the initial determination and future adjustment to commercial/mixed use zoning and development standards.*

The RTF/ICSC GR Committee requests that the above retail policy be adopted as part of the City's economic development policies, with appropriate cross-references in other chapters. We are facilitating the submission of letters of concern from the retail industry. Enclosed is a letter from WinCo Foods, with other letters from owners, users, and their consultants to follow.

Please direct planning staff to issue a new discussion draft including the new retail policy in advance of the next round of public hearings.

Thank you for the opportunity to comment.

Very truly yours,



Mark D. Whitlow

MDW:sv

Enclosures

CCs (with enclosures):

Tom Armstrong, BPS

Eric Engstrom, BPS

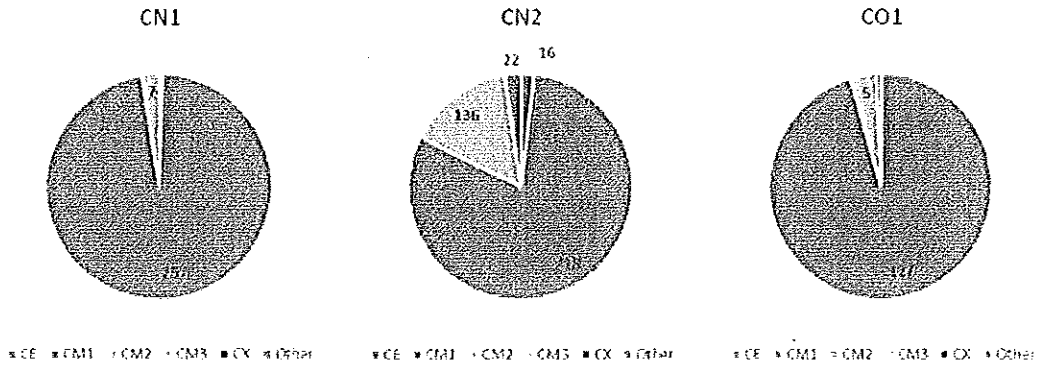
Susan Anderson, Director, BPS

RTF/ICSC GR Committee

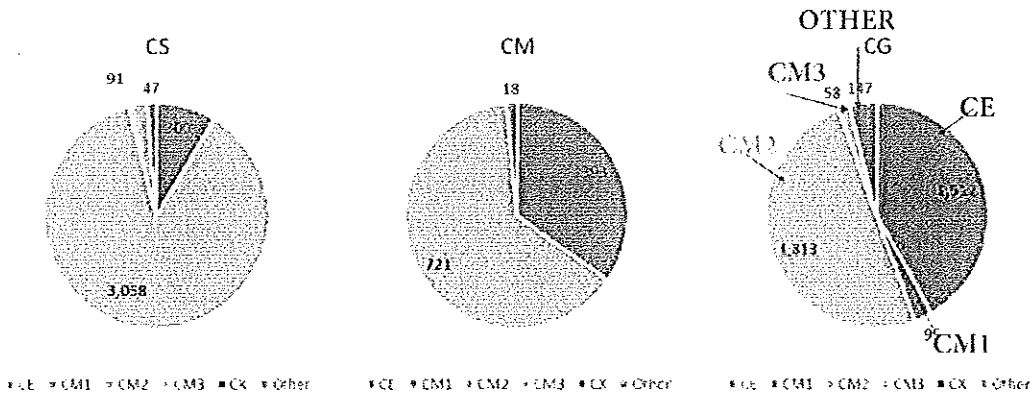
Figure VII-1: Commercial/Mixed Use Rezoning Summary

Number of properties assigned to each new zone, by old zones. Other = non Commercial/Mixed Use (EG1, EG2, R1, etc.)

Small scale commercial zones



Medium scale commercial zones



Medium and large scale commercial zones

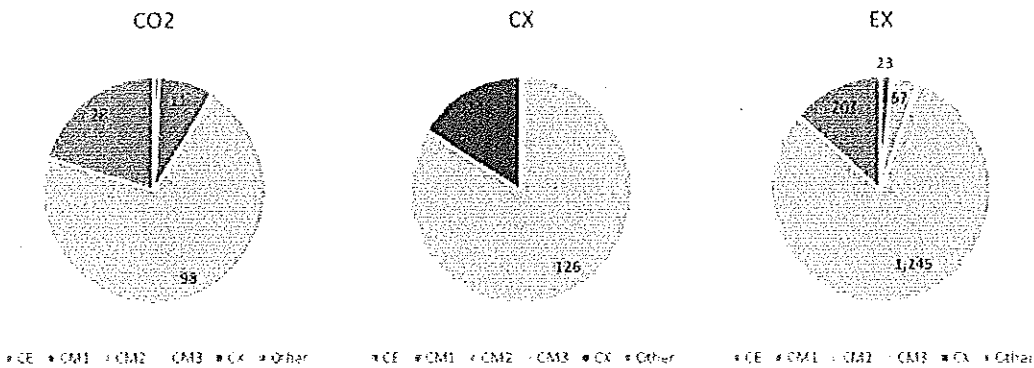
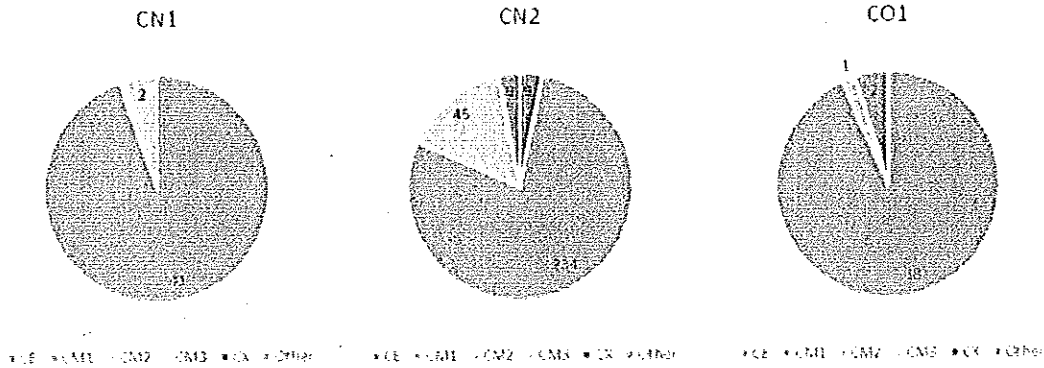


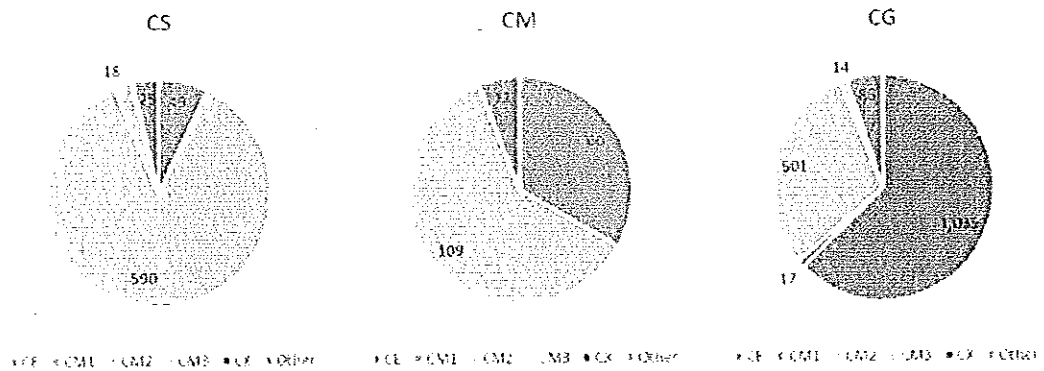
Figure VII-2: Commercial/Mixed Use Rezoning Summary

Number of acres assigned to each new zone, by old zones. Other = non Commercial/Mixed Use (EG1, EG2, R1, etc.)

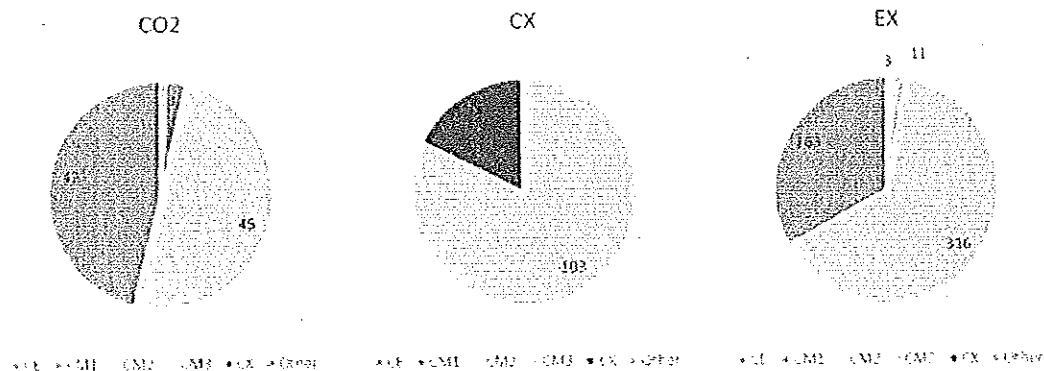
Small scale commercial zones



Medium scale commercial zones



Medium and large scale commercial zones



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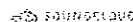
News (News/Topic/News) | Food (News/Topic/Food) | Local (News/Topic/Local) | East Of 82nd (News/Series/East-Of-82nd-A-Closer-Look-At-East-Portland)

East Of 82nd: Raising Children In A 'Food Desert'

by Amanda Peacher (contributor/amanda-peacher/) OPB | June 25, 2013 5 a.m. | Updated: Feb 18, 2015 8:16 a.m. | Portland



OPB News East Of 82nd: Raising Children In A 'Food Desert'



Share



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509

According to the U.S. Census, East Portland is the fastest growing part of the city and home to many of the area's youngest residents. With only a quarter of the city's total population, East Portland is where 40 percent of the children live.

This week in our series, "East of 82nd" we'll explore what's available for children there. Where can they play? How safe is it for them to walk in their neighborhood?

We begin our series with a look at the availability of affordable, fresh food.

You can share your East Portland stories on our Tumblr page (<http://eastportland.tumblr.com>).

Nanioloa Bannister likes being the responsible big sister. Every day after school the 8-year-old gets a snack ready for herself and her little sister Adrianna.

"I usually open a can of food for us," says Nanioloa, as she works a can opener around a can of SpaghettiOs.

Adrianna and Nanioloa live with their mom Casey Bannister in a compact, two-bedroom



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Related Content



(news/video/youtube-east-of-82nd-playgrounds-as-healing-spaces)

East Of 82nd: Playgrounds As Healing Spaces (news/video/youtube-east-of-82nd-playgrounds-as-healing-spaces)

apartment near Burnside and 151st Avenue in East Portland. Today, the cupboard and the fridge are well-stocked. That's because Bannister just made a trip to the grocery store.

Adrianna and Naniloa Bannister enjoy fresh strawberries.

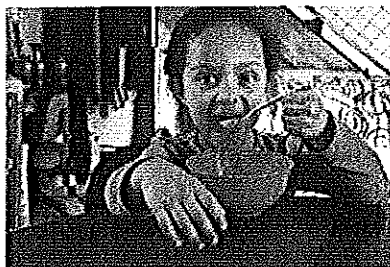
Amanda Peacher /OPB

"We eat strawberries, and we drink juice," says four year-old Adrianna, as she peers into the fridge.

Bannister doesn't have a car, so she usually takes the bus or light rail to get groceries.

"I want to get to the grocery store and I want to get a whole bunch of stuff but I have to remember that I can't carry all those things home," says Bannister. "It can be challenging at times, and tiring. But you gotta do what you gotta do sometimes."

Bannister lives in part of Portland that that the U.S. Department of Agriculture calls a "food desert



Four-year-old Adrianna Bannister loves Spaghettios as an afternoon snack.

Amanda Peacher /OPB

(<http://apps.ams.usda.gov/fooddeserts/foodDeserts.aspx>)." Those are regions where it's hard to find of fresh fruit, vegetables and other healthy unprocessed foods.

Forty percent of Portland residents live more than a mile away from a grocery store, according to the USDA. Many live East of 82nd Avenue. In this part of town, five major grocery stores have closed in three years — most recently a Safeway at 82nd and Burnside.

The closest grocery store to Bannister is a mile and a half away, and that can make walking or biking a challenge.

"I've had to stop a couple times because the groceries are so heavy and either sore on my shoulder or on my hands, especially when they were plastic bags," says Bannister.



([news/video/youtube-east-of-82nd-better-than-my-life/](#))

East of 82nd: Better Than My Life ([news/video/youtube-east-of-82nd-better-than-my-life/](#))



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Casey Bannister lives with her two kids in outer East Portland.

Amanda Peacher/OPB

"They would cut off the circulation in my fingers and I'd have to stop and take a break."

Neighborhood activists have been asking for more fresh food options here for years.

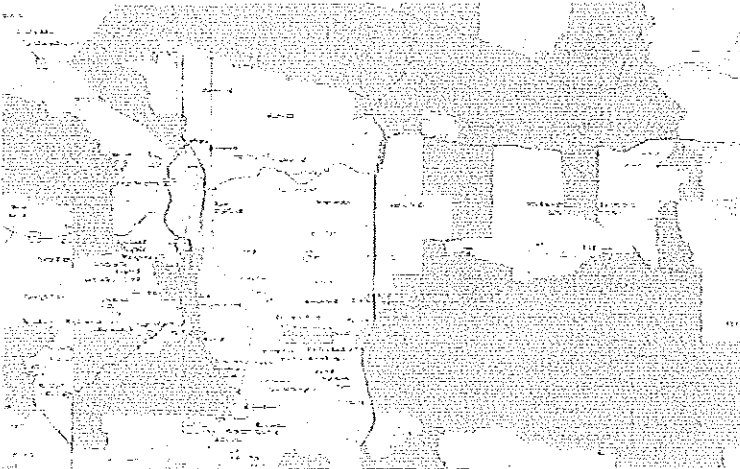
A Grocery Outlet discount store opened in February on 122nd Avenue. But the demographics of this area won't support a high end grocer.



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In some outer East Portland neighborhoods, more than 30 percent of residents live in poverty. The median income here is \$10,000 - \$25,000 less than the median income for the Portland metro area as a whole. Only two of 24 Portland farmers' markets are located East of 82nd Avenue.

Bannister divides her grocery dollars between Safeway and Winco. She's unemployed right now, and she gets income assistance from the state. She plans meals to a tee, based on what she can afford and what groceries she can carry in her arms.



According to the USDA, forty percent of Portland lives in a food desert. This map shows neighborhoods where grocery stores are more than one mile away.

USDA

"Spaghetti, baked chicken with broccoli or corn, or steamed rice," says Bannister, listing some of her typical meals.

When money gets tight at the end of the month, sometimes she collects cans and bottles for the deposit money. She dreads any unexpected costs.

Saul Orduna is familiar with that feeling. He's a single dad with shared custody of two young kids.



Six-year-old Andrea Orduna picks out some fruit for the family at the SUN food pantry at Shaver Elementary.

Amanda Peacher /OPB

"I try to provide them as much as I can," says Orduna. A couple of years ago he went through a rough time. He lost his job and moved his family to a homeless shelter. They lived there for five months before Orduna found work and was able to afford a one-bedroom apartment across from the train tracks in outer Northeast Portland.

Now, Orduna works nights at a group home for disabled people. He earns about \$1,300 each month.

"My utility payments come up to \$200," says Orduna. "Plus my rent is about \$600 a month. And I have to use probably \$100, \$120 for gas every month. So the rest, I have it for groceries."

That leaves about \$380. Sometimes that's not enough to feed a family of three, says Orduna. So twice a month, he gets food assistance from a program at Shaver Elementary.

Six and seven-year-old Andrea and Ethan Orduna are helping their dad pick out groceries at the school food pantry.

Any family with kids at Shaver can get groceries here. Tables are piled with boxes of fresh fruits and vegetables. Shelves are lined with bread, juice and other staples, and there's milk and eggs in fridges.



The SUN food pantry offers families fresh fruits and vegetables.

Amanda Peacher /OPB

"Daddy can we get this?" says Andrea, pointing to fresh strawberries and pineapple.

Orduna says yes, and looks at the other fresh fruits and vegetables piled high on the table. "So, let's see-bananas... asparagus You want grapes?"

Orduna gets half, sometimes two thirds of his groceries here. There are more than 50 food pantries East of 82nd Avenue in Portland. For many low-income families, these services help fill the "food desert" gap.

Orduna relies on this kind of help to put food on the table for Ethan and Andrea.



Andrea Orduna helps her dad Saul pick out food at the Shaver Elementary food pantry.

Amanda Peacher /OPB

Orduna says he'd love to be in a position where he doesn't need the services. But he says he's better off than he was two years ago, when he was living with his kids at the homeless shelter.

"I'm happy just to have them here with me. Just to spend time with them, to see them sleeping and see them smiling. Those are the best moments, when I'm able to provide

for them."

Five-year-old Andrea loves family dinners at home. "Some of my favorite things are food Daddy makes, and macaroni and cheese and sopa."

And with a little help from the food pantry, those are all options for dinner tonight.

Many of the sources for this series came to OPB via our Public Insight Network. (<http://www.opb.org/news/pin/>) Do you live or work East of 82nd Avenue in Portland? You can share your stories, photos and more on our tumblr (<http://eastportland.tumblr.com/>).

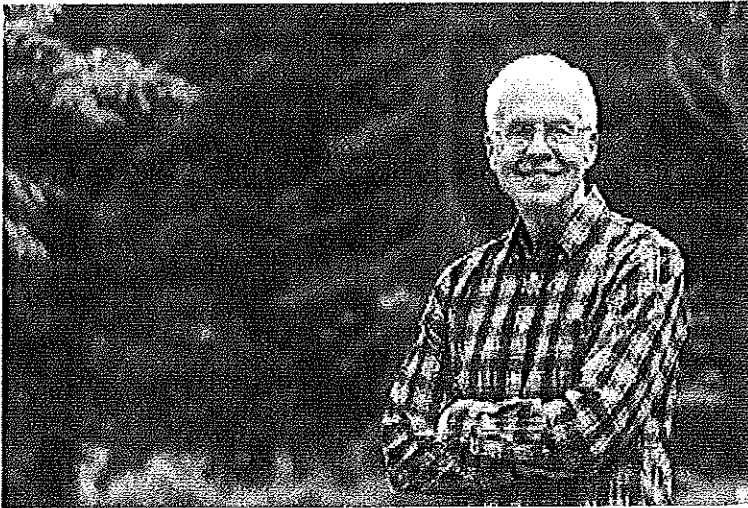
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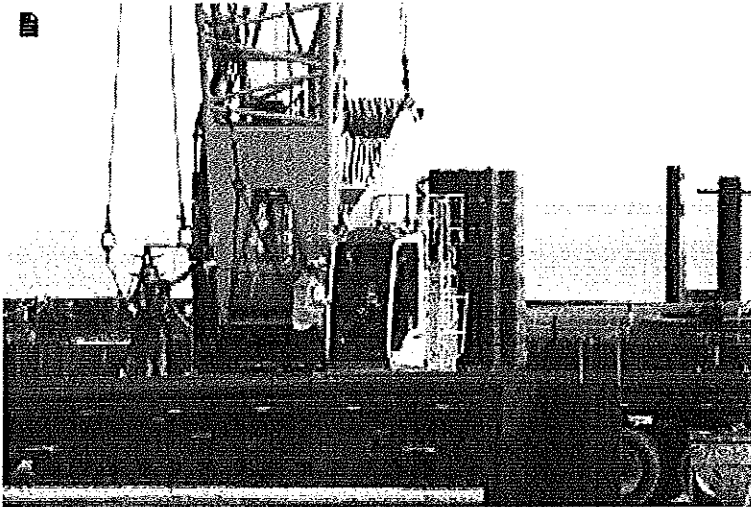
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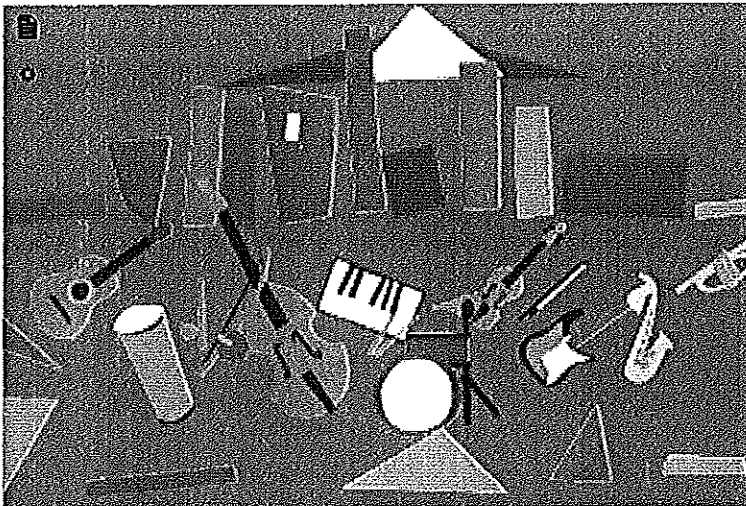




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

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Portland's low-income neighborhoods are city's 'food deserts'



By [The Oregonian/OregonLive](#)

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on November 15, 2008 at 8:30 PM, updated January 15, 2015 at 6:45 AM

A trip to a city grocery store seems like a small thing.

The last time you went it took an hour or so, right? You probably stuck your spouse with the kids some Saturday while you shopped, then ferried home the heavy bags by car.

Not Lesli Calderon. She might as well live in a desert. The closest grocery stores are more like mirages. No bus lines or sidewalks lead to one of the two in her neighborhood, and Calderon can't drive there because she can't afford a car. She could take a bus to the other, but she can't afford the food.

So when Calderon's cupboards run bare, she hops a bus in Northeast Portland's Cully neighborhood.

And she rides it.

And rides it.

Until she reaches Clackamas County, and WinCo, 10 miles away.

It can take four hours, round trip.

When getting to market takes this much effort, epidemiologists consider it a threat to our collective health.

Where we live determines where we buy food, which influences what we eat, factors into whether we're fat and can seal whether, someday, we get diabetes or have a heart attack.

Low-income and minority families, prone to obesity and dietary-related diseases, are also more likely to live in communities where nutritious food is hard to come by, the Robert Wood Johnson Foundation reports. These are otherwise known as "food deserts." Nationally, the typical low-income neighborhood has 30 percent fewer supermarkets than higher-income neighborhoods.

Parts of outer Northeast Portland popped out as having particularly poor access to food when the Coalition for a Livable Future analyzed grocery store locations using 2004 data.

"You have people literally living off of Plaid Pantries," says Brendan Finn, chief of staff to Portland City Commissioner Dan Saltzman, who oversees the Office of Sustainable Development.

Public health advocates have pushed their concerns to the fore of the urban planning agenda. For the first time, planners will make food access a component of Portland's comprehensive plan, which guides physical and economic development and is being revised.

Portlanders live in a city that pays attention to food's economic and environmental repercussions. We love our farmers markets and natural-food stores, and many Portlanders who care about food and equity want more. But will that improve the diets of the poorest and least healthy?

"I don't think anybody here thinks we have the answer," says Noelle Dobson, a project director with Community Health Partnership who focuses on health, design and chronic disease.

Portland food access
For maps, go to the [Equity Atlas Project](#) or [click here](#) (13-page PDF).

"What we do have figured out is that we need to try harder," she said. "We can tell people to buy fresh fruits and vegetables until we're blue in the face, but if we don't address the social barriers of cost and availability, it's just not going to happen."

Long journey

Calderon rests her hand on the wheeled wire basket that will haul home nearly a month's worth of groceries for her family of four.

It's after 5 p.m. on a Friday. Calderon and her daughter, Amelia, wait for the No. 72 bus.

From the bus shelter, Calderon has a good view of the neighborhood's most prominent business, The Sugar Shack, a vast strip club and adult business.

"Let's just suppose if they were to get rid of the strip joint across the street, if they put a store there," Calderon muses in Spanish.

Instead, the closest markets are convenience stores. They're sugar shacks of a kind, given their selection of cigarettes, beer and processed foods. At one, the produce section amounts to a few bruised tomatoes, limes and jalapenos. The other charges \$4.89 for a gallon of milk, about \$2 more than a regular supermarket.

As the Calderons settle into their seats on the crowded bus, Amelia explains that supermarkets along other routes would be miles closer, but the trips require time-sucking transfers.

Even along this route, the Calderons pass three supermarkets before they reach WinCo. They can't afford them. They live on one income, and Calderon's husband isn't earning what he used to as a mechanic. Food stamps buy their groceries.

Calderon spins through WinCo's bustling produce section first.

Into her cart she throws a half-pound of green beans, 1 pound of zucchini, 1 1/2 pounds of Mexican squash, a head of cauliflower and another of cabbage. She adds two bags of salad mix, 2 pounds of carrots, two bunches of radishes and two more of cilantro. Three cucumbers, four avocados, five kiwis, 5 pounds of onions, 5 pounds of bananas and 15 limes.

That's about 7 percent of the fruit and 22 percent of the vegetables her household needs each month to meet the USDA dietary guidelines for good health and disease prevention, says Anne Hoisington, a dietitian with Oregon State University's extension service.

Fruits and vegetables are crucial because of their low calories and dense nutrition. High-calorie diets add weight, and as that increases, so does a person's chances of heart disease, high blood pressure, diabetes -- and the risk of premature death.

If she lived closer to affordable groceries, Calderon says, she'd buy more fruits and vegetables because she wouldn't worry about them spoiling. So would others in her shoes. In a 2002 study of 10,000 people, University of North Carolina researchers found African Americans ate an average of 32 percent more fruits and vegetables for each supermarket in their census tract.

In the meat aisles, Calderon loads up on filling and freezable protein. Next, she buys milk, cheese, yogurt and eggs. She piles tortillas -- only 98 cents a package compared with \$2.09 at Safeway -- tostada shells and bags of white sandwich bread into the cart.

Lesli and Amelia pack their groceries into their traveling cart, working in the dark by the bus stop. It's nearly 9 p.m. when they unload their food at home.

"Every month," Calderon says. "It's like this."

Food flight

Nationally, food deserts originated with the urban flight of the 1960s and 1970s.

When white, middle-class residents left cities for the suburbs, grocery stores followed, according to PolicyLink, a national nonprofit focused on social and economic inequities. Grocers tweaked their formats to favor a suburban customer, building vast markets with acres of parking, locking into long-term contracts with suppliers who offered price breaks because the chain stores sold in huge volumes.

Locally, chain supermarkets' expansions in the 1980s winnowed Oregon and Washington's independents from as many as 1,400 to about 900, says Dirk T. Davis, vice president of marketing for Unified Grocers, a wholesaler.

"The volume would shift from the independents to this brand-new beautiful store," Davis says.

Stores that didn't make money, many in poorer neighborhoods, didn't survive. Convenience stores replaced supermarkets, high-calorie processed food replaced fresh, and a generation of poor people and minorities gained weight and developed chronic diseases.

Beginning in 2002, the Portland Development Commission sought a supermarket to anchor a development on Martin Luther King Jr. Boulevard in the city's historic African American heart.

Developers unsuccessfully courted seven grocers, four seriously, recalls Michael McElwee, then the project's manager for PDC. He's since left the agency.

Grocers "have a pretty sophisticated methodology for determining site selection," he says. They look at population density, household income and education levels. One grocer examined a competitor's parking lot for oil spills, figuring leaking cars belong to people who can't afford much food.

"It's almost like food redlining," McElwee says, "grocery-store redlining."

Calderon dreams that someday she'll see a neighborhood grocer replace the strip club.

"We need to have more stores, more supermarkets in particular, in that part of town," agrees Saltzman, the commissioner. "There are opportunities for us to work with a particular store or a particular developer. There are ways that we can be helpful, but it takes them taking the initiative."

Of all the possible solutions, building new supermarkets ranks as the most complex, PolicyLink reports. Portland's newest grocery store, a Safeway in the Pearl District, opened Friday, after years in the making, and that's in one of the city's snazziest neighborhoods.

Supermarkets cost millions -- when banks are willing to loan. Developers can face hurdles galore, as Brian Rohter found when he spent \$300,000 and one year to meet city requirements for a store that eventually opened in North Portland.

Rohter is CEO of some of Oregon's fanciest organic grocery stores, New Seasons Markets. He truly cares about what we eat -- especially how and where it's grown -- and considers food an expression of social justice.

He keeps framed in his office old grocery store advertisements, a reminder of why he got into the business. Rohter has rehabbed other grocers' abandoned buildings and opened his stores in them.

"I feel good that we're able to go into neighborhoods that the national grocery stores had given up on," Rohter says. "We've affected positive social change."

But he's a capitalist, not a doe-eyed idealist. Rohter strategically places stores where neighborhoods of different economic strata meet. He stocks brand names at prices competitive with national chains -- and \$22 bottles of olive oil.

One of his markets sits along the No. 72 line, in the opposite direction Calderon travels to WinCo. It's an eight-minute bus ride from her apartment. Given her grocery budget, has she ever been inside New Seasons?

She'd never heard of it.

Lents' "test kitchen"

It's here that reform bumps against reality.

So far, a lot of energy locally has gone into expanding access to natural food stores and farmers markets, with all their fresh fruits and vegetables. But who hasn't lusted after a juicy organic tomato only to be chastened by its price tag?

In other words: Can poor people afford the produce at farmers markets and natural food stores?

"I wonder the same thing," Saltzman says. "It's creating more options, but it doesn't mean people are going to use those options."

Public health advocates, including Dobson of Community Health Partnership, look to Southeast Portland's Lents neighborhood as perhaps their best test kitchen for improving food access. Urban renewal money is helping revamp the area, which has poverty rates that mirror the city average and a median income that's slightly higher.

A coalition of health advocates, farmers and others have launched a farmers market. Now neighbors are itching for a natural food store. They see enough discount retailers and ethnic markets, says the marketing expert working on their behalf.

Natural food stores and farmers markets have their limitations, says Dobson, who is proud of her part in hatching the Lents market.

"I don't know if we can say if they're working yet," Dobson says. "If we want to make sure we're increasing access or addressing a barrier, we need to drill down to the next level and be very conscious of the paths we take to get there. The path of least resistance is to give more choices to people who already have choices."

An alternative path, under study by Multnomah County and under way in other states, would have government pay convenience store owners an incentive to replace some of their unhealthful stock with fresh produce.

City officials would like to expand community gardens to get low-income residents growing their own fruits and vegetables. Grocery stores could run shuttles into underserved communities. New bus lines could smooth the commute of shoppers like the Calderons.

It's nearly time for them to buy this month's groceries, by the way.

So any day now, Lesli and Amelia Calderon will make their way across the desert.

-- Paige Parker

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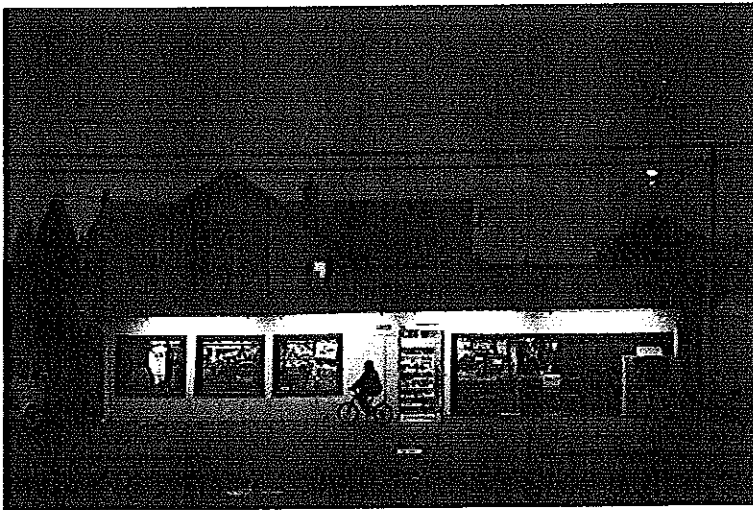
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East Portland's frustrating quest for more, better grocery stores



Despite city efforts to bring more full-service groceries to east Portland neighborhoods, residents in under-served areas on the city's edge still lack the same easy access to healthy, fresh food and must rely on a broader collection of alternatives -- including convenience stores -- to complete their grocery lists. (Thomas Boyd/The Oregonian)



By Anna Griffin | The Oregonian/OregonLive

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on August 23, 2013 at 1:41 PM, updated August 23, 2013 at 3:29 PM

The **State of the City** speech is an annual chance for Portland's mayor to lay out his priorities and dreams. Two years ago, Sam Adams put bringing more grocery stores to the city's poorest neighborhoods on his to-do list.

Between calls to create a new downtown urban-renewal district and take over river policing from Multnomah County, Adams told a who's-who-in-Portland-politics crowd that he was going to make tackling food deserts a priority.

The mayor didn't name east Portland specifically, but activists beyond 82nd Avenue knew he was talking about their backyards: Statistics from the **U.S. Department of Agriculture** show 25 severely under-served census tracts in the region. Ten sit in east Portland.

"This is one of those issues that everyone who actually lives out here knows is a problem," said **Jeremy O'Leary**, a resident of the **Centennial** neighborhood. "I was happy when Mayor Adams made that pitch. It was one of those 'this may not come to anything, but at least the people in power are aware' moments."

It hasn't come to much yet. The specific policy program created after Adams' speech died with no official farewell or concrete results. City officials say they still hope to attract more full-service markets to east Portland, but in the interim have scaled back their ambitions.

The reasons for that failure, and for east Portland's continuing lack of ample food access, reveal as much about the grocery industry as the city's most neglected and needy neck of the woods.

The food hinterlands

Technically speaking, the Portland area has few food deserts.

We're not **Chicago**, **Detroit** or **Philadelphia** where vast pockets of poor, predominately black or Latino neighborhoods have no full-service markets and little access to fresh, healthy food. The closest thing to a statistically true food desert in Portland may exist in the ultra-affluent West Hills.

Yet not all food access is equal.

The city's long-term plans call for all of Portland -- not just the inner-city neighborhoods that serve as "**Portlandia**" sets -- to become a community of **20-minute neighborhoods**, where every basic service sits within an easy bike ride or walk. The underlying idea is to get people out of their cars, in the process fighting pollution and obesity while promoting civic engagement.

People affluent enough to afford older, close-in neighborhoods already live that way. East of 82nd Avenue, and particularly I-205, the vision has been **harder to realize**. Neighborhoods annexed within the past 25 years, among the poorest and most diverse in Portland, also suffer from the spottiest public services: many still lack sidewalks, streetlights and a coherent street grid.

They also lack the same complement of grocery stores. In an ongoing **Oregonian survey** of east Portland residents, dozens echoed Mill Park homeowner Barbara Green's response when asked whether she enjoys easy access to healthy and fresh food:

"I will," Green wrote, "as long as I can drive."

Bargain shoppers with the time to drive to multiple stores enjoy a bounty of options, including **WinCo** and **Grocery Outlet**. As east Portland evolves, however, there's a growing call for more upscale options.

"I'd like to see a New Seasons or a QFC," said Addie Meyers, who has lived near Mount Scott for 32 years. She shops at the Fred Meyer at Johnson Creek Road and Southeast 82nd Avenue, but sometimes drives as far as the QFC in Sellwood, almost 5 miles away, for meat and seafood. Kroger owns both QFC and Fred Meyer, but Meyers said the shopping experience in Sellwood feels very different.

"It's worth the drive. The seafood looks fresher, and there's a butcher right there that I can talk to," she said. "It just always looks like we get second-best out here."

"Start a conversation"

Adams' speech led to the Grocery Store Initiative, a joint effort by the Portland Development Commission and the Bureau of Planning and Sustainability.

City staff convened a committee to study the issue of food access, and in March 2012 issued a "**request for information**" asking grocers whether they were interested in investing in under-served areas and what incentives might help.

"We just wanted to start a conversation," said Steve Cohen, who manages food policy for the planning bureau. "We wanted to see who was out there."

They got **12 responses**, ranging from underwhelming to undercooked to utterly implausible. A development team hoping to bring Trader Joe's to the increasingly affluent Alberta district suggested city help could speed such a project along. A **consortium** headlined by actress Eva Longoria nodded toward east and north Portland but focused on "Slabtown," industrial territory near the Pearl District. Whole Foods and New Seasons both sent one-page letters that indicated little interest in the areas city leaders hoped to target:

"We could potentially be interested in real estate in all areas of Portland," Whole Foods executives wrote. "Selected sites must model profitably for us since we cannot fulfill our company's overall mission without the profits our stores provide."

Broken Promises



Follow The Oregonian's series on the future of east Portland, looking closely at promises not kept.

But we need your help. Do you live, work, study or own property east of 82nd Avenue? **Tell us your story.**

Interactive maps



See maps of major grocery stores and demographic data

At least they responded. Safeway, Fred Meyer, QFC and Trader Joe's didn't bother.

City staff reached out to a few larger market chains, the kind that build 50,000-square-foot supermarkets, only to learn that those companies consider Portland oversaturated and don't mind that shoppers must drive a few miles to shop at their stores. The level of enthusiasm from mainstream grocers was low enough for some city staffers to suggest the unthinkable: Maybe Wal-Mart is the best option for underserved working-class neighborhoods.

"What we learned was that the city on its own wasn't going to change the way chain grocery stores look at some of these markets," said Patrick Quinton, the PDC's executive director. "The companies we keep hearing people say they want have these business models, and they stick to them."

A rough business

Big-name chains stick to their business models for a reason: The grocery business is exceedingly difficult. Overhead costs are high and constant. Profit margins are thin and based on volume.

The Food Marketing Institute, a lobbying and research group that represents some 40,000 U.S. grocery stores and pharmacies, reports that food retailers earn less than two cents on each dollar that they sell.

So when grocers consider new stores, they're seeking areas awash in customers able and eager to stock up on their most profitable goods.

"You're not going to get a well-established chain to throw their business model out the door just because somebody told them a good story," Quinton said.

Each big grocer has their own complicated formula, depending on market niche, that they use to decide where to invest. The single biggest factor more upscale markets use isn't, as you might think, income. Instead, it's education level.

"If I had a choice of a place that had a lower income but higher education or the reverse, I'd always take a poorer population with more degrees," said John Stanton, a professor of food marketing at St. Joseph's University in Philadelphia. "You're building a store that is going to last for 20 years. If the education is there, the income and the amount they have to spend will eventually rise."

That helps explain why New Seasons keeps expanding in the suburbs and northeast Portland, where the chain will soon have four stores all within five miles of each other.

"The problem we have is that retailers refuse to look at the demographics with any kind of nuance," said Cora Potter, a neighborhood activist in Lents. "The city's attitude seems to be, 'Well, if it doesn't look and act exactly like inner northeast Portland, then the market just isn't there.' They need to find ways to show New Seasons and Trader Joe's and the other stores that they can attract the same people who shop at Fubonn."

Alternative answers

The unpleasant reality is that the tools city economic developers routinely use to revitalize neighborhoods closer to the central city -- the ones that have formed the bedrock of Portland's economic-development strategies for decades now -- aren't much help when it comes to recruiting groceries.

The Food Marketing Institute estimates that the typical big-box grocery store takes at least five years to show a return on investment. The short-term subsidies that work with other businesses aren't that appealing to mainstream grocers. Government cannot subsidize a large grocery store into sustained success simply by easing permit requirements for a new store or offering a few years' worth of tax breaks.

"I was surprised hearing from grocery stores about things they'd been offered in other areas, the sort of incentives that sounded mind-boggling to me, weren't enough to make it pencil out for them," Cohen said. "Their margins are just so thin, and their start-up costs are so high. This one-size-fits-all solution of plopping down a big-box retailer won't work everywhere."

Instead, when it comes to east Portland, city leaders say they're focusing on a patchwork quilt of alternatives.

The view from east Portland

"From my perspective, not scientific, Parkrose is a food swamp. While it's important to increase access to healthy foods, decreasing access to unhealthy foods should also be part of the conversation."

— Kim W. La Croix

See more

Multnomah County has given grants to convenience stores that sell fresh produce. The PDC is working with a community development corporation to open a **Latino-themed public market** at Southeast 72nd Avenue and Foster Road. City staff say they're also exploring ways to help bring **pop-up groceries** and more bodegas to east Portland, and to support **neighborhood farmers' markets** and **buying clubs**.

The **Lents Buying Club** has almost 300 people on its email list. They bulk order from some 20 vendors. The selection tends toward natural and organic food.

"You could buy most of your food through a food-buying club and never set foot in a grocery store if you tailored your eating habits that way," said Laura Bouma, the club coordinator. "The main problem is what you do if you don't have a computer, if you don't speak English, if you're using food stamps. So it's not going to work for a certain percentage of people in east Portland."

Bouma and other club members hope to use the group as a stepping stone toward establishing a cooperative grocery in Lents, much the way northeast Portland residents used bulk buying to pave the way for the **Alberta Co-op Grocery**.

But that transition will require a substantial amount of capital, something that becomes harder to find the further you go from downtown Portland. The Alberta co-op cost \$70,000 to open, and that was almost 15 years ago.

A land-use dilemma

Government's emphasis on alternative food sources for east Portland fails to solve two big problems: First, buying clubs, farmers markets and pop-up grocers don't really help the harried parent who must buy all their groceries on the way home from work.

"When you talk food access, that's something you can do after work and all year round," said Potter, the Lents activist. "Farmers markets and buying clubs are great, but they can't completely fill the gap."

Second, none of those alternative solutions addresses a larger land-use reality: Grocery stores aren't just places to buy food. Done right, they're a vital part of a vibrant, walkable, interactive community.

Bring in a big-name grocery store such as the Trader Joe's or New Seasons many people beyond 82nd Avenue covet and odds rise that a neighborhood strip mall or corner development can support other, smaller businesses that many east Portlanders also want. That list includes coffee shops, bookstores, brew pubs and other businesses that promote civic life, the kinds of establishments that can help turn a collection of streets into a place that feels like a true neighborhood.

A grocery store can be the first domino to fall in broader change.

"The city keeps trying to increase density out here as a way to reduce emissions, to help us all live greener. But there's good density, and there's bad density," said O'Leary, the Centennial resident, who grows fruits and vegetables in his backyard and is a member of a buying club and a cooperative grocery. "A lot of the density so far has come with rising poverty and no new jobs, no sense of this being a place you'd want to raise a family or invest your money."

"We don't even have grocery stores you can walk to. That's not a recipe for success."

- Anna Griffin

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CITY JOURNAL

FROM THE MAGAZINE

Defining Food Deserts Down

Portland goes diet-crazy.

Ethan Epstein

On the northern cusp of Portland, Oregon, the St. Johns district is certainly no “food desert”—as activists call neighborhoods, mostly low-income, that are short on grocery stores. A 54,000-square-foot Safeway supermarket dominates the area, selling fresh produce, meat, and frozen goods. Just a few blocks away stands a 13,500-square-foot Grocery Outlet, retailing food, fresh and otherwise, at steep discounts. And for residents of the Bobo persuasion, a small neighborhood store, Proper Eats, specializes in organic and vegan groceries.

Yet thanks to a program called the Healthy Retail Initiative—administered by Multnomah County, home of Portland, and funded by federal money from the Centers for Disease Control—another store in the neighborhood, El Compadre Market, has received taxpayer money to “increase community access to healthy, affordable food.” El Compadre, which doubles as a restaurant selling greasy burritos and hamburgers, has received \$4,500 in public money to buy grains and install a walk-in freezer. So far, Multnomah County has doled out grants of up to \$4,500 each to at least 22 Portland stores, all in the name of providing “access” to fresh food. Many recipients, like El Compadre, stand in close proximity to grocery stores. El Tepeyac, for example, is 0.3 miles from a Fred Meyer grocery store (the local Kroger affiliate); another, Alberta Market, is just 0.8 miles from a Safeway.

In justifying the program, the county says that “many communities in Multnomah County do not have easy access to full-service grocery stores and instead rely on small neighborhood stores for many of their daily food needs.” Given that many establishments receiving subsidies are located in neighborhoods that don’t lack full-service grocery stores, the “providing access” explanation seems suspect. What might the real motive be? Consider some of the strings attached to the grants, such as the requirement that healthy food at subsidized stores must be available at the checkout counter or in a “highly visible area marked with ‘healthy options here’ signs.” This sounds like an attempt at “nudging,” the behavioral-economics approach popularized by former Obama administration official Cass Sunstein, which holds that people can be steered toward making “better” decisions without their conscious awareness. Put a nice shiny apple on the counter, and the customer may think twice about going for the bag of chips. The paternalistic approach comes with a racial subtext: many of the Portland stores receiving subsidies serve predominantly Mexican and black customers.

Not to be outdone, the city of Portland has its own program to assist “underserved areas.” According to USDA guidelines, neighborhoods more than a mile from a grocery store (and meeting certain below-average-income requirements) qualify as food deserts. Portland, however, deems low-income areas a mere *half*-mile from a grocery store “underserved,” despite the fact that 94 percent of Portland households report owning at least one car (compared with 70 percent of households in San Francisco and 46 percent in New York). Further, to meet the city’s income threshold, an area need only have a median household income lower than what the city government identifies as Portland’s median household income of \$54,352. (This despite the fact that according to the 2010 census, Portland’s median household income was actually \$48,831.) And if the center of a census tract is more than half a mile from a full-service grocery store, the *entire tract* is labeled underserved. As a result, Portland boasts “food deserts” containing Safeway, Trader Joe’s, and Grocery Outlet stores simply because those outlets are more than half a mile from the center of the local census tract.

Portland is offering a bevy of tax incentives and subsidies to grocery stores willing to locate in these putatively underserved areas. Last year, the city reviewed bids from locally owned chain New Seasons, as well as national giants like Whole Foods, Trader Joe's, and Walmart, which is now the nation's largest retailer of organic food. (No successful bids have been announced yet.) Perversely, Portland taxpayers could end up funneling money to Trader Joe's—or even the dreaded Walmart—to set up shop just steps from an extant grocery store. It's a nice deal for politically favored businesses but a perversion of the market economy and a highly dubious use of public dollars.

Other cities are implementing anti-food-desert policies as well. In Minneapolis, a program similar to the Healthy Retail Initiative provides grants to corner stores to stock produce. Washington, D.C., is giving corner stores in food deserts grants of up to \$1,500 to install refrigerators, shelving, and other equipment for stocking produce. In Chicago, Mayor Rahm Emanuel recently introduced an ordinance to allow large-scale urban agriculture projects within city limits. These cities use a one-mile standard to define food deserts instead of the half-mile that Portland employs, though they do measure food deserts by census tract, as Portland does.

In many cases, food-desert policies are thinly veiled behavior-modification schemes or sweetheart subsidies for connected businesses. Worse, these programs obscure *genuine* fresh-food access problems, which do exist in far-flung rural communities and in poor urban neighborhoods lacking transportation. By seeking to nudge us all to eat better, the bureaucrats could end up failing to help those actually in need of assistance.

Ethan Epstein is a writer based in Portland, Oregon.

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neighborhood notes

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February 27th, 2012

By [Kyle Curtis](#)

Food for Thought

Addressing Portland's Food Deserts



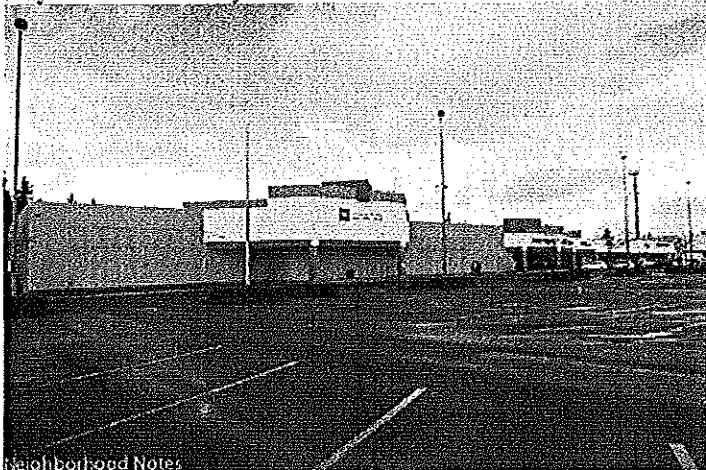
Food for Thought is a monthly series that examines the progress of the plans to confront economic factors and create a hunger-free Oregon. *The former Albertsons' grocery store at SE 122nd Avenue and Division Street.*

At the intersection of SE 162nd and Division you will find a former Safeway supermarket that has sat shuttered and empty since closing its doors in March 2011. At one time, the full-service grocery served as an anchor for the Division Crossing shopping center in Portland's Centennial neighborhood. Along with the closing of an Albertsons forty blocks away in the Mill Park

neighborhood this past winter, these stores' closings further reduce the options for East Portland residents to do their grocery shopping in an area burdened with food access issues.

The technical definition of the term of a "food desert" is an "area of exclusion where people experience physical and economic barriers to accessing healthy food." There are arguments that Portland lacks any "true" food deserts, however, the Portland Development Commission (PDC) recently released a report on grocery store distance related to population density and income. This report shows that certain parts of the city struggle with inequities regarding food access, with the expected problem areas found in East, North, and deep SE Portland.

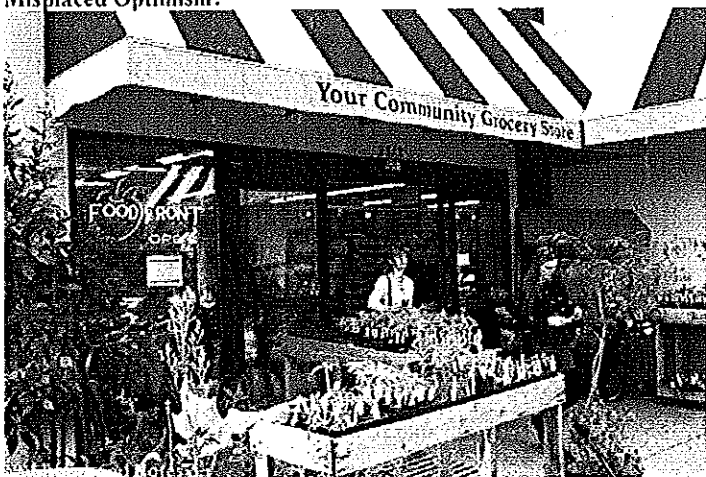
Mayor Adams' Grocery Store Initiative



The former Safeway grocery store at SE 162nd Avenue and Division Street. In his 2011 State of the City address, Mayor Sam Adams acknowledged these challenges, pointing out that "approximately 40 percent of Portland residents live at least a mile away from a grocery store." In the same speech, Mayor Adams tied this geographic barrier to the concept of neighborhood livability and announced the Grocery Store Initiative to "explore ways to make grocery stores financially feasible in under-served areas."

For the past year, PDC has been tasked with implementing the Grocery Store Initiative. "We did an initial request for information," explains John Jackley, PDC's Neighborhood Division Manager. "This resulted in a dozen or so responses from large grocery retailers, as well as from some folks who haven't even started yet." One can't help but wonder if "large grocery retailers" is a code word for Walmart, which has a history of trying to expand further into the Portland market, while studies show that poverty levels increase in areas where Walmart opens stores. "I am aware of their [Walmart's] interest, but they just provided a general submission," Jackley says. "Besides, that is not our priority. Our priority is community-based solutions to these problems."

Misplaced Optimism?



Food Front Cooperative Grocery in Northwest District. Certainly, it is encouraging to hear PDC optimistic about the ability to address the lack of available healthy food in certain parts of the city. At the same time, considering that large grocery retailers Safeway and Albertsons weren't able to keep afloat in these same areas, is the reliance on community solutions perhaps misplaced?

"We realize that there's not going to be any quick fixes," Jackley says. "If there were, there would be no need for this initiative. Each store has its own model, and the difference between an unsuccessful Safeway and a successful store might be the use of a different model: co-op, pop-up shops, etc. Again, you're not going to find any guarantees. But there is sustained commitment from the city and the leadership of the steering committee is community-wide, so I am confident we will help find the solutions that work best for each community."

In his research on food deserts in Oakland, Portland State University professor Nathan McClintock provides a historical explanation of how the rise of large-scale grocery retailers also resulted in a lack of food options in the country's inner-city neighborhoods. At one point in our nation's history, the corner market was ubiquitous, offering the ability to purchase fresh food for dinner on the way home from work. But the economics of grocery retail in the latter half of the 20th century resulted in chain supermarkets driving smaller grocers out of business while pursuing the wealthier customers who had moved out to the suburbs.

As supermarkets controlled nearly three-quarters of the grocery market, small grocers simply could not compete and would often sell or merge with competing chains. In this manner, Safeway closed over 600 less-competitive, inner-city stores from 1978 to 1984, resulting in the boarded-up hull of a former grocery store being a familiar symbol of the American post-industrial city. Considering this history, it would be ironic if a renaissance of new corner markets were to occur, filling the food access gaps caused by the closing of supermarkets in low-income urban areas. At the same time, how can steps be taken to ensure quality of content in any new store, avoiding an influx of candy bars on every corner, all in the name of combating "food deserts?"

Multnomah County's Healthy Retail Initiative



African Mini Market in Humbolt received a Healthy Retail Initiative grant. The purpose of Multnomah County's Healthy Retail Initiative is to ensure that increased food options also expand access to healthy food. A project originally funded by the Communities Putting Prevention to Work—a \$7 million grant for public health projects funded as part of President Obama's stimulus package—the origins of the Healthy Retail Initiative are found with the county's HEAL and ACHIEVE coalitions, groups that work to improve the public health of Latino and African-American communities. The Healthy Retail Initiative provides small grants for stores to make investments towards increased freezer and shelf space for healthy products, as well as technical assistance with marketing, produce handling, and developing a business plan.

"It is exciting that there are multiple initiatives that are getting different communities to assist with expanding food access," says Rachael Banks, a program supervisor for the county's public wellness efforts. "Right now, we are currently working with existing stores, with 23 store owners [now] able to increase food options that were being requested by their customers." Funding from a grant provided by Kaiser Permanente will allow an expansion of the initiative, either in its scope or its geographic reach. "Currently our efforts are focused in North, NE and deep SE Portland," Banks explains. "But we want to move further into East Portland and, eventually, Gresham."

Combined, these two initiatives address issues regarding quantity and quality of food options in areas that could be considered Portland's "food deserts." Together, these initiatives will, according to Banks, "lead to an increased variety of healthy food options in the neighborhoods where people live, work and play."

Do you live in a food desert? How would you like to see the lack of healthy, affordable food addressed in your neighborhood?

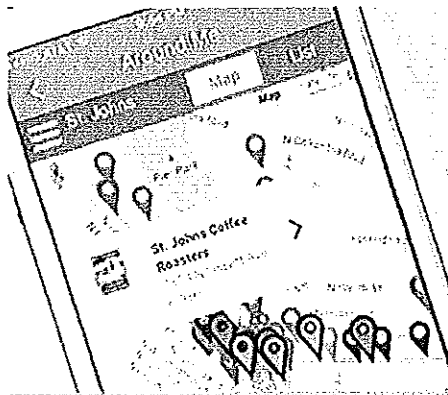
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Oasis opens in East Portland food desert

Created on Thursday, 02 July 2015 07:00 | Written by [Jennifer Anderson](#) | 

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Urban Grange offers fresh, local food where it's needed the most



TRIBUNE PHOTO: JONATHAN HOUSE - Charlotte Wise digs for potatoes at Zenger Farm in Southeast Portland.

Kids at Zenger Farm's summer camp are never far from a snack.

Last week they made their own popcorn, tossing in fresh herbs from the garden for flavoring — oregano, rosemary, even mint.

Other students harvested their own ingredients for a kid-friendly kale salad: carrots, radishes, butter lettuce and edible flowers from the children's garden on site.

The oldest campers used the shiny new space to make fresh orecchiette pasta from scratch.

That level of industrious activity would have never been possible before the opening of the farm's new,

6,600-square-foot teaching facility, the Urban Grange — part of Zenger Farm's 20-acre site at Southeast Foster Road and 117th Avenue.

After a two-year, \$2.3 million capital campaign and nine months of construction, the Urban Grange is now making its official debut — just in time for summer camp.

With the issue of food justice being at the heart of many of the region's biggest woes — hunger, poverty, obesity and education, to name a few — the Urban Grange is more than just a building, Zenger Farm leaders say.

It's about equity.

"Anybody from Oregon takes pride in our farmers markets," says Mike Wenrick, who signed on as Zenger Farm's new executive director in May. "When asparagus comes up every year, when the Hoods are ripe, when peaches are perfect. It's part of our cultural identity. But unfortunately not everybody has that experience or access. We hope we can change that dialogue and make the bounty of our region accessible to all people."

Low-income residents underserved

The Malden Community Orchard, a few miles away at Southeast 87th and Flavel Street (see story in June 25 Tribune) is another major point of access in the Lents and Powellhurst-Gilbert neighborhoods.

And all of Portland will be able to visit the James Beard Public Market, set to open downtown in a few years.

But that's a world away from East Portland, where gentrification has brought the city's lowest-income residents to an officially designated food desert.

The city has increased its Community Garden program to meet some of the need.

But the Urban Grange is equipped to become even more of a hub for healthy local food, sustainable urban agriculture and environmental stewardship.

Like the newly opened Portland Mercado on Foster and 72nd — another major boon to the community — the Grange has a commercial kitchen available for upstart entrepreneurs to use.

It will house new community cooking classes, and provide a production space for vendors at Lents International Farmers Market.

The 45 students at Zenger Farm's summer camp last week used the Grange's 1,200-square-foot convertible classroom, which will allow the farm to double the number of youth visiting each year, to 20,000.

Most of that increased use will come from more field trips by local schools; currently every fifth-grader in the David Douglas School District gets two trips to Zenger Farm each year, and a visit from a farmer to their school.

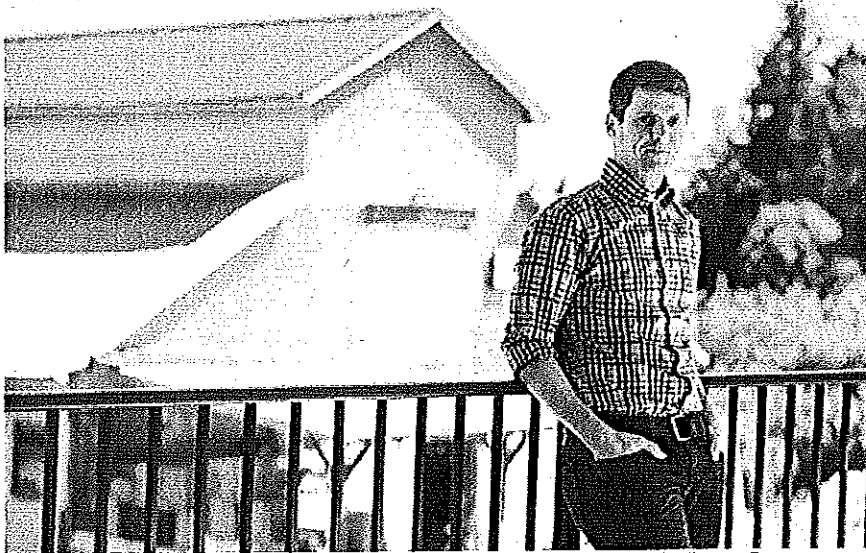
Wenrick says he'll reach out to other nearby districts, like Reynolds and Portland Public, to offer similar opportunities.

The Grange also will be a home to family nutrition education workshops and farmer training programs, and for public use like neighborhood meetings or quarterly community dinners.

"The meal will be an excuse for people to gather in this community space," Wenrick says.

Ten to 15 percent of the summer campers this year are attending through scholarships. The campers come from across Portland, including surrounding neighborhoods.

Plans for the future



TRIBUNE PHOTO: JONATHAN HOUSE - Mike Wenrick is the executive director for Zenger Farm.

There's another year left in Zenger Farm's three-year strategic plan, but Wenrick says the Grange's opening warrants an earlier revisit of the plan.

He'd like to rethink the way fresh food is available to the people who need it most, by offering a prepared food service of sorts.

"A lot of people are just generally living on the margins and working really hard," he says. "They get a bunch of radishes or beets or kale or carrots (through their farmers market or CSA SNAP benefits) and they might not have time to prepare them."

So the idea came up, Wenrick says, to make nutritious and affordable food from the Grange's kitchen, and sell it to go. They'd have to hire a full-time cook and open a storefront, but it's an idea the Zenger Farm board may explore.

"If we want people, especially low-income folks to change their behavior, we have to make it easy," he says. "If it's difficult making fresh vegetables or having fast food and you're short on time, the decision is straightforward to most people."

City leaders laud the development as another rung in the ladder for East Portland.

"Zenger Farm has made huge gains and significant impact by prioritizing access and equity," Commissioner Nick Fish said in a statement. "The Urban Grange is the next step toward a Portland in which all people can learn about and enjoy fresh, local food."

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Portland's Food Deserts

That's deserts, not desserts.

By **RUTH BROWN**

Updated May 4, 2011

Published May 4, 2011

The USDA has just cobbled together a ton of data on access to food around the U.S. (sadly hosted on some of the worst, slowest servers on earth). One of the tools it has created is an interactive map of "**food deserts**," which it defines as: "a low-income census tract where a substantial number or share of residents has low access to a supermarket or large grocery store." ---

The data identifies **nine food deserts in Multnomah County**, in which a total of 17,537 residents have low access to a supermarket or large grocery store, of which 6,850 are classified as "low income," 4,708 are under 18, and 1,837 are over 65.

The worst affected area appears to be around **Glenfair Park**, where 100 percent of residents have low access, almost a third of whom are children.

The Department has also created a "**Food Environment Atlas**," mapping things like communities' proximity to farmers markets, restaurants, prices and relative health indicators.

According to the data, **Multnomah County purchases 49 gallons of soda, 109 lbs. of packaged sweets and snacks, and 56.7 lbs. of fruit and vegetables per resident, per year.** We spend an average of \$710.69 per person, per year at fast-food outlets, and \$778.44 on full-service restaurants. As of 2008, we have 1,026 fast-food outlets, and 646 full-service restaurants.

There's just so much graph pron here, you should go play with it yourself (if the site is actually working).

Laura Young
4/14/2016

Cully Association of Neighbors Inclusive Cully Policy

We love our neighborhood. We want anyone and everyone who wants to live in Cully to have the opportunity to do so. We want a Cully where everybody is welcome and everybody's interests matter: young and old, rich and poor, renter and homeowner, healthy and sick, citizen and immigrant, lifelong resident and new arrival. The greatest asset Cully has is its people.

We value the economic and ethnic diversity of our neighborhood. We are aware that economic forces threaten that diversity by displacing many of us. We acknowledge that people of color face higher barriers to finding housing and employment, and are particularly vulnerable to displacement. Improvements to our parks and transportation infrastructure and the growth and enhancements in our commercial areas, while needed and desirable, are making our neighborhood more attractive to developers, investors and home buyers, driving up prices and exacerbating displacement.

It is our vision that improvements in Cully will benefit existing residents and encourage them to remain in the neighborhood as we also welcome and make room for new residents, including people of color, working families, and lower-income people in need of affordable housing. Toward those ends we will promote, support, advocate for, participate in and join with other groups in efforts to advance the following:

- Encourage development of permanently affordable housing in Cully.
- Encourage development of workforce housing in Cully.
- Encourage existing and new businesses to create family-wage jobs for Cully residents.
- Support quality childcare and other services that working families need.
- Encourage renters to become homeowners to build wealth and stabilize families.
- Encourage moderately-priced individual homeownership.
- Support programs that help homeowners to repair, maintain and improve their properties and connect them with services that can help them remain in their homes.
- Support elders who want to remain in Cully and age in place.
- Encourage alternative designs for infill such as accessory dwelling units, small house "cottage clusters," and other strategies to promote more affordable, market-rate, infill housing.
- Support greater density of development where appropriate in areas that have good access to transit and other services.
- Encourage City agencies to develop and implement strategies to prevent displacement.
- Encourage new developments, which benefit from improvements in Cully, to provide jobs, housing, services, or other benefits to existing residents.

37/38

DAVE & DIXIE JOHNSTON
0550 S.W. Palatine Hill Rd.
Portland, Oregon 97219
(503) 636-0959

April 14, 2016

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

Portland City Hall
1221 S.W. 4th
Portland, Oregon 97204

Re: Comprehensive Plan,
Amendment #S16 to include
Lewis & Clark College
properties at Lower
Boones Ferry & SW
Terwilliger in the Campus
Institutional designation

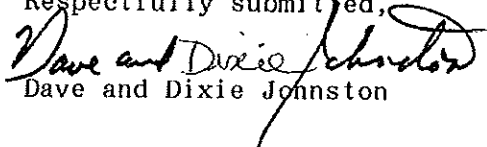
Mayor Hales and Commissioners:

We commend the Planning and Sustainability Bureau and Commission for their excellent work and recommend approval of the Plan as originally submitted to City Council without amendment S#16. Including these properties in the Campus Institutional designation is inappropriate.

BPS Recommendation for this amendment is: "No Change." (from the submitted Plan) "These properties are not within the College Master Plan boundary." BPS also noted street capacity concerns. Collins View Neighborhood Association opposed the amendment in a letter of March 15, 2016 (attached) and it's coalition, Southwest Neighborhoods Inc. supported that opposition in a letter of March 30, 2016 (also attached).

This land is within the Southwest Hills Resource Protection Plan, Site 120 and adjacent to Site 123. It is environmentally sensitive with seeps and springs feeding Tryon Creek, an important stream for salmon protection and spawning. Tryon Creek is included on the National Wetland Inventory.

Respectfully submitted,


Dave and Dixie Johnston

cc: Council Clerk

attachments: Collins View letter of March 15, 2016
SW Neighborhoods Inc. letter of March 30, 2016

COLLINS VIEW NEIGHBORHOOD ASSOCIATION

Jim Diamonded, Chair
9519 SW 2nd
Portland, Oregon 97219
(503) 984-2775

March 15, 2016

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

Portland City Hall
1221 S.W. 4th
Portland, Oregon 97204

Re: Proposed Comprehensive
Plan Map Amendment:
Lewis & Clark College at
Lower Boones Ferry & SW
Terwilliger

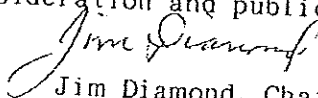
Mayor Hales and Commissioners:

Collins View Neighborhood Association strongly opposes the inclusion of the properties at Lower Boones Ferry & SW Terwilliger in the Campus Institutional Zone. In this connection the following are noted:

1. The Campus Institutional Zone was intended to include those properties within the College Master Plan and Conditional Use Permit. These properties are not.
2. In 2009 in case LU 08-180498 CU MS the Hearings Officer denied Lewis & Clark's request to add these properties within the Master Plan boundaries. The same reasons that Collins View Neighborhood Association also opposed the request at that time continue to exist today.
3. Lewis & Clark did not raise this request during the Bureau of Planning and Sustainability's work on the Comprehensive Plan or the further review of the Plan by the Planning and Sustainability Commission. A Lewis & Clark representative participated fully in the related Public Advisory Committee for the Campus Institutional Zone at which the boundary was considered without raising an objection.

To allow this change at this late time would have the effect of bypassing the greatest part of the public process and careful scrutiny given to the Comprehensive Plan.

City Council should not allow itself to become a party to bypassing careful consideration and public input for the Plan.



Jim Diamond, Chair,
Collins View Neighborhood Association.

cc: Council Clerk



Southwest Neighborhoods, Inc.

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

www.swni.org

March 30, 2016

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

Re: Proposed Comprehensive Plan Map Amendment: Lewis and Clark College at
Lower Boones Ferry and SW Terwilliger

Dear Mayor Hales and City Council members:

On March 15th the Collins View Neighborhood Association sent you the attached letter,
which strongly opposes the inclusion of the properties at Lower Boones Ferry and SW
Terwilliger in the Campus Institutional Zone.

The SWNI Board of Directors at their March 23, 2016 meeting voted unanimously to
support the Collins View Neighborhood Association letter.

Sincerely,

Sam Pearson
President
Southwest Neighborhoods, Inc.

City Council Testimony RE: Comp. Plan Amendments - April 14, 2016

My name is Anton Vetterlein. I am the Homestead NA Land Use Chair.

HNA is opposed to Mayor's amendment #20, which would extend mixed use zoning west on SW Gibbs St. and would change the land use designation from Mixed Use Dispersed to Mixed Use Neighborhood. (Also F63 & N9)

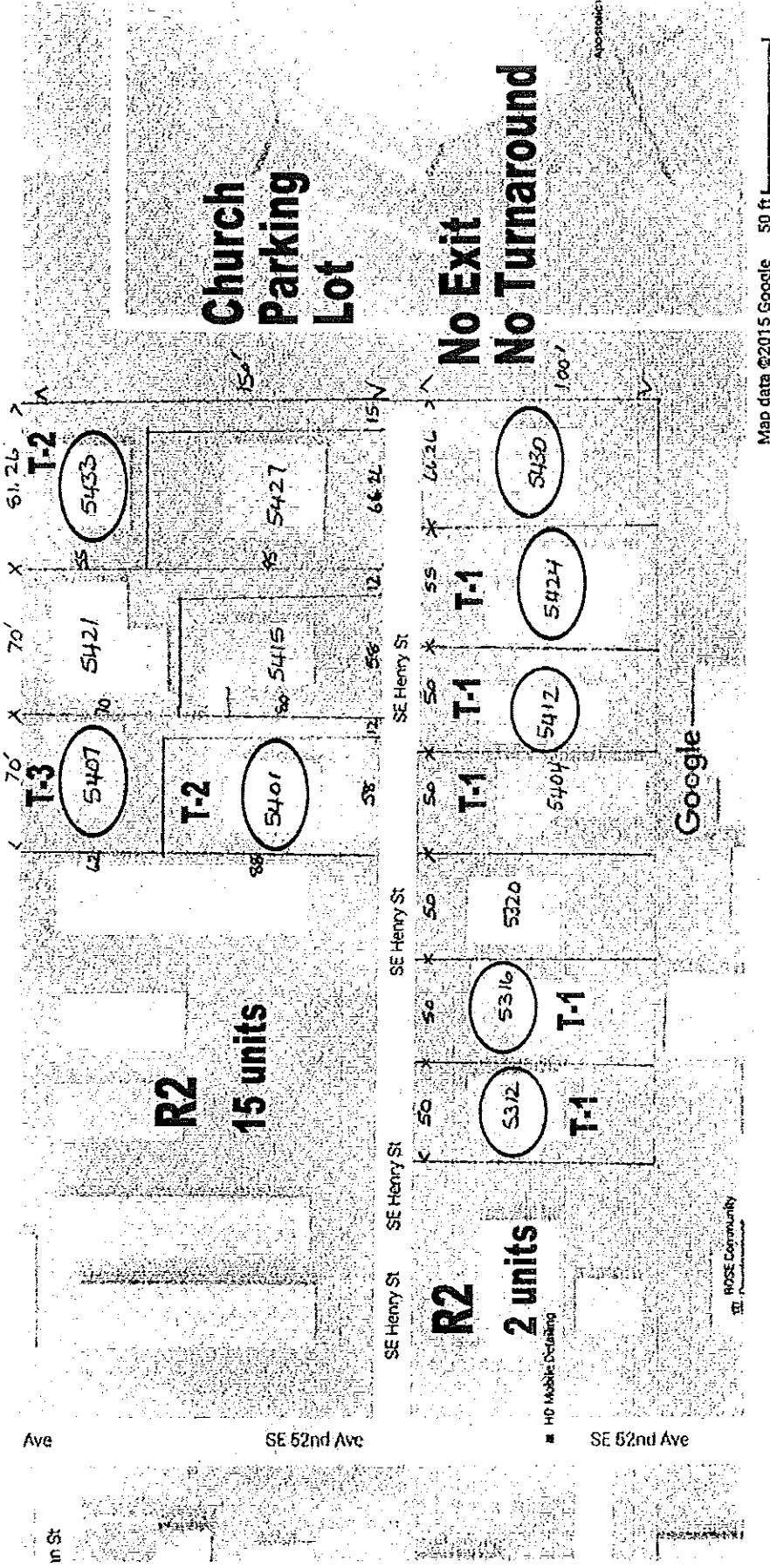
We are not opposed to re-development in this area, and in fact would like to see more housing and neighborhood serving businesses in the 6 block area closest to OHSU.

During the SW Community Plan process we sought and received an increase in the zoning of that area. But there has not been a single redevelopment project in that area since it was re-zoned 15 years ago. There is still plenty of re-development potential in the existing commercially zoned area and it is not necessary to expand it.

The amendment to expand the mixed use area seems to favor a single property owner by gerrymandering the zone into the residential area. If it were truly a well thought out proposal you would probably be looking at doing it on both sides of Gibbs St. or along 11th Ave. as well.

But we are not asking for that. We are asking you to keep the Planning Commission approved map for this area.

The other part of amendment M20 that we oppose is to change the land use designation from Mixed Use Dispersed to Mixed Use Neighborhood. We believe that Mixed Use Dispersed better fits our desire for small neighborhood serving businesses. Given the intensity of development at OHSU and the VA hospital and the problems with accessing the hill, we do not want businesses that will attract more vehicle trips to Marquam Hill. And it is very important to note that we do not want any zoning that allows commercial parking on Marquam Hill. The parking environment on the hill has been deliberately limited by city policy in order to limit vehicle trips on the constrained streets accessing the hill (Marquam Hill Plan, parking meters district, APPP).



 **Circled Addresses have signed the attached statement.**

T-# is the # of emailed testimony for resident/owners

TESTIMONY FOR COUNCIL HEARING

Arlene Williams, 5401 SE Henry Street, Portland OR 97206

(Please note: this testimony updates my previous emailed testimony sent on 4/6/2016)

This testimony is in support of the amendment to Amendment B110 listed in the April 11, 2016 Memorandum "Potential Additional Comp. Plan Amendments and Refinements" sent by Mayor Hales to City Council Commissioners, as follows:

9. SE Henry Street (#B110) Opposition to up-zoning of property at 5401 SE Henry Street due to public safety issue (i.e., dead end street, lack of turnaround). This amendment would change all of the R2.5 on SE Henry to R5, between SE 52nd and the end of the street at 5601 Duke. (Co-sponsored by Commissioner Saltzman)

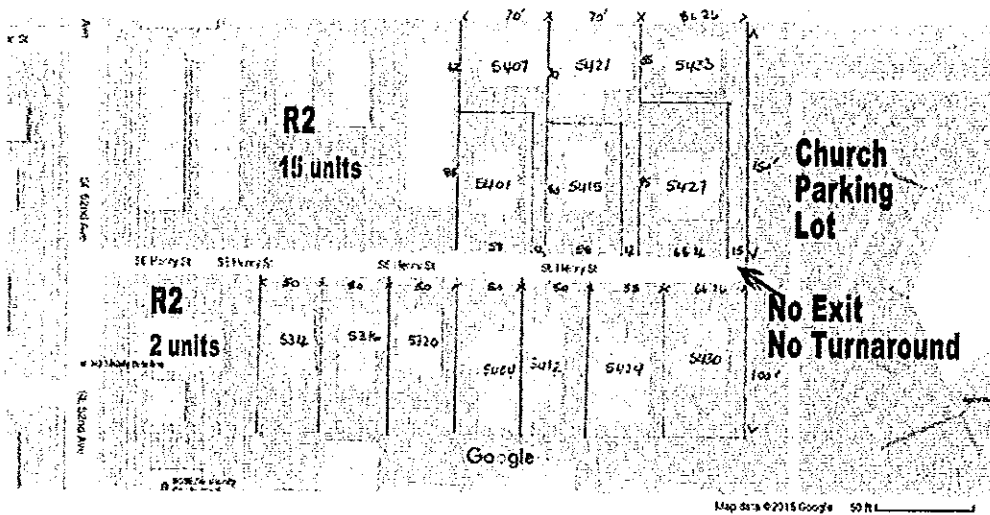
Single-dwelling 2,500 (R2.5) zoning is designated in the 2035 Comprehensive Plan for the following lots on SE Henry Street: 5312, 5316, 5320, 5404, 5412, 5424, 5430, 5401, 5407, 5415, 5421, 5427, and 5433. There are important reasons that this designation should be down-zoned to R5:

- 1) This dead end block is already mixed zoning with existing high density;
- 2) There is no fire apparatus turnaround on this dead end block so public safety and parking congestion need to be considered;
- 3) The connecting road, SE 52nd is projected to be over-capacity on 2035 PM Peak map so traffic congestion on SE 52nd is a service consideration; and
- 4) Equity demands it. Other areas with substandard streets, or traffic congestion issues, or even no service considerations were given amendments by Staff or the City Council.

Even one of these reasons should be enough to grant down-zoning. When all these reasons are combined, the evidence is overwhelming against R2.5. I request that the City of Portland change these lots on SE Henry Street to a single-dwelling 5,000 (R5) zoning designation in the 2035 Comprehensive Plan.

Reason 1: EXISTING HIGH DENSITY

This is a compact dead end street about 500 feet long with 17 apartment/duplex units (zoned R2) as well as the 13 single family homes referenced above (see map below). Three of these homes are flag lots, which also add to housing density. This block is already highly dense and congested, with no fire apparatus turnaround. It is at capacity.



In many ways this is what the City of Portland is looking for, density that is still livable. It offers affordable housing. There is diversity: ethnic diversity, age diversity, and there are many families with children. On-street parking is already at a premium, though, with apartment dwellers consuming much of the street parking space, especially nights and weekends. People find it very hard to enter and exit driveways at times because of the cars parked on the street. Tri-met has already classified this as a congested street and will not send its small LIFT vans to pick up a visually-impaired woman who lives here. Also, because of the nearby peak service transit corridor, builders will be allowed to remove off-street parking when developing new construction. If you allow developers to eliminate off-street parking, the resulting congestion will turn a street that is livable into a density nightmare.

To back up my assertion that this street is at capacity, I cite 33.654.110.B:

2. Dead-end streets in OS, R, C, and E zones. In OS, R, C, and E zones, dead-end streets may be provided where through streets are not required. Dead-end streets should generally not exceed 200 feet in length, and should generally not serve more than 18 dwelling units. Public dead-end streets should generally be at least 200 feet apart.

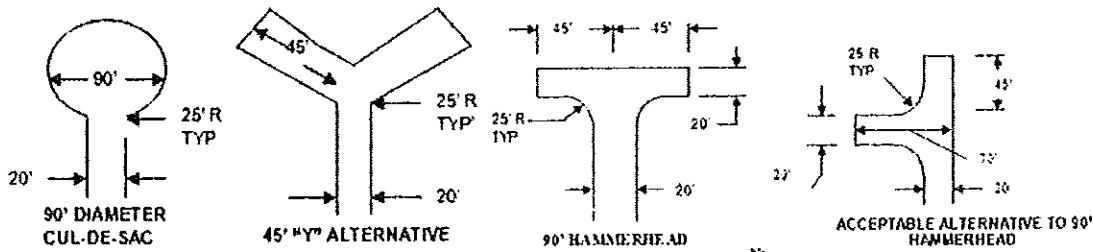
This section is in the Rights-of-Way, Chapter 33.654 of the Planning and Zoning Code. It is also part of the Land Division Approval Criteria addressing public streets, private streets, etc. (see <https://www.portlandoregon.gov/bds/article/239318> & <https://www.portlandoregon.gov/bds/article/239316>.) If new dead end streets or dead end streets for land divisions should not serve more than 18 dwelling units and this existing dead end street already serves 30 dwelling units, how can the City of Portland justify adding another potential 13 units to this dead end block, especially one with no fire apparatus turnaround?

Reason 2: PUBLIC SAFETY

A major reason to deny this zoning change is that there is no turnaround at the dead end. The street ends abruptly in a block wall and tall chain link fence. It is an existing condition apparently allowed by

the City of Portland in the past. Garbage trucks, large delivery trucks, and fire trucks have to back all the way down to SE 52nd and then try to back out onto that very busy street.

Current Fire Code prohibits this type of street for new development, and the City should not allow more density on a street that is substandard with regard to its own public safety code. The Portland Fire Code states: "Dead end fire apparatus access roads in excess of 300 feet in length shall be provided with an approved turnaround (OFC 503.2.5 & D103.1)." Diagrams of approved turnarounds are:



This dead end block of SE Henry Street, almost 500 feet long, qualifies as an access road, and there is nothing anywhere along its length that meets approved fire apparatus turnaround standards of any type. You can't realistically fix it because there are houses in the way. **Now the City wants to make that condition worse by adding more density.** In addition, the Zoning and Planning Code, 33.654.120.C3 also states that a turnaround is required on a dead-end street for land division approval if the street is at least 300 feet long, but none exists.

Planning staff has argued that adding fire sprinklers to any new construction will solve the problem. In the fire code, sprinklers are not a legal substitute for the missing turnaround. According to two people I have talked with at the Fire Marshal's office, allowing new construction by adding sprinklers would happen in the appeal process as an alternative to the code, and I know that is only if the code violation is caught during the plan review process down at Development Services. **This is a zoning decision. Don't base such a broad decision on an unreliable appeals process when you have code to direct you.**

Adding sprinklers project by project is an inadequate, piecemeal approach that increases density without solving the public safety issue because:

- a) It does not solve the access problem. The missing turnaround will not be built because houses are in the way;
- b) Because of the peak transit service on SE 52nd, builders can remove driveways and not offer any off-street parking (Code 33.266.110:D) so there will be more congested and continuous parking on the streets for the fire trucks to maneuver around, which can slow response time (Per the Fire Marshal's office, parking congestion can be the biggest obstacle for fire access);
- c) Adding sprinklers does not address emergency situations that may or may not be fire related where you have police, ambulance, and fire all responding. That adds to the confusion and

congestion at the emergency scene, and on a street with limited emergency access it can slow response time;

d) A ladder-truck would never get down the street (not wide enough), and R2.5 homes can be 35 feet tall, beyond the capacity of ladders on regular fire engines if they have a flat roof. Adding sprinklers will help in a fire situation for these tall buildings, but not in a rescue situation.

e) Homes with sprinklers can still burn from the outside in, and by adding homes on an already crowded street, that creates more homes that may need the attention of firefighters during an event and puts more people at risk because there is only one evacuation route on the dead end street;

f) The rest of the already tightly packed homes will not have a sprinkler system so they will still need rapid emergency access without congestion/access issues; and

g) the only public safety criteria used by staff to evaluate for up-zoning was response time, but not having adequate fire apparatus access can slow response time.

The Fire Code is there for a reason: to protect life and property. Adding sprinklers to new construction, in recognition of the absence of a turnaround, is a step toward safety that can be achieved with newly constructed homes in R5, if zoning is left as is, not just homes in R2.5. It does not substitute for the increased hazard of putting more homes on a street that is already crowded and without a turnaround.

The 2035 Proposed Draft claims for the Southwest Hills and Powell Butte areas:

Proposed Comprehensive Plan and zoning designations would reduce potential risks to public health and safety in areas at risk of natural hazards (e.g., landslide, wildfire, earthquake, flooding) and/or have drainage problems due to steep slopes, soil conditions, high groundwater, seeps and springs, or stream channels.

However, it seems wildfire safety received a low priority from City planners when evaluating my block. Just 150 feet from the homes on the south side of SE Henry is a 4.5 acre church compound with over a hundred 100 to 150 foot tall Douglas Fir. As last summer's drought made clear, the climate is changing. Wildfire needs to be a strong consideration for many areas of Portland, including this block on SE Henry Street with such a dense stand of tall trees nearby.

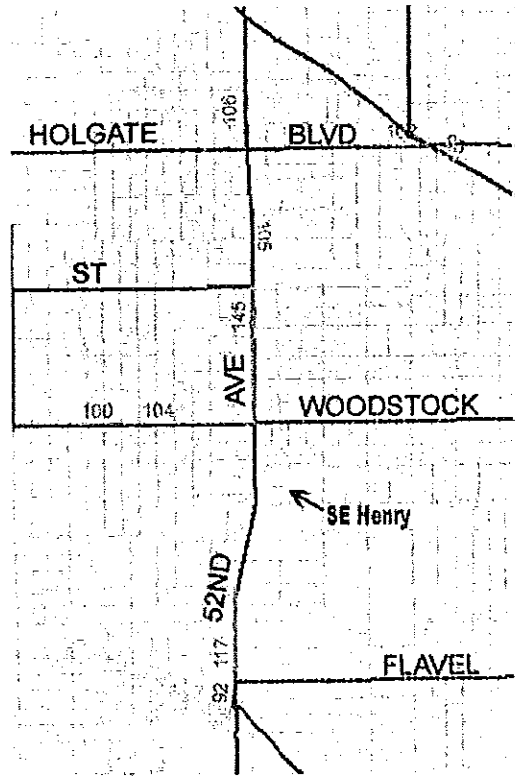
Reason 3: TRAFFIC CONGESTION

Traffic congestion is another reason to vote down the up-zoning for my block. SE 52nd is the only connecting street for my block of SE Henry Street, and it is shown as over-capacity on the 2035 Transportation Network PM Peak 2-Hours Volume to Capacity Ratio map (<https://www.portlandoregon.gov/bps/article/400464>).

SE 52nd just north of SE Woodstock shows a ratio of 145 and just south of my block near SE Rural there is a ratio of 117. Anything over 93 is over-capacity according to the map's legend.

SE 52nd at SE Henry St sits between these two ratios. Traffic Count data for SE 52nd almost adjacent to SE Henry shows a higher volume of traffic (PM Peak 1213) than traffic volume data near SE Rural (PM Peak 1058) where the volume to capacity ratio was 117. Since SE Duke feeds SE 52nd near SE Henry, that probably accounts for more traffic generated near SE Henry. Even though no ratio was listed for SE 52nd near SE Henry, our section of SE 52nd can be assumed to be over-capacity as well.

More traffic congestion is already being added. Right now, there are 2 commercial buildings going in just up the street at the intersection of SE Woodstock and SE 52nd that will increase traffic volume on our section of SE 52nd. There is also more traffic congestion in the Woodstock neighborhood because of the New Seasons that recently opened, plus there are bike lanes on SE 52nd. Because of all these factors, traffic congestion issues on this street should be a Service Consideration for SE Henry St.



Reason 4: EQUITY

When considering whether to down-zone the designation on these lots on SE Henry Street, it is vital that equity is a factor. Other substandard streets across the city were recommended for exemption from up-zoning (examples are: B94, B93, M75, B120, F68) or traffic congestion was sometimes considered for down-zoning (B88, M51). SE Henry is a substandard street as well and should have been given the same consideration.

For instance, our immediate connecting street, SE 52nd, has more traffic volume than the immediate connection streets for a staff supported amendment (B88) in Eastmoreland. The connecting streets for those lots are SE 28th (PM Peak 952) and SE Woodstock (PM Peak 901), which is less than the PM Peak 1213 that was measured on SE 52nd near SE Henry. Also B88 has the Light Rail Station on the Orange Line, a very costly taxpayer funded amenity, to mitigate any traffic congestion.

Another example of lack of equity is Amendment M74 requested by the Mayor for a huge area of Eastmoreland. This amendment shows the over-capacity streets of Bybee and McLoughlin as a Service Consideration in the Amendment Report even though many of those lots in that amendment area are very distant from Bybee and McLoughlin. SE Henry directly connects to an over-capacity street. In fact, it is its only outlet. That should not have been overlooked when evaluating our block.

In addition, the Buckman neighborhood (S21, S22) was given amendments by Commissioner Saltzman and Commissioner Fritz without any public safety issues or street congestion issues cited in the Amendment Report. Like my block, this Buckman area already has high density, and for the same reasons, my block should have been given an amendment to retain R5 zoning.

This is a complex process, but every street should be measured by the same yardstick as much as possible. Wealthier areas should not be exempt from density while other streets, like my block, are designated for more density when it is unsafe or unwise to do so. On my block of SE Henry Street, we are doing our part for density with the apartments already contributing to a crowded situation. It is just not fair to make us carry more density than the street can hold, while other areas don't have to bear that burden.

I believe the City would be making a grave mistake by allowing even more density on this crowded, dead end street than is sensible and safe. Either alone or in combination, the above reasons prove it would be a bad decision. The evidence is overwhelming. Make public safety, street congestion, and livability a priority and decide to down-zone the designation to R5 for this little, dead end street.



WOODSTOCK NEIGHBORHOOD ASSOCIATION
WWW.WOODSTOCKPDX.ORG

Woodstock Community Center, 5905 SE 43rd Avenue, Portland, Oregon 97206

To: The Portland Planning and Sustainability Commission
From: The Woodstock Neighborhood Association
Re: Up-zoning on SE Henry Street east of SE 52nd

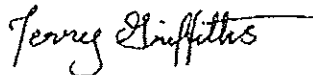
The Woodstock Neighborhood Association is in support of Arlene Williams' testimony against the up-zoning of R5 properties on SE Henry Street east of 52nd to R2.5. While the R2.5 zoning designation is generally a good transition between commercial corridors and single-family residential neighborhoods, we believe that in the case of SE Henry the change in designation would be detrimental. SE Henry is a 500 foot long dead-end street in that location, ending in a locked fence surrounding the rear of the Apostolic Faith Church, which faces SE Duke. Properties close to SE 52nd on this segment of SE Henry are zoned R2 and are developed with 17 apartment units in duplex buildings. The remaining R5 portion of the street is developed with 13 homes, including 3 flag lots.

All of the above is out of compliance with 33.634.110.B.2, which states: "Dead end streets in OS, R, C, and E zones. In OS, R, C, and E zones, dead end streets may be provided where through streets are not required. Dead end streets should generally not exceed 200 feet in length, and should generally not serve more than 18 dwelling units."

This would suggest that the 500 foot length of SE Henry is already at capacity for density, especially given that there is no emergency vehicles turn-around provided at the end of the dead end street.

The content of the above testimony was reviewed and voted by the Woodstock Neighborhood Association board on April 6, 2016.

Respectfully submitted,



Terry Griffiths
Co-Chair, Woodstock Neighborhood Association Land Use Committee

We, the following residents/owners, oppose any zoning change from R5 to R2.5 for the block of SE Henry Street that is east of 52nd in the Woodstock neighborhood. We urge the City of Portland to retain the current R5 zoning for this portion of SE Henry Street because it is a short, dead end street with insufficient infrastructure (such as parking, public safety access) to accommodate higher density. With the apartments and flag lots on this block, the street is already at its maximum density capacity.

| | Name | Address |
|----|---|--|
| 1 | Adene Williams | 5401 SE Henry, Portland OR |
| 2 | Alison DeSaw | 5433 SE HENRY ST. PORTLAND OR. |
| 3 | Paul DeSaw | 6433 SE Henry St. Portland OR |
| 4 | Pat & Al | 5401 SE Henry |
| 5 | Juanita Huffman | 5424 SE Henry |
| 6 | Lois Taylor | 5424 SE Henry |
| 7 | Amy Miller | 5312 SE Henry St |
| 8 | Pamela Kim | 5407 SE Henry St |
| 9 | John & Aurelia Leroux Aurelia Leroux | 5316 SE Henry St Portland, OR 97206 |
| 10 | April Haberly April Haberly | 5112 SE Henry St Port OR 97206 |
| 11 | Keri Lee | 5430 S.E. Henry 97206 |
| 12 | | |

Portland Neighbors for Sustainable Development

c/o Doug Klotz
1908 SE 35th Place
Portland, OR 97214
April 13, 2016

**Testimony on Comprehensive Plan Update Council
Amendments (Updated 4-13-16 to add support for #P32)**

Mayor Hales and Commissioners:

Portland Neighbors for Sustainable Development was organized several years ago to support sustainable development in Portland, through zoning and transportation decisions that move our city forward. We would like to express our support for the Comprehensive Plan Update, which will move the city in the right direction. Many of the proposed Amendments will help refine the plan for an even better outcome.

Policies

Some of the Policy Amendments we support are:

#P15. We join the Anti-displacement Coalition in supporting the changes to Policy 3.3, to clarify the need to “mitigate the impacts of development on income disparity, displacement and housing affordability”, and the additional language proposed.

We support **#P16** and **#P23**, which will help build more walkable areas where street grids and connectivity currently thwart development of 20-minute neighborhoods.

We support #P32 which spells out in the Comprehensive Plan a policy of prohibiting drivethroughs in the Central City and limiting them in Centers and Corridors. We support this with the hope that the limitations will not allow any more drivethroughs in Centers and Corridors than result currently under the limitations in the CS and CM zones now mapped in many of these areas, which prohibit any new drivethroughs. The negative impacts of drivethroughs on pedestrian-friendly areas are well-known, from the danger of pedestrians being hit by cars entering and exiting, to lines of cars blocking sidewalks, to an interruption of the line of store and building fronts, and a reduction in needed development capacity in these corridors.

We support #P45, which adds a Middle Housing policy, to encourage the development of middle housing, specifically within the Inner Ring and in a quarter mile of designated centers. We urge the addition of “and corridors” to the proposed language, to read: “designated centers and corridors, where appropriate, and within the Inner Ring around the Central City”. We support the development of a robust policy that encourages a broad range of these housing types to be allowed in existing residential areas.

We support #P90 and #P91, which strengthen the Transportation strategy and the ordered list of modes, which emphasizes the movement of people, and institutes a separate policy to clearly support an accessible and age-friendly transportation system.

There are some Policy Amendments that we oppose:

#P8 would change Goal 2A to require that in order to “partner” with the city, “historically under-served and under-represented communities must be paired with the city’s Neighborhood Associations” (emphasis added). Some Neighborhood Associations might not seem welcoming to these communities. These groups should be welcome to work with the city on their own, in their own way, without this requirement.

We are concerned by a group of amendments, #P44, #P51, #P60, which seem to be the product of a lobbying group, the Retail Task Force and International Council of Shopping Centers, which has historically fought for auto-centric development, with large parking lots in front of stores and other features that hamper the development of pedestrian-, bike-, and transit-friendly neighborhood centers and corridors. We oppose the language in these, language that could set the stage for changes to be proposed later to the Mixed Use Zones proposal and other policy documents.

#P44 would add “Provide adequate land supply to accommodate a full spectrum of grocery stores catering to all socioeconomic groups and providing groceries at all levels of affordability”. We fear that this is a setup for their argument that stores with parking lots in front are needed to sell groceries cheaper, which has not been demonstrated.

#P51 seems to argue that we shouldn’t have buildings that are pedestrian-friendly yet, as it’s not yet time to prohibit parking lots from in front of the buildings. It is time, and many large stores have been built to this standard since its 1981 adoption.

#P60, a Retail Development policy, may sound good, but we sense that each word (e.g. “convenience”, “accessibility”) is placed to buttress future arguments for car-friendly building layouts. Previous testimony from supporters of this language calls for “retail zones with safe harbors for auto-oriented grocery stores” located in “close-in urban areas”. These proposals would only encourage the continued use of the auto, institutionalize large parking areas and further discourage alternative transportation.

We thus oppose these four amendments as written. Modifications to insure that these policies do not contravene other policy goals, including the Urban Design Framework and the Transportation Goals, are necessary before adoption.

Complete list of Policy amendments we Support:

P15, P16, P23, P30, P31, P43, P45, P49, P56, P90 P91, P98, P101

Complete list of Policy amendments we Oppose:

P8, P32, P35, P36, P37, P44, P51, P53, P60, P73, P99

Mapping

There are several Mapping Amendments we support:

#M-54 and #M-55 We strongly support extending the Mixed Use-Urban Center designation for Mixed Use parcels from 42nd to 49th on Belmont and from 44th to 51st on Division. Designating these sections MU-UC acknowledges the fast-changing nature of these areas. On Belmont, there are multifamily buildings under permitting at 43rd and at 45th, with buildable parcels clear to 49th. On Division, there is a recent 4-story mixed use building at 48th, a 121 unit mixed use building under construction at 50th, and a 127-unit mixed use building at 50th under permitting, which will include a Green Zebra grocery. Another 120 unit building is planned on 50th between Ivon and Clinton. These are clearly Urban Center development patterns. In addition, the corner of 50th and Division has the best bus service in Inner Southeast Portland, with the intersection of the #4 and #14 bus lines.

The change to MU-Urban Center will also mean the addition of a "d" overlay, which will make it more attractive for developers to take advantage of the Affordable Housing provisions in the new Mixed Use Zones code, since the set-back fifth floor will be available to them, so that using the bonus will pencil out.

(The MU-UC designation should include the entire ownership of the parcels at 4926 SE Division, which extend south to Ivon St.; as well as the entire site of 4975 SE Division, which extends north to Caruthers. The current amendment mapping splits the ownership of both of these sites into two designations.)

We support **#M-28**, changing the designation to MU-Neighborhood at 60th and Belmont. This acknowledges that this node already had 3- and 5-story buildings, and a larger scale is appropriate for these parcels across the street. Two bus lines intersect here.

There are Mapping Amendments we oppose:

We oppose #S-20. The parcels are all commercial or apartment buildings except one house. MU-UC is appropriate, as staff proposed.

We oppose #S-21. The recommended R-2.5 is closer to the existing density in this area, which has apartments as well as duplexes, and single-family houses on small lots.

We oppose #S-22. The recommended R-2.5 reflects current development and surroundings.

We oppose #M-74. The wholesale downzoning of the entire Eastmoreland district, when BPS analysis found that R-5 better reflects the lot sizes and patterns, would set a bad precedent of special treatment for wealthier neighborhoods. It also ignores the logic of higher densities near the Bybee Max stop. We also oppose #M-75, which would ignore the proximity of this area to the Woodstock neighborhood center.

We do not support F-61 as written, but would support it if the parcels on the east side of 50th, north and south of Hawthorne, were retained as Mixed Use-Urban Center, to match the west side of 50th there.

Complete list of Mapping Amendments we Support:

M-22, M54, M55, M-19, M-28

Complete List of Mapping Amendments we Oppose:

M21, M62, M63, M71, S-20, F61, S-21, S-22, M74, M75

Thank you for your consideration of our testimony, and all the work yourselves and staff have put into these amendments.

Signed:

Brian Cefola
 Joseph P. Edge
 Steve Gutmann
 Marsha Hanchrow
 Tony Jordan
 Alan Kessler
 Doug Klotz
 Joe Recker
 Dan Rutzick
 Ben Schonberger
 Eli Spevak, owner, Orange Splot LLC
 Bob Stacey
 Bill Stites, owner, Truck Trike
 David Sweet
 Mark Wheeler

Wendy Rahm
1221 SW 10th Avenue, #1001
Portland, OR 97205

My name is Wendy Rahm. I'm a member of both the American Institute of Architects Historic Resource Committee and the Bosco Milligan Foundation Board, but I'm here speaking on my own behalf as a resident of the West End.

I want to thank Commissioner Fritz for including in amendment #P14 for the Introduction, (GP3-11), recognition of the West End as a distinct neighborhood with a distinct character that merits being called out.

I also want to thank Wendy Chung, Restore Oregon's Peggy Moretti, the Coalition for Historic Resources, and most especially Mayor Hales for crafting amendments that strengthen historic preservation in our city. Preserving neighborhood character and old buildings is not a NIMBY issue. I may not be here to see many of the recommended changes, but I hope these buildings will be here for the next generations.

I recommend council support all the historic preservation amendments. I would like to call out a few of my favorites:

P20 Policy 3.42: the need to identify distinct neighborhood identities and to expand preservation and design review tools for them. (WE)

P28 Introduction (GP4-11) & P38 (Policy 4.49): on the value of the thousands of already identified historic resources and the need to expand and update the historic resource inventory to identify buildings of merit that are over 50 years old for rehabilitation and use.

P30 Goal 4B: titled Historic and Cultural Resources: thanks for the improved wording that is more specific in targeting *use* and *rehabilitation* rather than *demolition*.

P34 Policy 4.27: Strengthened language to identify and protect resources for use and rehabilitation. However, I suggest the word ^{incent} ~~encourage~~ is unnecessary since it's vague and lacks teeth.

P40 Policy 4.52: for noting that buildings both "beautiful and ordinary" play important roles in enhancing community identity and sense of place.

I would like to suggest deletions in two amendments. In P35 Policy 4.45 (Historic and cultural resource protection) and P38 Policy 4.49 (Historic Resources Inventory), the phrase "within statutory limitations for owner consent" and "within statutory limitations" are used. I recommend deleting those phrases as being unnecessary since these limitations are encoded in state law. Being encoded in state law is probably sufficient for all parties.

I'd like to close by thanking you for all you are doing to improve code to allow for some teeth in the policies that preserve history for future generations. Portland deserves no less.

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

April 14, 2016

Re: Proposed Comprehensive Plan Map Amendment:
Lewis & Clark College at Lower Boones Ferry &
SW Terwilliger

#S16

Mayor Hales and Commissioners,

Collins View Neighborhood Association (CVNA), which I currently chair, strongly opposes the inclusion of any of the Lewis & Clark College properties¹ at Lower Boones Ferry and SW Terwilliger Blvd in the Campus Institutional Zone. In this connection, the following are noted:

1. The Campus Institutional Zone was intended to include those properties within the College Master Plan and Conditional Use Permit. These properties are not.
2. In 2009 in case LU-08-180498 CU MS the Hearings Officer denied Lewis & Clark College's request to add these properties within the Mater Plan boundaries. The same reasons that Collins View Neighborhood Association also opposed the request at that time continue to exist today.
3. Lewis & Clark College did not raise this request during the Bureau of Planning and Sustainability's work on the Comprehensive Plan or the further review of the Plan by the Planning and Sustainability Commission. A Lewis & Clark College representative participated fully in the related Public Advisory Committee for the Campus Institutional Zone within which the boundary was considered without raising an objection.

To allow this change at this late time would have the effect of bypassing the greatest part of the public process and careful scrutiny given to the Comprehensive Plan. City Council should not allow itself to become party to bypassing careful consideration and public input for the Plan.

You have received similar letters opposing this inclusion from an earlier letter from CVNA, from members of CVNA, and from the Board of Directors of Southwest Neighborhoods, Inc.

I have examined the public testimony listed at the Bureau of Planning and Sustainability website devoted to the Comprehensive Plan Update. This document refers to testimony by Lewis & Clark College and CVNA. There is no such testimony by Lewis & Clark College within the indexed list of Public Testimony to City Council, and the supposed testimony by CVNA is our letter to City Council supporting Portland Parks & Recreation's management plan for Riverview Natural Area. **I personally support the position of the Bureau of Planning and Sustainability, and the Planning and Sustainability Commission, both of which have recommended that these properties be re-zoned as R20 in keeping with the nature of that part of Collins View. I urge you to do the same and reject this amendment.**

Sincerely,



Jim Diamond
Chair, Collins View Neighborhood Association

James J. Diamond, 9519 SW 2nd Ave, Portland OR 972129

CC: Council Clerk; Maryellen Read, CVNA Secretary; Sylvia Bogert, SWNI

¹ Including 425 SW Maplecrest Drive, 9919 SW Boones Ferry Road, 10015 N/SW Boones Ferry Road, 10015 SW Boones Ferry Road, 10025 SW Boones Ferry Road and others.

←
Resolution

Be it resolved by the Board of Directors of the Sellwood-Moreland Improvement League that the public properties acquired by Metro along the Springwater Corridor in the neighborhood be designated in the Portland Comprehensive Plan for the purpose for which they were acquired. The Board therefore supports Mayor Hales Amendment #56 to change the zoning designation for these lands from R5 to Open Space.

- *Approved at the SMILE Board of Directors Meeting by a vote of 11-0 on April 11, 2016.*

Our neighborhood has been actively involved in plans to steward these lands and we look forward to seeing this change added to the Comprehensive Plan so their open-space attributes may endure. Thank you.

Sincerely,



Corinne Stefanick, President
Sellwood-Moreland Improvement League

April 14, 2016

TO: PORTLAND CITY COUNCIL

Mayor Charlie Hales
Commissioner Amanda Fritz
Commissioner Nick Fish
Commissioner Steve Novick
Commissioner Dan Saltzmann
Council Clerk

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

RE: PROPOSED AMENDMENT, P#45, New Policy after 5.5, Middle Housing
Proposed March 18, 2016

Mayor Hales and Commissioners, I am pleased to offer my testimony today, though in opposition to the proposal.

With regard to land use planning in Portland, let's acknowledge upfront that this has not been a good process. Long range planning has been going on for forty years, so our current housing shortage crisis should not be a surprise. The City's approach to date has been to attempt to apply increased density uniformly across the city. This has resulted in new housing, but it has also resulted in widespread citizen displacement and unhappiness, demolition of good housing stock, the homogenization of the city's architecture and neighborhoods, and the disintegration of community cohesion.

Although some of these negative impacts may be the result of unintended consequences, what is being proposed today is more of the same--racing to a solution without fully contemplating what the outcomes will be. This amendment fails to recognize the uniqueness of Portland's neighborhoods, and it will inevitably lead to continued divisiveness as more demolitions will be the logical outcome of this approach.

Let's slow this process down and consider the downside to applying another broad brush solution to development in Portland. While "middle housing" makes sense in some locations, in other areas it is completely inappropriate. A case in point is Multnomah Village where the introduction of multifamily middle housing applied across the board for 1/4 mile from Capitol Highway could well result in the decimation of the intimate scale residential areas surrounding the historic main street.

A better way forward lies in a more subtle and textured approach that builds on the character of individual neighborhoods, affords citizens the right to live in housing of their choosing, and provides citizens with a voice in their community.

Portland historically has attempted to be the trendsetter in urban planning--to tackle challenging problems in a smart and forward thinking way. This one size fits all solution is too simplistic. I

would hope as we move forward and grapple with density, Portland, including the government and the community working together, would be up to the challenge and not settle for the easy way out. What you have before you is the easy way out.

Respectfully submitted,

Jan Mawson

Jan Mawson
7623 SW 33rd Ave.
Portland, Oregon 97219

Please add this to the record.

James F. Peterson
2502 SW Multnomah Blvd.
Portland, Oregon 97219
April 14, 2016

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

Portland City Council
Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dau@portlandoregon.gov

Council Clerk, cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

RE: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

I oppose City Council Amendment #P45, New Policy 5.5, Middle Housing to the 2035 Comprehensive Plan (see amendment text on the following page). If passed, this spurious proposed amendment will allow the single-family zoned property in Multnomah Village to be changed to multifamily zoning without the legal and adequate opportunity for the required timely public review and comment in due process. This proposed amendment is a radical, last-minute change to the 2035 Comprehensive Plan that is too far reaching to be incorporated into the plan with a very short time of approximately one month for citizen evaluation to provide reasoned public comment. This is an insufficient amount of time for our neighbors to become even adequately familiar with the desired and evaluated consequences of what is of late being proposed and to voice either approval or reasoned and considered opposition to the proposed amendment. The new Policy 5.5 has dubious legal standing, all elements considered.

In addition to objecting to the manner in which this amendment was introduced, I object to its substance. When the Discussion Map in the Draft SW Community Plan proposed that essentially all of Multnomah Village be rezoned R 2.5 to allow for attached row housing, hundreds of owners and residents in our neighborhood objected to the wholesale elimination of most single-family residential zoning at that time. I believe that the majority of the residents and taxpayers in my neighborhood still oppose it, but they are mostly unaware that this recent amendment is even being proposed or considered. The introduction of this recent amendment fails the needed legal test of due process and is specifically inconsistent with Oregon State mandated State Goal 1, wherein active citizen involvement in land use planning is required.

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

If Multnomah Village is approved to be a designated Neighborhood Center within a ½ mile radius of the center of Multnomah Village, its legal boundaries will overlap with the legal and specified boundaries of the two adjacent Town Centers (specifically, Hillside and West Portland) as well as the legal boundary of the Barbur Boulevard Civic Corridor. The drafted higher-density development contemplated within a quarter mile of these legally designated centers will then overlap with Multnomah village's legal designation and will leave marginal room for the existing single family homes as proposed redevelopment continues to occur in the future. The Neighborhood Corridor designation better fits with the extant design and character of Multnomah Village and is more in keeping with the prevalent semi-rural character of the neighborhood that we currently live in and enjoy.

The introduction of the Draft 2035 Comprehensive Plan stated that there is more than enough existing capacity to meet the projected growth without changing any zoning. That being evident and said, during dozens of discussions with BPS staff, as we as a group advocated for the Neighborhood Corridor designation and in opposition to the Neighborhood Center designation, we were consistently and adequately assured that Multnomah Village's extant single-family zoning will remain unchanged with the proposed Neighborhood Center designation. Were we being misled by our city Mayor and our Portland City Commissioners and staff? The recently proposed Amendment #P45 directly contradicts those explicit assurances. It undermines our trust in the workings of reasoned city government and the application of legal standing in due process. I urge you to adequately consider the spurious proposed #P45 amendment and to vote against it.

After the SW Plan blew up the City of Portland decided that they would no longer do community plans but in stead would change the development code to achieve more infill. Amendment #P45 is another example of using the development or zoning code to achieve more density with out changing the base zone. The minimum lot size in the zoning code was reduced for each base zone. For example an R5 lot the minimum lot size was reduced to 3000sqft. They allowed corner lots to be duplex lots and later made changes to allowed corner lots in R5 and R7 zones to be divided if the lot was over 50 x 100 for attached dwellings. This worked for a few years but now demolitions are at record levels, the character of neighborhoods are changing and what people value about Portland is now being destroyed. Over 150 requests have been submitted requesting the Truth in Zoning proposal be incorporated into the 2035 Comprehensive Plan it would remove the exception that allows for land divisions less than the base zone. With the adoption of the Comprehensive Plan the zoning code would then need to be amended to comply. If the language remains the size of lots in land divisions would be based on minimum lot size in the zoning code. The base zone lot size in the Comprehensive Plan would then be meaning less. The Comprehensive Plan is intended to be the governing document but with the proposed language the lot size would be governed by the zoning code.

Re: Truth in Zoning

I request specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan. This would preserve neighborhood character and would reduce the number of demolitions. This would remove the exceptions that allow land divisions less than the base zone. A Comprehensive map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

The Comprehensive Plan is one of the Comprehensive Plan's implementation tools. The Map includes land use designations, which are used to carry out the Comprehensive Plan. The land use designation that best implements the plan is applied to each area of the city. This section contains descriptions of the land use designations. Each designation generally includes:

- Type of place or Pattern Area for which the designation is intended.
- General use and intensity expected within the area. ~~In some cases, the alternative development options allowed in single dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.~~
- Level of public services provided or planned.
- Level of constraint.

Please add these to the record.

Thank you,


James F Peterson

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

James R. Harries – PE
10500 SW 25th Ave
Portland, OR 97219

April 14, 2016

Honorable Portland City Council
Draft City Council Amendments, 2035 Comprehensive Plan

We presented testimony at public meeting January 7, 2016 requesting restoration of R-10 zoning to Lots 93 and 94 Edgecliff including the above address. The request was omitted from the draft plan.

Request

Amendment B-92 covers requests for 10040-10048 SW 25 Ave, just up the street and proposes R-10 designation. Please correct the oversight and also include 10500-10626 SW 25th Ave in the proposed R-10 designation.

Other Considerations

Our properties are well drained and have utility access to SW Landcaster St below. Out streets are paved and wide, but are only partially side walked. Public transit is available on nearby Barbur Boulevard. That is how I come downtown. There is also a transit mall on Barbur. The properties and city services will easily support a density of 3-4 houses per acre.

We previously had a R-10 overlay, and I was approved for subdivision. The lot immediately to the south was subdivided with 6-7000 square foot lots. With an R-20 designation, we cannot proceed to develop.

Sincerely

James R Harries

TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503

Subject: Testimony to the Portland City Council supporting the official Rose City Park Neighborhood Association position related to defining "adequate" in the comp plan amendment to support "adequate but not excessive parking", April 14, 2016.

I am here this evening to support my neighborhood in support of the comp plan amendment that allows for adequate parking with new multi-unit residential development.

Design and Development policies specifically address the mitigation of off-site impacts on adjacent residential areas. Charging single family home households a fee to park on residential streets in front of their own homes is not mitigation. The burden of mitigation must remain with the new development, not with existing residences and businesses.

Urban Form corridor policies address accommodating growth and mobility needs for people of all ages and abilities, accommodating multi-modal uses and balancing all modes of transportation. Balancing all modes must require providing adequate off-street parking for new development and adding a fee to bicycling when bike lanes take up street and curb space.

These policies must supersede the fantasy world mindset of Parking Management policies that seek to encourage lower car ownership and limit adequate parking for car storage in new multi-unit residential development. If the city truly wants to reduce car ownership, the city can do so by setting an example that eliminates the city's own entire fleet of cars, most of which are utilized as single occupancy transportation.

Missing from the comp plan amendment that allows for adequate parking is the definition of "adequate". Although it may be different for the central city, on March 21st, the Rose City Park Neighborhood Association Land Use and Transportation Committee defined the word adequate as "three parking spaces for every four residential units". It was approved by the neighborhood association board on April 5th. This language reflects the city's own studies that have found that 72% households in new multi-unit developments have one or more cars.

Over the next 20 years, car trips are expected to increase by 49 percent regardless of how much mass transit service is added.* The expectation is that three parking spaces for every four units standard be applied to any new residential development that occurs on Sandy Boulevard, a major traffic and freight corridor, and anywhere else in the Rose City Park Neighborhood.

As a reminder, the people who drive are currently the primary financial stakeholders for all TSP projects. You need to start representing these core taxpayers, establish some financial equity and reject discriminatory car hater transportation policies in Chapter 9.

Respectively submitted,

Terry Parker, Northeast Portland

* Figures gathered by the Portland Business Alliance.

Ordinance 187832, Vol. 1.3.E, page 4935

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April 14, 2016

HAND DELIVERED

Portland City Council
c/o Council Clerk
1221 SW 4th Avenue, Room 130
Portland, OR 97204

RE: Comprehensive Plan – Council Amendments
Hearings April 14 and April 20, 2016

Dear Mayor Hales and Commissioners:

I represent Service Employees International Union Local 49. We appreciate the opportunity to participate in the city's process to update its Comprehensive Plan. Along with the Council, planning staff, and the thousands of citizens and groups that have been involved in that update, we look forward to adoption of the final version of the 2035 Comprehensive Plan within the next couple of months. Please provide me with written notice of the final decision upon adoption.

SEIU Local 49 supports the proposed Council amendments to Policy 3.3 and 3.3.d. of the Comprehensive Plan identified at item #P15, pages 13-14 of the March 18, 2016, staff report on Council Amendments. The consideration of these amendments was requested by the entire Council, and their adoption is supported by Bureau of Planning and Sustainability staff based on discussions with OMS and the City Attorney. We urge the Council to adopt these amendments at its meeting on April 28.

The amendments are consistent with and supportive of the Vision and Guiding Principles of the 2035 Comprehensive Plan Recommended Draft that has already received so much testimony and support before the Planning and Sustainability Commission and before this Council. The proposed Council amendment to Policy 3.3 is to "mitigate the impacts of development on income disparity, displacement and housing affordability." The specific direction in the proposed Council amendment to Policy 3.3.d. is to "incorporate requirements into the Zoning Code to provide public and community benefits as a condition for development projects to receive increased development allowances." Both these amendments support the Vision of "a prosperous, healthy, equitable and resilient city where everyone has access to opportunity." The amendments also further the objectives of Guiding Principle 1 (Economic Prosperity) to support and foster "equitably

Portland City Council
April 14, 2016
Page 2

distributed household prosperity,” and of Guiding Principle 4 (Equity) to promote equity by “reducing disparities.”

Adoption of these Council amendments to the Plan Policies will provide a bridge between the very broad Plan Vision and Guiding Principles, and the complex details of the Zoning Code. As Zoning Code language evolves, especially for the Central City Plan, we look forward to working with BPS staff, the Planning and Sustainability Commission and this Council to implement the 2035 Comprehensive Plan. These amendments provide direction for code changes that address mitigation of income disparity as a public or community benefit in the context of increased development potential. Thank you for considering them.

Very truly yours,

A handwritten signature in black ink, appearing to read 'David C. Noren', with a long horizontal flourish extending to the right.

David C. Noren



Testimony to Portland City Council
Provided by Renato Quintaro
Vice President of Property Services, SEIU Local 49
3536 SE 26th Ave
Portland, OR 97202

Re: Support for proposed Council amendments to Policy 3.3 and 3.3.d

April 14, 2016

Good evening Portland City Council and Mayor Charlie Hales,

My name is Renato Quintaro and I am a janitor at Intel and the Vice President of Property Services for SEIU Local 49. Local 49 represents over 1,800 janitors in the Portland-metro area.

I am here today on behalf of my co-workers to express my support for the proposed Council amendments to Policies 3.3 of the Comprehensive Plan.

I have worked as a janitor for SBM Site Services for fourteen years. In that time, I have seen the Portland real estate market explode – creating wealth for downtown developers while wages for many workers remain low.

Portland is becoming a very popular place for people to live, but the economic recovery has not reached working families. Many of our members are trying to support their families on low wages, and on these wages they have to make tough decisions about paying rent, paying for groceries, and providing for their kids. Working people deserve a fair shot in our economy. Portland should not just be for wealthy people.

We need a City that is just and fair for everybody - not just for the few. We look to the City Council to help us build a world-class city where people have access to good jobs, healthcare, and affordable housing. The amendments to the Comprehensive Plan are a good start towards making Portland a vibrant and fair city for everybody.

Thank you for the opportunity to testify.

Renato Quintaro

SERVICE EMPLOYEES
INTERNATIONAL UNION
LOCAL 49

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Testimony to Portland City Council
Provided by Felisa Hagins
Political Director, SEIU Local 49
3536 SE 26th Ave
Portland, OR 97202

Re: Support for proposed Council amendments to Policy 3.3 and 3.3.d

April 14, 2016

Good evening Mayor Hales and Commissioners,

My name is Felisa Hagins and I am the Political Director of the Service Employees International Union, Local 49. SEIU Local 49 is an 11,000 healthcare and property service member union. Combined with our brothers and sisters at SEIU Local 503, SEIU is the largest union in the state representing over 65,000 public and private sector workers throughout Oregon and Southwest Washington. Our mission as a union is to improve the quality of life for our members, their families, and dependents by achieving a higher standard of living, by elevating their social conditions, and by striving to create a more just society.

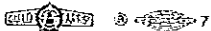
On behalf of our members, I am here today to voice Local 49's support for the proposed Council amendments to Policy 3.3 and 3.3.d of the Comprehensive Plan. The Comprehensive Plan will guide development and shape the landscape of our city for the next 20 years and it is crucial that the Plan include policies, such as Policies 3.3 and 3.3.d, that promote equity and opportunity for *all* of Portland's residents.

SEIU Local 49 has long been a champion of livability and affordability in the Metro area. While Portland is gaining national recognition as a world-class city with a desirable quality of life, many of our members are being left behind. Despite the economic recovery and the resurgence in real estate development, we are seeing an ever-growing income disparity that is pushing working families farther and farther from the City core. Stagnant wages and a steady erosion of important benefits such as affordable family healthcare and retirement security give rise to a host of additional hardships disproportionately borne by working families.

The City's comprehensive plan is an opportunity to lay the foundation for the next twenty years regarding the future development of the city of Portland. The foundation that the comp plan sets will guide the physical development of our city and set us on course that we hope will be a more inclusive, livable and equitable future for the city of Portland. That is why SEIU Local 49 is strongly supporting the proposed amendments to section 3.3 and 3.3d

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This disparity and inequality is starkly apparent in commercial real estate, where a select few are enjoying immense benefits from large scale development projects and those who clean and secure buildings often make barely above minimum wage in non-union contracts and are struggling to get by even with the current union contract. This growing inequality runs contrary to the vision in our Comprehensive Plan of "a prosperous, healthy, equitable and resilient city where everyone has access to opportunity." To counter this inequality, proposed Policies 3.3 and 3.3.d will provide important avenues for addressing rising disparity and will help ensure the benefits of Portland's prosperity will be shared by *all* residents, and not just the wealthy few.

Proposed Policy 3.3 will "guide development, growth, and public facility investment to reduce disparities; encourage equitable access to opportunities, mitigate the impacts of development on income disparity, displacement and housing affordability; and produce positive outcomes for all Portlanders."

Policy 3.3 will be further supported by proposed policy 3.3.d, which seeks to "incorporate requirements into the Zoning Code to provide public and community benefits as a condition for development projects to receive increased development allowances."

We appreciate the leadership this Council is taking via the update to the Comprehensive Plan to address the economic hardships faced by so many of Portland's working families. Our built environment should reflect our City's commitment to livability, and we are presented with such an opportunity now via the update to the Comprehensive Plan and its amendments.

Thank you for the opportunity to testify. Additionally, I request you provide me with written notice of your final decision on the 2035 Comprehensive Plan. I am happy to answer any questions.

Felisa Hagins



Testimony on the Amendments for the Portland Comprehensive Plan 2035

Daniel Pirofsky

2173 N.E. Multnomah Street, Portland, Oregon 97232

My name is Daniel Pirofsky. I have lived at 2173 NE Multnomah Street in Sullivan's Gulch since 1985. Thank you for the tremendous efforts that Council and BPS staff continue to offer the citizens of Portland as we prepare to adopt the Portland 2035 Comprehensive Plan. We are grateful to the Mayor for offering three Land Use Map Residential Amendments for Northeast Portland #M21, #M62, and #M63, which all pertain to our neighborhood, Sullivan's Gulch. Neighbors in Sullivan's Gulch have already given both written and oral testimony requesting amendments to the original proposals, so it is very reassuring that Council does listen and actively address our comments on the Plan.

Amendment #M21—Location: 1101-1115 NE 21st Ave, R316806, R316807. Change: From Mixed Use back to High Density Multi-Dwelling.

I speak for the many residents of Sullivan's Gulch who endorsed my testimony presented to Council on December 3, 2015, which concerns this area on the south side of NE Multnomah Street from 19th to 21st Avenues within the Sullivan's Gulch neighborhood.

We strongly oppose mixed use zoning within a residential neighborhood that is already one of the densest in the City, due to its organic development and integration of middle housing types. If the City continues to study and encourage middle housing development, they need only look to Sullivan's Gulch as an example for how it works in practice.

So we are very grateful to Mayor Hales for this amendment, which removes the proposed *Mixed Use - Urban Center* designation from a residential area that has no current commercial properties, is not part of any civic corridor, and does not satisfy MAX or bus service criteria for that proposed designation. Sullivan's Gulch is blessed with close walking access to commercial areas on all sides. The nearest commercial property is the Marriott Residence Inn, which blends nicely into the residential character of the neighborhood. We don't need closer access to commercial activity within our neighborhood. Traffic and parking issues have already increased significantly, so future commercial activity would only create additional pressure along NE Multnomah, a local service street, and 21st Avenue, a neighborhood collector street with critical access south over the Banfield Freeway. The intersection at 21st and Multnomah already appears to be at or over capacity during AM and PM peaks.

Based on these facts, applying the mixed use concept to this area is both unnecessary and potentially harmful of livability in Sullivan's Gulch. The original proposal for commercial development in this area was adopted into the N/NE Quadrant Plan and then incorporated into the Comprehensive Plan with support only from the single property owner of this area and the Land Use Chair of the Sullivan's Gulch Neighborhood Association, who served on the SAC for N/NE Quadrant Plan, but never solicited neighborhood views or obtained approval from our Board of Directors.

We urge you to support Amendment #M21, which retains the current designation for this area as *High Density Multi-Dwelling* and current zoning as High Density Residential (RH). We oppose mixed use in this area, especially at the "large-scale", intense level of CM3 zoning, but support high-density residential use.

Council should also be aware that an apartment building has already been proposed and ready to apply for permits at the corner of 21st and Multnomah. While this development is under appeal, we greatly appreciate the fact that the Mayor's office has participated in a meeting between PBOT, the developer, and concerned residents, in order to solve the critical question of how to provide a street-level connection to the future Sullivan's Gulch Trail directly behind this expected residential development. We encourage the City to prioritize transportation funding for the Trail, which would contribute greatly to separating commuter cycling from automobile traffic and provide excellent opportunities to connect with the proposed Cental City Greenway along NE 7th. Ave. City Council adopted a resolution supporting the Trail Concept in 2012, but has not moved forward to fund the project.

Amendment #M62—Location: Between 17th and 21st on the north side of Weidler Street. Change: From Mixed Use to High Density Multi-Dwelling.

Amendment #M63—Location: Between 21st and 24th on the north side of Weidler Street. Change: From Mixed Use to Multi-Dwelling 1,000.

Thank you for these two amendments to remove the Mixed Use Designation for the north side of Weidler between 17th and 21st to High-Density Multi-Dwelling and RH zoning, and between 21st and 24th Avenues to Multi-Dwelling 1,000 and R1 zoning. RH zoning in this area should be the standard FAR of 2:1. This area is residential and one block from commercial opportunities along Broadway, with no need for mixed use. Many of these properties are large houses divided into duplexes, triplexes, and four-plexes—middle housing types already contributing to Plan goals for residential density.

For years it has been difficult for businesses to remain on Broadway, with rising rents, fast traffic, and difficulty for pedestrians and cyclists to safely reach these establishments from adjacent neighborhoods. Instead of allowing commercial opportunities on adjacent neighborhood streets, we should improve safety for pedestrians and cyclists to enhance business vibrancy. To support these amendments is to support renewal of Broadway as a thriving business district.

Comparing the relative commercial health of NE Broadway to other similar corridors such as SE Hawthorne, NE Alberta, or N Mississippi, it is clear there are structural transportation problems limiting growth and development all along NE Broadway from the I-5 interchange to Hollywood. One way to address this problem is to ask PBOT to study the possibility of decoupling Broadway and Weidler, returning them to two-way streets, which would calm traffic and thus improve safety and accessibility for pedestrians and cyclists, while also providing businesses at both ends of each block with equal visibility to commuters. A number of cities nationwide have studied and implemented decoupling strategies leading to significant improvements in business success. A comprehensive solution for this commercial corridor that includes decoupling Broadway and Weidler would be consistent with the strategy for prioritizing different modes of transportation contained in Commissioner Novick's proposed amendment, *Policy 9.6 Transportation strategy for people movement*.

Thank you.

Testimony to Portland City Council, Apr. 14, 2016 re EOA and Medium Marine Cargo Forecast

I'm Rob Mathers, 5880 NW St Helens Road, a board-member of the Working Waterfront Coalition.

I'm here to support Council's adoption of the latest version of the Economic Opportunities Analysis (EOA), which includes an updated analysis of marine-terminal land needs and a shift from the low-scenario to the **medium-scenario** of the marine-cargo forecast. This change is wholly-supportable from both a supply and demand perspective. And it better reflects the generally "higher-aiming" aspects of the city's Comprehensive Plan, particularly in terms of maintaining vigorous economic growth and further-achieving a healthy, *diverse* economy. My hope and expectation is that the updated EOA with medium cargo forecast will be adopted unanimously by Council.

I have a comment (see below)* about a proposed policy Amendment to the Comprehensive Plan (i.e., #P56), but will submit this testimony to the Clerk in writing. Thank you. ~~///~~ END OF VERBAL TESTIMONY

*A proposed Amendment to the Comprehensive Plan I'm personally not in favor of is #P56 (New Policy after 6.48). This policy would "limit fossil fuel distribution and storage facilities to those necessary to serve the regional market". I understand that the city wants to prohibit the "export" of fossil fuels through the city. However, this blanket limitation could have unintended consequences (after all, 20 years is a long time and other regions could benefit from using Portland's significant energy infrastructure as these other regions transition to the use of renewable fuels), and it seeks to impose an absolute restriction on one potential element of diversified economy. ~~Only that Council should consider this policy for amendment.~~

Rob Mathers, 5880 NW St Helens Road, Portland, OR 97210

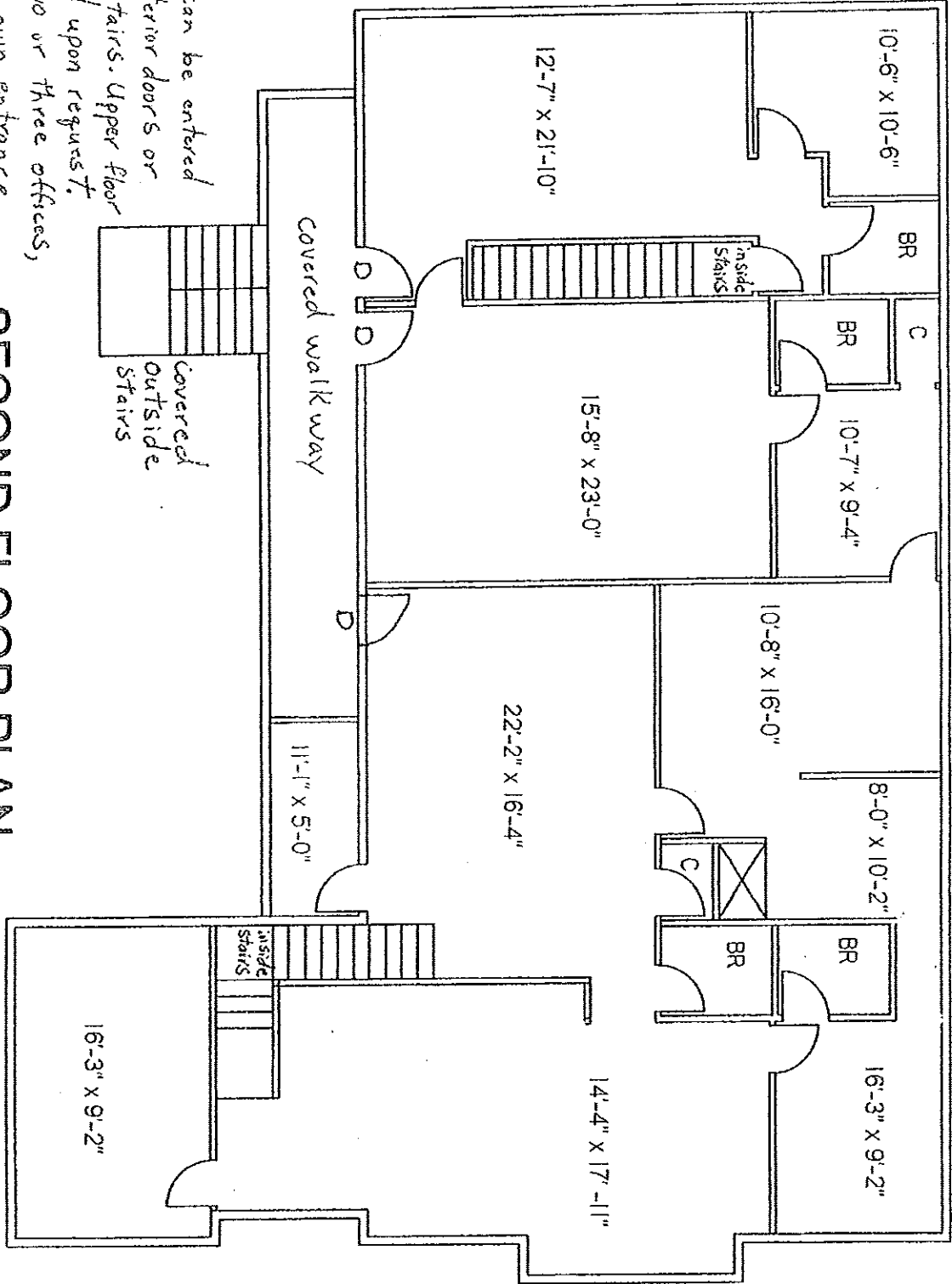
RM

Submitted by
 Joseph El Khal
 4/14/2016
 13909-13923
 SE Stark St

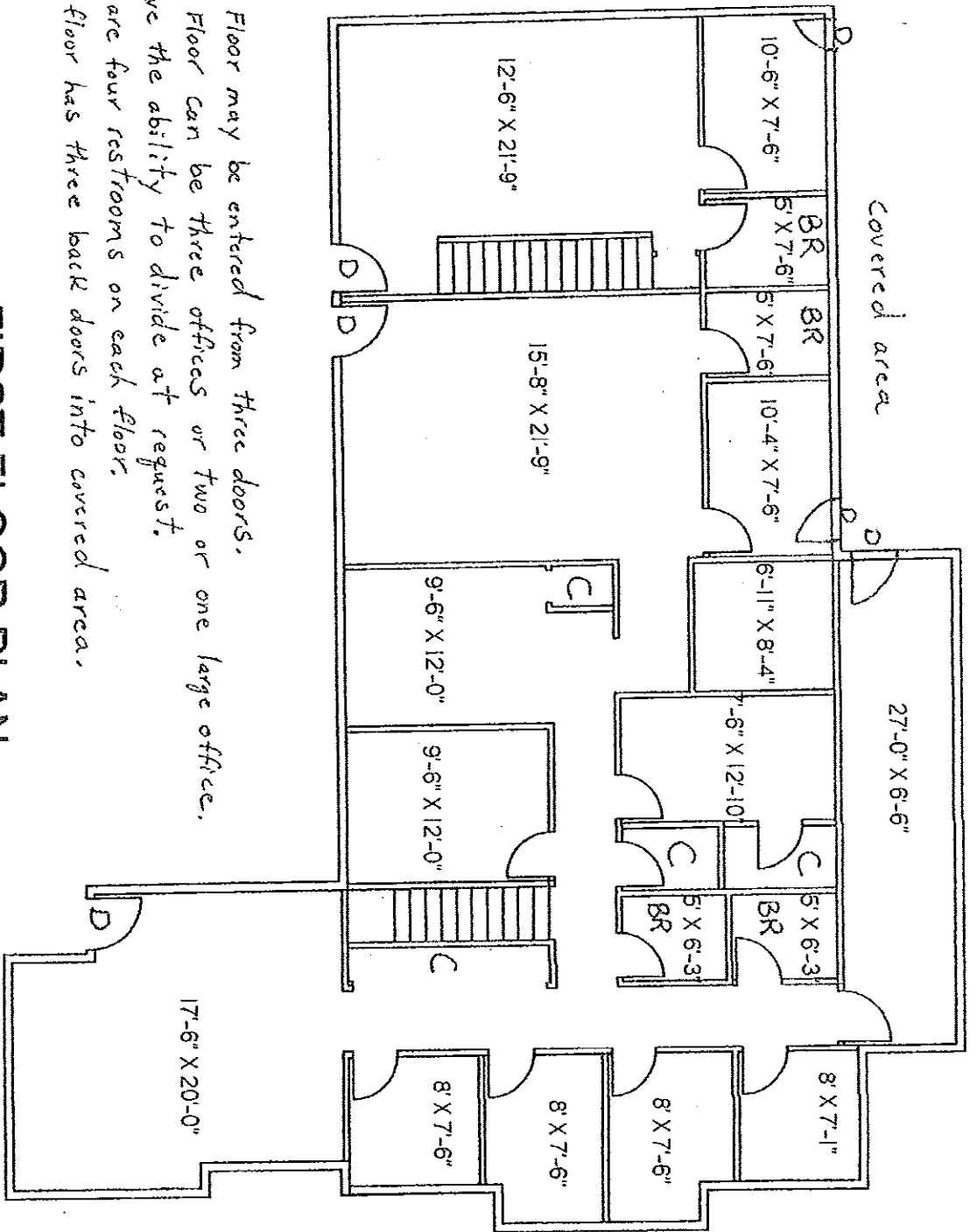
Second Floor can be entered using three exterior doors or two interior stairs. Upper floor can be divided upon request. Can be one, two or three offices, with each its own entrance

- D- Exterior Door Entrance
- C - Closet
- BR - Restroom

SECOND FLOOR PLAN



139 AND STARK



Lower Floor may be entered from three doors.
 Lower Floor can be three offices or two or one large office.
 We have the ability to divide at request.
 There are four restrooms on each floor.
 Lower floor has three back doors into covered area.

FIRST FLOOR PLAN

- D- Exterior Door Entrance
- C- Closet
- BR- Restroom

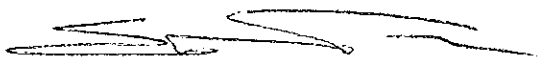
139 AND STARK

Commercial Use of Building: 13909 SE Stark, Portland Oregon

To Whom It may Concern:

Our family built this building with the Mult County Zoning of Commercial usage in 1972. The six units had been continuously used as office and commercial businesses nonstop up until we sold it in 2003. We were never notified about a Zone change or a hearing of a Zone change. I am shocked and dismayed that after the City of Portland took over the area from the county that it now says its only Zoned for Apartments, even thou you have left the commercial buildings on the south side of 139th zoned as Commercial.

The building was the headquarters for Columbia Bookkeeping and Columbia Turel Tax Service 1971 thru 2000 when we leased it too Fidicial. We sold the building in 2003 to Joseph Elkhall who continued to lease it to Fidicial as a Tax office. If you have any questions please call me. I hope the City of Portland Amends the error in its re-zoning of this property.



Stanley Turel, Prior owner as Trustee of Turel Family Trust. 08/05/15

2125 NE 11th Place, Bend Oregon 97701 Phone 503-803-5661

CC: Joseph Elkhall, 11320 SE Flavel, PDX 97266 Phone 503-789-9436



Office: 503-257-0117

Fax: 503-257-0119

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Portland, Oregon 97233
www.CNATrainingOregon.com

INTEGRITY ♡ STEWARDSHIP ♡ RESPONSIBILITY ♡ RESPECT ♡ PROFESSIONALISM

8/10/2015

To whom it may concern,

I am the owner of Caregiver Training Institute. I leased the building at 13909 (to 13923) SE Stark. St. Portland from J & F Property 139th LLC, owned by Joseph Elkhil, from July 1, 2008 through April 30, 2015. This location was used to run the business. All appointments, calls, record keeping, and all other business-related activities took place on-site. We also offered many of our classes here as well as all over the state. We offered classes and taught at many other sites.

Thank you,

A handwritten signature in cursive script that reads "Julie Bucher".

Julie Bucher, RN
Program Director

ASSIGNMENT OF LESSOR'S INTEREST UNDER LEASE

THIS ASSIGNMENT OF LESSOR'S INTEREST UNDER LEASE (this "Assignment") is made and entered into as of this ____ day of August, 2004 by and between Stanley George Turel, Trustee for the Turel Family Trust ("Assignor"), and Joseph Elkhall ("Assignee").

RECITALS

This Assignment is entered into on the basis of and with respect to the following facts, agreements and understandings:

A. On January 1, 2000 Assignor, as Lessor, and Fiducial Business Centers, Inc., a Delaware corporation, as Lessee, entered into a certain Lease, pursuant to which said Lessor demised to said Lessee certain real property in the City of Portland, County of Multnomah, State of Oregon, more particularly described as follows:

Lot 107, ASCOT ACRES, Except the North 110 feet and Except the East 50 feet of the South 100 feet thereof and Further Excepting any portion thereof lying within the boundaries of S.E. Stark Street and S.E. 139th Avenue (Formerly Merrill Avenue), in the City of Portland, Multnomah County, Oregon (the "Property").

Said Lease is hereinafter referred to as the "Lease,"

B. By an instrument dated of even date herewith and recorded in Multnomah County, Assignor has sold and conveyed its fee interest in and to the Property to Assignee and, in conjunction therewith, Assignor has agreed to assign its interest as Lessor under the Lease to Assignee and Assignee has agreed to assume the obligations of the Lessor under the Lease, all as more particularly set forth in this Assignment.

NOW, THEREFORE, for good and valuable consideration, including the mutual covenants and agreements set forth herein, Assignor and Assignee agree as follows:

1. Assignment.

Assignor hereby sells, assigns, grants, transfers and sets over to Assignee, its heirs, personal representatives, successors and assigns, all of Assignor's right, title and interest as Lessor under the Lease.

2. Acceptance of Assignment and Assumption of Obligations.

Assignee hereby accepts the assignment of the Lessor's interest under the Lease and, for the benefit of Assignor, assumes and agrees faithfully to perform all of the obligations, which are required to be performed by the Lessor under the Lease.

3. Effective Date.

The effective date of this Assignment and each and every provision hereof is and shall be (the "Effective Date").

4. Assignor's Indemnity of Assignee.

Assignor hereby agrees to defend (with counsel reasonably satisfactory to Assignee) and indemnify Assignee, its heirs, personal representatives, successors and assigns, and each of them, from and against any and all claims, suits, demands, causes of action, actions, liabilities, losses, damages, costs and expenses (including attorneys' fees) arising out of or resulting from any act or omission committed or alleged to have been committed by Assignor as Lessor under the Lease, including without limitation any breach or default committed or alleged to have been committed by the Lessor under the Lease, prior to the date of this Assignment.

5. Assignee's Indemnity of Assignor.

Assignee, for itself and on behalf of its heirs, personal representatives, successors and assigns, hereby agrees to defend (with counsel reasonably satisfactory to Assignor) and indemnify Assignor, its partners, and their respective directors, officers, employees, agents, representatives, successors and assigns, and each of them, from and against any and all claims, suits, demands, causes of action, actions, liabilities, losses, damages, costs and expenses (including attorneys' fees) arising out of or resulting from any act or omission committed or alleged to have been committed by Assignee, its heirs, personal representatives, successors and assigns, as Lessor under the Lease, including without limitation any breach or default committed or alleged to have been committed by the Lessor under the Lease, on or after the date of this Assignment.

6. Successors and Assigns.

This Assignment, and each and every provision hereof, shall bind and inure to the benefit of the parties hereto and their respective heirs, personal representatives, successors and assigns.

7. Governing Law.

This Assignment shall be construed and interpreted and the rights and obligations of the parties hereto determined in accordance with the laws of the State wherein the Property is located.

8. Headings and Captions.

The headings and captions of the paragraphs of this Assignment are for convenience and reference only and in no way define, describe or limit the scope or intent of this Assignment or any of the provisions hereof.

9. Gender and Number.

As used in this Assignment, the neuter shall include the feminine and masculine, the singular shall include the plural and the plural shall include the singular, as the context may require.

10. Multiple Counterparts.

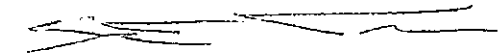
This Assignment may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

11. Attorneys' Fees.


In the event that either party hereto brings an action at law or in equity to enforce or interpret or seek redress for breach of this Assignment, the prevailing party in such action shall be entitled to recover from the other its litigation expenses and reasonable attorneys' fees in addition to all other appropriate relief.

IN WITNESS WHEREOF, the parties hereto have executed this Assignment on the respective dates set opposite their signatures below, but this Assignment on behalf of such party shall be deemed to have been dated as of the date first above written.

ASSIGNOR:


Stanley George Turel, Trustee
of the Turel Family Trust

ASSIGNEE:


Joseph El Khal


STATE OF OREGON, COUNTY OF MULTNOMAH) ss.

This instrument was acknowledged before me this _____ day of August, 2004, by Stanely George Turel, as Trustee of the Turel Family Trust.

Notary Public for Oregon

STATE OF OREGON, COUNTY OF MULTNOMAH) ss.

This instrument was acknowledged before me this 9th day of August, 2004, by Joseph Elkhil.



Notary Public for Oregon



REAL ESTATE LEASE

This Lease Agreement (this "Lease") is made effective as the 01/01/2000 (Date), by and between Turel Family Trust ("Landlord"), and Fiducial Business Centers Inc. ("Tenant"). The parties agree as follows:

1. Premises. Landlord, in consideration of the lease payments provided in this Agreement, leases to Tenant the building and parking lot (the "Premises") located at 13909-13919 SE Stark Street, Portland, OR 97233.
2. Term. The lease term shall commence on 01/01/2000 and shall terminate on 12/31/2004. Provide for termination by Tenant upon a written notice. Tenant may give a six month notice to terminate lease any time after 12/31/2001. Lease shall not terminate before 6/30/2002.
3. Renewal Terms. This Lease shall automatically renew for additional period of one year per renewal term on the same terms as this Lease, unless either party gives written notice of the termination no later than 30 days prior to the end of the term of renewal term..
4. Lease Payments, Tenant shall pay to Landlord lease payments of \$4,400.00, payable in advance, on the first day of each month. Such payments shall be made to the Landlord at 12003 EAST MILL PLAIN VANCOUVER, WA 98664 as may be changed by written notice from time to time by Landlord.
5. Late Payments. Tenant shall pay a late charge equal to \$25.00 for each payment that is not paid within 10 days after the due date for such late payment.
6. Possession. Landlord shall deliver the premises to Tenant in the same condition as on the date hereof. Tenant shall be entitled to possession on the first day of the term of this Lease, and shall yield possession to Landlord on the last day of the term of this Lease, unless otherwise agreed by both parties in writing.
7. Use of Premises. Tenant may use the Premises for only general office, tax, accounting and financial services. The Premises may be used for any other purpose only with the prior written consent of the Landlord.
8. Maintenance. Tenant shall have the obligation to maintain the Premises in the same repair as at the commencement of the term of the Lease, subject to ordinary wear and tear. Landlord is responsible for structural repairs and repairs and replacements of building systems.
9. Access by Landlord to Premises. Subject to Tenant's consent (which shall

l-Lease 13909-13919 SE Stark, Portland

not be unreasonably withheld), at reasonable times the Landlord shall have the right to enter the Premises to make inspections, provide necessary services, or show the unit to prospective buyers, mortgagees, tenants or workmen. Landlord shall use all best efforts to minimize any interference with Tenant's operation of its business in the Premises. As provided by law, in the case of an emergency, Landlord may enter the Premises without Tenant's consent.

10. **Utilities and Services.** Tenant shall be responsible for all utilities and services in connection with the Premises. Landlord represents and covenants that (a) all electrical wiring, risers and feeders and other electrical facilities for the Premises shall be adequate for Tenant's permitted use and the operation of its equipment therein; (b) all other building systems, including, without limitation, HVAC and plumbing systems, are in good working order and shall be adequate for Tenant's permitted use.

11. **Property Insurance.** Tenant shall maintain fire and casualty insurance on the Premises in an amount equal to \$100,000.00. Landlord shall be named as an insured in such policies. Tenant shall deliver appropriate evidence to Landlord as proof that adequate insurance is in force. Landlord shall have the right to require that the Landlord receive notice of any termination of such insurance policies. Tenant shall also maintain any other insurance which Landlord may reasonably require for the protection of Landlord's interest in the Premises.

12. **Liability Insurance.** Tenant shall maintain public Liability Insurance with personal injury limits of at least \$100,000.00 for injury to one person, and \$100,000.00 for any one accident, and a limit of at least \$100,000.00 for damage to property. Tenant shall deliver appropriate evidence to Landlord as proof that adequate insurance is in force. Landlord shall have the right to require that the Landlord receive notice of any termination of such insurance policies.

13. **Indemnity Regarding Use of Premises.** Tenant agrees to indemnify, hold harmless, and defend Landlord from and against any and all losses, claims, liabilities, and expenses, including reasonable attorney fees, if any, which Landlord may suffer or incur in connection with Tenant's use of the Premises.

14. **Taxes.** Taxes attributable to the premises or the use of the Premises shall be allocated as follows:

a. **Real Estate Taxes.** Tenant shall pay all real estate taxes and assessments for the Premises. All real estate taxes and assessments which are or shall become payable for the first and last tax years of the term of this Lease shall be apportioned between Landlord and Tenant based upon the portion of each such tax year that is included within the term. Tenant shall have the right, at its sole cost and

2-Lease 13909-13919 SE Stark, Portland

expense, to contest the amount or validity of any taxes, charges, assessment and governmental impositions upon the Premises. Landlord shall join in such proceedings and permit same to be brought by Tenant in Landlord's name and agrees to execute all necessary applications, documents and pleadings in connection therewith.

b. **Personal Taxes.** Tenant shall pay all personal taxes and any other charges which may be levied against the Premises and which are attributable to Tenant's use of the Premises.

15. **Mechanics Liens.** Neither the Tenant nor anyone claiming through the Tenant shall have the right to file mechanics liens or any other kind of lien on the Premises and the filing of this Lease constitutes notice that such liens are invalid. Further, Tenant agrees to give actual advance notice to any contractors, subcontractors or suppliers of goods, labor, or services that such liens will not be valid.

16. **Defaults.** Tenant shall be in default of this Lease, if Tenant fails to fulfill any lease obligation or term by which Tenant is bound beyond applicable notice and cure period. Subject to any governing provisions of law to the contrary, if Tenant fails to cure any financial obligation within 10 days (or any other obligation within 30-days after written notice of such default is provided by Landlord to Tenant or, if such default is of a nature that cannot be cured within a 30 day period, then Tenant shall have a reasonable period of time in which to cure such default. Landlord may take possession of the Premises without further notice, and without prejudicing Landlord's rights to damages. In the alternative, Landlord may elect to cure any default and the cost of such action shall be added to Tenant's financial obligations under this Lease. Tenant shall pay all costs, damages, and expenses suffered by Landlord by reason of Tenant's defaults.

17. **Cumulative Rights.** The rights of the parties under this Lease are cumulative, and shall not be construed as exclusive unless otherwise required by law.

18. **Assignability/Subletting.** Tenant may not assign or sublease any interest in the Premises without the prior written consent of Landlord, which shall not be unreasonably withheld, provided, however, that Landlord's consent shall not be required for an assignment of the Lease or a sublet of the Premises or a portion thereof if such assignment or sublet is to (a) any party that is controlled by, controls or is under common control with Tenant, or (b) a party which acquires all or substantially all of the stock or assets of Tenant, or (c) any entity that results from the merger or consolidation of Tenant, provided that the net worth of such entity at the time of the assignment or sublet is equal to or exceeds the net worth of Tenant on the date hereof.

19. **Notice.** Notices under this Lease shall not be deemed valid unless given or served in writing and forwarded by mail postage prepaid, addressed as follows:

3-Lease 13909-13919 SE Stark, Portland

Landlord: TUREL FAMILY TRUST
12003 EAST MILL PLAIN
VANCOUVER, WA 98664

Tenant: FIDUCIAL BUSINESS CENTERS INC.
D.B.A. COLUMBIA TUREL FIDUCIAL
13909 S.E. STARK STREET
PORTLAND, OREGON 97233

Such address may be changed from time to time by either party by providing notice as set forth above.

20. Entire Agreement/Amendment. This Lease Agreement contains the entire agreement of the parties and there are no other promises or conditions in any other agreement whether oral or written. This Lease may be modified or amended in writing, if the writing is signed by the party obligated under the amendment.

21. Severability. If any portion of this Lease shall be held to be invalid or unenforceable for any reason, the remaining provisions shall continue to be valid and enforceable. If a court finds that any provision of this Lease is invalid or unenforceable, but that by limiting such provision it would become valid and enforceable, then such provision shall be deemed to be written, construed, and enforced as so limited.

22. All maintenance items to be paid by Tenant. All improvements for Tenant shall be paid by Tenant.

23. Tenant will pay the property tax.

24. Landlord covenants and warrants that Tenant shall and may peaceably and quietly have, hold, occupy, use and enjoy the Premises throughout the entire term of this Lease, without any manner of hindrance whatsoever. Tenant shall be entitled to sole and exclusive possession of the Premises during the Term.

25. Landlord represents and warrants to Tenant the following:

(a) The Premises are in compliance with all laws rules, regulations, orders, ordinances and legal requirements and standards issued by any governmental authority or fire rating organization (collectively, "Applicable Law") now in existence. Landlord shall comply with all current and future Applicable Law, including, without limitation, the Americans with Disabilities Act, and in the event that any structural renovations or alterations or changes to the Premises are required in order to comply with Applicable Law, Landlord shall promptly perform same at its sole cost and

4-Lease 13909-13919 SE Stark, Portland

expense.

(b) The zoning rules applicable to the Premises permit the operation of Tenant's business therein and that all necessary permits and licenses for the operation of the Premises and the equipment therein (including, without limitation, elevators, if any, and fire equipment) have been obtained by Landlord and are and shall remain valid.

(c) There are no Hazardous Materials on or about the Premises in violation of Applicable Law. Landlord shall indemnify and hold Tenant harmless from and against any claims, damages, losses or liabilities (including reasonable attorneys' fees and disbursements) incurred by Tenant and arising from any breach of the foregoing representations and warranties and from the installation, presence or removal of Hazardous Material, except to the extent that the presence of such Hazardous Material is due to acts or omissions of Tenant. The term "Hazardous Material" shall mean poly-chlorinated biphenyl, petroleum and any fraction thereof, radioactive materials, urea formaldehyde, asbestos and any waste, pollutant, contaminate, chemical compound, substance or material defined or regulated as "hazardous" or "toxic" under any Applicable Law or by any federal, state or local governmental agency or authority. The provisions of this Paragraph 25 shall survive the expiration or sooner termination of the Lease.

(d) Landlord has good and marketable title to the Premises and this Lease is a legal, valid and binding obligation of Landlord, enforceable against Landlord in accordance with its terms.

26. Tenant, at Tenant's sole cost and expense, shall have the right to construct and/or place signs identifying its name, business or individual employees, in a size, color, location or style as determined by Tenant in its sole discretion, on or about the Premises. The Tenant will be restricted to changes on signs according to terms in an Asset Purchase Agreement between parties dated 01/01/2000. Tenant agrees that at end of Lease that the signs structure will remain an asset of Landlord and remain on said property.

27. In the event of material damage to or destruction of the Premises or the impairment of access thereto (a "Casualty"), Tenant may terminate this Lease as of the date of the Casualty. In the event that Tenant does not elect to terminate this Lease or such damage is not material, Landlord shall make all necessary repairs to the Premises to put the Premises in substantially the same condition as existed prior to the Casualty and this Lease shall continue in accordance with its terms, except that Tenant shall be entitled to a rent abatement for the period beginning on the date of the Casualty and ending on the date upon which the Premises are delivered by Landlord to Tenant in the condition required pursuant to this Paragraph 27. If only a portion of the Premises are

5-Lease 13909-13919 SE Stark, Portland


subject to a Casualty then Tenant shall receive an abatement of rent in proportion of the Premises that was damaged by the Casualty. Notwithstanding anything to the contrary set forth in this Paragraph 27, if Landlord is obligated to make repairs to the Premises in accordance herewith and such repairs have not been completed, after best efforts by Landlord, within 180 days from the Casualty, Tenant may, at any time after such 180-day period but prior to delivery of the Premises to Tenant by Landlord in substantially the same condition as existed prior to the Casualty, terminate this Lease by notice to Landlord and upon such notice, this Lease shall terminate and neither party shall have any further obligations or rights hereunder except for those obligations and rights expressly set forth herein to survive termination of this Lease. The term "material" for purposes of this Paragraph 27 shall mean interference with the occupancy of the Premises by Lessee or interference with the conduct of Tenant's business therein.

28. In the event of the condemnation or purchase of all or any substantial part of the premises by any public or private corporation with the power of condemnation, this Lease shall terminate, effective on the date possession is taken, and neither party shall have any further obligations or rights hereunder except for those obligations and rights expressly set forth herein to survive termination of this Lease.

29. All rights, remedies and liabilities herein given to or imposed upon either of the parties hereto shall extend to, inure to the benefit of and bind, as the circumstances may require, the heirs, successors, personal representatives and permitted assigns of such parties.

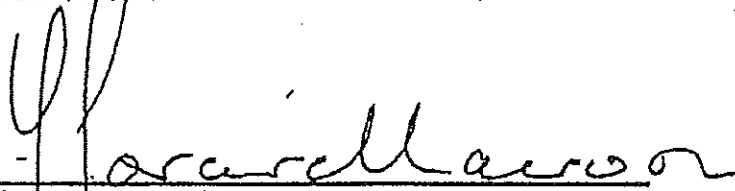
The parties hereby make this Lease Agreement effective by signing as show below.

Landlord 1:



 TUREL FAMILY TRUST

Tenant 1:

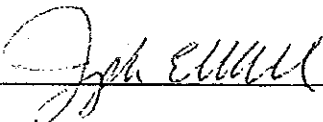


 Fiducial Business Centers Inc.

6-Lease 13909-13919 SE Stark, Portland

Extension of Lease Agreement

This is to formalize an extension of lease terms between Joseph S Elkhall(Landlord) and Fiducial Financial(Tenant). The original lease was made between Stan Terel and Fiducial Financial and was assigned to Joseph Elkhall on August 4, 2004. This contract is an extension of exact lease terms for the term beginning on 1/1/2005 and terminating on 12/31/2007. The term shall be for three years. Previous lease terms are renewed exactly. This contract is renewed by both parties and agreed upon on 11/1/2004.



Joseph Elkhall (Landlord and owner)



Fiducial Financial(Tenant)

NAME



THIS INDENTURE OF LEASE, entered into this 15th day of June, 2008, between Joseph S. Elkhaj - individual hereinafter called the lessor, and Caregiver Training Institute LLC, an Oregon LLC, with a personal guaranty of lease by Julie E. Bucher, hereinafter called the lessee,

WITNESSETH: In consideration of the covenants herein, the lessor hereby leases unto the lessee those certain premises, as is, situated in the City of Portland, County of Multnomah and State of Oregon, hereinafter called the premises, described as follows:

The entire office building located at 13909 - 13923 SE Stark, which consists of approximately 4,800 square feet (see floor plan).

See attached Exhibits "A" and "B", floor plan and personal guaranty.

To Have and to Hold the premises commencing with the 1st day of July, 2008 and ending at midnight on the 31st day of August, 2012 for a rental of \$230,400.00 for the whole term, which lessee agrees to pay, at 11320 SE Flavel St., City of Portland, State of OR 97266, at the following times and in the following amounts, to-wit:

\$9,600.00 is herewith acknowledged and is the first month's rent and the security deposit of \$5,100.00. The term of the office* lease is four (4) years and two (2) months and the monthly rental shall be as shown on Exhibit "B".

*The Lessor shall be responsible and pay for real estate taxes and fire insurance from July 1, 2008 to June 30, 2009.

In consideration of the leasing of the premises and of the mutual agreements herein contained, the parties agree as follows:

LIABILITY INSURANCE

(11) At all times during the term hereof, the lessee will, at the lessee's own expense, keep in effect and deliver to the lessor liability insurance policies in form, and with an insurer, satisfactory to the lessor. Such policies shall insure both the lessor and the lessee against all liability for damage to persons or property in, upon, or about the premises. The amount of such insurance shall be not less than \$.....2,000,000.00..... for injury to one person, not less than \$.....2,000,000.00..... for injuries to all persons arising out of any single incident, and not less than \$.....2,000,000.00..... for damage to property, or a combined single limit of not less than \$.....2,000,000.00..... It shall be the responsibility of lessor to purchase casualty insurance with extended coverage so as to insure any structure on the premises against damage caused by fire or the effects of fire (smoke, heat, means of extinguishment, etc.), or any other means of loss. It shall be the responsibility of the lessee to insure all of the lessee's belongings upon the premises, of whatsoever nature, against the same. With respect to these policies, lessee shall cause the lessor to be named as an additional insured party. Lessee agrees to and shall indemnify and hold lessor harmless against any and all claims and demands arising from the negligence of the lessee, lessee's officers, agents, invitees and/or employees, as well as those arising from lessee's failure to comply with any covenant of this lease on lessee's part to be performed, and shall at lessee's own expense defend the lessor against any and all suits or actions arising out of such negligence, actual or alleged, and all appeals therefrom and shall satisfy and discharge any judgment which may be awarded against lessor in any such suit or action.

FIXTURES

(12) All partitions, plumbing, electrical wiring, additions to or improvements upon the premises, whether installed by the lessor or lessee, shall be and become a part of the building in which the premises are located as soon as installed and the property of the lessor unless otherwise herein provided.

LIGHT AND AIR

(13) This lease does not grant any rights of access to light and air over the premises or any adjacent property.

DAMAGE BY CASUALTY, FIRE AND DUTY TO REPAIR

(14) In the event of the destruction of the improvements in which the premises are located by fire or other casualty, either party hereto may terminate this lease as of the date of fire or casualty, provided, however, that in the event of damage to the improvements by fire or other casualty to the extent of25%..... per cent or more of the sound value thereof, the lessor may or may not elect to repair the same; written notice of lessor's election shall be given lessee within fifteen days after the occurrence of the damage; if notice is not so given, lessor conclusively shall be deemed to have elected not to repair; in the event lessor elects not to repair, then and in that event this lease shall terminate with the date of the damage; but if the improvements in which the premises are located be but partially destroyed and the damage so occasioned shall not amount to the extent indicated above, or if greater than said extent and lessor elects to repair, as aforesaid, then the lessor shall repair the same with all convenient speed and shall have the right to take possession of and occupy, to the exclusion of the lessee, all or any part thereof in order to make the necessary repairs, and the lessee hereby agrees to vacate upon request, all or any part thereof which the lessor may require for the purpose of making necessary repairs, and for the period of time between the day of such damage and until such repairs have been substantially completed there shall be such an abatement of rent as the nature of the injury or damage and its interference with the occupancy of the premises by the lessee shall warrant; however, if the premises be but slightly injured and the damage so occasioned shall not cause any material interference with the occupation of the premises by lessee, then there shall be no abatement of rent and the lessor shall repair the damage with all convenient speed.

WAIVER OF SUBROGATION RIGHTS

(15) Neither the lessor nor the lessee shall be liable to the other for loss arising out of damage to or destruction of the premises, or the building or improvement of which the premises are a part or with which they are connected, or the contents of any thereof, when such loss is caused by any of the perils which are or could be included within or insured against by a standard form of fire insurance with extended coverage, including sprinkler leakage insurance, if any. All such claims for any and all loss, however caused, hereby are waived. Such absence of liability shall exist whether or not the damage or destruction is caused by the negligence of either lessor or lessee or by any of their respective agents, servants or employees. It is the intention and agreement of the lessor and the lessee that the rentals reserved by this lease have been fixed in contemplation that both parties shall fully provide their own insurance protection at their own expense, and that both parties shall look to their respective insurance carriers for reimbursement of any such loss, and further, that the insurance carriers involved shall not be entitled to subrogation under any circumstances against any party to this lease. Neither the lessor nor the lessee shall have any interest or claim in the other's insurance policy or policies, or the proceeds thereof, unless specifically covered therein as a joint assured.

EMINENT DOMAIN

(16) In case of the condemnation or purchase of all or any substantial part of the premises by any public or private corporation with the power of condemnation this lease may be terminated, effective on the date possession is taken, by either party hereto on written notice to the other and in that case the lessee shall not be liable for any rent after the termination date. Lessee shall not be entitled to and hereby expressly waives any right to any part of the condemnation award or purchase price.

FOR SALE AND FOR RENT SIGNS

(17) During the period of180..... days prior to the date above fixed for the termination of this lease, the lessor herein may post on the premises or in the windows thereof signs of moderate size notifying the public that the premises are "for sale" or "for lease."

DELIVERING UP PREMISES ON TERMINATION

(18) At the expiration of the lease term or upon any sooner termination thereof, the lessee will quit and deliver up the premises and all future erections or additions to or upon the same, broom-clean, to the lessor or those having lessor's estate in the premises, peaceably, quietly, and in as good order and condition, reasonable use and wear thereof, damage by fire, unavoidable casualty and the elements alone excepted, as the same are now in or hereafter may be put in by the lessor.

ADDITIONAL COVENANTS OR EXCEPTIONS

- (19)
- (a) The Lessor makes no representations regarding use and does not guarantee that any particular use may be made of the property described in this instrument. Lessee should check with the appropriate planning and building departments to verify approved uses and occupancies.
- (b) Standards for assignment would include: (1) the Lessee and Guarantors shall remain liable after assignment; (2) no sublease is allowed; (3) assignee would be equal to or better than Lessee regarding financial strength (including Guarantors) and business expertise.

LESSEE'S ACCEPTANCE OF LEASE

(1) The lessee accepts this letting and agrees to pay to the order of the lessor the monthly rentals above stated for the full term of this lease, in advance, at the times and in the manner aforesaid.

USE OF PREMISES

(2a) The lessee shall use the premises during the term of this lease for the conduct of the following business:

office space for adult vocational training school in medical field

and for no other purpose whatsoever without lessor's written consent.

(2b) The lessee will not make any unlawful, improper or offensive use of the premises; the lessee will not suffer any strip or waste thereof; the lessee will not permit any objectionable noise or odor to escape or to be emitted from the premises or do anything or permit anything to be done upon or about the premises in any way tending to create a nuisance; the lessee will not sell or permit to be sold any product, substance or service upon or about the premises, excepting such as lessee may be licensed by law to sell and as may be herein expressly permitted.

(2c) The lessee will not allow the premises at any time to fall into such a state of repair or disorder as to increase the fire hazard thereon; the lessee will not install any power machinery on the premises except under the supervision and with written consent of the lessor; the lessee will not store gasoline or other highly combustible materials on the premises at any time; the lessee will not use the premises in such a way or for such a purpose that the fire insurance rate on the improvements on the premises is thereby increased or that would prevent the lessor from taking advantage of any rulings of any agency of the state in which the premises are situated, or which would allow the lessor to obtain reduced premium rates for long term fire insurance policies.

(2d) The lessee shall comply at lessee's own expense with all laws and regulations of any municipal, county, state, federal or other public authority respecting the use of the premises. These include, without limitation, all laws, regulations and ordinances pertaining to air and water quality, Hazardous Materials as herein defined, waste disposal, air emissions, and other environmental matters. As used herein, Hazardous Material means any hazardous or toxic substance, material, or waste, including but not limited to those substances, materials, and waste listed in the U.S. Department of Transportation Hazardous Materials Table or by the U.S. Environmental Protection Agency as hazardous substances and amendments thereto, petroleum products, or such other substances, materials, and waste that are or become regulated under any applicable local, state, or federal law.

(2e) The lessee shall regularly occupy and use the premises for the conduct of lessee's business, and shall not abandon or vacate the premises for more than ten days without written approval of lessor.

(2f) Lessee shall not cause or permit any Hazardous Material to be brought upon, kept or used in or about the premises by lessee, its agents, employees, contractors, or invitees without the prior written consent of lessor, which consent will not be unreasonably withheld so long as lessee demonstrates to lessor's reasonable satisfaction that such Hazardous Material is necessary or useful to lessee's business and will be used, kept, and stored in a manner that will comply at all times with all laws regulating any such Hazardous Material so brought upon or used or kept on or about the premises.

UTILITIES

(3) The lessee shall pay for all heat, light, water, power, and other services or utilities used in the premises during the term of this lease. Plus sewer service charge.

REPAIRS AND IMPROVEMENTS

(4a) The lessor shall not be required to make any repairs, alterations, additions or improvements to or upon the premises during the term of this lease, except only those hereinafter specifically provided for; the lessee hereby agrees to maintain and keep the premises, including all interior and exterior walls and doors, ~~interior wiring, plumbing, and electrical systems~~, in good order and repair during the entire term of this lease, at lessee's own cost and expense, and to replace all glass which may be broken or damaged during the term hereof in the windows and doors of the premises with glass of as good or better quality as that now in use; it is further agreed that the lessee will make no alterations, additions or improvements to or upon the premises without the written consent of the lessor first being obtained.

(4b) The lessor agrees to make all necessary structural repairs to the building, including ^{HVAC} exterior walls, foundation, roof, gutters and downspouts, and the abutting sidewalks. The lessor reserves and at any and all times shall have the right to alter, repair or improve the building of which the premises are a part, or to add thereto, and for that purpose at any time may erect scaffolding and all other necessary structures about and upon the premises and lessor and lessor's representatives, contractors and workers for that purpose may enter in or about the premises with such materials as lessor may deem necessary therefor, and lessee waives any claim to damages, including loss of business resulting therefrom.

LESSOR'S RIGHT OF ENTRY

(5) It shall be lawful for the lessor, the lessor's agents and representatives, at any reasonable time to enter into or upon the premises for the purpose of examining into the condition thereof, or for any other lawful purpose.

RIGHT OF ASSIGNMENT

(6) The lessee will not assign, transfer, pledge, hypothecate, surrender or dispose of this lease, or any interest herein, sublet, or permit any other person or persons whomsoever to occupy the premises without the written consent of the lessor being first obtained in writing; this lease is personal to lessee; lessee's interests, in whole or in part, cannot be sold, assigned, transferred, seized or taken by operation at law, or under or by virtue of any execution or legal process, attachment or proceedings instituted against the lessee, or under or by virtue of any bankruptcy or insolvency proceedings had in regard to the lessee, or in any other manner, except as above mentioned. *Such consent shall not be unreasonably withheld.

LIENS

(7) The lessee will not permit any lien of any kind, type or description to be placed or imposed upon the improvements in which the premises are situated, or any part thereof, or the land on which they stand.

ICE, SNOW, DEBRIS

(8) If the premises are located at street level, then at all times lessee shall keep the sidewalks in front of the premises free and clear of ice, snow, rubbish, debris and obstruction; and if the lessee occupies the entire building, the lessee will not permit rubbish, debris, ice or snow to accumulate on the roof of the building so as to stop up or obstruct gutters or downspouts or cause damage to the roof, and will save harmless and protect the lessor against any injury whether to lessor or to lessor's property or to any other person or property caused by lessee's failure in that regard.

OVERLOADING OF FLOORS

(9) The lessee will not overload the floors of the premises in such a way as to cause any undue or serious stress or strain upon the building in which the premises are located, or any part thereof, and the lessor shall have the right, at any time, to call upon any competent engineer or architect whom the lessor may choose, to decide whether or not the floors of the premises, or any part thereof, are being overloaded so as to cause any undue or serious stress or strain on the building, or any part thereof, and the decision of the engineer or architect shall be final and binding upon the lessee; and in the event that it is the opinion of the engineer or architect that the stress or strain is such as to endanger or injure the building, or any part thereof, then and in that event the lessee agrees immediately to relieve the stress or strain, either by reinforcing the building or by lightening the load which causes such stress or strain, in a manner satisfactory to the lessor.

ADVERTISING SIGNS

(10) The lessee will not use the outside walls of the premises, or allow signs or devices of any kind to be attached thereto or suspended therefrom, for advertising or displaying the name or business of the lessee or for any purpose whatsoever without the written consent of the lessor; however, the lessee may make use of the windows of the premises to display lessee's name and business when the workmanship of such signs shall be of good quality and permanent nature; provided further that the lessee may not suspend or place within said windows or paint thereon any banners, signs, sign-boards or other devices in violation of the intent and meaning of this section. Such consent shall not be unreasonably withheld.

*Electric sign available in working order. Lessee shall pay to convert sign and maintain during lease term.

**LIABILITY
INSURANCE**

(11) At all times during the term hereof, the lessee will, at the lessee's own expense, keep in effect and deliver to the lessor and the lessee against all liability for damage to persons or property in, upon, or about the premises. The amount of such insurance shall be not less than \$.....2,000,000.00..... for injury to one person, not less than \$.....2,000,000.00..... for injuries to all persons arising out of any single incident, and not less than \$.....2,000,000.00..... for damage to property, or a combined single limit of not less than \$.....2,000,000.00..... It shall be the responsibility of lessor to purchase casualty insurance with extended coverage so as to insure any structure on the premises against damage caused by fire or the effects of fire (smoke, heat, means of extinguishment, etc.), or any other means of loss. It shall be the responsibility of the lessee to insure all of the lessee's belongings upon the premises, of whatsoever nature, against the same. With respect to these policies, lessee shall cause the lessor to be named as an additional insured party. Lessee agrees to and shall indemnify and hold lessor harmless against any and all claims and demands arising from the negligence of the lessee, lessee's officers, agents, invitees and/or employees, as well as those arising from lessee's failure to comply with any covenant of this lease on lessee's part to be performed, and shall at lessee's own expense defend the lessor against any and all suits or actions arising out of such negligence, actual or alleged, and all appeals therefrom and shall satisfy and discharge any judgment which may be awarded against lessor in any such suit or action.

FIXTURES

(12) All partitions, plumbing, electrical wiring, additions to or improvements upon the premises, whether installed by the lessor or lessee, shall be and become a part of the building in which the premises are located as soon as installed and the property of the lessor unless otherwise herein provided.

**LIGHT
AND AIR**

(13) This lease does not grant any rights of access to light and air over the premises or any adjacent property.

**DAMAGE BY
CASUALTY,
FIRE AND
DUTY TO
REPAIR**

(14) In the event of the destruction of the improvements in which the premises are located by fire or other casualty, either party hereto may terminate this lease as of the date of fire or casualty, provided, however, that in the event of damage to the improvements by fire or other casualty to the extent of25%..... per cent or more of the sound value thereof, the lessor may or may not elect to repair the same; written notice of lessor's election shall be given lessee within fifteen days after the occurrence of the damage; if notice is not so given, lessor conclusively shall be deemed to have elected not to repair; in the event lessor elects not to repair, then and in that event this lease shall terminate with the date of the damage; but if the improvements in which the premises are located be but partially destroyed and the damage so occasioned shall not amount to the extent indicated above, or if greater than said extent and lessor elects to repair, as aforesaid, then the lessor shall repair the same with all convenient speed and shall have the right to take possession of and occupy, to the exclusion of the lessee, all or any part thereof in order to make the necessary repairs, and the lessee hereby agrees to vacate upon request, all or any part thereof which the lessor may require for the purpose of making necessary repairs, and for the period of time between the day of such damage and until such repairs have been substantially completed there shall be such an abatement of rent as the nature of the injury or damage and its interference with the occupancy of the premises by the lessee shall warrant; however, if the premises be but slightly injured and the damage so occasioned shall not cause any material interference with the occupation of the premises by lessee, then there shall be no abatement of rent and the lessor shall repair the damage with all convenient speed.

**WAIVER OF
SUBROGATION
RIGHTS**

(15) Neither the lessor nor the lessee shall be liable to the other for loss arising out of damage to or destruction of the premises, or the building or improvement of which the premises are a part or with which they are connected, or the contents of any thereof, when such loss is caused by any of the perils which are or could be included within or insured against by a standard form of fire insurance with extended coverage, including sprinkler leakage insurance, if any. All such claims for any and all loss, however caused, hereby are waived. Such absence of liability shall exist whether or not the damage or destruction is caused by the negligence of either lessor or lessee or by any of their respective agents, servants or employees. It is the intention and agreement of the lessor and the lessee that the rentals reserved by this lease have been fixed in contemplation that both parties shall fully provide their own insurance protection at their own expense, and that both parties shall look to their respective insurance carriers for reimbursement of any such loss, and further, that the insurance carriers involved shall not be entitled to subrogation under any circumstances against any party to this lease. Neither the lessor nor the lessee shall have any interest or claim in the other's insurance policy or policies, or the proceeds thereof, unless specifically covered therein as a joint assured.

**EMINENT
DOMAIN**

(16) In case of the condemnation or purchase of all or any substantial part of the premises by any public or private corporation with the power of condemnation this lease may be terminated, effective on the date possession is taken, by either party hereto on written notice to the other and in that case the lessee shall not be liable for any rent after the termination date. Lessee shall not be entitled to and hereby expressly waives any right to any part of the condemnation award or purchase price.

**FOR SALE
AND
FOR RENT
SIGNS**

(17) During the period of180..... days prior to the date above fixed for the termination of this lease, the lessor herein may post on the premises or in the windows thereof signs of moderate size notifying the public that the premises are "for sale" or "for lease."

**DELIVERING UP
PREMISES ON
TERMINATION**

(18) At the expiration of the lease term or upon any sooner termination thereof, the lessee will quit and deliver up the premises and all future erections or additions to or upon the same, broom-clean, to the lessor or those having lessor's estate in the premises, peaceably, quietly, and in as good order and condition, reasonable use and wear thereof, damage by fire, unavoidable casualty and the elements alone excepted, as the same are now in or hereafter may be put in by the lessor.

**ADDITIONAL
COVENANTS
OR
EXCEPTIONS**

- (19)
 - (a) The Lessor makes no representations regarding use and does not guarantee that any particular use may be made of the property described in this instrument. Lessee should check with the appropriate planning and building departments to verify approved uses and occupancies.
 - (b) Standards for assignment would include: (1) the Lessee and Guarantors shall remain liable after assignment; (2) no sublease is allowed; (3) assignee would be equal to or better than Lessee regarding financial strength (including Guarantors) and business expertise.

EXHIBIT "A"
Of Lease Agreement

Dated June 15, 2008, between Joseph S. Elkhali, as Lessor, and Caregiver Training Institute, an Oregon LLC, with a personal guaranty of lease by Julie E. Bucher, as Lessee, for the space located at 13909 – 13923 SE Stark, Portland, Oregon, consisting of approximately 4,800 square feet of office space.

- 20) Rents are due and payable by the 1st of the month, and Lessor relies on prompt payment in order to meet Lessor's obligations. If payment is not received by the Lessor by the 5th of the month in which the payment is due, Lessor is due, as part of payments due, a one-time fee of \$150.00 plus \$25.00 per day penalty beginning with the 6th day of the month.
- 21) The Lessee shall be responsible and pay the real estate taxes for the building at 13909 – 13923 SE Stark, Portland, Oregon from July 1, 2009 to August 31, 2012 and all lease renewals. The Lessor shall be responsible for and pay the real estate taxes from July 1, 2008 to June 30, 2009.
- 22) The Lessee shall be responsible for maintenance of the interior boundaries of the premises and storefront of the premises, including but not limited to all window glass, doors, the space, including the floor covering, wall and ceiling covering or paint.
- 23) The Lessee shall be responsible for and pay the proportionate share of the fire and extended coverage insurance premiums from July 1, 2009 to August 31, 2012 and all renewal lease terms. Lessor shall be responsible for and pay fire and extended coverage insurance premiums from July 1, 2008 to June 30, 2009. Lessor to provide Lessee with all current fire insurance policies and annual cost.
- 24) Lessee shall be responsible for Lessee's own liability (not less than \$2,000,000.00) and contents insurance. If Lessee's specific use causes increases in the fire and extended coverage insurance premiums that would be paid absent Lessee's specific use, Lessee shall be responsible for the entirety of such increases so long as such increase is solely due to Lessee's use. If Lessor's or another tenant's use of the building or Lessor's change of policy type or coverage should cause premiums to increase, Lessee shall not be responsible for any share of such increases.
- 25) All trade fixtures and items mutually agreed upon by Lessor and Lessee shall remain property of the Lessee. Lessee shall repair and pay for any damage to the building caused by the removal of any such fixtures. All repairs shall be completed in a professional manner.
- 26) The Lessor at the Lessor's sole cost and expense shall provide the following:
 - 1) Ensure heat, lights, plumbing, and electrical system outlets are in good working order
 - 2) Modify front entry to meet ADA standards
 - 3) Construct one main floor bathroom to ADA standards, a second bathroom will also be modified if required to operate.
- 27) Lessee shall be responsible for and pay all annual common area costs including but not limited to janitorial, parking lot maintenance, roof and gutter cleaning, etc. Lessee shall provide a HVAC maintenance contract at Lessee's own cost.

- 28) Lease Renewal: Provided Lessee has complied with all the terms of the lease, Lessee shall have an option to renew the lease for one (1) additional four (4) year term. The terms and conditions of the lease shall remain the same except for the monthly rental rate, which shall be agreed to by both parties. In the event the parties cannot agree to a new rental rate, the parties shall agree to comply with binding arbitration under the rule then in effect as established by the Presiding Judges of Multnomah County. The cost of arbitration shall be divided equally between Lessor and Lessee. The Lessee shall not be entitled to any future renewal without future agreement between Lessor and Lessee. Lessee shall give 180 days prior written notice of intent to renew the lease.
- 29) At the end of the sixty-two (62) months, the Lessee shall have the option to purchase the building at fair market value. The Lessor and Lessee shall mutually agree upon the sales price and terms within 21 business days. In the event Lessor and Lessee cannot agree upon the sales price and terms they shall commit to the following:
- 1) Each party shall appoint a MAI appraiser at their own cost.
 - 2) Each appraiser shall complete an appraisal.
 - 3) Each appraiser shall select a mutually agreed-upon third appraiser. A third appraisal shall be completed and the cost divided equally between Lessor and Lessee. The prices of all three appraisals shall be combined and divided by three (3). The average value shall be the sales price. All closing costs shall be split 50/50 between Lessor and Lessee.
 - 4) Sale to close within 45 days of establishing firm price.
 - 5) Matt Muramatsu of Cascade Commercial Real Estate and Cherie Evan of John L. Scott Town Center Office shall split a commission on a 50/50 basis of 5% of the first \$500,000 of the sales price and 4% of the sales price above \$500,000.
- 30) The sum of \$5,100.00 is deposited by the Lessee with the Lessor as security for the faithful performance of all of the covenants and conditions of the lease by said Lessee. If the Lessee performs all the covenants and conditions of the lease, the sum deposited shall be promptly returned to the Lessee.
- 31) In the event of any environmental release and cleanup caused or required by the actions of the Lessee, the Lessee shall pay all costs, expenses and fees related to the assessment, testing and analysis of the release and for any and all costs of such cleanup. The Lessee shall indemnify, defend and hold the Lessor harmless from, for and against any and all liabilities, claims, or actions arising from or out of, directly or indirectly, any such an event. Lessee shall store and/or use all chemicals, solvents, oils, paints, gasoline or other hazardous or environmentally sensitive materials or substances in a safe, legal and responsible manner and shall comply with all laws regarding storage, use and disposal of such materials and substances. [See paragraph (2f) of Form 812.]

Joseph S. Elkhall
Lessor: Joseph S. Elkhall, individual

6-13-2008
Date

Julie E. Bucher
Lessee: Caregiver Training Institute
An Oregon LLC, with personal guaranty of lease
by Julie E. Bucher

6-13-08
Date

Batch #9

EXHIBIT "B"
Of Lease Agreement

Dated June 15, 2008, between Joseph S. Elkhall, as Lessor, and Caregiver Training Institute, an Oregon LLC, with a personal guaranty of lease by Julie E. Bucher, as Lessee, for the space located at 13909 - 13923 SE Stark, Portland, Oregon, consisting of approximately 4,800 square feet of office space.

Monthly rents:

| | |
|-------------------------------------|----------------------------|
| July 1, 2008 - July 31, 2008 | \$4,500.00 |
| August 1, 2008 - September 30, 2008 | rent free - NNN costs only |
| October 1, 2008 - August 31, 2009 | \$4,500.00 per month |
| September 1, 2009 - August 31, 2010 | \$4,700.00 per month |
| September 1, 2010 - August 31, 2011 | \$4,900.00 per month |
| September 1, 2011 - August 31, 2012 | \$5,100.00 per month |

Joseph S. Elkhall
Lessor, Joseph S. Elkhall, individual

Julie E. Bucher
Lessee: Caregiver Training Institute
An Oregon LLC, with personal guaranty
of lease by Julie E. Bucher

6-13-2008
Date

6-13-08
Date

GUARANTY

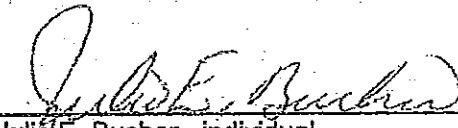
For the premises located at 13909 – 13923 SE Stark, Portland, OR
Consisting of approximately 4,800 square feet of office space
Julie E. Bucher – individual hereby guarantee(s) the
prompt payment of the rent as and when due by Lessee, and the strict performance of all of the
covenants, agreements, terms and conditions on the part of the Lessee to be kept and
performed pursuant to the foregoing gross/triple net LEASE (the "lease")
between Joseph S. Elkhaj, as Lessor, and Caregiver Training Institute, an Oregon LLC
as Lessee, subject to the following
terms and conditions.

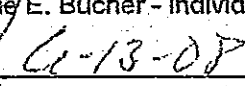
1. This Guaranty shall apply to the term of the lease, any extension or renewal thereof, and to any holdover term following the terms of the lease or any extension or renewal thereof.
2. The undersigned guarantor(s) hereby waive(s) any defense to this Guaranty arising from:
 - (i) surrender, release, exchange, substitution, dealing with or taking any additional collateral by Lessor,
 - (ii) abstaining from taking advantage of or realizing upon any security interest or other guarantee.
 - (iii) any impairment of collateral including, but not limited to, the failure to perfect a security interest in collateral for the obligations evidenced by the lease,
 - (iv) any failure by Lessor to strictly or promptly enforce the lease, and
 - (v) any modification, change, or amendment to the lease.
3. This Guaranty shall remain fully enforceable notwithstanding any defense asserted by any party under the lease including, but not limited to, failure of consideration, breach of warranty, payment, statute of frauds, laches, waiver, statute of limitations, accord and satisfaction and usury.
4. This Guaranty shall be binding upon the undersigned guarantors and his, her or their heirs, personal representatives, successors and assigns, and shall inure to the benefit of the Lessor and its successors and assigns.
5. The lease shall be conclusively presumed to have been created and contracted in reliance upon this Guaranty.
6. The liability of each of the undersigned on this Guaranty shall be Joint and Several.
7. The undersigned hereby waive(s) any claim or other right now existing or hereafter acquired against Lessee, or any other party who is primarily or contingently liable under the lease, that arises from the performance of the obligations of the undersigned under this Guaranty, including, without limitation, any right of contribution, indemnity,

this Guaranty, including, without limitation, any right of contribution, indemnity, subrogation, reimbursement, exoneration, and the right to participate in any claim or remedy that a creditor may have against Lessee or any collateral security therefor which any such creditor now has or hereafter acquires, whether or not such claim, right or remedy arises under contract, law or equity.

8. The obligations of the undersigned shall be automatically reinstated if and to the extent that for any reason any payment by or on behalf of Lessee is rescinded or must be otherwise restored by Lessor, whether as a result of any proceeding in bankruptcy or reorganization or otherwise, and the undersigned agree(s) that (he, she or) they will indemnify Lessor on demand for all reasonable payments, costs and expenses, including attorney fees, incurred by Lessor in connection with such rescission or restoration.
9. If suit or action is instituted in connection with this Guaranty, the prevailing party shall be entitled to recover in addition to costs such sums as the trial court may adjudge reasonable as attorney fees, and in the event any appeal is taken from a judgement or decree in such suit or action, the losing party shall pay the prevailing party in the appeal its reasonable attorney fees and costs arising from such litigation and appeal.

IN WITNESS WHEREOF, the undersigned guarantor(s) has (have) executed this Guaranty as of the _____ day of _____.



Julie E. Bucher - individual


Date

Addendum to Lease:

Addendum to commercial lease agreement (Form 9) between Joseph Elkhall(Landlord) and Caregiver Training Institute LLC(Tenant).

All terms and conditions in the lease agreement Form 9 will remain the same with the following changes only: These changes will replace and supercede previous commercial lease with effective date January 1, 2009.

Section 1.3 Renewal Option has been renegotiated and changed to (2) successive terms of (3) years each from (5) years each.

Section 2.1 Base Rent will be as follows:

| | |
|---------------------------------------|-------------------------|
| September 1,2011---September 30, 2011 | Rent will be \$4000.00. |
| October 1, 2011---April 30, 2012 | Rent will be \$4200.00. |
| May 1, 2012---April 30, 2013 | Rent will be \$4800.00. |
| May 1, 2013---April 30, 2014 | Rent will be \$4800.00. |
| May 1, 2014---April 30, 2015 | Rent will be \$4800.00. |

Section 19.1 Purchase Option date shall be changed from January 1, 2016 to January 1, 2019.

Landlord: **Joseph S. Elkhall**

Joseph S. Elkhall 8/3/11

Tenant: **Caregiver Training Institute, LLC**

BY: Judith Bucher 8-3-11

Member/Manager



MAKING CITIES LIVABLE LLC
CONFERENCES
Making Cities Livable Publications

DIRECTOR

Suzanne H. Crowhurst
 Lennard (Portland)

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Dr. Sven von Ungern-Sternberg
 Regierungspräsident
 State of South-Baden
 Freiburg i.B. GERMANY
www.livablecities.org

April 14, 2016

To: Mayor Charlie Hales
 City Commissioners

From: Suzanne H. Crowhurst Lennard Ph.D.(Arch.)
 Co-founder & Director
 International Making Cities Livable Council
 1209 SW 6th Avenue, #404
 Portland, OR 97204

Re: Comprehensive Plan Amendments

Thank you Mayor Hales, Commissioners, and BPS staff for accepting the new policy amendments after Historic Preservation Policy 5.17 in the Comp Plan proposed by Wendy Chung and Restore Oregon, and for incorporating the new wording into the Comp Plan.

Paragraphs a. 5.18 on Distinct Identities, b. 5.19 on Historic and Cultural Resources, c. 5.20 on Protect Defining Features, d. 5.21 on Demolition, and e. 5.22 on Cultural and Social Significance will provide valuable tools in protecting Portland's unique character and historic heritage.

Sincerely,

Suzanne H. Crowhurst Lennard
 Suzanne H. Crowhurst Lennard Ph.D.(Arch.)
 Co-founder & Director
 International Making Cities Livable Council
Suzanne.Lennard@LivableCities.org

What a crime to destroy one of the oldest neighborhoods in the city of Portland. Eastmoreland is a historic neighborhood bordered by prestigious Reed College, Rhododendron Gardens and Eastmoreland Golf Course and is being dismantled by a few people looking to turn a fast buck. This neighborhood is also a tourist destination for people taking a look into the past.

It seems quite wrong that the long established zoning would be changed so that historic well built and architecturally diverse houses and landscaping can be demolished and bulldozed and replaced with cookie cutter houses on minimal lots. Minimal lots leave no room for gardening, attractive landscaping, yard trees or room for kids to play.

By trying to meet density goals it seems that the city is losing sight of the main objective of providing a framework for quality of life. Please do not destroy this neighborhood and all that it offers, The loss in quality of life, the model of architecture and historical connection far out weigh the benefits or increased population density in this one neighborhood.

If the city will not change their zoning back to the original R7 The least thing they could do is making the true code for zoning a 50x100 size lot is 5000 sq ft.

Sincerely,

June Chapin

Resident of Eastmorland since 1973

2830 SE Knapp Sh
97202



Northwest District Association

April 14, 2016

Portland City Council
1221 SW Fourth Avenue, Room 140
Portland, OR 97204

RE: Amendment to Comprehensive Plan Designations - 2135 NW 29th Ave.

Mayor Hales, Commissioner Fish, Commissioner Fritz, Commissioner Novick, Commissioner Saltzman;

The properties subject to the proposed Comp Plan revision (Tax IDs: R307719, R307720, R307721, R307722 & R307724) are located in at the northwestern extent of the NWDA, where it transitions to the industrial areas to the north, and 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 understand, however, that residential uses are slated to be removed as part of the City's proposed Comprehensive Plan Update. We strongly believe a mixture of uses that include housing is the appropriate development pattern for this area, and do not support the City's proposed prohibition of housing on these sites.

The NWDA believes that this area is a component of the larger area between NW Vaughn and NW Nicolai, from NW 31st Ave. to Hwy 30, that need to be reviewed specifically within the Comprehensive Plan update to assure that the plan supports a view to the potential arrangements of, and transitions between, residential, commercial and industrial uses that reflects the changes in the nature of these uses and their compatibilities as they now exist, and as they will continue to evolve over the coming decades, as the uses of the ESCO, Montgomery Park and adjacent properties all shift to align to the changing nature of economic activities.

Over the past few months, the NWDA Planning Committee has met with the Cairn Pacific team on several occasions to discuss their proposal, including a recent community site planning workshop held at Cairn's offices. The meetings were productive and provided the NWDA the opportunity to voice its desire to see a project that preserves residential uses on the property, especially for-sale residential, such as townhouses along NW Wilson St. The neighborhood has a low supply of for-sale housing, which needs to be increased. We also believe that a more flexible Central Employment designation (EX or the future CM3) on the balance of the property would help to promote a successful mixed-use community that would serve as a transition 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.

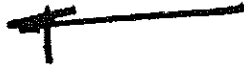
The NWDA would like to offer its support of Cairn Pacific LLC's proposal to amend the Comprehensive Plan Designations on approximately 92,000 SF of land located at 2135 NW 29th Ave. We support the requested change from the current designation of 'Mixed Employment' to 'Multi-Dwelling 1000 / R1' along the south portion of the property. Additionally, we support their proposed change from 'Mixed Employment' to 'Central Employment / EX' on the balance of the property.

Over the years, we have developed a positive working relationship with the Cairn Pacific team. They have developed quality projects in our neighborhood, and have generally taken the time to seek the NWDA's participation in order to develop projects that are appropriate for the neighborhood and make positive contributions to the City. We have a strong interest in seeing this part of our neighborhood developed in a way that is forward-looking, and not bound by a regulatory outlook established in the 1980s.

We therefore encourage Council to support Cairn Pacific LLC's proposal to amend the Comprehensive Plan Amendment to 'Multi-Dwelling 1000/ R1' on the Southern portion of the property and 'Central Employment / EX' on the balance of the property.

We look forward to working with the Cairn team on a site specific development proposal as these zoning issues are resolved.

Best Regards,
Northwest District Association Planning Committee



Steve Pinger
member
CC2035 West Quadrant Plan SAC member

SUBJECT: BROADMOOR GOLF COURSE
TO BUREAU OF PLANNING AND CITY COUNCIL

APRIL 14, 2016

I see the Broadmoor property as a jewel in one of Portland's crowning achievements: Columbia Slough preservation.

It was an honor to serve earlier on the Columbia Slough Watershed Council. It remains a body where diverse interests environmental, industrial, the city, (BES), federal, state agencies and the public (with citizen representatives) focus on wetland issues. The goal was originally to see what could be done about what was once a fetid discharge ditch of slaughterhouse offal. The goal was to clean up this forgotten sewer and then restore, enhance and preserve it as a natural asset.

Over 20 years the committee doggedly hammered out plans to achieve the goal – many creative solutions ensued with the involvement of neighborhoods and endless amounts of volunteer effort. We literally adopted the hidden strips of water extending 13 miles from Kelly Point to Fairview Lake. There were great cooperative restoration and maintenance efforts – educational programs, kayaking and canoe excursions organized all in an effort to bring the Slough out of its slump and into Portland's consciousness while honoring the environment and its wildlife. As a consequence of doing this Portland thing with the usual ups and downs the project immense success for all to see. But it is not finished. In too many places there is meager streamside protection, too few places of adequate size to significantly support habitat wildlife and a lack of connectivity for vast stretches between them. I implore you to view Broadmoor from this perspective.

NO, NO, NO do not change the zoning of the remaining 57 acres at Broadmoor. Enough of it has been given over to Industrial Zoning. Do not sell out what was forward thinking and wise. Preserve Open Space designation for Broadmoor.

SUBJECT: BROADMOOR GOLF COURSE
TO BUREAU OF PLANNING AND CITY COUNCIL
APRIL 14, 2016

WHY

1. BECAUSE BROADMOOR SITS AT THE VERY HEART OF THE COLUMBIA SLOUGH COMPLEX.
2. ITS VERY SIZE GREATLY COUNTERBALANCES THE MEAGER FRAGMENTARY PROTECTION SO OFTEN LIMITED TO A NARROW STREAMSIDE STRIP.
3. BROADMOOR IS AN INTREGAL PART OF THE SLOUGH AT A POINT MOST ACCESSIBLE TO THE PUBLIC FOR RECREATION, EDUCATION AND ENJOYMENT.
4. BROADMOOR ALREADY HAS TREE COVER AND WILDLIFR TO BE EASILY CONVERTED TO NATURAL HABITAT.
5. THE PROPERTY INCLUDES WETLANDS, WHICH IF CONVERTED TO INDUSTRIAL WOULD HAVE TO BE MITIGATED OFF SITE. HOW CRAZY IS THAT - IT IS ALREADY MITIGATED WHERE IT IS.
6. PEOPLD COME TO PORTLAND BECAUSE OF THE VALUES WE REPRESENT AND THE PLACE IT IS BECAUSE OF THOSE VALUES. NOW I LEAVE MY HOUSE AND SEE A STUMP WHERE YESTERDAY I SAW A TREE. WITH RAPID GROWTH AND ENSUING DENSITY WE ARE CONSPICIOUSLY LOOSING PORTLAND'S TREE CANOPY- AND IN OTHER WAYS OUR DESTINCTION - TOM MCCALL VALUES ARE WHY WE MOVED HERE.



Peter Teneau
2715 N. Terry St
Portland, Oregon

Broadmoor Golf course.
April 14, 2016

Converting 57 acres of Broadmoor Golf course to Industrial use reminds me of the story of King Midas whose touch turned everything into gold.. and much to his horror turned his beloved daughter into a statue of gold.

Has our city become King Midas, only interested in the growth of the almighty dollar?

Will we be looked upon by future generations as the city that killed its culture, nature and its citizens making the wrong decision whose only beneficiary will be the greed of the seller of the golf course.

We need green spaces and this golf course is in the right place along the Columbia Slough .

Please do not convert the 57 acres to Industrial use.

Nancy Cushwa
2715 N. Terry St.
Portland, Oregon 97217

Frank H. Hilton, Jr.
1220 N.E. 17th Ave., Unit 12C
Portland, Oregon 97232

fhilton41@gmail.com

503-312-5140

April 13, 2016

City of Portland
Mayor and City Council

Re: Amendments for the Portland Comprehensive Plan 2015
Testimony – Board of Directors, Fontaine Condominium Association

I am the President of the Fontaine Condominium Association and submit this testimony on behalf of our Board of Directors. The Fontaine is the 88 unit, 16 story condominium at the corner of N.E. 17th and Multnomah in the Sullivan's Gulch Neighborhood. Of the 88 units in our building, only one is a third-party (non-family) rental. The Fontaine was constructed in 1963 and is one of the first condominiums in Oregon.

**Amendment #M21 – Location: 1101-1115 NE 21st Ave., R316806, R316807.
Change: From Mixed Use back to High Density Multi-Dwelling.**

We strongly oppose mixed use zoning within a residential neighborhood that is already one of the densest in the City. Our neighborhood is a good example of the integration of single family and multi-family homes. Commercial buildings are not consistent with and will destroy the character of our neighborhood. The nearest commercial property is the Marriott Residence Inn and its design is consistent with other apartments and condominiums in the neighborhood and has ample off-street parking for its residential use. Our condominium tower forms a strong boundary between the Holliday Park Plaza apartments and Lloyd Center to the west and the low-rise residential neighborhood to the east. Please keep this historic residential area residential.

Traffic and parking issues are already becoming a serious problem and allowing commercial properties east of us on Multnomah will have a very negative impact on existing residential properties. We already enjoy an abundance of commercial properties within a few minutes walk to the west and north.

The original proposal for commercial development of the area along N.E. Multnomah was adopted into the N/NE Quadrant Plan and then incorporated into the Comprehensive Plan with the support only from a single property owner of this area and the Land Use Chair of the Sullivan's Gulch Neighborhood Association, who served on the SAC for N/NE Quadrant Plan, but never solicited neighborhood views or obtained approval or comment from our Board of Directors.

Therefore, we urge you to support Amendment #M21, which retains the current designation for this area as *High Density Multi-Dwelling* and current zoning as High Density Residential (RH). We oppose mixed use in this area, especially at the "large-scale" level of CM3 zoning, but support high-density residential use.

Council should be aware that an apartment building has been proposed and ready to apply for permit at the corner of 21st and Multnomah. We understand the project is under appeal regarding how to provide a street-level connection to the future Sullivan's Gulch Trail that is directly behind the proposed development. This should be resolved and multi-family use approved. A functional trail and housing are both needed and can co-exist.

Amendment #M62 - Location: Between 17th and 21st on the north side of Weidler Street. Change: From Mixed Use to High Density MultiDwelling.

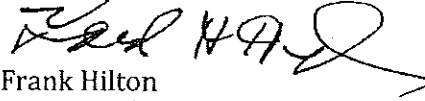
Amendment #M63 - Location: Between 21st and 24th on the north side of Weidler Street. Change: From Mixed Use to Multi-Dwelling 1,000.

We support these two amendments that change the area on the north side of Weidler between 17th and 21st and between 21st and 24th Avenues to RH and R1 respectively. (Map change area #796) Weidler Street in this area is residential in character and only one block from NE Broadway, a designated corridor for commercial activity. This area should never have been designated for mixed use, as it is not a corridor and should not be allowed to become a corridor. It is currently residential in character with large homes divided into duplexes, triplexes and four-plexes - middle housing types already contributing to Plan goals for residential density. We could learn a lot from how Vancouver BC is preserving the historic residential character of neighborhoods while greatly increasing density by such conversions.

We urge you to support these amendments because there is no need for additional commercial, residence destroying development in these areas.

In fact, going forward the city should study the potentials of decoupling NE Broadway and NE Weidler, returning them to two-way traffic. This could improve the residential character and livability of the area and make more attractive the relatively small scale existing commercial development on these streets.

Sincerely,



Frank Hilton
President

Fontaine Condominium Association

Cc: Board

Arevalo, Nora

From: Alicia Zambelli <aliciazambelli@gmail.com>
Sent: Wednesday, April 13, 2016 10:55 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Completed

To whom it concerns,

I am a resident who strongly opposes proposed change #1514 & #1471, Amendment M42.

Please do not let thoughtless developers destroy this neighborhood any further! There are better ways and places to increase density.

Dr. Alicia Zambelli
4017 NE Mallory Ave
Portland

Arevalo, Nora

From: Vivian <vivianchristensen@earthlink.net>
Sent: Wednesday, April 13, 2016 10:29 PM
To: BPS Comprehensive Plan Testimony
Subject: support of Amendment M74

Follow Up Flag: Follow up
Flag Status: Completed

As an Eastmoreland resident, I support amendment M74 to rezone Eastmoreland to an R7 from an R5. I feel it is important to note that the demolition of older homes in our neighborhood has **not** resulted in an increase of affordable housing, instead developers are purchasing houses (often through fraudulent means) and replacing modest houses with oversized, poor quality single family homes that cost well over \$100,000 more than the previous home sold for. Our neighborhood has been a haven for such practices during the past several years and it is hard to understand how enabling developers to destroy our neighborhood's character and build "monster" homes has resulted in anything other than generating profit for developers. The practice of demolishing homes in Eastmoreland had done nothing to increase affordable housing, attract a diverse population, or maintain the urban growth boundary.

Sincerely,
Vivian Christensen
6130 SE Reed College Place
Portland, OR 97202

Arevalo, Nora

From: Daniel Pirofsky <danielpirofsky@comcast.net>
Sent: Wednesday, April 13, 2016 9:57 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony: Amendments #M21, #M62, and #M63

Follow Up Flag: Follow up
Flag Status: Completed

Testimony on the Amendments for the Portland Comprehensive Plan 2035
Daniel Pirofsky
2173 N.E. Multnomah Street, Portland, Oregon 97232

My name is Daniel Pirofsky. I have lived at 2173 NE Multnomah Street in Sullivan's Gulch since 1985. Thank you for the tremendous efforts that Council and BPS staff continue to offer the citizens of Portland as we prepare to adopt the Portland 2035 Comprehensive Plan. We are grateful to the Mayor for offering three Land Use Map Residential Amendments for Northeast Portland #M21, #M62, and #M63, which all pertain to our neighborhood, Sullivan's Gulch. Neighbors in Sullivan's Gulch have already given both written and oral testimony requesting amendments to the original proposals, so it is very reassuring that Council does listen and actively address our comments on the Plan.

Amendment #M21—Location: 1101-1115 NE 21st Ave, R316806, R316807. Change: From Mixed Use back to High Density Multi-Dwelling.

I speak for the many residents of Sullivan's Gulch who endorsed my testimony presented to Council on December 3, 2015, which concerns this area on the south side of NE Multnomah Street from 19th to 21st Avenues within the Sullivan's Gulch neighborhood.

We strongly oppose mixed use zoning within a residential neighborhood that is already one of the densest in the City, due to its organic development and integration of middle housing types. If the City continues to study and encourage middle housing development, they need only look to Sullivan's Gulch as an example for how it works in practice.

So we are very grateful to Mayor Hales for this amendment, which removes the proposed Mixed Use - Urban Center designation from a residential area that has no current commercial properties, is not part of any civic corridor, and does not satisfy MAX or bus service criteria for that proposed designation. Sullivan's Gulch is blessed with close walking access to commercial areas on all sides. The nearest commercial property is the Marriott Residence Inn, which blends nicely into the residential character of the neighborhood. We don't need closer access to commercial activity within our neighborhood. Traffic and parking issues have already increased significantly, so future commercial activity would only create additional pressure along NE Multnomah, a local service street, and 21st Avenue, a neighborhood collector street with critical access south over the Banfield Freeway. The intersection at 21st and Multnomah already appears to be at or over capacity during AM and PM peaks.

Based on these facts, applying the mixed use concept to this area is both unnecessary and potentially harmful of availability in Sullivan's Gulch. The original proposal for commercial development in this area was adopted into the N/NE Quadrant Plan and then incorporated into the Comprehensive Plan with support only from the single property owner of this area and the Land Use Chair of the Sullivan's Gulch Neighborhood Association, who

served on the SAC for N/NE Quadrant Plan, but never solicited neighborhood views or obtained approval from our Board of Directors.

We urge you to support Amendment #M21, which retains the current designation for this area as High Density Multi-Dwelling and current zoning as High Density Residential (RH). We oppose mixed use in this area, especially at the “large-scale”, intense level of CM3 zoning, but support high-density residential use.

Council should also be aware that an apartment building has already been proposed and ready to apply for permits at the corner of 21st and Multnomah. While this development is under appeal, we greatly appreciate the fact that the Mayor’s office has participated in a meeting between PBOT, the developer, and concerned residents, in order to solve the critical question of how to provide a street-level connection to the future Sullivan’s Gulch Trail directly behind this expected residential development. We encourage the City to prioritize transportation funding for the Trail, which would contribute greatly to separating commuter cycling from automobile traffic and provide excellent opportunities to connect with the proposed Cental City Greenway along NE 7th. Ave. City Council adopted a resolution supporting the Trail Concept in 2012, but has not moved forward to fund the project.

Amendment #M62—Location: Between 17th and 21st on the north side of Weidler Street. Change: From Mixed Use to High Density Multi-Dwelling.

Amendment #M63—Location: Between 21st and 24th on the north side of Weidler Street. Change: From Mixed Use to Multi-Dwelling 1,000.

Thank you for these two amendments to remove the Mixed Use Designation for the north side of Weidler between 17th and 21st to High-Density Multi-Dwelling and RH zoning, and between 21st and 24th Avenues to Multi-Dwelling 1,000 and R1 zoning. RH zoning in this area should be the standard FAR of 2:1. This area is residential and one block from commercial opportunities along Broadway, with no need for mixed use. Many of these properties are large houses divided into duplexes, triplexes, and four-plexes—middle housing types already contributing to Plan goals for residential density.

For years it has been difficult for businesses to remain on Broadway, with rising rents, fast traffic, and difficulty for pedestrians and cyclists to safely reach these establishments from adjacent neighborhoods. Instead of allowing commercial opportunities on adjacent neighborhood streets, we should improve safety for pedestrians and cyclists to enhance business vibrancy. To support these amendments is to support renewal of Broadway as a thriving business district.

Comparing the relative commercial health of NE Broadway to other similar corridors such as SE Hawthorne, NE Alberta, or N Mississippi, it is clear there are structural transportation problems limiting growth and development all along NE Broadway from the I-5 interchange to Hollywood. One way to address this problem is to ask PBOT to study the possibility of decoupling Broadway and Weidler, returning them to two-way streets, which would calm traffic and thus improve safety and accessibility for pedestrians and cyclists, while also providing businesses at both ends of each block with equal visibility to commuters. A number of cities nationwide have studied and implemented decoupling strategies leading to significant improvements in business success. A comprehensive solution for this commercial corridor that includes decoupling Broadway and Weidler would be consistent with the strategy for prioritizing different modes of transportation contained in Commissioner Novick’s proposed amendment, Policy 9.6 *Transportation strategy for people movement*.

Thank you.

--
Daniel Pirofsky
danielpirofsky@comcast.net

Arevalo, Nora

From: David Rutz <davrutz@gmail.com>
Sent: Wednesday, April 13, 2016 9:33 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: Completed

Dear Sir or Madam:

We are unable to make the meeting scheduled for April 18th at 6 PM. We would like to go on record as supporting the R7 zone for the Eastmoreland neighborhood. We have been living in Portland at our current address in Eastmoreland for 1 1/2 years and were drawn to this area by the neighborhood and all that it has to offer. I am retired.

While out walking with my wife last summer, we were stopped by a taxi driver who had just let somebody out at a local Eastmoreland address on Reed College Place. He asked "what is this place called; it is so nice". This is what drew us to the neighborhood in the first place! We need to stop the demolition of existing homes and the infilling of properties. Why do we want the Portland area to be homogenous? Why not have a neighborhood that can have trees and greenspace!

We would like Portland to be truly diverse. We urge you to vote for the R7 zoning designation for our Eastmoreland neighborhood! Thank you.

Sincerely,
David A. Rutz
M. Ann Rutz
6225 SE 32nd Avenue
Portland, OR 97202

David Rutz
davrutz@gmail.com

Arevalo, Nora

From: rdossick@comcast.net
Sent: Wednesday, April 13, 2016 9:30 PM
To: BPS Comprehensive Plan Testimony
Cc: McCullough, Robert
Subject: East Moreland rezoning

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern,
I am a resident of East Moreland. I am in favor of Rural Street being rezoned to R7.
Sincerely,
Roberta Dossick
3618 Se Rural St
Portland 97202

Arevalo, Nora

From: Emily Young <artistyoung@comcast.net>
Sent: Wednesday, April 13, 2016 9:24 PM
To: BPS Comprehensive Plan Testimony
Subject: "Comprehensive Plan Testimony"

Follow Up Flag: Follow up
Flag Status: Completed

Testimony on the Amendments for the Portland Comprehensive Plan 2035

I -Emily Young- am writing to you about the current amendments for the Portland 2035 Comprehensive Plan. I have lived at 2173 NE Multnomah St Portland OR 97232 (Sullivan's Gulch neighborhood) for forty years. Of course it is my favorite neighborhood in my favorite city of Portland Oregon.. First thank you for the outstanding work BPS staff and city council in preparing the original Portland 2035 Comprehensive Plan and the opportunities for citizen involvement.

Amendment #M21—Location: 1101-1115 NE 21st Ave, R316806, R316807. Change: From Mixed Use back to High Density Multi-Dwelling.

I appreciate that the Mayor is offering three Land Use Map Residential Amendments for Northeast Portland #M21, #M62, and #M63, which all pertain to my neighborhood, Sullivan's Gulch. Many SG neighbors including my family gave initial testimony requesting amendments to the original proposal and thank you for listening and addressing our concerns.

I strongly oppose mixed use zoning within a residential neighborhood that is already one of the most dense in the City. If the City continues to encourage middle housing development, they need only look to Sullivan's Gulch as an example for how it works in practice. We are very grateful to Mayor Hales for this amendment, which removes the proposed Mixed Use - Urban Center designation from a residential area that has no current commercial properties, is not part of any civic corridor, and does not satisfy MAX or bus service criteria for that proposed designation. Sullivan's Gulch is blessed with close walking access (five to twelve blocks at most) to commercial areas on all sides. The nearest commercial property is the Marriott Residence Inn that is an elegant transition from the commercial Lloyd District through this exclusively residential area with a healthy mix of single-family homes, apartments, and mid- to high-rise condominiums. We don't need closer access to commercial activity within our neighborhood. Traffic and parking issues have already increased significantly, so future commercial activity would only create additional pressure along NE Multnomah ST, a local service street, and 21st Avenue, a neighborhood collector street with critical access south over the I84 Freeway. We urge you to not allow commercial development outside existing civic corridors or within existing residential neighborhoods, as stated in the Plan objectives.

Therefore, I urge you to support Amendment #M21, which retains the current designation for this area as *High Density Multi-Dwelling* and current zoning as High Density Residential (RH). We oppose mixed use in this area, especially at the "large-scale", intense level of CM3 zoning, but support high-density residential use. Council should also be aware that an apartment building has already been proposed and ready to apply for permits at the corner of 21st and Multnomah. The original proposal for commercial development in this area was adopted into the N/NE Quadrant Plan and then incorporated into the Comprehensive Plan with support only from the single property owner of this area and the Land Use Chair of the Sullivan's Gulch Neighborhood Association, who served on the SAC for N/NE Quadrant Plan, but never obtained neighborhood views or obtained approval from our Sullivan Gulch Board of Directors.

While this development is under appeal, we greatly appreciate the fact that the Mayor's office has participated in a meeting between PBOT, the developer, and concerned residents, in order to solve the primary question of

how to provide a street-level connection to the future Sullivan's Gulch Trail. Some neighbors are also still concerned about the height of this apartment building and hope to address this during the design phase.

Amendment #M62—Location: Between 17th and 21st on the north side of Weidler Street. Change: From Mixed Use to High Density MultiDwelling.

Amendment #M63—Location: Between 21st and 24th on the north side of Weidler Street. Change: From Mixed Use to Multi- Dwelling 1,000.

Again thank you to Mayor Hales for these two amendments to designate the north side of Weidler between 17th and 21st to High-Density Multi-Dwelling with RH zoning, and between 21st and 24th Avenues to Multi-Dwelling 1,000 with R1 zoning. RH zoning in this area should be the standard FAR of 2:1. This area is residential and only one block from many commercial opportunities along Broadway, so it should not be designated mixed use. This area should never have been designated for mixed use, because it is not a corridor and is currently residential in character. Many properties here are large homes divided into duplexes, triplexes, and fourplexes—middle housing already contributing to Plan goals for residential density. NE Weidler has hardly any increase in business and maintains residential housing including several homes considered historic in very good condition and from the late 1890's.

I suggest one way to address this problem is to ask PBOT to study the possibility of decoupling Broadway and Weidler from 16th to 24th, returning them to two-way streets, which would slow down traffic and thus improve safety and accessibility for pedestrians and cyclists, while also providing businesses at both ends of each block with equal visibility to commuters. A comprehensive solution for this commercial corridor that includes decoupling Broadway and Weidler would be consistent with the strategy for prioritizing different modes of transportation contained in Commissioner Novick's proposed amendment, *Policy 9.6 Transportation strategy for people movement*.

Thank you again for the opportunity to voice my approvals and concerns.
Sincerely, Emily Young 2173 NE Multnomah St Portland Oregon 97232

Arevalo, Nora

From: Stephen Huckins <stuffyhuckins@gmail.com>
Sent: Wednesday, April 13, 2016 8:05 PM
To: BPS Comprehensive Plan Testimony; Hales, Mayor; Commissioner Novick; Bizeau, Tom; Commissioner Saltzman; Commissioner Fish
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mayor and Commissioners.

Point 1 of 4

We have lived in the Eastmoreland neighborhood for twenty-five years. We wanted to live in a nice, stable well-kept neighborhood, close to downtown. Eastmoreland is made up of big and small houses that are generally well maintained. It has been very nice neighborhood up until the last few years.

In the last few years, more and more nice homes have been demolished and replaced by huge (sometimes multiple) structures that are out of place in our neighborhood. In many cases, above 36th Avenue, small affordable homes are demolished and replaced with expensive homes – out of economic reach to most Portland residents.

- We are in support of Amendment M74 that zones the Eastmoreland Neighborhood to R7.

Point 2 of 4

My wife and I attended the February meeting of the Eastmoreland Neighborhood Association. At that meeting we learned the City was proposing to up-zone the northeast corner of Eastmoreland to R2.5. *This was a surprise to the Eastmoreland Neighborhood Association as it had not been presented to the Association by the City.* The Association voted unanimously in opposition to this zoning change.

This zoning change would include our property and all the properties adjacent to our property. We see no need for this change. *The area is not commercial.* Traffic is increasing and will increase greatly with the rezoning that is occurring in the Woodstock Neighborhood. We feel it will degrade the neighborhood. New Seasons, in the Woodstock Neighborhood, has already caused more delays in traffic flow – more to come as density increases.

- We do not support the rezoning to R2.5 in the Northeast Corner of Eastmoreland.
- We do not support the active rezoning in the Woodstock commercial district as we feel it will turn Woodstock Boulevard into the blight similar to that on Division Street.

Point 3 of 4

My wife and I and, it seems, many people in Portland do not like what is happening to our neighborhoods. Beautiful old homes, many affordable, are being demolished and replaced by out of place, expensive homes. This is contrary to the notion that the City is supposed to be in support of affordable housing.

It doesn't stop with the demolition of homes, old magnificent trees are cut down, areas are rezoned for mixed use, apartments are squeezed in place, traffic increases and neighborhoods have little or no control.

We think the City should hold neighborhoods in higher regard than developers.

- We want the City to strengthen the position of neighborhoods in controlling home demolition, construction, reconstruction and zoning and traffic changes.

Point 4 of 4

Infill, demolition, construction and reconstruction creates a boon to the City through the generation of added tax revenues with minimal increase to services offered. More and more people are moving to Portland and the City seems to encourage this. This influx of new people is causing traffic nightmares – we have the ninth worst traffic – it feels like the City is trying for number one.

- We want the City to apply all new city taxes generated from infill projects to improve transportation flow throughout the city.

Sincerely,

Cindy and Stephen Huckins
3715 SE Martins Street
Portland, Oregon 97202
503.775.6428

Arevalo, Nora

From: fivepetalsred@gmail.com on behalf of J LIN <fivepetalsred@rocketmail.com>
Sent: Wednesday, April 13, 2016 7:05 PM
To: BPS Comprehensive Plan Testimony; Hales, Mayor; Commissioner Novick; Commissioner Fritz; Commissioner Saltzman; Commissioner Fish
Subject: Amendment M74 to the Portland Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mayor Hales and Members of the City Council,

I live in the area between SE 36th Ave and SE Cesar Chavez Blvd. and I would like my street to be rezoned R7 like the rest of the Eastmoreland neighborhood.

Thank You,

J Lin

Arevalo, Nora

From: Robyn Truax <rtruax@pdx.edu>
Sent: Wednesday, April 13, 2016 6:43 PM
To: Commissioner Fish; Commissioner Saltzman; Hales, Mayor; Commissioner Fritz;
Commissioner Novick; Council Clerk – Testimony
Subject: Broadmoor Golf course conversion

Portland is a heavenly place to live only because of its protected spots with wildlife intact. To replace a pristine area like the 57 acres of valuable wildlife habitat at Broadmoor Golf Course in NE Portland to industrial use with parking is a serious error in shortsightedness. With global warming, every one of those trees that you propose cutting down is worth its weight in carbon reclamation from our gas-guzzling cars. The future requires flora that cannot be replaced, like these. Please reconsider for the future of the next 7 generations.

Thank you,

Robyn L Truax

(and, yes, I do vote)

Arevalo, Nora

From: Lynn Herring <lynnhe@outlook.com>
Sent: Wednesday, April 13, 2016 5:49 PM
To: Commissioner Fish; Commissioner Novick; Commissioner Saltzman; Commissioner Fritz; Hales, Mayor; Council Clerk – Testimony
Subject: Protect Broadmoor Golf Course as Open Space & Natural Area

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

Dear Commissioners and Mayor Hales,

I urge you to protect Broadmoor Golf Course as Open Space and Natural Area; do not convert it to industrial use.

The current Open Space zoning designation is intended to preserve and enhance public and private natural, park and recreational values. The notion of industrial use conversion for this 57 acres was not proposed during the multi-year comprehensive plan public process.

At stake is 57 acres of valuable wildlife habitat, bordered by waterways and wetlands. This habitat complex features large canopy trees and supports eleven at-risk bird species along with the state listed Sensitive Western Painted Turtle.

Don't fragment one of the most important wildlife complexes on the Columbia Slough!

Again, this is your and our collective legacy.

Sincerely,

Lynn Herring
lynnhe@outlook.com
503-635-8030

Arevalo, Nora

From: dcamram@comcast.net
Sent: Wednesday, April 13, 2016 5:14 PM
To: Hales, Mayor
Cc: Commissioner Novick; Commissioner Fritz; Commissioner Saltzman; Commissioner Fish
Subject: Amendment M74 to the Portland Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Completed

To Mayor Hales and City Council Members,

I am a current and longtime resident of Eastmoreland. While I have lived West of 36th Ave, I currently reside at 3622 SE Lambert.

I oppose the Amendment M74 to the Portland Comprehensive Plan that would change the zoning to R7 West of SE 36th Ave.

I currently have an oversized home with a garage on our lot line along with several other on either side of that house; these houses besides being out of place have taken beautiful trees out in order to have a larger home. These homes look out of place and are substandard built homes built by companies that build the largest homes they can legally build as cheaply as possible.

This is happening over and over in our neighborhood and its unnecessary and out of place. Our neighborhood is being destroyed by these builders who have no regard for our liveability and you as the leaders of our city need to listen to its' residents.

Respectfully

Deborah Cameron
3622 SE Lambert Street

Arevalo, Nora

From: Rob Dies <robdies@gmail.com>
Sent: Wednesday, April 13, 2016 5:10 PM
To: Hales, Mayor; Commissioner Novick; Commissioner Fritz; Commissioner Saltzman; Commissioner Fish
Cc: BPS Comprehensive Plan Testimony; McCullough, Robert; Erin Gates
Subject: Amendment M74 to Change Eastmoreland Zoning to R7

Follow Up Flag: Follow up
Flag Status: Completed

To Whom It May Concern,

We support zoning amendment M74 to change Eastmoreland zoning from R5 to R7. We also encourage extending M74 to SE Cesar Chavez Boulevard. Our house, located on SE 37th and Ogden, is part of the Eastmoreland community. The area between SE 36th and SE Cesar Chavez should be included with the M74 proposal.

Thank you for your consideration,

Rob Dies
Erin Gates
3675 SE Ogden St
Portland, OR 97202

Arevalo, Nora

From: Carolyn Main <carolynmain@gmail.com>
Sent: Wednesday, April 13, 2016 4:36 PM
To: Council Clerk – Testimony; Hales, Mayor; Commissioner Fritz; Commissioner Saltzman; Commissioner Novick; Commissioner Fish
Subject: Save Wildlife Habitat at Broadmoor Golf Course

What's up, bureaucrats?

Don't destroy this wildlife habitat. Or you will never be served at brunch again.

Best, Carolyn.

--
www.carolynmain.com

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 4:30 PM
To: Linda Austin
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor

Follow Up Flag: Follow up
Flag Status: Completed

Dear Linda,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Linda Austin [mailto:lindapaustin@mac.com]
Sent: Wednesday, April 13, 2016 3:33 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor

Dear Mayor Hales,

Please reconsider the amendment to Portland's Comprehensive Plan which would convert 57 acres of valuable wildlife habitat at Broadmoor Golf Course in NE Portland to industrial use. Short-sighted thinking, which prioritizes individual profit over the health and livability of the environment and our community is not what Portland needs. I can't believe that removing green space and damaging wildlife is what our government and the people it purports to represent really desire. Please help us save wildlife habitat, wetlands and giant trees at Broadmoor.

Linda Austin
4625 SE 67th Ave.
Portland, OR 97206

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 4:27 PM
To: Kimberly Pendell
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Destroying open space and wildlife habitat on the Columbia Slough

Follow Up Flag: Follow up
Flag Status: Completed

Dear Kimberly,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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<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: Kimberly Pendell [mailto:kimberly.pendell@gmail.com]
Sent: Wednesday, April 13, 2016 2:50 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Destroying open space and wildlife habitat on the Columbia Slough

Mayor Hales,

I am writing to share my objection to the proposed development of the Broadmoor Golf Course on Columbia Blvd.

Converting this large, ecologically valuable space into industrial use is shameful. Please remove any support you might have for this plan.

Sincerely,
Kimberly Pendell
NE Portland

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 4:18 PM
To: Karen M
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor Golf Course open space

Follow Up Flag: Follow up
Flag Status: Completed

Dear Karen,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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<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: Karen M [mailto:5cerulean5@gmail.com]
Sent: Wednesday, April 13, 2016 12:33 PM
To: Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor Golf Course open space

Hi.

Please be part of what makes Portland great and vote to keep the wildlife and open space green area at Broadmoor Golf Course. There is plenty of land for industrial use already without having to kill off more of our wildlife and green spaces. I love that we have these areas in Portland. All of my friends agree. We walk in the parks and enjoy nature. Please do the right thing and don't give in to corporate greed.

Thank you,

Karen Martinka

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 4:16 PM
To: 2badjim@gmail.com
Cc: BPS Comprehensive Plan Testimony
Subject: FW: East side Rezoning
Attachments: rezoning letter.docx

Follow Up Flag: Follow up
Flag Status: Completed

Dear Jim,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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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: Jim Wallace [mailto:2badjim@gmail.com]
Sent: Wednesday, April 13, 2016 11:58 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: East side Rezoning

To: Charlie hales

Please find attached my letter to planning concerning rezoning on the eastside. I find it to be grossly hypocritical the you have declared a housing emergency and want to eliminate the potential for hundreds of units on the eastside Max line.

James Wallace

9125 S.E.Oak st.

Portland or. 97216

4/13/2016

To: Planning and sustainability Commission

I was stunned and saddened to receive your letter proposing to change the zoning on my property from R2 to R5 single Family residence. This would downgrade the usage of my lot, restrict the options to develop, and lower the value considerably.

At a time when the mayor, Charlie Hales has declared an emergency housing crisis, Amanda Fritz is pleading for more homeless camps, and Steve Novick wants more "middle housing" this rezoning seems preposterous. The properties in East Portland zoned high density and next to the max tracks are ideal for future expansion. Indeed that's exactly what the planners had in mind when these lots were originally rezoned high density. The only reason given for the rezoning is "to ease overcrowding at the David Douglas school district". It seems to me there are much better ways to deal with that problem than to eliminate the potential for dozens if not hundreds of new housing units on the east side.

One has to question the wisdom of using this zoning change as a weapon against school overcrowding. Is there any data available that this will work? Is the city going to rezone enough lots to even make any difference at all? It seems like hundreds of lots will have to be rezoned

to achieve this result. Finally, school crowding runs in cycles, several years down the road will we be closing schools?

On a personal level, I purchased my lot many years ago because of the zoning and potential for future development. I have maintained the property and paid the taxes as an investment for my future. This rezoning will devalue the property greatly, as no one will want to build a single family home on the Max tracks next to a three story, low income apartment complex, the ideal place for future low income housing.

In conclusion please reconsider this terrible and short sighted reaction to a problem that has other solutions. Portland's east side is already zoned as an ideal place for future housing, please do not destroy that potential.

James Wallace

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 4:14 PM
To: MICHAEL J CARSON
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Golf Course

Follow Up Flag: Follow up
Flag Status: Completed

Dear Michael,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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<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: MICHAEL J CARSON [mailto:mtcarson27@msn.com]
Sent: Wednesday, April 13, 2016 3:44 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Golf Course

You are still doing stupid stuff. What the hell is wrong with you? We need this golf course, open space, wild life habitat, not more concrete buildings. Go pull this shit on the west side and leave the east side alone. I will be so glad when the voters clean all of you out of city hall. Needs to happen tomorrow.

Get [Outlook for iOS](#)

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 4:14 PM
To: Frosti McClurken-Talley
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Completed

Dear Frosti,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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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: frostimt@gmail.com [mailto:frostimt@gmail.com] **On Behalf Of** Frosti McClurken-Talley
Sent: Wednesday, April 13, 2016 4:07 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor Golf Course

Dear Mayor Hales:

Please protect Broadmoor Golf Course as Open Space and Natural Area. Converting it to industrial use would be an irrevocable mistake.

Sincerely,
Frosti McClurkent-Talley

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 4:11 PM
To: Shauna Smith
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmore golf course

Follow Up Flag: Follow up
Flag Status: Completed

Dear Shauna,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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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: Shauna Smith [mailto:shaunanicolesmith@gmail.com]
Sent: Wednesday, April 13, 2016 11:24 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmore golf course

Mr Hales,

What is the financial gain of converting this golf course into industrial?

I see plenty of industrial space along Columbia and airport way underutilized.

This seems pointless.

Don't do it.

Shauna Smith.

Sent from my iPhone

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 4:10 PM
To: Greg Snider
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor golf course future

Follow Up Flag: Follow up
Flag Status: Completed

Dear Greg,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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<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: Greg Snider [mailto:gregwsnider@gmail.com]
Sent: Wednesday, April 13, 2016 11:20 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor golf course future

Dear Mayor Hales,

I don't understand how Portland can be considering destroying over 50 acres of bird and wildlife habitat at the Broadmoor golf course site to turn it into an industrial site.

When is Portland City Council going to join the rest of the modern world and recognize the value and necessity of urban green spaces?

Why not re-use existing industrial sites?

Why does City Council need to be constantly re-educated on these matters instead of taking the lead in a modern, common sense, necessary approach to city planning?

Please do not go forward with the destructive, environmentally backward plan to turn a nature habitat into a concrete jungle of pollution and environmental degradation.

Thank you,

Greg Snider
Portland resident

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 4:09 PM
To: S Wilborn
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Proposed destruction of Broadmoor Golf Course wetlands

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sandra,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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Thanks again,

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Office of Mayor Charlie Hales
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mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

From: S Wilborn [mailto:s.s.wilborn@gmail.com]
Sent: Wednesday, April 13, 2016 11:13 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>
Cc: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>
Subject: Proposed destruction of Broadmoor Golf Course wetlands

Dear Mr. Hales,

I am hoping we can save the 57 acres of wildlife habitat in NE Portland as they now are. There appear to be many other acres near the airport which would not be such a loss!

Sincerely,
Sandra Wilborn

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 4:08 PM
To: Nancy Henry
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Do Not Industrialize Fragile Wetlands @ Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Completed

Dear Henry,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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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: Nancy Henry [mailto:nancyhenry123@gmail.com]
Sent: Wednesday, April 13, 2016 11:07 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Do Not Industrialize Fragile Wetlands @ Broadmoor Golf Course

Major Hales: I deeply respected your response to your conscience in the Pembina decision. Please call on your better angels once again. I implore you NOT to pass proposed amendment M33 to rezone a major swath (57 acres) of the Broadmoor Golf Course from Open Zone to Prime Industrial.

I am a resident of this area and I know its habitat intimately. It is a wildlife corridor and rich riparian environment that the City has consistently promised (see 2012 land purchase) to protect and restore. This amendment has been added late in the process, without adequate public notice and review, seemingly driven by narrow and private financial interests.

At the very least, before you pass this amendment, I beg you to visit and walk this area. It is populated by dozens of wetland species, and is a migratory bird corridor, ranked by the city as "high value" on its regional natural resources inventory.

If you pass this amendment, you are giving lie to your past commitments and significant financial investments of public funds to protect and restore the Columbia Slough.

With deep concern:

Nancy Henry
3261 NE Holland Court

503-709-0818

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 4:06 PM
To: Ignacio
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Stop development encroaching on wildlife habitat at Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Completed

Dear Stacy,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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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: Ignacio [mailto:ignacio927@hotmail.com]
Sent: Wednesday, April 13, 2016 10:51 AM
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: Stop development encroaching on wildlife habitat at Broadmoor Golf Course

Dear City Council:

I am writing to request you to reject the amendment brought forward that would turn 57 acres of wildlife habitat at Broadmoor Golf Course in NE Portland into industrial lands. Although I live in Oregon City, I am extremely concerned regarding the requirement to maintain wildlife habitat in the Metro area. The larger Portland area must not lose any more habitat, especially since in an area that is adjacent to other environmentally sensitive areas.

Why save this wildlife habitat?

- The site is bordered on three sides by waterways and wetlands including the Columbia Slough, the Catkin Marsh Wetlands, and a Port of Portland environmental mitigation site. This parcel contains more than a full mile of riparian habitat! Destroying this site will not only eliminate important habitat. It will leave the surrounding habitat isolated and fragmented, cutting the heart out of one of the most important wildlife complexes on the slough.
- The site is full of massive trees including many large giant sequoias like the ones that the community fought to save in SE Portland.
- 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.

Thank you for your consideration.

**Sincerely,
Stacie Hall
927 Clearbrook Dr.
Oregon City, OR 97045
503-887-2240
ignacio927@hotmail.com**

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 4:05 PM
To: Drew Hansen
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor

Follow Up Flag: Follow up
Flag Status: Completed

Dear Drew,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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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: Drew Hansen [mailto:bsidepdx@gmail.com]
Sent: Wednesday, April 13, 2016 10:50 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor

Dear Mr Hales,

I have been watching as this city has been over-run by developers who are more interested in money than the quality of life of Portland's residents. It is extremely sad. Many of my friends and peers can no longer afford to live here. Please don't push the plants and animals out too.

... has become disgusting. We pay your salary to represent us and you are not doing a good job. You instead are representing out-of-state interests and money-hungry developers who just want to use our special city for profit until the next cool city becomes lucrative.

Please, please, please DO NOT change the zoning of the Broadmoor area!!! We are under attack by out-of-state developers and we need to preserve at least SOME of the natural beauty that makes Portland unique. Please save this space for the plants and animals that were here before we were.

Thank you,

Drew Avery Hansen
503-442-2675

A Willamette Valley native and 21-year resident of Portland, OR. I also own a house and property near Broadmoor. Please preserve our natural land.

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 4:03 PM
To: Voice Dialogue Center NW
Cc: BPS Comprehensive Plan Testimony
Subject: RE: comment on Broadmoor proposal

Follow Up Flag: Follow up
Flag Status: Completed

Dear J'aime,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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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: Voice Dialogue Center NW [mailto:VDCNW@comcast.net]
Sent: Wednesday, April 13, 2016 10:45 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: comment on Broadmoor proposal

Dear Mayor Hales,

City Council is putting a commercial property owner ahead of the public interest. I, with the Audubon of Portland and many other concerned citizens ask you to protect Broadmoor Golf Course as Open Space and Natural Area, not convert it to industrial use. Protect our trees and wildlife - THIS is what makes Portland so beautiful and desirable a place to live,

Sending you this email is part of how I vote.

J'aime ona Pangaia
Portland OR 97202

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 4:02 PM
To: Patrice Morrow
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor

Follow Up Flag: Follow up
Flag Status: Completed

Dear Patrice,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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Thanks again,

Mustafa Washington
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Office of Mayor Charlie Hales
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mustafa.washington@portlandoregon.gov
www.portlandoregon.gov/mayor
<https://www.portlandoregon.gov/toolkit/>

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

From: Patrice Morrow [mailto:tm4170399@aol.com]
Sent: Wednesday, April 13, 2016 10:43 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor

Please do not go through with the plan to destroy the Broadmoor golf course and wildlife habitat!

Patrice Morrow

1202 SE Nehalem,
Portland, OR 97202

Sent from my iPad

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 4:01 PM
To: M
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mary,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and Wednesday April 20th 2pm-5pm at City Hall.

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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: M [mailto:marywahl1980@gmail.com]
Sent: Wednesday, April 13, 2016 10:38 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: mary wahl <marywahl1980@gmail.com>
Subject: Broadmoor Golf Course

Mayor Hales:

I'm writing to urge that you not move forward with the proposal to convert Broadmoor Golf Course to industrial use. It's an important natural resource area, and those are increasingly rare. With climate change impacts, the ecological functions of sites like the Broadmoor Golf Course are even more valuable. Further, any short-term economic gain from converting an asset like the Broadmoor Golf Course to industrial use is outweighed by the economic gain from conserving the natural resource values. It's not just the economic gains to real estate near natural resource areas that is important, it also the value to the broader area for still having intact natural resources. In the "old days" in Oregon, we figured out that it wasn't a matter of "jobs vs fish," when we considered our forests and other high value natural resource areas, but a matter of the economic value of the jobs in a state that conserved its natural resources vs the kinds of jobs in a state that gave up its natural

resources. Portland will lose an important asset if it gives up the Broadmoor Gold Course, and the value of this increasingly rare kind of resource is far greater -- both in natural resource and economic terms -- than we will ever realize from converting this site to industrial use. Please vote to conserve this as a natural resource asset.

Thank you.
Mary Wahl
1800 NE 17th Ave #1
Portland, OR 97212

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Wednesday, April 13, 2016 3:56 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Broadmoor

Follow Up Flag: Follow up
Flag Status: Completed

Karla Moore-Love | Council Clerk
Office of the City Auditor | 131/130
503.823.4086

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

From: robin@robinwill.com [mailto:robin@robinwill.com]
Sent: Wednesday, April 13, 2016 1:55 PM
To: 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: Broadmoor

Dear Mayor Hales and Commissioners –

The old Broadmoor Golf Course, although not a natural wetland anymore, serves very much the same purpose in the ecology of the Columbia River bottomlands. It's a pity we can't put a cash value on what "idle" land does for us – and will no longer do, if we develop it for industrial use.

Jobs might sound like a good idea now, and you'll certainly be getting them: the ones that develop at Broadmoor, and the ones that develop when you're getting floods, unstable ground, and water table issues downstream in Hayden Meadows and all the rest of the way to the Willamette on that side of the dike.

Please consider enhancing Broadmoor as a natural/recreation area, and putting industrial development on land that will support it.

Robin Will

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 3:29 PM
To: BPS Comprehensive Plan Testimony; mlandauer@sdao.com
Subject: FW: City of Portland Draft Comprehensive Plan and the supporting Economic Opportunities Analysis
Attachments: OPPALtrCityofPortland.pdf
Follow Up Flag: Follow up
Flag Status: Completed

Dear Mark,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Mark Landauer [mailto:mlandauer@sdao.com]
Sent: Wednesday, April 13, 2016 10:02 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>
Subject: City of Portland Draft Comprehensive Plan and the supporting Economic Opportunities Analysis

Members of the City of Portland Council:

Please accept the following letter regarding the low growth forecast for the Portland Harbor contained in the City of Portland Draft Comprehensive Plan and the supporting Economic Opportunities Analysis.

Thank you for your consideration.

Best regards.

Mark Landauer
Executive Director
Oregon Public Ports Association



April 12, 2016

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

Dear Mayor Hales and City Commissioners:

I am writing to you today about the low growth forecast for the Portland Harbor as recommended in the City of Portland Draft Comprehensive Plan and the supporting Economic Opportunities Analysis. I believe that a low growth forecast sends a negative message about the value of Portland harbor jobs and their future.

Oregon's 23 ports provide recreational, commercial, and economic development services to residents and businesses in Oregon and beyond, serving as state, national, and international transportation gateways. Our members are a key component in sustaining Oregon's economy and quality of life, supporting thousands of family wage jobs. One out of six Oregon jobs is directly or indirectly tied to cargo, recreation, industrial, commercial or other activities through Oregon's ports.

The low growth forecast is inconsistent with the trends we see in the movement of cargo and the growing importance of Oregon exports to our economy. This recommendation puts Portland at risk of being ill prepared to respond to trade opportunities. Another issue not commonly understood is the role our ports – small and large – play in intra-region trade. We don't just export; our facilities remove thousands of trucks from the road by transporting freight from one part of Oregon to other ports in Oregon and points along the West Coast. Limiting capacity, which the "low growth" forecast will do, means a greater reliance on surface transportation.

Portland is uniquely positioned to take advantage of significant new opportunities being shaped by the altering dynamics of shipping routes and trade. Between the receding ice in the Arctic that is allowing passage with faster times and improvements to passage through the expanded Panama Canal, our ability to reach global markets quickly is no longer limited by our distance from the Atlantic Ocean.

During your upcoming April 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. If you care about the future not only of Portland, but our entire state then I urge you to support the amendment that would change the low growth forecast for the Portland Harbor back to a medium growth forecast. A medium growth scenario more realistically represents the harbor's historic activity, investments and future.

Thank you for your consideration of our views.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Landauer', with a long horizontal flourish extending to the right.

Mark Landauer
Executive Director
Oregon Public Ports Association

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 3:20 PM
To: Alex Cothren
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor Golf Course proposal

Follow Up Flag: Follow up
Flag Status: Completed

Dear Alex,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Alex Cothren [mailto:cothrenalex@gmail.com]
Sent: Wednesday, April 13, 2016 9:17 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor Golf Course proposal

Dear Mayor Hales,

Portland is a growing city, with this the need for new areas for both industrial and commercial use will inevitably grow. This being said, I disagree with the proposal to convert 53 acres of the Broadmoor Golf Course to industrial use is a big mistake. Though not a nature preserve, this land provides habitat to many animals, especially those migrating bird that use the Willamette Valley and a stop over or winter feeding grounds. Converting this land to and industrial park will destroy this valuable resource and have direct effects that reach far beyond our city's borders. I believe we in Portland have an opportunity and responsibility to lead our nature and the world in environmental conservation. Our forward thinking and progressive mindset is one of the major forced driving people to relocate to this wonderful place. If, in trying to provide for this

growing population, we walk away from these values we risk becoming just the same as the places they are coming here from. In the long run I believe this will hurt our city, both morally and economically.

Thank you for your time.
Alexander T. Cothren

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 3:18 PM
To: Cindy
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor Golf Course NO!

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Cindy,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Cindy [mailto:rocknrollschool@msn.com]
Sent: Wednesday, April 13, 2016 9:12 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor Golf Course NO!

Please rescind your proposal to convert 53 acres of habitat at Broadmoor Golf Course to a heavy industrial area. This city can't take care of or manage the current air, soil and health crisis let alone adding more pollution to the mix. The air quality in Oregon in general is some of the worst in the country. The city's spin on air quality is not working! We know how bad it is and it has not magically gone away. This proposal is moving Portland in the wrong direction.
No to your proposal!

Cindy Young
2136 SE Clinton st
Portland OR
503.232.6559

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

Portland City Hall
 1221 SW 4th Ave.
 Portland, OR 97204

April 10, 2016

Re: Proposed Comprehensive Plan Map Amendment:
 Lewis & Clark College at Lower Boones Ferry &
 SW Terwilliger

Mayor Hales and Commissioners,

I am writing to you to express my personal strong opposition to the inclusion of the Lewis & Clark properties at Lower Boones Ferry & SW Terwilliger Blvd. in the Campus Institutional Zone.

You have received similar letters opposing this inclusion from the Collins View Neighborhood Association (CVNA), which I currently chair, and Southwest Neighbrrhoods, Inc. Such an inclusion could have only a deleterious impact on our neighborhood, which already struggles to deal with inadequate pedestrian safety, traffic congestion, and the difficulties accompanying our proximity to a very active campus. We can see only unmitigated difficulty coming from extension of the campus boundary beyond Huston Field (used for college sports) and across Lower Boones Ferry Rd. This amendment, were it adopted, would destroy this part of Collins View.

I have examined the public testimony listed at the Bureau of Planning and Sustainability website devoted to the Comprehensive Plan Update. This document refers to testimony by Lewis & Clark College and CVNA. There is no such testimony by Lewis & Clark College within the indexed list of Public Testimony to City Council, and the supposed testimony by CVNA is our letter to City Council supporting Portland Parks & Recreation's management plan for Riverview Natural Area. I personally support the position of the Bureau of Planning and Sustainability, and the Planning and Sustainability Commission, both of which have recommended that these properties be re-zoned as R20 in keeping with the nature of that part of Collins View. I urge you to do the same and reject this amendment.

As I said in written comments regarding the Discussion Draft of Campus Institutional Zoning Project, "...the neighborhood clearly wishes to retain its primarily residential character and has continued concerns about late-night noise, parties, traffic, and disruptions to the neighborhood."..."Our neighborhood has continued to experience significant impacts from the use of recreational fields. These arise not only from college events intercollegiate sports and the like, but also from the use of these facilities for other purposes, a use to which the neighborhood association objects... I cannot emphasize enough how important it is for the institution to maintain an open ongoing dialogue with the neighborhood association regarding these issues."

These matters still greatly concern me.

Sincerely,
 Jim Diamond

James J. Diamond
 9519 SW 2nd Ave, Portland OR 972129

CC: Council Clerk,
 Maryellen Read, CVNA Secretary
 Sylvia Bogert, SWNI

Arevalo, Nora

From: Doug X <dougurb@gmail.com>
Sent: Wednesday, April 13, 2016 2:57 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Engstrom, Eric; Stockton, Marty; Cunningham, Bill
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Completed

Attached is testimony from Portland Neighbors for Sustainable Development regarding the Council Amendments to the Comprehensive Plan.

Please note that this is an updated version of the testimony we sent in on April 12th. We have added our support for amendment #P32, which has been in the news recently.

Please consider that this testimony supercedes the testimony we sent in on April 12.

Thank you.

Doug Klotz
1908 SE 35th Place
Portland, OR 97214

Portland Neighbors for Sustainable Development

c/o Doug Klotz
1908 SE 35th Place
Portland, OR 97214
April 13, 2016

Testimony on Comprehensive Plan Update Council Amendments (Updated 4-13-16 to add support for #P32)

Mayor Hales and Commissioners:

Portland Neighbors for Sustainable Development was organized several years ago to support sustainable development in Portland, through zoning and transportation decisions that move our city forward. We would like to express our support for the Comprehensive Plan Update, which will move the city in the right direction. Many of the proposed Amendments will help refine the plan for an even better outcome.

Policies

Some of the Policy Amendments we support are:

#P15. We join the Anti-displacement Coalition in supporting the changes to Policy 3.3, to clarify the need to “mitigate the impacts of development on income disparity, displacement and housing affordability”, and the additional language proposed.

We support **#P16** and **#P23**, which will help build more walkable areas where street grids and connectivity currently thwart development of 20-minute neighborhoods.

We support #P32 which spells out in the Comprehensive Plan a policy of prohibiting drivethroughs in the Central City and limiting them in Centers and Corridors. We support this with the hope that the limitations will not allow any more drivethroughs in Centers and Corridors than result currently under the limitations in the CS and CM zones now mapped in many of these areas, which prohibit any new drivethroughs. The negative impacts of drivethroughs on pedestrian-friendly areas are well-known, from the danger of pedestrians being hit by cars entering and exiting, to lines of cars blocking sidewalks, to an interruption of the line of store and building fronts, and a reduction in needed development capacity in these corridors.

We support #P45, which adds a Middle Housing policy, to encourage the development of middle housing, specifically within the Inner Ring and in a quarter mile of designated centers. We urge the addition of “and corridors” to the proposed language, to read: “designated centers and corridors, where appropriate, and within the Inner Ring around the Central City”. We support the development of a robust policy that encourages a broad range of these housing types to be allowed in existing residential areas.

We support #P90 and #P91, which strengthen the Transportation strategy and the ordered list of modes, which emphasizes the movement of people, and institutes a separate policy to clearly support an accessible and age-friendly transportation system.

There are some Policy Amendments that we oppose:

#P8 would change Goal 2A to require that in order to “partner” with the city, “historically under-served and under-represented communities must be paired with the city’s Neighborhood Associations” (emphasis added). Some Neighborhood Associations might not seem welcoming to these communities. These groups should be welcome to work with the city on their own, in their own way, without this requirement.

We are concerned by a group of amendments, #P44, #P51, #P60, which seem to be the product of a lobbying group, the Retail Task Force and International Council of Shopping Centers, which has historically fought for auto-centric development, with large parking lots in front of stores and other features that hamper the development of pedestrian-, bike-, and transit-friendly neighborhood centers and corridors. We oppose the language in these, language that could set the stage for changes to be proposed later to the Mixed Use Zones proposal and other policy documents.

#P44 would add “Provide adequate land supply to accommodate a full spectrum of grocery stores catering to all socioeconomic groups and providing groceries at all levels of affordability”. We fear that this is a setup for their argument that stores with parking lots in front are needed to sell groceries cheaper, which has not been demonstrated.

#P51 seems to argue that we shouldn’t have buildings that are pedestrian-friendly yet, as it’s not yet time to prohibit parking lots from in front of the buildings. It is time, and many large stores have been built to this standard since its 1981 adoption.

#P60, a Retail Development policy, may sound good, but we sense that each word (e.g. “convenience”, “accessibility”) is placed to buttress future arguments for car-friendly building layouts. Previous testimony from supporters of this language calls for “retail zones with safe harbors for auto-oriented grocery stores” located in “close-in urban areas”. These proposals would only encourage the continued use of the auto, institutionalize large parking areas and further discourage alternative transportation.

We thus oppose these four amendments as written. Modifications to insure that these policies do not contravene other policy goals, including the Urban Design Framework and the Transportation Goals, are necessary before adoption.

Complete list of Policy amendments we Support:
P15, P16, P23, P30, P31, P43, P45, P49, P56, P90 P91, P98, P101

Complete list of Policy amendments we Oppose:
P8, P32, P35, P36, P37, P44, P51, P53, P60, P73, P99

Mapping

There are several Mapping Amendments we support:

#M-54 and #M-55 We strongly support extending the Mixed Use-Urban Center designation for Mixed Use parcels from 42nd to 49th on Belmont and from 44th to 51st on Division. Designating these sections MU-UC acknowledges the fast-changing nature of these areas. On Belmont, there are multifamily buildings under permitting at 43rd and at 45th, with buildable parcels clear to 49th. On Division, there is a recent 4-story mixed use building at 48th, a 121 unit mixed use building under construction at 50th, and a 127-unit mixed use building at 50th under permitting, which will include a Green Zebra grocery. Another 120 unit building is planned on 50th between Ivon and Clinton. These are clearly Urban Center development patterns. In addition, the corner of 50th and Division has the best bus service in Inner Southeast Portland, with the intersection of the #4 and #14 bus lines.

The change to MU-Urban Center will also mean the addition of a “d” overlay, which will make it more attractive for developers to take advantage of the Affordable Housing provisions in the new Mixed Use Zones code, since the set-back fifth floor will be available to them, so that using the bonus will pencil out.

(The MU-UC designation should include the entire ownership of the parcels at 4926 SE Division, which extend south to Ivon St.; as well as the entire site of 4975 SE Division, which extends north to Caruthers. The current amendment mapping splits the ownership of both of these sites into two designations.)

We support **#M-28**, changing the designation to MU-Neighborhood at 60th and Belmont. This acknowledges that this node already had 3- and 5-story buildings, and a larger scale is appropriate for these parcels across the street. Two bus lines intersect here.

There are Mapping Amendments we oppose:

We oppose #S-20. The parcels are all commercial or apartment buildings except one house. MU-UC is appropriate, as staff proposed.

We oppose #S-21. The recommended R-2.5 is closer to the existing density in this area, which has apartments as well as duplexes, and single-family houses on small lots.

We oppose #S-22. The recommended R-2.5 reflects current development and surroundings.

We oppose #M-74. The wholesale downzoning of the entire Eastmoreland district, when BPS analysis found that R-5 better reflects the lot sizes and patterns, would set a bad precedent of special treatment for wealthier neighborhoods. It also ignores the logic of higher densities near the Bybee Max stop. We also oppose #M-75, which would ignore the proximity of this area to the Woodstock neighborhood center.

We do not support F-61 as written, but would support it if the parcels on the east side of 50th, north and south of Hawthorne, were retained as Mixed Use-Urban Center, to match the west side of 50th there.

Complete list of Mapping Amendments we Support:

M-22, M54, M55, M-19, M-28

Complete List of Mapping Amendments we Oppose:

M21, M62, M63, M71, S-20, F61, S-21, S-22, M74, M75,

Thank you for your consideration of our testimony, and all the work yourselves and staff have put into these amendments.

Signed:

Brian Cefola
Joseph P. Edge
Steve Gutmann
Marsha Hanchrow
Tony Jordan
Alan Kessler
Doug Klotz
Joe Recker
Dan Rutzick
Ben Schonberger
Eli Spevak, owner, Orange Splot LLC
Bob Stacey
Bill Stites, owner, Truck Trike
David Sweet
Mark Wheeler

Arevalo, Nora

From: Rinta, Maya
Sent: Wednesday, April 13, 2016 2:53 PM
To: BPS Comprehensive Plan Testimony
Cc: Parsons, Susan
Subject: FW: Proposed comprehensive plan Amendment

Follow Up Flag: Follow up
Flag Status: Completed

FWD

Maya Rinta

Deputy Auditor | Office of the City Auditor
The City of Portland, Oregon
1221 SW 4th Avenue, Room 130
Portland, OR 97204-1987
T: (503) 823.4717
F: (503) 823.4571
maya.rinta@portlandoregon.gov

From: artalive@comcast.net [mailto:artalive@comcast.net]
Sent: Wednesday, April 13, 2016 2:15 PM
To: Rinta, Maya <Maya.Rinta@portlandoregon.gov>
Subject: Proposed comprehensive plan Amendment

COLLINS VIEW NEIGHBORHOOD ASSOCIATION
Prakash Joshi, Transportation Chair
649 SW Maplecrest Ct.
Portland, Oregon 97219

April 11, 2016

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

Re: Proposed comprehensive plan Amendment:
Lewis & Clark College at Lower Boones Ferry & Terwilliger Blvd.

Mayor Hales and Commissioners,

As the Transportation Chair for Collins View Neighborhood Association I have had the privilege to work with various city bureaus especially PBOT. I am told that our streets and intersections are a challenge for PBOT and have been designated as at or near failure. It is not unusual to see traffic jams for up to ¾ of a mile and more during peak times. The primary reason for this are the two institutes in our midst: Lewis and Clark College and Riverdale High School. We are also a connector

for Lake Oswego traffic seeking to enter the freeway. The way in which the properties in question are to be used is of great consequence.

We have had these concerns since the College acquired these properties. In fact, we raised these concerns regarding the possible uses of these properties at the time the college acquired these properties. At that time, and a few times since, the College has attempted to calm the neighborhood's fears by showing plans that depicted single family type housing for the professors and married Law school students. We were assured that the houses on these properties would blend into the single family type residential profile of the neighborhood.

However, in 2009 the College applied to change the college boundaries to include these properties in an effort to build a large 4-story, 300 bed dorm building and a 4-story, 300+ car garage. In the 2009 case LU 08-180498 the hearing officer denied this request with an explanation that these streets and intersections could not withstand such a massive impact on the traffic into the neighborhood. All requests by the college for these properties, including the Property at Huston field lot 10300, were denied by the hearing officer. **What is extremely important to note is that the conditions cited by the hearing officer have worsened and PBOT has not proposed a single solution for the future of these roads and intersections.** The previous process that the city employed and relied upon, whereby the neighbors had an input along with the feasibility studies conducted by the various city Bureaus was reliable and considerate of the livability of the neighborhoods.

We are appalled that Commissioner Saltzman would seek to circumvent this process. This seems to us as a political maneuver, very unethical and a questionable tactic, **especially in light of the standards set forth in the City's Comprehensive Plan. Please see below some of the major points of the plan in the attached document:**

Please refer to:
GOALS AND POLICIES of the COMPREHENSIVE PLAN
Chapter 2: Community involvement. (See attached)

The goals and policies in this chapter convey the City's intent to:

Provide a wide range of opportunities for involvement in land use decisions.

Foster ongoing positive relationships between communities and the City in support of positive land use decision outcomes.

Recognize that the City has a responsibility to plan for the needs of and **engage with under-served and under-represented communities to achieve greater equity.**

Expand opportunities for meaningful community engagement in land use decisions, from issue identification and project scoping through implementation.

Require transparent, well-designed, thoughtful public processes for land use decisions.

Increase the community's meaningful participation in land use decisions.

Promote thoughtful consideration of and responses to public comment on land use Decisions.

Goals

Goal 2.A: Community involvement as a partnership

The City of Portland government works together as a genuine partner with Portland communities. The City promotes, builds, and maintains relationships and communicates with individuals, communities, businesses, organizations, institutions, and other governments to **ensure meaningful community involvement** in land use decisions.

Goal 2.B: Social justice and equity

The City of Portland seeks social justice by working to expand choice and opportunity for all community members, recognizing a special responsibility to identify, orient, and involve under-served and under-represented communities in land use planning. The City actively works to improve its land use-related decisions to achieve **more equitable distribution of burdens and benefits**.

Goal 2.C: Value community wisdom and participation

Portland values and encourages community and civic participation. **The City seeks and considers community wisdom, and integrates it with sound technical analysis, to strengthen land use decisions.**

Goal 2.D: Transparency and accountability

City planning, policy, investment, and development decision-making processes are clear, open, and documented. Through these processes **a diverse range of community interests are heard and balanced**. The City makes it clear to the community who is responsible for making decisions, and how community input is taken into account.

Goal 2.E: Meaningful participation

Community members have meaningful opportunities to participate in and influence all stages of planning and decision-making. Public processes engage the full diversity of affected community members, including under-served and under-represented individuals and communities.

Goal 2.F: Accessible and effective participation

City planning, policy, investment, and development decision-making processes are designed to be accessible and effective. The City draws from acknowledged best practices and uses a wide variety of tools to **promote inclusive, collaborative, and robust community involvement**.

Goal 2.G: Strong civic infrastructure

Civic institutions, organizations, and processes encourage active and meaningful community involvement and **strengthen the capacity of individuals and communities to participate in planning processes and civic life**.

Policy 2.3 Community capacity building. Enhance the ability of community members, particularly those in under-served and/or under-represented groups, **to develop the relationships, knowledge, and skills to effectively participate** in land use planning processes.

Policy 2.4 Land use literacy. Provide training and educational opportunities to build the public's understanding of land use, transportation, housing, and related topics **and increase capacity for meaningful participation in land use planning processes**.

Policy 2.5 Agency capacity building. Increase City staff's capacity, tools, and skills to design and implement processes that engage a broad diversity of affected and interested communities, including under-served and under-represented communities, in meaningful and appropriate ways.

I submit to you that the above references to the commitment you all swore to is indeed in danger of becoming meaningless. There was a process that relied on informed findings and decisions by the various city bureaus and the all-important input from the community that resides in the area in question.

An eleventh hour sponsorship by a city commissioner on behalf of a special interest group is a highly irresponsible tactic unbecoming of the office he holds.

I want to respectfully thank you for the consideration given to my testimony on behalf of my community.

Thank you.

Prakash Joshi
Transportation Chair
Collinsview neighborhood Association
Portland OR 97219

cc: Ms. Maya Rinta (via maya.rinta@portlandoregon.gov)

Arevalo, Nora

From: Lankton, Milt <miltlankton@DWT.COM>
Sent: Wednesday, April 13, 2016 2:45 PM
To: BPS Comprehensive Plan Testimony
Cc: SylvnHiNeighAssn@aol.com; SNHA.
Subject: Oppose Proposed Comp. Plan change at 6141 SW Canyon Ct. (Actually the real address is S.W. 61st Dr.)

Follow Up Flag: Follow up
Flag Status: Flagged

The surreptitious proposed change in the Comprehensive Plan applicable only to one property at 6141 SW Canyon Lane is an affront to responsible land use planning, especially after only a few weeks earlier, the Owner, Dr. Rassouli, proposed a change from R-20 (which all of the homes along SW 61st Dr. are in accord with single family R20 zoning) and which was rejected by the Planning Staff, The Planning Commission, the SNHA (neighborhood association), and all of the neighbors. For one councilman to bypass the normal processes and make a completely new proposal to change the single family Plan to multi family for just one property without involving the Planning Staff, The Planning Commission, the neighbors or the Neighborhood Association is not only wrong but ignores the potential dangerous conditions which will result.

I request that I be permitted to testify at any and all hearings on this proposal.

Milton Lankton
300 S.W. 5th Ave., Suite 2400
Portland, OR 97201

Sent from my iPad

Arevalo, Nora

From: Moore-Love, Karla
Sent: Wednesday, April 13, 2016 2:35 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: BES comments for April 14th, 6pm City Council hearing
Attachments: Comp Plan Amendment Comments April 2016.pdf;
BroadmoorAmendment_BESattachmentDesignationX.pdf;
BroadmoorAmendment_BESattachmentEnvirOverlay.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Karla Moore-Love | Council Clerk
Office of the City Auditor | 131/130
503.823.4086

From: Hendrickson, Nancy
Sent: Wednesday, April 13, 2016 2:09 PM
To: Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>
Cc: Dunphy, Jamie <Jamie.Dunphy@portlandoregon.gov>
Subject: FW: BES comments for April 14th, 6pm City Council hearing

Karla, I meant to attach the maps to the letter. Here they are, with the letter.

Call me if you have questions,
Nancy

From: Hendrickson, Nancy
Sent: Wednesday, April 13, 2016 2:03 PM
To: Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>
Cc: Dunphy, Jamie <Jamie.Dunphy@portlandoregon.gov>; Blackwood, Jim <Jim.Blackwood@portlandoregon.gov>;
Jordan, Michael <Mike.Jordan@portlandoregon.gov>; Bacchieri, Jane <Jane.Bacchieri@portlandoregon.gov>;
Walkiewicz, Marie <Marie.Walkiewicz@portlandoregon.gov>; Anderson, Susan <Susan.Anderson@portlandoregon.gov>
Subject: BES comments for April 14th, 6pm City Council hearing

Karla,

Please find attached BES' comments for tomorrow evening's Council Hearing.

Thank you,
Nancy Hendrickson (on behalf of BES Director, Michael Jordan)

.....
Nancy Hendrickson
Columbia Watersheds Manager
City of Portland Bureau of Environmental Services

1120 SW Fifth Avenue, Room 1000
Portland, OR 97204

503-823-6001

Nancy.Hendrickson@portlandoregon.gov



CITY OF PORTLAND ENVIRONMENTAL SERVICES



1120 SW Fifth Avenue, Room 1000, Portland, Oregon 97204 ■ Nick Fish, Commissioner ■ Michael Jordan, Director

March 30, 2016

Dear Mayor and Commissioners,

An amendment is being proposed to the Comp Plan Map, as part of the Comp Plan update, that affects Open Space in the Columbia Slough watershed. Amendment #M33 adds additional industrial acreage to Broadmoor Golf Course. While we understand the need to provide for future job growth, the characteristics of the site make it unsuitable for development.

The Broadmoor site has been the subject of extensive discussions and deliberations during the Comp Plan process: at the Industrial Health and Watershed Health Work Group (formed to advise BPS on balancing economic and environmental goals); among Bureau staff; and at the Planning and Sustainability Commission. At each level of the decision-making process, it was determined that the portion of the site that is the subject of amendment #M33 did not offer significant enough job potential to justify the investment in infrastructure that would be needed or the impacts to natural resources. Instead, the southern portion of Broadmoor, with frontage along Columbia Blvd, was given the industrial designation (see enclosed map).

It is unclear how the portion of the Broadmoor site subject to this amendment would get the access it needs. Currently there is no road or right-of-way going to the site. The TSP project #40073, mentioned in Council documents, is still quite a distance from this site. Development of a future road connection to project #40073, with accompanying water, sewer, lighting and other infrastructure would further impact the natural resources surrounding this site.

The portion of the Broadmoor site subject to the amendment is bordered by the Columbia Slough on the south, Catkin Marsh on the north, and mitigation and enhancement areas on the east. This site is in the middle of a large mosaic of wetland, woodland and riparian habitat.

The natural resource values on the Broadmoor site are significant. The entire site is a "Special Habitat Area." The site provides habitat for native and migratory birds, several native bat species, as well as Western Painted Turtles. Because it is bordered on three sides by water and wetlands, the riparian buffers on the site are important areas to protect and restore.

The development that would occur on the Broadmoor site as a result of the industrial designation will fragment the larger habitat area, and disrupt habitat connections between the slough channels on the south and the wetland areas to the north. The Columbia Slough watershed already receives a D- on its watershed health report card for habitat. We should not be further decreasing or fragmenting the habitat that exists or connectivity between habitats.

BES strongly recommends against amendment #M33. Adding an industrial designation to this part of the Broadmoor site would cause too much impact for too little gain.

If this means that the industrial designation on the Riverside parcel must remain in order to meet our industrial acreage demand, then amendment #M34 should be denied as well.

Thank you for your consideration. If you have any questions, please feel free to contact me.

Sincerely,

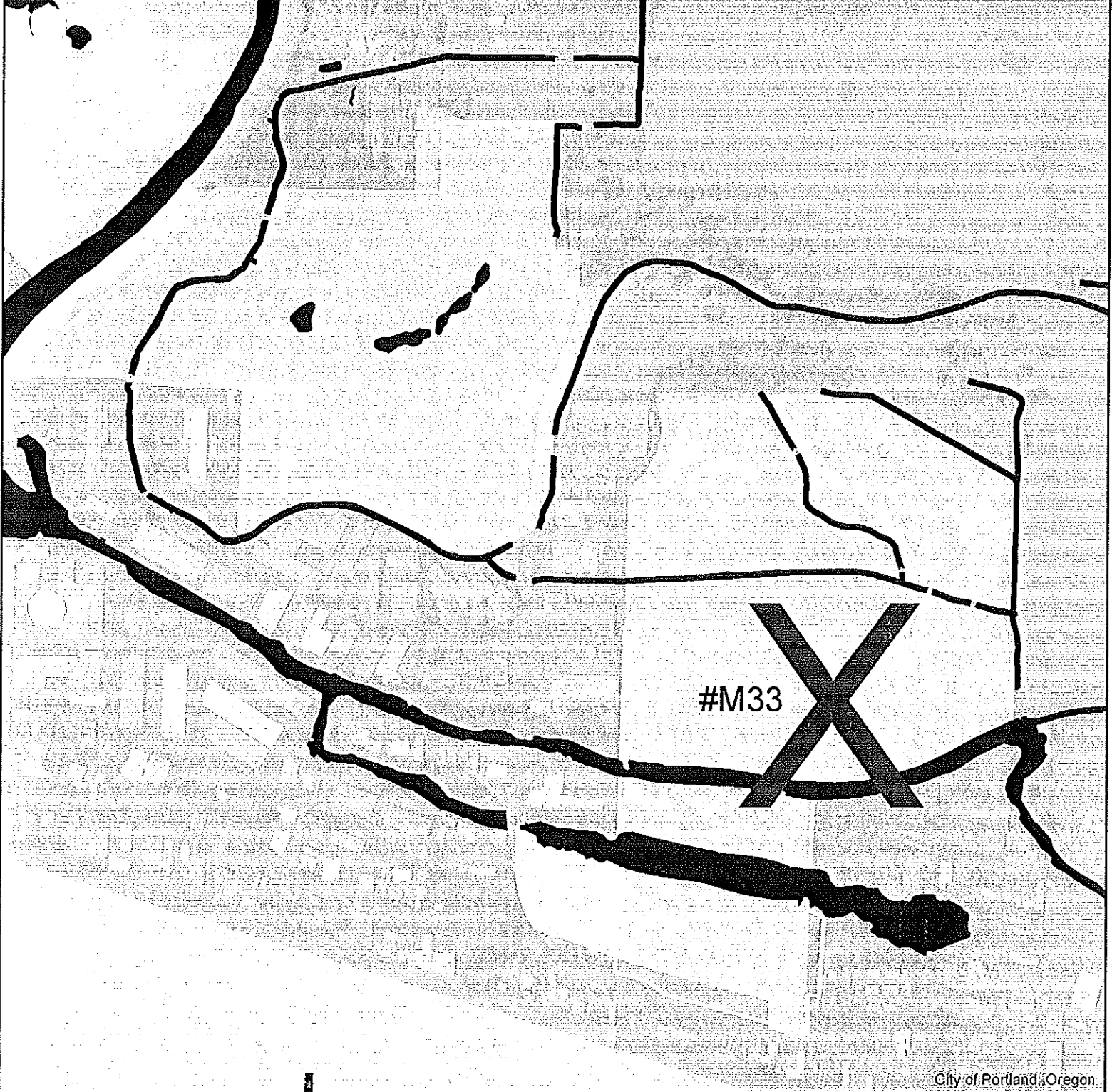


Mike Jordan, Director

Encl:

map of amendment footprint
map of environmental overlays

BES recommends against additional industrial designation at Broadmoor




City of Portland, Oregon
Produced: 3/23/2016

Zoning Currently Recommended by BPS

-  Open Space
-  Residential
-  Industrial/Employment

N
0 0.05 0.1 0.2 Miles
1:10,951
ENVIRONMENTAL SERVICES
CITY OF PORTLAND
working for clean rivers



Ordinance 187832, Vol. 1.3.E, page 5042


Environmental Overlays



City of Portland, Oregon
Produced: 12/2016

Current Environmental Zones


-  c - Conservation Zone
-  p - Protection Zone



0 0.05 0.1 0.2 Miles

1:10,951

ENVIRONMENTAL SERVICES
CITY OF PORTLAND



working for clean rivers

Ordinance 187832, Vol. 1.3.E, page 5043

Arevalo, Nora

From: Reed Buterbaugh <reedbuterbaugh@gmail.com>
Sent: Wednesday, April 13, 2016 1:31 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern:

My name is Reed Buterbaugh, I currently reside on 4150 N Williams Avenue Apt 405, Portland, OR 97217. I am emailing you regarding "Proposed Change #1514 & #1417, Amendment M42."

I support the rezoning. Portland cannot be San Francisco, the key to that is to allow more housing to be built. I moved here with the dream of being able to live close-in, with a small family, and live as sustainable a life as possible.

I lived in Virginia, and when I was bored at work I would research everything about Portland I possibly could. It became my utopia, and it still is. But that dream, to a degree, is under threat.

The zoning in this city is outdated. We need more housing for all the people coming in. And this is not solely an issue of new people vs "original Oregonians." This issue is much deeper.

1) The more small, (potentially) affordable housing we have, the more environmentally friendly a city, state, and nation we can. Zoning will dictate how people live. We need to walk and bike more. **We do not need to continue policies that promote car-usage.**

2) The culture is changing. 40 years ago it would have been almost unthinkable for people to live on their own. You either lived with your parents, or you got married young and started a family. **This obsession with the American Dream/Scheme of everyone owning a home with a yard is ridiculous.** People have different needs, whether they're getting married later, or divorced, or just like a cozier living space. The city needs to value people as people. Why should the desires of three families who live on a block be seen as more valuable than the potential of 30 people who could live on that block?

This does not mean the city should lose its charm and soul and become a city of condos. **Middle housing is vital** and is a greatly underserved part of our housing market. But to keep the status quo is unacceptable and will only squeeze more and more people to society's fringe.

Portland cannot be a country club for people who claimed their stake 15 years ago. It needs to be welcoming to everyone.



Reed Buterbaugh
4150 N Williams Avenue Apt 405
Portland, OR 97217

Arevalo, Nora

From: Chuck Eastwood <chuck.eastwood@comcast.net>
Sent: Wednesday, April 13, 2016 1:25 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Completed

Don't ruin my community and don't lower my property value! Please reject Amendment M68 and keep the Post Office site at 122nd and Shaver Mixed Employment in the final 2035 Comprehensive Plan, as recommended by the Portland Bureau of Planning and Sustainability.

Respectfully,
Charles W. Eastwood

Arevalo, Nora

From: Chuck Eastwood <chuck.eastwood@comcast.net>
Sent: Wednesday, April 13, 2016 1:24 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Completed

Don't ruin my community and don't lower my property value! Please 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.

Respectfully,
Charles W. Eastwood

Arevalo, Nora

From: Chuck Eastwood <chuck.eastwood@comcast.net>
Sent: Wednesday, April 13, 2016 1:21 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Completed

Don't ruin my community and don't lower my property value! Please reject Amendment F72 and 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.

Respectfully,
Charles W. Eastwood

Arevalo, Nora

From: Stacey Pearo <slpearo@yahoo.com>
Sent: Wednesday, April 13, 2016 1:12 PM
To: BPS Comprehensive Plan Testimony
Cc: Michael Pearo
Subject: "Comprehensive Plan Testimony" Proposed Change #1514 & #1471, Amendment M42.
**

Follow Up Flag: Follow up
Flag Status: Completed

As a resident of the Boise neighborhood for nearly 14 years, I strongly oppose this Amendment.

The current zoning in place on Fremont allows for additional building and infill housing as it stands. The addition of commercial zoning/spaces on Fremont is premature. No studies were presented at the neighborhood hearing showing investigations have been made on how such a change will impact traffic along Fremont and side streets, Boise school and the neighbors along Fremont. Fremont has historically been a residential street and homeowners have a right to expect more input on the process, see more studies and have a say in how their neighboring lots are developed. Home owners purchased in residential and they have a right to expect continued residential zoning.

It should also be noted that the building of new housing units, retail and new residents arriving along the Vancouver/Williams corridor is not yet complete and we have not seen how the addition of so many new residents/businesses will affect the current traffic flow along Fremont and side streets. I believe once comprehensive studies are complete along with an actual plan for building out Fremont, the discussion of changing zoning will be appropriate. Any action before that time can only result in poor planning, which will lead to poor execution and design.

Sincerely,

Stacey L. Pearo

Stacey Pearo
4002 N Michigan Ave
Portland, OR 97227

Arevalo, Nora

From: Angela Querfeld <aquerfeld@gmail.com>
Sent: Wednesday, April 13, 2016 12:59 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Completed

RE Proposed Change to #1514 & #1471, Amendment M42

Dear Sir or Madame,

Please accept this as my vehement testimony in opposition of the above referenced change to the Comprehensive Plan. As a resident of this neighborhood for the past ten years, I have seen enough of this kind of development. I am very tired of watching our neighbors being displaced, seeing what little "affordable" housing there is left in this city demolished to make way for other so-called "low-income" housing that just isn't working. In addition, these developments have been continued without any comprehensive planning for the traffic, parking, pedestrian, and other services needed (trash cans and removal, etc. etc.) to support the influx of residents they are attracting. Already I cannot get from my house on Haight Ave to the I405 access near Emmanuel Hospital without having to sit in traffic that has more than doubled my commute time. Changes of this nature to the areas affected will also have a very detrimental impact on the surrounding single family homes.

Thank you in advance for your consideration. Enough is enough.

Angela Querfeld
4059 N Haight Ave
Portland, OR 97227
(503) 799-5676

--

Angela Querfeld
503.799.5676
aquerfeld@gmail.com

Arevalo, Nora

From: Ryan Goosmann <tqsr1@hotmail.com>
Sent: Wednesday, April 13, 2016 12:56 PM
To: BPS Comprehensive Plan Testimony; Ryan Goosmann
Subject: Make 6920,6912 compliant And turn back into a commercial property
Attachments: Lot change letter.docx

Follow Up Flag: Follow up
Flag Status: Completed

Please, Please, Please , Vote on making our lot what it has already been for 50 years a commercial lot. Let us be complisnt with the city on this lot

First I would like to start with a little history, I met Nancy when I was just starting out in Portland. She was a Moose Member as were my parents and myself for most of my life, we met in my family's travels to many different lodges in Oregon and other states, as my father was an officer in the Moose Lodge.

So Nancy was a familiar face when I moved here from southern Oregon as a young man. We became close, she was like a second mother to me, so I always tried to do for her what I could.

As Nancy became older she confided in me in 2009 that she would like for me to help her and eventually take over her business, Nancy's Eat and Browse at 6920 SE 52nd in Portland. She told me that she had been approached many times by other acquaintances about purchasing her business and she refused them all and told me she wanted me to think about taking it over for her, I knew I had to help, but it was a hard decision as I owned my own business, Total Quality Services. I decided I would accept her offer and that is really where this all begins. In 2010 I became very active in Nancy's tavern and learned a lot about the business, soon she was backing away from the business the more help I gave her.

One morning we were to meet at the tavern, but when I got there she was nowhere to be found so I started getting worried and started knocking on her house door and got no answer so I proceeded to check in her windows to see if I could hear her or see anything, at last I see her waving her hand in the window, she had fallen and couldn't move. I called 911 and they dispatched an ambulance and the fire department and they forced entry and we got her to the hospital. When we walked into her home I couldn't believe my eyes, I had no idea she was living in such squalor. During her time away while she was recuperating I found out she also had no running water, apparently, some time before her water lines had burst in a hard freeze one winter and was without water for 4.5 years. The county came by to see about her living conditions as the emergency crew had reported their findings of no water and the filth she was living in, the county would not let her come home until she had running water and the house was cleaned up. At that moment is when I really took over for her. I completely cleaned and remodeled her home so she would have running water a clean and safe home to recover in. Next I did a huge amount of clean-up of the inside and outside of the building, including the replacement of the tavern roof and several walls and ceiling inside the tavern that were about to fall in due to a leaking roof. After those turn of events her family was so grateful for all I had done that no one was opposed to my helping her in the business. Nancy slowly recovered and again was in and out of the tavern but let me just take over from that time on. Nancy owned the tavern from 1994 to 2010 when she handed the reins over to me. She passed away in 2013.

The history of this building goes back a very long time as Nancy owned it for 19 years and before it was Nancy's Eat and Browse it was the Trocadero Tavern for 20 years prior to that.

Not even one tenth of a mile north on 52nd is a Bar called Hidden East, they have no restrictions and have houses closer to them than we do to us and yet are able to stay open until 2:30 a.m. the Area 52 property has been a commercial, operating business for over 50 years we can only hope that this committee will see fit to make this property compliant as a commercial lot as it has always been.

Thank you very much.

sincerely Ryan Goosmann.

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 12:41 PM
To: Christine C
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Protect Open Space in Portland

Follow Up Flag: Follow up
Flag Status: Completed

Dear Christine,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Christine C [mailto:chcharneski@gmail.com]
Sent: Wednesday, April 13, 2016 8:56 AM
To: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <commissioner-novick@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Protect Open Space in Portland

You do realize that we will never get more open space in the city, particularly vital Wildlife Habitat?

Once it's gone that's forever, at least until humans are finally gone from the planet.

The failure to plan for industrial growth and the sacrifice of industrial space to urban infill should not be remedied on the backs of urban wildlife.

The development of Broadmoor should be managed with balance in mind and certainly not to increase profit of the owners. Most of us have to live with the zoning we have and can't go to the Council and insist on

Zoning is a community standard that should be evaluated with the greater good in mind. Preserving open and wild land is a high value goal.

Yours very truly,
Christine Charneski, 8028 SE Rhone St/97206
63 year native Portlander, vote every election

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 12:20 PM
To: Barak
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Make Eastmoreland R7!!

Follow Up Flag: Follow up
Flag Status: Completed

Dear Lee and Aili,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Barak [mailto:barak@yahoo.com]
Sent: Wednesday, April 13, 2016 6:20 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Bizeau, Tom <Tom.Bizeau@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>
Subject: Make Eastmoreland R7!!

We strongly support the rezoning of the Eastmoreland neighborhood from Residential 5,000 to Single Dwelling 7,000!

There is no reason to continue to allow developers to destroy historically significant, perfectly livable homes and replace them with smaller homes that destroy trees and green space simply for a quick profit. The continued destruction of homes in Eastmoreland is ruining the integrity of an incredible neighborhood.

Lee Stocker

Alli Jokela

2812 SE Moreland Lane
Portland OR 97202

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 12:18 PM
To: Alan Smith
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Completed

Dear Alan,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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 Smith [mailto:a23smith@yahoo.com]
Sent: Wednesday, April 13, 2016 7:30 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Comprehensive Plan

Dear Mayor Hales:

I'm writing to tell you I support your amendments to the city's Comprehensive Plan to reduce carbon emissions, limit fossil fuel distribution and storage facilities, and increase renewable energy. These amendments are crucial to synchronize Portland's land use plans with the city's climate plans, and will give the city the legal force to ensure that the fossil fuel policy is implemented in the strongest and most effective way possible.

Alan Smith

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 12:16 PM
To: Terrie Karamanos
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Completed

Dear Terrie,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Terrie Karamanos [mailto:terrie_karamanos@yahoo.com]
Sent: Wednesday, April 13, 2016 7:52 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor Golf Course

I strongly object to the proposed rezoning of the above property to industrial use. The 57 acres provides valuable wildlife habitat, wetlands and has many giant sequoias and other trees. Please protect the golf course as an Open Space and Natural Area for our future generations.

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 12:14 PM
To: Bruce Campbell
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Completed

Dear Bruce,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Bruce Campbell [mailto:campbell1849@comcast.net]
Sent: Wednesday, April 13, 2016 6:36 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor Golf Course

Mayor Hales, Hello. I just learned that you, along with Commissioners Novick and Saltzman, support an amendment to Portland's 2035 Plan that enables the Broadmoor Golf Course to be sold off to industrial interests. This proposed amendment represents a violation of public trust. I live near this golf course, and the wildlife habitats that exist here—despite massive industrial encroachment—are stupendous legacies that can't be put on the chopping block. Brutalizing this area with more industrial development would desecrate a fragile environment that should be protected for future generations. I know you are on the record for fighting global warming, and so why are you doing this? More industrial development to chase the chimera of "middle class jobs" is extremely shortsighted and harmful to the community.

Please reconsider your position and do the right thing. —Bruce Campbell

Arevalo, Nora

From: RHONDA REEDY <rreedy@ucla.edu>
Sent: Wednesday, April 13, 2016 12:10 PM
To: BPS Comprehensive Plan Testimony
Subject: comprehensive plan testimony

Follow Up Flag: Follow up
Flag Status: Completed

We oppose high density in North Westmoreland as it will change the character of the neighborhood and negatively impact traffic and street parking.

Rhonda & Bill Reedy
1732 SE Ellis St.
Portland OR 97202

Arevalo, Nora

From: Jamie Bradley <jamesrobertbradley@gmail.com>
Sent: Wednesday, April 13, 2016 12:06 PM
To: BPS Comprehensive Plan Testimony
Cc: Elmore-Trummer, Camille; Dunphy, Jamie; Shriver, Katie; Grumm, Matt; Adamsick, Claire; Travis
Subject: Letter of Support for Comp Plan Amendment #M47 and Novick Amendment #1 — 2135 NW 29th Ave
Attachments: Bradley - Letter of Support -Comp Plan Amendment #M47 and Novick Amendment #1 — 2135 NW 29th Ave.pdf

Follow Up Flag: Follow up
Flag Status: Completed

To Whom It May Concern:

Please see the attached letter of support for Comp Plan Amendment #M47 and Novick Amendment #1 — 2135 NW 29th Ave. Should you have questions on this letter or our position, do not hesitate to reach out to me directly at the contact information below.

Sincerely,

Jamie

Jamie Bradley
2040 NW 29th Ave
Portland, OR 97210

503.894.4385
jamesrobertbradley@gmail.com

Portland City Council
Bureau of Planning and Sustainability
1900 SW 4th Avenue | Suite 1700
Portland, OR 97201

April 13, 2016

RE: Letter of Support For Comp Plan Amendment #M47 and Novick Amendment #1 -- 2135 NW 29th Ave

Dear Council:

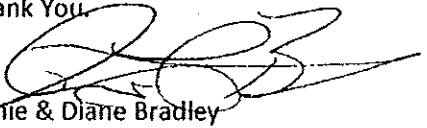
My wife and I are property owners at 2040 NW 29th Ave (Tax ID R217262). We would like to offer our support for Cairn Pacific's proposal to amend the current Comp Plan Designation on their properties located directly across the street at 2135 NW 29th St to 'Multi-Dwelling 1000/ R1' on the Southern portion of the property and to 'Central Employment / EX' on the balance of the property.

We believe Cairn Pacific's properties are a component of 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 that should to 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 do not support the City's proposed prohibition of housing on these sites, and believe a mixture of uses that include housing is the appropriate development pattern for this northern most end of the NW District. The sites are currently in very run down condition and are doing nothing to add vitality and livability to the District. Our neighborhood deserves something better.

We would like to see the preservation of residential uses on these properties. 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 encourage Council to support Cairn Pacific LLC's proposal to amend the Comprehensive Plan Amendment to 'Multi-Dwelling 1000/ R1' on the Southern portion of the property and 'Central Employment / EX' on the balance of the property – and ideally throughout the 'district' referenced above – and support their proposal to extend to help reinvigorate this neglected part of town and to preserve both the benefits of Employment zoning and the residential benefits that the neighborhood desires.

Thank You,


Jamie & Diane Bradley
2040 NW 29th Ave
Portland, OR 97210

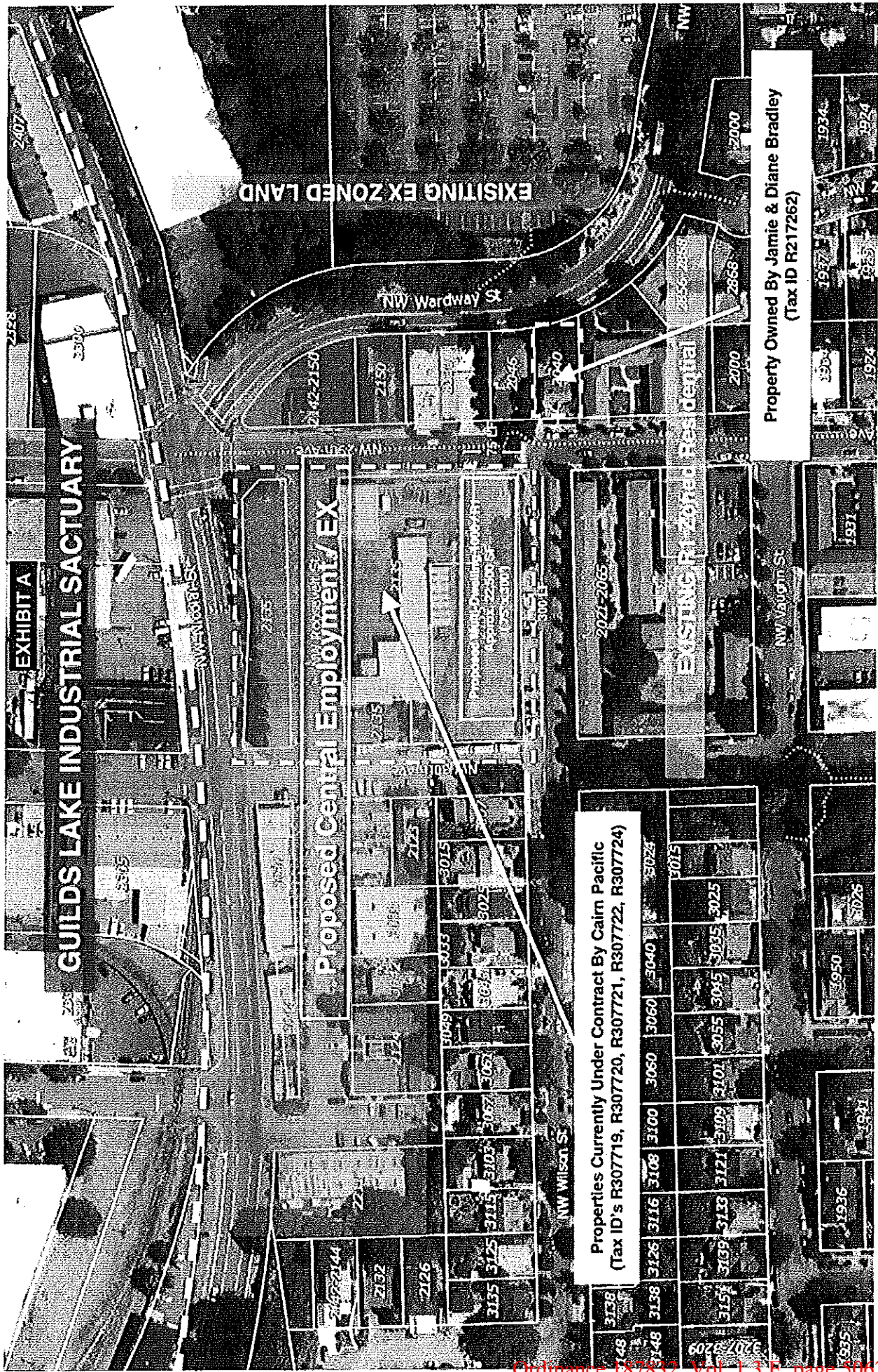


EXHIBIT A

GUILDS LAKE INDUSTRIAL SACCTUARY

EXISTING EX ZONED LAND

Proposed Central Employment/EX

EXISTING R-1 Zoned Residential

Property Owned By Jamie & Diane Bradley
(Tax ID R217262)

Properties Currently Under Contract By Caim Pacific
(Tax ID's R307719, R307720, R307721, R307722, R307724)

NW Wilson St

NW Wardway St

NW Vaughtin St

Regarding the 2035 Portland Comprehensive Plan – Council Amendments
April 10, 2016

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

Dear City Staff,

I am writing in regards to proposed zoning changes in the comp plan affecting the Buckman Neighborhood, in which I live. This reiterates some testimony that I've provided via the Comp Plan Interactive website and email to cputestimony@portlandoregon.gov. I am providing it again, as the amendments to the comp plan have not addressed any of the below concerns to my satisfaction.

1 The blocks bound by SE Morrison to Stark, and 26th to 30th, just east of Lone Fir Cemetery.

OPPOSED

As a Buckman Resident, I've noted this area as having a low rise character with lots of bungalows and courtyard style housing. There are a few larger apartment complexes that feel over scaled to the neighborhood. The comp plan would allow for additional scale outright, and I'm not sure that it benefits the neighbors currently in that area for the long term livability.

2 The intersection of SE Ash and 18th, and the Ankeny bike corridor.

OPPOSED

As a Buckman Resident and now a parent of a child at Buckman Elementary, and as a frequent user of Ankeny bikeway, I have safety concerns about the inclusion of Office/Commercial along and in that area. Especially at Ash and 18th, I believe there should be a buffer away from 9-5 business traffic, and the school is currently a lottery school, with limited bus service, and lots of parent drop off, and pick up. The development along Ankeny suffers the same issues, as that street was chosen as a low use bike corridor. Some thought should be given to what happens with current uses and proposed densities.

3 Washington/Monroe High school in SE.

DISAPPOINTED

As a Buckman Resident, I've learned about the funding for a community center and public swimming pool at the intersection of Alder and 12th. With the density of residential proposed in the neighborhood, and surrounding, I'm disappointed that the comp plan has not addressed this public amenity, and the base zone makes no mention of it.

4 Central Eastside Industrial Area, Employment Opportunity Subarea.
CONCERNED

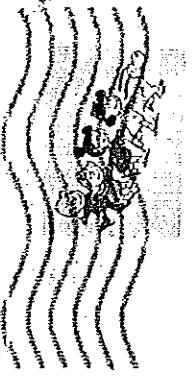
As a Buckman Resident, woodworker, fabricator, and architect, I cherish the 'industrial sanctuary' close in to the downtown. I have personally seen a lot of businesses come and go from the industrial eastside: small two person fabricators, brewers, artisans giving a shot at a business dream. I've seen a lot of them grow into something more. The central eastside's ability to incubate creative thought and interaction should be encouraged in the comp plan, and the ability for industry, office, and recreation to co-exist needs to be continually encouraged.

Thank you for your time and hard work, and I look forward to rolling up my sleeves in the next wave of development in the City of Portland.

jeff c burns . architect . buckman resident
1336 se 20th avenue
Portland oregon, 97214
www.organicmodern.com
503.351.6553

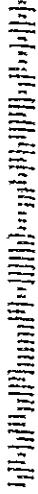
J. Morris
1230 SE 20th Avenue
Portland OR 97214

PORTLAND OR 97214
11 APR 2015 PM 5 L



Concil Clerk
1221 SW 4th Avenue Room 130
Portland OR 97204

97204190021



Date: April 9, 2016

AUDITOR 04/13/16 AM10:59

To Whom It May Concern,

This document serves as a written testimony to ask that the mayor and city council to NOT approve the Comprehensive Plan proposed amendment #M35 and deny the request of Brummell Enterprises for a change to the zoning stipulated for the properties located at 1623, 1624, 1626, 1653, 1663, 1674, and 1735 SE Sherrett St., 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.

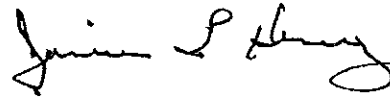
To state biking on the Springwater Corridor Trail is a mitigating factor is also an overstatement. Based on City Transportation Bureau data on bicycle count locations in 2014 during weekday peak times, this trail had approximately 1,400 to 2,160 people from the entire Sellwood-Moreland and nearby neighborhoods (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**
- Multi-story buildings at these locations would adversely impact the neighbors on Sherrett St., Clatsop st. and on Harney St (between 16th and 17th). They would reduce privacy, and the sunlight, which is necessary to maintain the gardens and prevent the death of the many plants many neighbors have established- using ecologically sound and pesticide-free gardening techniques (one is a National Wildlife Federation Backyard Habitat). The

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

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

Sincerely,



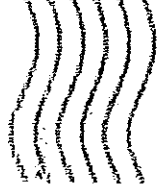
Name

Janice L. Henry

Address

1607 S.E Spokane St
Portland, Or 97202

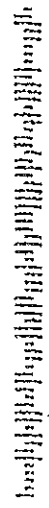
J. Henry
1607 SE Spokane St
Portland OR 97202



PORTLAND OR 970
11 APR 2016 PM 5 L

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

97204190021



April 11, 2016

Karla Moore Love, City Clerk
Portland City Hall
1221 SW 4th Ave., Rm. 130
Portland, OR 97204

Dear Ms Moore Love,

As a resident of the Collins View Neighborhood, and in fact someone who lives close to Lewis & Clark College, I'm very concerned about what I've recently discovered is happening with their campus institutional designation. We put up a very strong fight about seven years ago when the college tried to extend their reach into our neighborhood during the review of their 10-year plan. All of a sudden we find they seem to be doing it again, only in a far less public manner.

My understanding is that Lewis & Clark's campus institutional zone was intended only to encompass the properties that are located within the college's master plan. **The five properties it is currently trying to include are NOT located within those boundaries.** These are the same properties Lewis & Clark was denied adding in a 2009 land use case (#08-180498). The hearings officer agreed wholeheartedly with the neighborhood on all the arguments against inclusion. **All those reasons still exist today.**

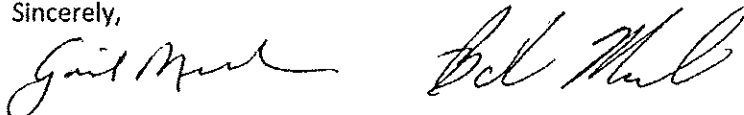
Truly the only change from 2009 is the even greater influx of traffic flowing up from Lake Oswego through the already failed intersection design at Terwilliger and Boones Ferry. To put any development on college property at the top of Maplecrest Drive and along Boones Ferry Road will be literally putting lives in danger.

Lewis & Clark did not raise this request during work on the Comprehensive Plan, or on further review of the plan by the Planning and Sustainability Commission. To do so now clearly indicates a desire to circumvent the public process Portland is lauded for. This cannot be allowed to happen.

I believe a representative of Lewis & Clark fully participated in related work to the campus institutional zone where the boundary change to include these properties was considered. No objection was raised then about not including them. By that inaction, the college has let pass the opportunity to bring these properties into the discussion again. They need to be held to that measure.

As neighbors of the college and residents of the city, we appreciate the focus by Portland and state of Oregon in wanting to encourage economic development, but our Collins View neighborhood would be irreparably damaged by allowing Lewis & Clark to include these properties into their campus institutional zone.

Sincerely,



Gail & Bob Mueller
0540 SW Riverside Street
Portland, OR 97219

Mr. Bob Mueller
0540 SW Riverside St.
Portland, OR 97219-7852



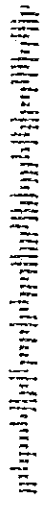
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\$0.48
US POSTAGE
FIRST-CLASS
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FROM 97210



Karla Moore
Love City Clerk
Portland City Hall
1221 SW 4th Ave, Room 130
Portland, OR 97204

97204190021



March 24, 2016

Received

APR 13 2016

Karla Moore Love, City Clerk
Portland City Hall
1221 SW 4th Ave., Rm. 130
Portland, OR 97204

Dear Ms. Moore Love,

As a resident of the Collins View Neighborhood, and in fact someone who lives close to Lewis & Clark College, I'm very concerned about what I've recently discovered is happening with their campus institutional designation. We put up a very strong fight about seven years ago when the college tried to extend their reach into our neighborhood during the review of their 10-year plan. All of a sudden we find they seem to be doing it again, only in a far less public manner.

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As neighbors of the college and residents of the city, we appreciate the focus by Portland and state of Oregon in wanting to encourage economic development, but our Collins View neighborhood would be irreparably damaged by allowing Lewis & Clark to include these properties into their campus institutional zone. We strongly believe economic development is best kept close to business institutions, such as hospitals.

Sincerely, *Nancy Visenberg*
Nancy & Joe Visenberg *Joe Visenberg*

10405 SW Hood Av. Portland OR 97219

March 24, 2016

Received

MAR 8 0 2016

Portland Mayor Charlie Hales
Portland City Hall
1221 SW 4th Ave. Rm. 340
Portland, OR 97204

Dear Mr. Mayor,

As a resident of the Collins View Neighborhood, and in fact someone who lives close to Lewis & Clark College, I'm very concerned about what I've recently discovered is happening with their campus institutional designation. We put up a very strong fight about seven years ago when the college tried to extend their reach into our neighborhood during the review of their 10-year plan. All of a sudden we find they seem to be doing it again, only in a far less public manner.

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Sincerely,



Anna Browne,
809 SW Maplecrest Ct.
Portland, OR 97219

March 24, 2016

Received

APR 1 8 2016

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Portland City Hall
1221 SW 4th Ave., Rm. 130
Portland, OR 97204

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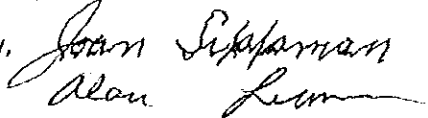
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Sincerely,



Joan & Alan Lippman

0632 SW Palatine Hill Rd. Portland OR 97219

April 11, 2016

Re: Amendment S16 Southwest neighborhood redesignated for employment

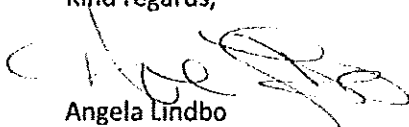
Dear Mayor Hales and commissioners Fritz, Saltzman, Novick and Fish;

It's come to my attention that Lewis & Clark College wishes to once again include 5 residential properties within their institutional zoning. This was attempted in 2009 land use case (#08-180498). The hearings officer agreed with the neighborhood on all the arguments against inclusion. **All those reasons still exist today and many are greater due to additional traffic flow on an already falling intersection.**

Lewis & Clark did not raise this request during work on the Comprehensive Plan, or on further review of the plan by the Planning and Sustainability Commission. To do so now clearly indicates a desire to circumvent the public process Portland is lauded for. This cannot be allowed to happen.

We appreciate the focus on the city and state wanting to encourage economic development, but our Collins View neighborhood would be irreparably damaged by allowing Lewis & Clark to include these properties into their campus institutional zone. Likewise we appreciate our academic neighbor and all they bring to our neighborhood but neighborhood and college campus are not one in the same. We appreciate your support in protecting these 5 residentially zoned properties from further development that would create further traffic, pedestrian and noise impacts.

Kind regards,


Angela Lindbo

910 SW Maplecrest Dr.

Portland OR 97219

Lincoln
City's Department of
Portland OR 97201

PORTLAND OR 97201

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forever / USA



Council Clerk

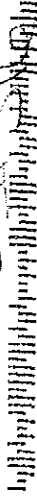
1221 SW Fourth Ave

PM 97201

Portland OR 97201

RE: Announcements

9720150021



Received from Barry Horowitz on April 13, 2016.

"Dear Mayor Hales and Commissioners: Thank you, in advance, for supporting a revision to the Economic Opportunities Analysis (EOA) to incorporate a medium-cargo forecast in the Portland Comprehensive Plan. As Chairman of the Export Council of Oregon, I know that the Portland harbor is home to more than 100 businesses that employ hundreds of smaller local businesses, which collectively employ more than 50,000 employees. Nearly 60% of this work force earn middle income wages and about 20% are ethnically or racially diverse. In the past five years these Portland harbor businesses have invested more than \$370 million and have generated more than \$4.5 million in local tax revenue annually. As I write this letter, I am in Singapore at the beginning of an Oregon Dairy Council Trade Mission which is intending to bring high quality Oregon Dairy products to growing numbers of consumers in SE Asia. This growth in exports from Oregon will in turn produce ever more well paying jobs in our economy. An efficient, strongly supported international seaport is a crucial element of this international market. Since 1973, the Export Council of Oregon has provided a variety of export-oriented services to hundreds of businesses in Oregon and southwest Washington. Individually and collectively these internationally focused companies are major employers in our City. Their procurement of supplies, raw materials, capital goods and services from other small and medium-sized local businesses is meaningful to the City, their neighborhoods and the thousands of local folks that are employed as a result. If you care about maintaining and growing robust employment opportunities for all of the residents of the City, then you should ensure that there is adequate growth in the harbor. I urge you to change the Portland harbor forecast back to the "most likely" moderate growth as originally recommended by Bureau of planning and sustainability staff. Sincerely,"

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 11:02 AM
To: burnett14
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Completed

Dear Burnett14,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: burnett14 [mailto:burnett14@msn.com]
Sent: Tuesday, April 12, 2016 5:19 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor Golf Course

Stop using jobs as an excuse to destroy our city while you protect your neighborhood. Leave our open space alone.

Sent from my Verizon Wireless 4G LTE smartphone

Arevalo, Nora

From: Kate Belt <katebelt@gmail.com>
Sent: Wednesday, April 13, 2016 11:02 AM
To: BPS Comprehensive Plan Testimony
Cc: Claireadamsick@portlandoregon.gov
Subject: Broadmore Golf Course Development

Follow Up Flag: Follow up
Flag Status: Completed

I am opposed to destroying the wildlife habitat at this place.

--

I wish you enough ...

Arevalo, Nora

From: Washington, Mustafa
Sent: Wednesday, April 13, 2016 11:01 AM
To: Sandra Burgett
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sandra,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Sandra Burgett [<mailto:burgpdx@gmail.com>]
Sent: Tuesday, April 12, 2016 5:33 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor

Please think of your legacy and stop the plan to develop that golf course! There is no justification for ruining the habitat or destroying those trees. Portland used to be better than this!

Sent from my iPhone

Arevalo, Nora

From: Grant Humphries <grant.humphries@gmail.com>
Sent: Wednesday, April 13, 2016 10:53 AM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Novick; Commissioner Fish; Commissioner Saltzman; Commissioner Fritz; catherine@hackoregon.org
Subject: Data and Development are Indivisible.

Follow Up Flag: Follow up
Flag Status: Completed

Dear Commissioners,

I would be proud to live in a city that supports equal access to information for everyone. We deserve a 21st Century Plan rooted in the values of digital equity, and I urge you to stand up for Portland's commitment to inclusion and a transparent governing process.

Please keep the open data proposal for Policy 2.11 intact.

Arevalo, Nora

From: TERESA MCGRATH <bone1953@msn.com>
Sent: Wednesday, April 13, 2016 10:44 AM
To: Council Clerk – Testimony
Subject: save broadmoor

dear mayor hailes and city council,

please save broadmoor....

it would be a travesty to destroy this area...

don't cut these gorgeous cedars ...

this grove could all soon be a parking lot!

we don't need industrial located here..

locate the industrial out by the airport, where other industrial areas stand....

City council is proposing to convert 53 acres of habitat at Broadmoor Gold Course to industrial use...

with climate change, you should keep it the way it is, natural

thx,

teresa mcgrath and nat kim

3344 ne 15 portland, or 97212

442 ne sumner portland, or 97211

From: CCTestimony@portlandoregon.gov
To: bone1953@msn.com
Subject: RE: save broadmoor
Date: Wed, 13 Apr 2016 15:40:59 +0000

Thank you for your testimony on the 2035 Comprehensive Plan Council Amendments. This message acknowledges receipt of your testimony by the Council Clerk, on behalf of the Portland City Council. You will not receive a direct response about your testimony, but your testimony is part of City Council's legal record.

Your email should contain your full name and mailing address. If it does not, please resend with that information; without your name and mailing address, the City is not able to send you notification of the Council's final decision, and you may not be able to appeal the Council's final decision.

In addition to written testimony, City Council invites testimony at a public hearing scheduled for April 14, 2016, at 6 p.m., and April 20, 2016, at 2pm. Please check the [City Council Calendar](#) to confirm the date and time, and for information about additional hearings.

Questions? Call the Comprehensive Plan helpline at 503-823-0195, Monday – Friday, 8 a.m. – 5 p.m., or send an email to ndxcompplan@portlandoregon.gov

Thanks again for your testimony. Your participation in the Comprehensive Plan Update is helping to shape the future of Portland for all residents.

City of Portland Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
www.portlandoregon.gov/bps

From: TERESA MCGRATH [mailto:bone1953@msn.com]
Sent: Wednesday, April 13, 2016 2:44 AM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>
Subject: save broadmoor

dear mayor hailes and council,

please save broadmoor....

it would be a travesty to destroy this area...

don't cut these gorgeous cedars ...

this grove could all soon be a parking lot!

we don't need industrial located here...

City council is proposing to convert 53 acres of habitat at Broadmoor Gold Course to industrial use...

with climate change, you should keep it the way it is, natural

thx,

teresa mcgrath and nat kim

Arevalo, Nora

From: Anna Perry <bandap@comcast.net>
Sent: Wednesday, April 13, 2016 10:18 AM
To: BPS Comprehensive Plan Testimony
Subject: Reject Amendment S9 and Reject Amendment F72

Follow Up Flag: Follow up
Flag Status: Flagged

To our entrusted Commissioners and Mayor,
We 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.

We 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.

The Argay neighborhood has integrity to preserve and has plenty of apartments with future apartments already approved (Castigate). Please do not allow any further multiple dwellings, except single family homes, who's addition would only enhance the Parkrose School District, and not create such a transient young population to educate.

Best regards,
anna Perry
William W. Perry 14409 NE Morris Court/97230

Arevalo, Nora

From: Lindsay Henderson <lindsah@pdx.edu>
Sent: Wednesday, April 13, 2016 10:12 AM
To: Council Clerk – Testimony
Subject: Save 57 Acres of Habitat at Broadmoor Golf Course

Dear Council Clerk- Please vote to reject the amendment to convert 57 acres of wildlife habitat near Broadmoor Golf Course. This is in my neighborhood and I love to frequent this area and do some urban bird watching. I'd hate to see it go. here are some other reasons to reject this plan:

- The site is bordered on three sides by waterways and wetlands including the Columbia Slough, the Catkin Marsh Wetlands, and a Port of Portland environmental mitigation site. This parcel contains more than a full mile of riparian habitat! Destroying this site will not only eliminate important habitat. It will leave the surrounding habitat isolated and fragmented, cutting the heart out of one of the most important wildlife complexes on the slough.
- The site is full of massive trees including many large giant sequoias like the ones that the community fought to save in SE Portland.
- 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.

Thank you for your consideration,
Lindsay

Lindsay Henderson
Biology Teaching Lab Manager
Department of Biology
Portland State University
Office: (503)725-7743 CLSB 2N047
Email: lindsah@pdx.edu



Received from Lani Jo Leigh on April 13, 2016

'Amendment M33: Dear Council Clerk, I want to stand on the record for protecting Broadmoor Golf Course as Open Space and Natural Area, instead of converting it to industrial use. The amendment to Portland's Comprehensive Plan (introduced by Hales, Saltzman and Novick) that would convert 57 acres of valuable wildlife habitat at Broadmoor Golf Course in NE Portland to industrial use is about greed. Adding these additional 57 acres of valuable wildlife habitat will add millions more to the owners' profit, but at the expense of wildlife, habitat, and Open Space. This amendment undermines the public process. The conversion of the 57 acres to industrial use was never proposed during the multi-year comprehensive plan public process. In fact, it was proposed to be permanently protected as Open Space and natural area every step of the way and was only shifted to industrial use at the very end of the process at the behest of the landowner. Please wildlife habitat, wetlands and giant trees at Broadmoor. The owner has no legitimate expectation that this land will be upzoned. City Council is putting the property owner ahead of the public interest. Kind regards,"

Arevalo, Nora

From: Broughal, Justine
Sent: Wednesday, April 13, 2016 9:58 AM
To: Adamsick, Claire; BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Claire,

I received voicemail testimony from a woman named Suzanne Abrid on 4/11/16 regarding the Comprehensive Plan. Regarding Amendment #M33, she is opposed to the proposed change to "add industrial sanctuary designation on a portion of the site." She said that she would like the Braodmoor Golf Course land to remain open space and to disallow the zoning for industrial use.

I called her back and left a voicemail thanking her for her testimony, encouraging her to attend the public hearings, and noting that I would pass on her comment.

Thanks,

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: Hazel <hazypictures@gmail.com>
Sent: Wednesday, April 13, 2016 9:12 AM
To: Commissioner Fish; Commissioner Novick; Commissioner Saltzman; Commissioner Fritz; Hales, Mayor; Council Clerk – Testimony
Subject: Broadmoor Golf Course land sale

I'm am writing to you to ask that you do not approve an amendment to the Comprehensive Plan that would convert 57 acres of the Broadmoor Golf to industrial use. This is an amazing area or repair, provides habitat for diverse wildlife and is home to many old trees. It is also a designated Open Space which is supposed to preserve and enhance public and private natural, park and recreational values. Allowing this parcel of land to be sold goes against everything that this designation stands for. This amendment undermines the public process. The conversion of the 57 acres to industrial use was never proposed during the multi-year comprehensive plan public process. In fact, it was proposed to be permanently protected as Open Space and natural area every step of the way and was only shifted to industrial use at the very end of the process at the behest of the landowner.

This move is putting personal interest above that of the public good. Please protect this Open Space and Natural area.

Thanks,

Kristin Gross
4429 NE 66th Ave
Portland, OR 97218

Arevalo, Nora

From: JODY L TAERBAUM <xaxinojo@gmail.com>
Sent: Wednesday, April 13, 2016 9:12 AM
To: Council Clerk – Testimony
Subject: Broadmoor golf course

Sir:

We are against the amendment to the comprehensive plan to convert 57 acres of broadmoor golf course to industrial use.

jody and Cindy Taerbaum
6039 SE Steele st

Arevalo, Nora

From: Ina G. <inagebert@hotmail.com>
Sent: Wednesday, April 13, 2016 8:59 AM
To: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; BPS Comprehensive Plan Testimony
Cc: City Auditor Griffin-Valade; Anderson, Susan; jim.rue@state.or.us; mnalandusecommitte@gmail.com
Subject: Stop marketing out of state

Follow Up Flag: Follow up
Flag Status: Flagged

TO: PORTLAND CITY COUNCIL

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

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

E: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

I oppose City Council Amendment #P45, New Policy 5.5, Middle Housing to the 2035 Comprehensive Plan (see amendment text below). If passed, this amendment will allow the single-family zoned property in Multnomah to be changed to multifamily zoning without adequate opportunity for public review and comment.

This amendment is a radical, last-minute change to the 2035 Comprehensive Plan that is too far reaching to be incorporated into the plan with approximately a month for public comment. This is insufficient time for our neighborhood to become aware of the consequences of what is being proposed and to voice opposition to it.

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

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

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

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

Please add this to the record.

Additionally, none of this might be an issue if the city or county or developers stopped marketing out of state enticing people to move to Portland. We simply don't have the infrastructure to handle the additional population! We were full 10 years ago. Your goals don't enhance livability, quite the contrary.

Thank you,

Ina Gebert
4616 SE 36th Place

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

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Wednesday, April 13, 2016 8:40 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Opposition to Amendment that would remove single family zoning in Multnomah

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: Laura Sciortino [mailto:lauraesciortino@yahoo.com]
Sent: Tuesday, April 12, 2016 9:59 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; BPS Comprehensive Plan Testimony <cputestimony@portlandoregon.gov>; Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Opposition to Amendment that would remove single family zoning in Multnomah

wish this were written on paper and not email. But I want to get this to you quickly -

I am opposed to the amendment that would remove single family zoning in Multnomah.

The character of the village is at stake. The village is peaceful and balanced with the appropriate level of density for our resources.

Additionally, we are limited to cars and buses here - so the streets - which do NOT have sidewalks for the most part - would likely become quite dangerous for our more pedestrians and cyclists.

Thank you and regards,

Laura Sciortino
8141 SW 47th Avenue
Portland OR 97219

312 560 1015

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Wednesday, April 13, 2016 8:38 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Wildlife Habitat at Broadmoor Golf Course

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: Anna Cullop [mailto:annacullop09@gmail.com]
Sent: Tuesday, April 12, 2016 5:57 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: Wildlife Habitat at Broadmoor Golf Course

It is so disheartening to see this great state deteriorate due to greed. Take a stance for the people who work hard, love and appreciate the earth, and in many ways contribute to what people love about living in the 'W. Quit colluding with people who want to dismantle, destroy, and exploit what this state has worked so hard to protect.

It is sickening to see how quickly this town is changing with the disposal of people, places, and the earth. It is an abuse of power, and the oppressed (including people, animals, and the earth) are left to suffer. We can't stomach any more. There is a crisis. Use your power appropriately.

Thanks,
Anna Cullop

"Yes, it's difficult to talk to your heart, and perhaps it isn't even necessary. We simply have to trust and follow the signs and live our Personal Legend; sooner or later, we will realize that we are all part of something, even if we can't understand rationally what that something is."

-Paulo Coelho

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Wednesday, April 13, 2016 8:34 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Broadmoor

Follow Up Flag: Follow up
Flag Status: Flagged

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

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

From: Sandra Burgett [mailto:burgpdx@gmail.com]
Sent: Tuesday, April 12, 2016 5:35 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Broadmoor

Count me in as a protest against developing Broadmoor Golf Course, destroying habitat and killing all those trees.

Sent from my iPhone

Arevalo, Nora

From: Andrew Schpak <ASchpak@Barran.com>
Sent: Wednesday, April 13, 2016 8:32 AM
To: BPS Comprehensive Plan Testimony
Subject: Support for Zoning Change in Eastmoreland

Follow Up Flag: Follow up
Flag Status: Flagged

Mayor Hales and Commissioners,

My wife and I live at 3108 SE Woodstock Blvd in Eastmoreland.

In short, we support the zoning change to 7,000 (single dwelling) from 5,000 (residential) to protect and retain the character of our neighborhood.

We are fairly new to the neighborhood and made the decision to plant our roots in Eastmoreland because I attended Reed College and have fond memories of the surrounding areas. It's a gorgeous place to live and we are now a part of a new community.

Please support protecting the character and community of Moreland Lane and the surrounding area in Eastmoreland from egregious development that would threaten the continuity of our neighborhood.

Thank you,

Andrew Schpak
3108 SE Woodstock Blvd

Arevalo, Nora

From: Erica Hagedorn <erica.hagedorn@gmail.com>
Sent: Wednesday, April 13, 2016 8:19 AM
To: BPS Comprehensive Plan Testimony
Subject: Support for Zoning Change in Eastmoreland: Protect Our Neighborhood

Follow Up Flag: Follow up
Flag Status: Flagged

Mayor Hales and Commissioners,

My husband and I live at 3108 SE Woodstock Blvd in Eastmoreland. We support the zoning change to 7,000 (single dwelling) from 5,000 (residential) to protect and retain the character of our neighborhood.

We are fairly new to the neighborhood and made the decision to plant our roots in Eastmoreland because my husband attended Reed College and has fond memories of the surrounding areas. It's a gorgeous place to live and we are now a part of a new community.

Please support protecting the character and community of Moreland Lane and the surrounding area in Eastmoreland from egregious development that would threaten the continuity of our neighborhood.

Thank you,

Erica Hagedorn
3108 SE Woodstock Blvd

Arevalo, Nora

From: J erry Schlechter <prempnwn@yahoo.com>
Sent: Wednesday, April 13, 2016 7:02 AM
To: BPS Comprehensive Plan Testimony
Cc: 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: RoyalOakLetterofSupport.pdf; Exhibit A_Schlechter Support Letter (1).pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Please find attached a letter and a map exhibit regarding the subject matter.

Thank you,

Jerry Schlechter

Premier Properties NW, LLC
2150 NW 29th Ave
Portland, OR 97210

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 Council:

I am a neighbor and property owner at 2150 NW 29th Ave (Tax ID's R217258 & R217259). I would like to offer my support for Cairn Pacific LLC's proposal to amend the Comprehensive Plan Designations on their properties located across the street from me at 2135 NW 29th Ave. I support their request to change from the current designation to 'Multi-Dwelling 1000/ R1' on the Southern portion of the property and 'Central Employment / EX' on the balance of the property.

I believe our collective properties are a component of 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 that should to 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. I do not support the City's proposed prohibition of housing on these sites, and believe a mixture of uses that include housing is the appropriate development pattern for this northern most end of the NW District. The sites are currently in very run down condition and are doing nothing to add vitality and livability to the District. The neighborhood deserves something better.

I would like to see the preservation of residential uses on the properties. The neighborhood has a very low supply of housing and desperately needs more. I 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. I 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.

I encourage Council to support Cairn Pacific LLC's proposal to amend the Comprehensive Plan Amendment to 'Multi-Dwelling 1000/ R1' on the Southern portion of the property and 'Central Employment / EX' on the balance of the property – and ideally throughout the 'district' I referenced above – and support their proposal to extend to help reinvigorate this neglected part of town and to preserve both the benefits of Employment zoning and the residential benefits that the neighborhood desires.

Thank You.

Premier Properties NW, LLC
Jerry Schlechter, Owner

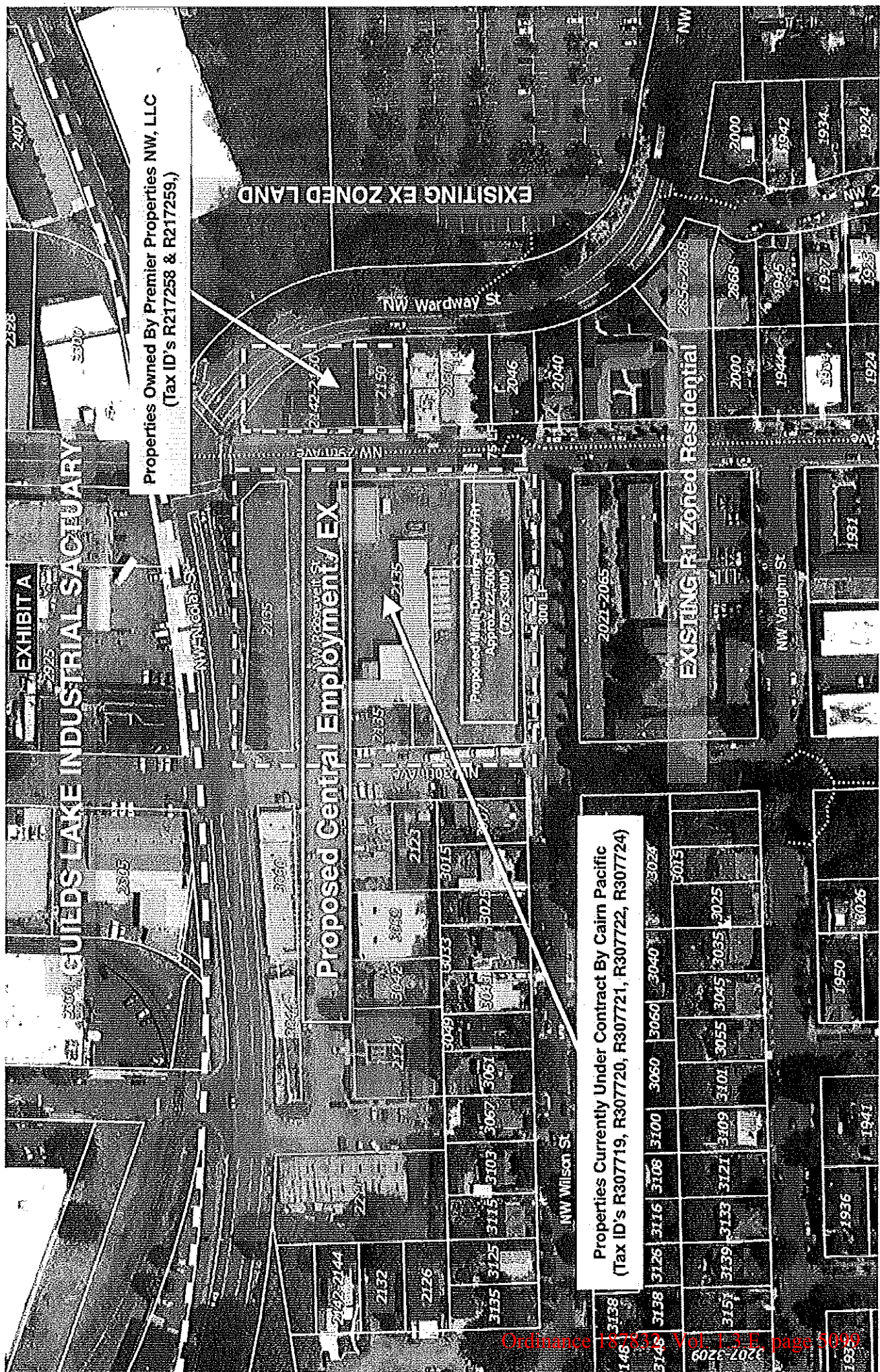


EXHIBIT A
GUIDES LAKE INDUSTRIAL SACQUARY

Properties Owned By Premier Properties NW, LLC
(Tax ID's R217258 & R217259,)

EXISTING EX ZONED LAND

Proposed Central Employment/EX

Proposed Multi-Dwelling 10005-PT
Approx. 22,500 SF
(75 x 300)

EXISTING R1 Zoned Residential

Properties Currently Under Contract By Cairn Pacific
(Tax ID's R307719, R307720, R307721, R307722, R307724)

Arevalo, Nora

From: jo haemer <jhaemer@gmail.com>
Sent: Wednesday, April 13, 2016 6:40 AM
To: BPS Comprehensive Plan Testimony
Subject: comprehensive plan testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Council and BPS,

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 Gantenbein and Commercial (Proposed Change #1514 Amendment M42) and between Albina and Borthwick (Proposed Change #1471 Amendment M42).

I have borrowed from a neighbor's great petition to list the reasons why I also oppose this loss of more neighborhood to giant buildings that don't fit local needs and succeed in displacing more long-time residents.

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).

I am 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, I 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.
- I 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. The zoning along N Fremont between Gantenbein and Commercial and between Mississippi and Borthwick should remain residential.

Sincerely

Jo Haemer

3714-20 N Michigan Ave

Arevalo, Nora

From: n haemer <nhaemer@gmail.com>
Sent: Wednesday, April 13, 2016 2:46 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Council and BPS,

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 Gantenbein and Commercial (Proposed Change #1514 Amendment M42) and between Albina and Borthwick (Proposed Change #1471 Amendment M42).

I have borrowed from a neighbor's great petition to list the reasons why I also oppose this loss of more neighborhood to giant buildings that don't fit local needs and succeed in displacing more long-time residents.

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).

I am 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, I 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.

- I 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. The zoning along N Fremont between Gantenbein and Commercial and between Mississippi and Borthwick should remain residential.

Sincerely,

Nan Haemer

3733 N Michigan Ave

Portland, OR 97227

--
Nan Haemer, Soprano/Voice Teacher
(503)860-0311 cell

Arevalo, Nora

From: Donna Kelly <tobsyddon321@gmail.com>
Sent: Wednesday, April 13, 2016 1:34 AM
To: BPS Comprehensive Plan Testimony
Subject: Development along Fremont St. intersecting Gantenbein Ave. and Commercial Ave.

Follow Up Flag: Follow up
Flag Status: Completed

I am a home owner at 3539 n. Gantenbein Ave.
I attended the Boise Neighborhood Association meeting Monday 4/11/16.

Due to heavy traffic in the area along Williams and Vancouver Ave...I appose the development of Fremont Ave. Boise grade school K-8, is located on Fremont. Traffic backs up on Fremont coming from Mississippi heading East to Vancouver Ave. and Williams.

Development, other than housing, along this corridor would be more than the two lane of Fremont could carry.

Thank you for reading.

Sincerely,

Donna Kelly
Home owner...3 houses North of Fremont St.

S • M • I • L • E

SELLWOOD MORELAND IMPROVEMENT LEAGUE
8210 SE 13TH AVENUE • PORTLAND, OR 97202
STATION (503) 2343570 • CHURCH (503) 2331497

April 13, 2016

Comprehensive Plan Testimony
c/o Council Clerk
1221 SW 4th Ave. Room 130
Portland, OR 97204

Honorable Mayor and City Commissioners:

We are writing to oppose Commissioner Saltzman's Comprehensive Plan amendment 12 which would retain exceptionally high-density RH zoning in North Westmoreland.

HISTORY - As we have submitted in previous testimony, SMILE supports the Bureau of Planning and Sustainability staff proposal to these two areas, (previous Comprehensive Plan Map proposals 366 and 260 to less dense R2.5 and R1 respectively) as presented on the Planning and Sustainability Commission approved Comprehensive Plan Land Use Map (now revised to reflect the newly proposed Amendment designations). We oppose retaining the high density RH designations in these two areas. We will once again reiterate the rationale from our previous testimony here and document involvement of the neighbors. If adopted, this last-minute proposal to retain the RH designation would circumvent the extensive BPS and SMILE neighborhood public process that has taken place. Please note that BPS Staff continues to support the changes they initiated with the community in 2014 and does not support the Saltzman/Novick Amendment made at the request of Planning and Sustainability Commissioner Jeff Bachrach, owner of 5505 SE 17th Avenue.

In early 2014, BPS staff approached the SMILE neighborhood association to initiate a conversation primarily to address downzoning of the earlier 1998 upzoning meant to create more density in support of the neighborhood supported Harold Street light rail station at the north end of our neighborhood. The stop was initially planned for a location along McLoughlin between 17th Avenue and Reedway Street as part of the South-North Light Rail project in the 1990s, and later refined to the intersection of Harold and McLoughlin during the planning of Portland-Milwaukie Light Rail (PMLR). We have included a map of the 2 proposal areas as well as the adjacent area (Figure 1).

The public process for the proposed designation changes was extensive as is illustrated in the timeline below of SMILE Neighborhood Association meetings:

- prior to any public meetings, BPS mailed postcards to each property owner in the impacted area alerting them to the coming conversation with SMILE.
- 2/5/14 - SMILE General Meeting with BPS's Marty Stockton, our Southeast District Liaison, and Deborah Stein, BPS District Planning Manager. Trimet staff was also present to answer questions about the Harold Street PMLR station. Neighbors submitted comment cards to staff after the presentation.
- 3/3/14 - neighborhood walk with Marty Stockton, SMILE Board Members and neighbors
- 3/19/14 - SMILE Board Meeting w/ Marty Stockton & Deborah Stein to present draft Comprehensive Plan proposal.
- 4/11/14 - comment deadline to Marty Stockton or Ellen Burr (SMILE Land Use Committee chair at the time)
- All affected property owners received a required Measure 56 notice from BPS for both the draft Comprehensive Plan (PSC) and the proposed Comprehensive Plan
- July 2015, the PSC recommended a new Comprehensive Plan to City Council, including the staff proposal for N Westmoreland.

Supporting additional public outreach, each SMILE meeting was announced and subsequently summarized in the *Sellwood Bee* Land Use Report submitted each month by the SMILE land use chair, as well as emailed to SMILE land use listserv subscribers, and an email list of interested parties gathered from each meeting. Phone calls were also made to one property owner who did not have email access.

CONTEXT - As you are aware, the light rail has been running since September 12, 2015 and as you also know, the Harold Street Station was not built nor is it anticipated to be built in the next 20 years. We want to preserve this area of N. Westmoreland as a place where we still have affordable single family homes as well as some lower-density apartment buildings and townhomes (the missing middle housing currently being explored in the Residential Infill Project). When we worked with BPS on the down-zoning proposal we considered all of N Westmoreland as a whole in the strategy to increase neighborhood oriented commercial and balance single and multi-family housing throughout the area. Many homeowners between 17th and Milwaukie would have preferred to match existing development and be down-zoned to R5, but looking to the future and knowing we needed to increase density to support the development of commercial, we proposed something in between the existing RH density and single family - R1 and R2.5. Hopefully as the area develops, new Mixed Use zoning along McLoughlin will provide additional possibilities for neighborhood oriented commercial. Taller mixed use development will also provide a welcome buffer to the noise and air pollution from McLoughlin and Brooklyn Yard.

TSP/TRAFFIC/PEDESTRIAN & BICYCLE SAFETY - The TSP proposals for McLoughlin include a widening of Hwy 99E to 6 lanes with improved pedestrian and bike facilities on the east side along the light rail tracks. Although traffic control will certainly be improved at 17th and McLoughlin, the roadway improvements are to accommodate an increase in commuters from the

south, not for the benefit of the adjacent neighborhood. This increase in traffic is actually a disincentive to N Westmoreland residents to head across McLoughlin to Brooklyn's light rail station at Holgate Boulevard. It's more than a mile walk from SE Harold and 17th to the Bybee Street Station, but certainly more peaceful to head south through the neighborhood to get to MAZ. Unlike other east side neighborhoods, Sellwood Westmoreland is geographically isolated from our neighbors by Hwy 99E on the east and north, the river on the west, and lack of a southern access except 17th on our border with Clackamas County. Neighbors also site concerns about the speed of traffic on Milwaukie and difficulty of pedestrian crossing on Milwaukie north of Tolman. Currently this is of particular concern as Trimet buses full of Cleveland High School students head down Milwaukie into the neighborhood after school. In the future we hope for more intensive Mixed Use zoning on the west side of Milwaukie which means more pedestrians crossing Milwaukie and 17th between Insley and Reedway. The bus stop at Milwaukie and Mitchell is particularly dangerous as there are no cues to southbound drivers that they are entering a neighborhood and need to slow down. In our testimony, we are not even addressing bicycle safety in this two lane narrow street area, but there are similar safety concerns. There are some bike improvements slated near the awkward North Parking Lot entrance to Oaks Bottom and the Springwater Corridor.

HOUSING DENSITY - While we share Commissioner Saltzman's concern regarding housing density in Portland and in our neighborhood, in our recent correspondence with Matt Grumm in the Commissioner's office, it appears that this amendment is triggered primarily by one property owner's request. It seems that transit and proximity to the Holgate Light Rail Station is the primary criteria showing that this location would be good for increased density. We disagree with this assessment. While RH zoning allows for commercial use as a limited conditional use within 1000 feet of a light rail station, the station is actually at least 1600 ft from the proposed RH area, so no commercial would be allowed in any of this RH area. RH is also supposed to be near "supportive commercial services." which is not the case here.

There are only two new 3 story apartment buildings in North Westmoreland, one recently leased and one nearing the end of construction, which are built to the existing RH density. SMILE Committee members have walked and surveyed the area property by property and have attached a summary of the existing dwelling types (Figure 2). We would be happy to provide more information on the survey if necessary.

WHERE SHOULD RH BE LOCATED? – This is the Comprehensive Plan definition of High Density Multi-Dwelling (RH):

This designation is intended for the Central City, Gateway Regional Center, Town Centers, and transit station areas where a residential focus is desired and urban public services including access to high-capacity transit, very frequent bus service, or streetcar service are available or planned. This designation is intended to allow high-density multi-dwelling structures at an urban

scale. Maximum density is based on a floor-area-ratio, not on a unit-per-square-foot basis. Densities will range from 80 to 125 units per acre. The corresponding zone is RH.

Our neighborhood, including North Westmoreland, is not RH: we are not the Central City, Gateway Regional Center, a Town Center, or a 'transit station area'. In the Proposed Comprehensive Plan Land Use Map there is no *new* RH proposed anywhere in the neighborhood. We do not believe that any new RH is being proposed in any of the streetcar neighborhoods. The RH in our neighborhood is specifically for higher rise condominiums on the Willamette Riverfront, and one high rise low-income housing apartment at SE 17th and Tenino. Throughout the City, RH is appropriately designated for high density, high rise low income housing and for larger lots with enough square footage to take full advantage of the RH increase in FAR. These buildings are typically on larger lots but it would be difficult to aggregate our smaller lots here in this narrow strip. When you look at areas around the city where RH is prevalent they are adjacent to the Central City (Terwilliger Plaza), near Lloyd Center (Holladay Park Plaza or adjacent to Broadway), NE Russell west of MLK, on major corridors like Martin Luther King Blvd. and Vancouver/Williams, the Denver Ave light rail stop in the Kenton neighborhood, NW Portland between NW 21st and NW 23rd Ave., south of W Burnside / west of the 405. We are at the south end of close-in SE Portland, where the RH scale is not prevalent. The designations staff proposed for N. Westmoreland provide a density which is an appropriate buffer to the adjacent lower density Residential 5000 and Residential 2500 as well as our proposed Mixed Use – Neighborhood commercial designation. The proposed RH-75ft height would back up to or be across the street from R2.5-35ft height, CM1-35ft height, or R5-30ft height. That's certainly not an appropriate transition. Buildings in the RH zone require no front setback, allow an 85% lot coverage, and require no outdoor area for residents.

In summary, we oppose Commissioner Saltzman's Amendment 12. We support the BPS staff proposal which through extensive public involvement found a middle ground between what exists on the ground today and the increased density proposed in the late 1990's to support the Harold St light rail station. We see many barriers to adapting to the amount of density RH would bring to this area of our neighborhood. Among those are the limited access to our neighborhood due to two lane commercial streets and geographical barriers, the distance to and difficulty accessing the Holgate Light Rail Station across Hwy 99/McLoughlin Blvd, the continuing increase in traffic along McLoughlin even with planned future improvements proposed in the TSP, the multiple traffic/pedestrian/bicycle safety issues on two lane SE Milwaukie and SE 17th, and the lack of buffer to the adjacent properties with lower density and height than RH and to low rise commercial zoning on Milwaukie, rather than stepping down from one zone to the next, as is common practice in planning throughout the city. . We ask that you approve the Comprehensive Plan Land Use Map as it was approved and passed to you by the Planning and Sustainability Commission last year and reject the Commissioners Saltzman and Novick's Amendment S12 to retain Harold Street Station dependent RH zoning. The amendment is based

←
on a last-minute request of one property owner, which is contrary to our City's strong community involvement ethic which produced the recommended Comprehensive Plan.

This testimony was approved by the SMILE Board of Directors by a vote of 11-0 on April 11, 2016.

Sincerely,



Corinne Stefanick, President
Sellwood-Moreland Improvement League

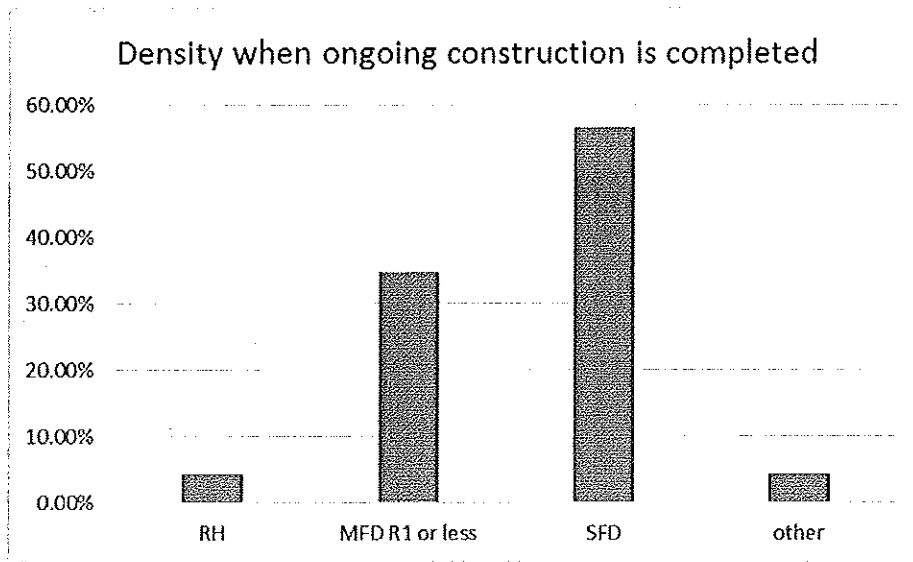


Figure 2. Lots in areas 366 and 260 are 93.1% single family dwellings or multifamily dwellings of R1 or less density. 'Other' includes a church and parking lot. Two lots (4.3%) will be built to RH density when ongoing construction is completed.

S • M • I • L • E

SELLWOOD MORELAND IMPROVEMENT LEAGUE
8210 SE 13th AVENUE • PORTLAND, OR 97202
STATION (503) 234-3570 • CHURCH (503) 233-1497

April 13, 2016

Comprehensive Plan Testimony
c/o Council Clerk
1221 SW 4th Ave. Room 130
Portland, OR 97204

Honorable Mayor and City Commissioners:

The purpose of this testimony is to inform the Council that the Sellwood Moreland Improvement League (SMILE) opposes Mayor Hales Comprehensive Plan amendment 35 to expand mixed use development onto residential streets along SE 17th Avenue. Our December 2015 testimony on this topic stated that a public process was necessary for SMILE to evaluate the proposal and our neighborhood has subsequently been discussing the proposal. SMILE and Brummell Enterprises, who requested this change, distributed flyers and letters to the affected area. Neighbors have had a vigorous discussion on the neighborhood website Next Door. SMILE has received over 20 letters from neighbors who oppose this amendment. Our Land Use Committee held a special meeting on March 30 at which a representative of Brummell Enterprises and 25 other SMILE members discussed the amendment. The overwhelming feedback from the neighborhood is clearly opposition to the amendment.

SMILE opposes the Mayor Hales amendment 35 because expansion of mixed use development onto residential streets (see map) would reduce the livability of residents and is unnecessary to develop our commercial corridors.

The amendment would reduce livability because:

- The proposed designation changes would expand mixed use development from the 17th Avenue corridor onto adjacent residential streets. Our neighborhood is both charming and walkable, noted by *Sunset* magazine as one of the best city neighborhoods in the western United States. We have 2.7 miles of mixed use corridors only one lot wide on either side of the commercial streets, such as 17th Avenue. These are surrounded by side streets that are entirely residential. This development pattern provides quiet residential streets and nearby restaurants and shops to walk to. Expanding mixed use development onto residential streets would eliminate the separation between residential and commercial development that helps make our neighborhood livable and charming. The benefits of this separated proximity has long been recognized as a neighborhood asset, shown by one of the objectives of the 1998 Sellwood Community Plan: *Enhance the*

neighborhood's established character as a mixed use village, emphasizing residential areas surrounding a number of business districts, orientation to public transit and a healthy pedestrian environment.'

- The expansion of mixed use development onto residential streets would also have direct adverse physical effects. Residential side streets are too narrow to accommodate the increased vehicular traffic. This would create a dangerous environment for children walking or biking to Sellwood Middle School at 16th and Harney, which is less than one block from the proposed expansion. Increased on-street parking is a concern of neighbors. Taller buildings adjacent to residential lots would limit solar access (see photo).
- On one street the amendment fails to provide a buffer between mixed use and low-density residential properties. The Mixed use designation at 1656 SE Harney Street would be adjacent to low-density R5 residential property at 1644 SE Harney, which completely counters the City's design concept of providing a buffer between mixed used and residential properties.

The amendment is unnecessary because:

- 17th Avenue is presently zoned for mixed use development and a need to expand the mixed use footprint onto residential streets has not been demonstrated. 17th Avenue has not been developed to its allowed density. A commercial corridor and mixed use zoning already exist in a pattern that has proven to be successful in our neighborhood.
- No benefit to our neighborhood or to the City from the expansion has been demonstrated. There has been talk of a Gateway development that would supposedly have benefits, but there are no plans for such a development and no linkage of changing these designations to such a development. The neighborhood sees and does not like boxy 4 story mixed use buildings with little parking that are often not compatible with existing development (see photo) and thus the neighborhood does not trust developers or the City enough to grant a designation change that could result in such buildings on residential side streets.

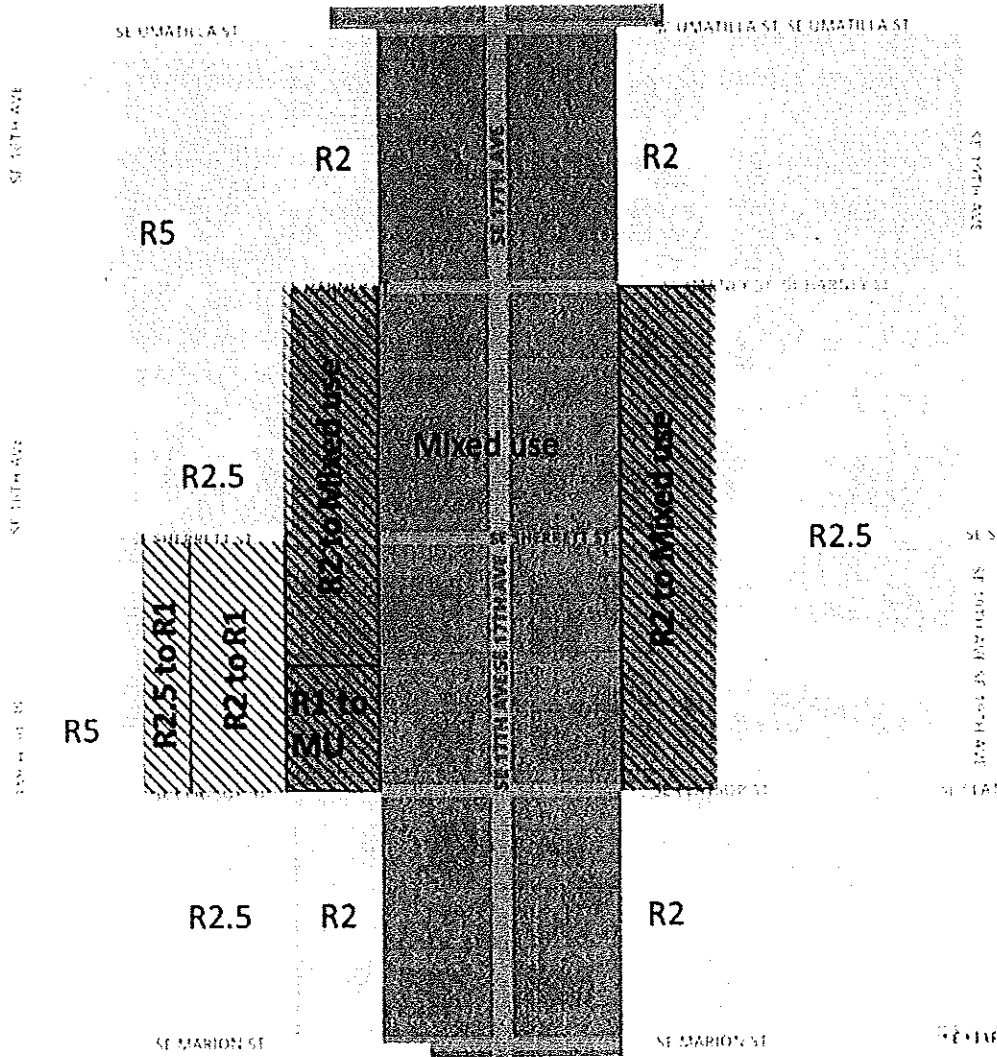
SMILE wants to work with Brummell Enterprises and other developers to cultivate and advance neighborhood-supported developments that preserve the livability of our neighborhood. Expansion of mixed use development onto residential side streets, however, would reduce livability and is unnecessary. Thus, SMILE opposes Mayor Hales amendment 35.

This testimony was approved by the SMILE Board of Directors by a vote of 11-0 on April 11, 2016.

Sincerely,



Corinne Stefanick, President
Sellwood-Moreland Improvement League



Map of existing and proposed (cross hatched) designation changes along 17th Avenue between Harney and Clatsop Streets. Proposed mixed use designations on Spokane and Nehalem Streets are not shown.



The neighborhood perspective: A single family home in the shadow of a 4-story mixed used building near SE 13th Avenue and Umatilla street. Photo credit: Michelle Cook.

S • M • I • L • E

SELLWOOD MORELAND IMPROVEMENT LEAGUE
8210 SE 13TH AVENUE • PORTLAND, OR 97202
STATION (503) 234-3570 • CHURCH (503) 233-1497

April 11, 2016

Comprehensive Plan Testimony
c/o Council Clerk
1221 SW 4th Ave. Room 130
Portland, OR 97204

Honorable Mayor and City Commissioners:

The purpose of this testimony is to inform the Council that the Sellwood Moreland Improvement League (SMILE) supports Commissioner Novick Comprehensive Plan Amendment 24 to increase residential density south of Westmoreland Park (see map). The amendment would change the R5 designation to R2.

We requested input from SMILE members on this proposal. SMILE distributed flyers to the affected area informing residents of the proposal and informing them of SMILE meetings about it. Our Land Use Committee held a special meeting on March 31 at which the owner of most of the affected properties and requestor, Mike Mitchoff, and 12 other SMILE members discussed the amendment with the Committee.

SMILE supports Commissioner Novick Comprehensive Plan amendment 24 because:

- R2 is a common zone in our neighborhood, so this amendment is not out of character with the neighborhood, unlike the amendments we oppose: Saltzman amendment 12 which would retain exceptionally high RH designations and Hales amendment 35 which would expand mixed use development onto narrow residential side streets.
- R2 generally would be compatible with the surrounding area: R2 zoning and Westmoreland Park open space are north of this area, General Commercial zoning is to the east, General Commercial and R2 zones are to the south, and R5 zoning is to the west.
- The environmental protection required for Crystal Springs Creek provides a buffer between proposed R2 and R5 on the west side, so solar access should not be significantly affected by the 10-foot increase in allowable height.
- The area is close enough to a light rail station (Tacoma Street) that residents can easily walk to it so this area is a logical place for more density.
- The area has convenient and safe access to the Springwater Corridor via Spokane Street and 19th Avenue.
- The R2 minimum density of 1 unit per 2500 square feet will likely provide more affordable housing than R5 on which expensive single family homes that are larger than adjacent homes are typically built.

- R2 has an off street parking requirement of one space per unit, so parking should not be a problem.

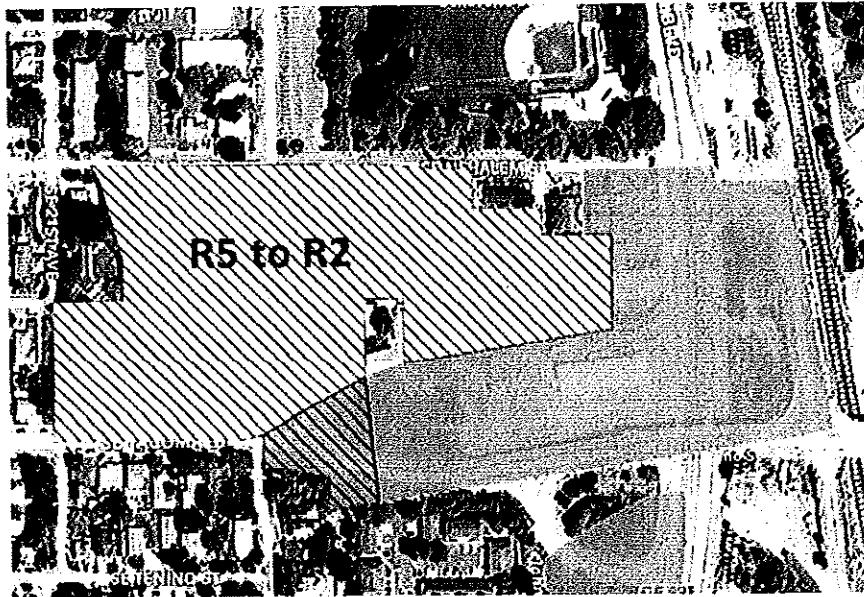
SMILE wants to work with developers to cultivate and advance neighborhood-supported developments that preserve the livability of our neighborhood. Thus, SMILE supports Commissioner Novick Comprehensive Plan Amendment 24.

This testimony was approved by the SMILE Board of Directors by a vote of 11-0 on April 11, 2016.

Sincerely,



Corinne Stefanick, President
Sellwood-Moreland Improvement League



Novick amendment 24 would change the designation of the R5 properties east of Crystal Springs Creek to R2. The magenta properties are designated as mixed-use neighborhood.

Arevalo, Nora

From: Austin Valeske <avaleske@gmail.com>
Sent: Tuesday, April 12, 2016 11:23 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Novick; Commissioner Fish; Commissioner Saltzman; Commissioner Fritz; catherine@hackoregon.org
Subject: Data and Development are Indivisible.

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Commissioners,

I would be proud to live in a city that supports equal access to information for everyone. We deserve a 21st Century Plan rooted in the values of digital equity, and I urge you to stand up for Portland's commitment to inclusion and a transparent governing process.

Please keep the open data proposal for Policy 2.11 intact.

Arevalo, Nora

From: Andrew <pdxter@gmail.com>
Sent: Tuesday, April 12, 2016 10:48 PM
To: BPS Comprehensive Plan Testimony
Subject: Don't rezone our neighborhood

Follow Up Flag: Follow up
Flag Status: Flagged

I've lived on a large corner lot at 28th and Jarrett for 15 years, and so have much to gain by your proposed rezoning. I say this against my financial interest, because I value old Portland homes and trees, and the neighborhoods they create.

Rezoning will drive prices up, as density potential makes our land more profitable, and therefore more valuable. As prices rise, developers will be forced to maximize density on lots, and over time, our houses will disappear and our old growth trees will be destroyed.

Density should be focused near commercial centers, where the culture thrives both from those living in the density, and those in nearby homes. And, those living in density also get the benefit of nearby walkable neighborhoods with beautiful old houses and even older trees.

Please leave Portland's old neighborhoods alone, and specifically, don't rezone my neighborhood at NE 28th and NE Jarrett. Thanks.

-Andrew Yorra

Arevalo, Nora

From: Jay Dallas <jaydallas@hotmail.com>
Sent: Tuesday, April 12, 2016 10:37 PM
To: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; BPS Comprehensive Plan Testimony
Cc: City Auditor Griffin-Valade; Anderson, Susan; jim.rue@state.or.us; mnalandusecommittee@gmail.com
Subject: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

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

In addition to objecting to the manner in which this amendment was introduced, I object to its substance.

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

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

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

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

Please add this to the record.

Thank you,
Jay Dallas
8024 SW 37th Ave
Portland, OR 97219

Arevalo, Nora

From: emi lopez <emiluzlopez@yahoo.com>
Sent: Tuesday, April 12, 2016 9:46 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Novick; Commissioner Fish; Commissioner Saltzman; Commissioner Fritz; Catherine Nikolovski
Subject: Data and Development are Indivisible.

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Commissioners,

I would be proud to live in a city that supports equal access to information for everyone. We deserve a 21st century Plan rooted in the values of digital equity, and I urge you to stand up for Portland's commitment to inclusion and a transparent governing process.

Please keep the open data proposal for Policy 2.11 intact.

Emiluz Lopez

1220 NE 17th ave unit 5A

Portland, OR 97232

Arevalo, Nora

From: Ron Cascisa <Roncascisa@comcast.net>
Sent: Tuesday, April 12, 2016 9:28 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Novick, Steve; "tom bizeau"@portlandoregon.gov; Commissioner Saltzman; Commissioner Fish; Commissioner Fritz; Patty cascisa
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Please include my wife and I, lifelong Portlanders and 34 year residents of the same Eastmoreland home, as supporters of amendment A74 to the proposed Comprehensive Plan! We have always felt proud of our roots here in Portland and have continually voiced that to all who would listen most of our lives. Unfortunately, we no longer feel the city is making decisions in the best interest of those of us who have helped Portland become one of the nations' most livable cities! It is imperative that Portland officials support our most livable neighborhoods by maintaining tree/forest canopy (Eastmoreland is a poster child for this one!) and not allowing the destruction and demolition of older, stately and livable homes to accommodate higher densities and unbridled real estate/construction investment. After paying higher and higher personal property tax, arts tax, fuel taxes and supporting leaf removal fees and seeing Portland's infrastructure deteriorate for years, roads in disrepair and gang violence growth and now watching our own neighborhood become someplace we wouldn't want to live, We've got to question why anyone, including ourselves, would want to consider ourselves future Portlanders. We and many of our friends and neighbors are no longer proud of Portland's direction or it's leaders, if we can not have a voice in where we are going! Please, for all of our sakes, amend this plan to acknowledge people like us.

Sincerely,
Ron and Patty Cascisa
7314 SE 30th Ave.
Portland 97202

Arevalo, Nora

From: Andrine de la Rocha <andrine23@gmail.com>
Sent: Tuesday, April 12, 2016 8:53 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony - Proposed Change #1514 Amendment M42 and Proposed Change #1471 Amendment M42

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom it May Concern:

I oppose the Proposed Change #1514 Amendment M42 and Proposed Change #1471 Amendment M42.

It is my understanding that the proposal for these changes was presented with a 'petition' stating that the neighbors were in support of this change, however the petition did NOT include most of the homeowners who are directly impacted, and several of the signatures and addresses listed were fictitious, including at least one homeowner who was listed on the petition but did NOT sign it. Neighbors are NOT in support of this zone change and the process as presented was fraudulent. Additionally, the Boise Neighborhood Association was also not notified of this proposed change, either by the petitioner nor by the City and only learned of the proposal when approached by a homeowner who received a notice by mail.

At the Boise Neighborhood Association meeting last night it became clear that the lack of transparency was disturbing to everyone who recently learned of the proposal, particularly people who are in the zone of changes. Historic homeowners, the church and long time residents are all horrified that this change has been championed by Commissioner Salzman and Mayor Hales without any communication or input from them, at the very last moment when we must rush to comment and testify. The BNA voted 4 to 2 to oppose this proposal at the meeting yesterday, but were very troubled that they didn't have the appropriate time to deliberate and get feedback in a calm and peaceful manner. The city's representative Nan Stark was present at the meeting, but was unable to answer most questions posited to her by neighbors about traffic impacts, notification and process, which was quite disappointing.

There are many concerns about the potential merit of the actual proposal as well as outlined below:

1. Social Equity

a. Proposal threatens existing affordable Section 8 housing at L Roy Gardens on N Fremont between Albina & Borthwick; if zoning changes to CM2, the land on which this property houses low-income residents becomes more valuable than the current structures, leading to further displacement of low-income and minority residents.

b. Boise neighborhood has already seen dramatic change in past ten years, and needs time to digest the massive development that has taken place. Over 1000 units of new housing and 50,000 sf of retail space are already being built at this time

c. CM2 development threatens an African American church that has long served residents – it should be noted that the African American population of Boise has fallen from 68% in 1990 to 25% in 2014 (Source: US Census Bureau American Community Survey)

2. Transportation & Safety

- a. N Fremont is designated a *Local Street* in Portland's Transportation System Plan. Appropriate streets for commercial mixed use are *Neighborhood Main Streets* (N Williams and N Mississippi) and *Community Corridors* (N Skidmore)
- b. The Portland Bureau of Transportation (PBOT) limited the scope (with a maximum increase of 70 vehicles per hour) of the development at N Fremont and Mississippi due to traffic impacts of N Fremont at N Vancouver – one block from the proposed zoning change.
- c. Using the city's standardized methods of estimating a worst case scenario for vehicle counts, assuming a CM2 development ratio of 10% retail and 90% residential, the impact of the change will result in an over 600% increase in vehicle counts associated with the properties in the new CM2 zone.
- d. The increased traffic demand will severely challenge the city's commitment to Vision Zero, and threatens the pedestrian safety of children walking to and fro Boise-Eliot School.

3. Responsible Development

- a. Most of the properties are already zoned for higher density, specifically R1, which allows as many as one housing unit for every 1,000 sf of property area
- b. Much of the opportunity for higher density R1 zoning has yet to be developed – Proposals for even higher density should wait until the neighborhood more closely resembles the zoning already designated
- c. There are far better opportunities for commercial mixed use zoning in nearby vacant properties such as the two Emmanuel-owned blocks north of N Russell between Vancouver and Williams.

Based upon the above outlined issues, I believe that the zoning should remain R1 and be developed as intended with higher density housing, appropriate set-backs and zero commercial space. Traffic studies should be conducted to ensure that increased density can be accommodated for these developments.

Thank you for your consideration of these issues. Please reject this proposal.

Sincerely,

Andrine de la Rocha
267 N. Ivy St.
Portland, OR 97227

Arevalo, Nora

From: krugerbet@aol.com
Sent: Tuesday, April 12, 2016 7:35 PM
To: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; BPS Comprehensive Plan Testimony
Cc: City Auditor Griffin-Valade; Anderson, Susan; jim.rue@state.or.us; mnalandusecommittee@gmail.com
Attachments: PORTLAND CITY COUNCIL.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

This is sent by:
Richard and Bette Kruger
8825 SW 35th Ave
Portland, Or 97219

Would like to add. Have been very disappointed in the high density building on our side of town. We have lost and are losing what makes the Multnomah area so unique. Plus as new sites are built there has been no thought to the parking in these areas. Some very bad planning. Lets not continue this not thought threw plan.

TO: PORTLAND CITY COUNCIL

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

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

RE: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

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

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

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

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

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

Please add this to the record.

Thank you,

(Name)

(Address)

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

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

Proposed March 18, 2016

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.

Arevalo, Nora

From: Fran Laird <lairdfran@gmail.com>
Sent: Tuesday, April 12, 2016 5:48 PM
To: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Amendment

Follow Up Flag: Follow up
Flag Status: Flagged

Mayor Hales and Commissioners,

I am a resident of Collins View Neighborhood and I oppose the amendment of Lewis & Clark's Comprehensive Plan and strongly support the Collins View Neighborhood Association's opposition to the inclusion of the properties at Lower Boones Ferry and SW Terwilliger (lots 425, 9919, 10015 & 10300) in the Campus Institutional Zone. Making them part of the Campus Institutional Zone would allow them to be developed as the College previously requested in the 2009 case of LU-08-180498.

In that case, the hearing officer denied the College's request to include the above properties in its Master Plan Boundaries so that it could build student housing and a parking structure. The hearing officer's decision was made using public and College input.

If the properties are allowed to become physical extensions of the campus, the Collins View neighborhood will be allowed NO input into the usage of the properties.

Please honor the work of your hearings officer in 2009 and the hard work of John Coles in putting together a satisfactory institutional plan.

Many of us are questioning why Commissioner Saltzman has sponsored this amendment without talking to the neighborhood association or any of his constituents other than the college's. Please ask him to contact our neighborhood association chair, Jim Diamond 503-984-2775 to let us know what convinced him to back this amendment with only one side of the story. Please feel free to contact me if Jim is unavailable. My address is 9712 SW 6th Ave. 97219.

Thank you for reading this long email.

Fran Laird
9712 SW 6th Ave.
Portland, OR 97219

Arevalo, Nora

From: Ramon Pichardo <ramon.pichardo@gmail.com>
Sent: Tuesday, April 12, 2016 5:29 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Novick; Commissioner Fish; Commissioner Saltzman; Commissioner Fritz; Catherine Nikolovski
Subject: Data and Development are Indivisible.

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Commissioners,

I would be proud to live in a city that supports equal access to information for everyone. We deserve a 21st Century Plan rooted in the values of digital equity, and I urge you to stand up for Portland's commitment to inclusion and a transparent governing process.

Please keep the open data proposal for Policy 2.11 intact.

Respectfully,
Ramon Pichardo

Arevalo, Nora

From: jebarnes@comcast.net
Sent: Tuesday, April 12, 2016 5:28 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony--Amendment M74
Attachments: Amendment M74 letter--Mayor Hales.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Please enter the attached letter into the testimony requesting the R7 zoning designation for Eastmoreland neighborhood.

Thank you.

Joan Barnes
3723 SE Tolman St.
Portland, OR 97202

April 13, 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.

In 2013, Eastmoreland asked for an R7 zone, mirroring the designation approved for nearby Reed neighborhood, one that shares many traits with Eastmoreland. Although the planning bureau agreed in writing in 2014 to this request, since then the department's plan regarding ENA's zoning has changed. Moreover, its dealings with ENA representatives have been unprofessional, uncivil and possibly even unethical. The foregoing concerns warrant greater scrutiny from our mayor and city council members.

In particular, Eastmoreland residents deserve more accountability from planning bureau staff. A strong majority of them have expressed their wishes as to how best to preserve the neighborhood's livability, charm and character, all of which can be assured through the R7 zoning classification. I ask for your support in this matter.

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: Tuesday, April 12, 2016 4:56 PM
To: Megan Murphy
Cc: BPS Comprehensive Plan Testimony
Subject: RE: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Megan,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Megan Murphy [mailto:murphyschneider@gmail.com]
Sent: Tuesday, April 12, 2016 12:54 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; BPS Comprehensive Plan Testimony <cputestimony@portlandoregon.gov>
Subject: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

I oppose City Council Amendment #P45, New Policy 5.5, Middle Housing to the 2035 Comprehensive Plan (see amendment text below). If passed, this amendment will allow the single-family zoned property in Multnomah to be changed to multifamily zoning without adequate opportunity for public review and comment.

This amendment is a radical, last-minute change to the 2035 Comprehensive Plan that is too far reaching to be incorporated into the plan with approximately a month for public comment. This is insufficient time for our neighborhood to become aware of the consequences of what is being proposed and to voice opposition to it.

In addition to objecting to the manner in which this amendment was introduced, I object to its substance. When the Discussion Map in the Draft SW Community Plan proposed that essentially all of Multnomah be rezoned

R2.5 to allow attached row housing, hundreds of people in our neighborhood objected to the wholesale elimination of most single-family residential zoning at that time. I believe that the majority of the people in my neighborhood still oppose it, but that they are unaware that this amendment is even being considered. This is totally inconsistent with State Goal 1 that requires citizen involvement in land use planning.

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

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

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

Please add this to the record.

Thank you,
Megan Murphy
7919 SW 28th Ave
Portland, OR 97219

Arevalo, Nora

From: wayneD <whdwhd1@gmail.com>
Sent: Tuesday, April 12, 2016 4:52 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

We 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.

We 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.

I bought an old house here because it was a single family neighborhood and a farm across the street. Please don't mess it up. Take a look at the existing apartments on NE Prescott and see what a mess that is. Dead cars, junk and all kinds of problems. In addition, I won't be able to get out of my driveway if you add more than a thousand more cars across the street.

Wayne Duncan
12715 NE Shaver
Portland, OR 97230
360-386-5612

Arevalo, Nora

From: Washington, Mustafa
Sent: Tuesday, April 12, 2016 4:13 PM
To: merrileewna@comcast.net
Cc: BPS Comprehensive Plan Testimony
Subject: FW: Testimony re: Residential and Open Space Zoning Proposed Draft
Attachments: 2016 Spence Comp Plan Testimony to Plan Sust Comm.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Dear Merrilee,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Merrilee Spence [mailto:merrileewna@comcast.net]
Sent: Tuesday, April 12, 2016 3:33 PM
To: Planning and Sustainability Commission <psc@portlandoregon.gov>
Cc: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>
Subject: Testimony re: Residential and Open Space Zoning Proposed Draft

Attached please find testimony which I submit regarding the Proposed Draft of the Residential and Open Space Zoning plan.

Merrilee Spence
4219 SE Reedway
Portland OR 97206

April 10, 2016

City of Portland
Planning and Sustainability Commission
Mayor Hales, Councillors Novick, Fritz, Saltzman and Fish

Ladies and Gentlemen:

I am writing regarding the Residential and Open Space Zoning Map Update Proposed Draft. I am a resident of the Woodstock neighborhood. I have been attending neighborhood meetings regarding land use issues for the past three years. I had an opportunity to become more involved and concerned about the proposed Comprehensive Plan changes through this involvement. Although I have submitted testimony throughout this process and via the MapApp, I once again find it necessary to address and oppose the proposal to implement up-zoning of areas designated for increased density (generally R5 to R2.5) in the previous Comprehensive Plan (section 4d. in the current Residential and Open Space Zoning Plan).

I have reviewed the "analyses" provided for the various areas throughout the city proposed for such conversion in the appendix to the Draft document. They all read very much the same, leading me to believe that no REAL neighborhood specific analysis has been performed, but that the text is merely a prelude to a rubber stamp of approval.

The proposal for implementing this up-zoning was first raised (publicly anyway) less than a year ago, despite the fact that the comprehensive plan revision process has been underway much longer than that. Many of the steps in the adoption of a new Comprehensive Plan and opportunities for public input have already passed. The neighborhood has been given only one opportunity to provide input - at a meeting organized by the Woodstock Neighborhood Association at the command of the BPS, on December 9, 2015 (not December 10, as stated in the Residential and Open Space plan document). The BPS provided no assistance in publicizing this meeting or in identifying affected property owners. This meeting was not designed to get feedback from the community about the plan itself, but rather on the criteria being used to make the decision. Ironically, one criterion that was not included was the opinion and concerns of the neighborhood. The criteria were designed to lead to a foregone conclusion to adopt previous arbitrary Comprehensive Plan designations as actual zone designations. The fact that, in Woodstock, many of these "dual-zoned" properties abut unimproved streets has been totally ignored. Outright zoning of these parcels for a denser designation will allow denser development without any prior review on the part of the Bureau of Development Services for the existence of adequate infrastructure and space for access of emergency vehicles and will allow developers to develop these properties without properly developing surrounding streets. Traffic on Woodstock Boulevard is already at a standstill throughout most of the day since there are few alternative improved east-west streets nearby. The nearest through street to the north, SE Steele, is currently experiencing significant increases in traffic with lack of any traffic controls or sufficient crosswalk markings between SE 52 and SE Cesar Chavez (39th). I can't even identify an alternate east-west through street south of Woodstock until one gets to Johnson Creek Boulevard. The report cites traffic improvements (details not specified) slated for SE Cesar Chavez Blvd during years 1-10, but improvements there will have little effect on the properties proposed for conversion to a more dense zone designation.

The report identified bus route #75 as a "frequent service" bus line thereby justifying higher density residential development. Bus line #75 is a north-south route and goes nowhere near downtown Portland. One has to transfer to a different line to get downtown, completely negating the "frequent service" qualification. The #19

bus, which does run on Woodstock Boulevard between SE 52nd Avenue and SE Chavez Blvd and into downtown via Eastmoreland and Westmoreland, is not a frequent service line and takes a rather circuitous route to downtown. There is no bus service on Woodstock Boulevard east of SE 52nd Avenue. Woodstock simply does not have adequate public transportation to support the planned arbitrary up-zoning.

The history of how these properties were assigned this denser zoning designation is concerning. As I understand it, during the last Comprehensive Plan process in the 1980's, residential properties within a certain specified distance of an arterial street with bus service (not necessarily FREQUENT bus service) were designated R2.5, rather than the more prevalent zoning designation of R5. This approach was TOTALLY ARBITRARY and failed to take into consideration the character of surrounding neighborhoods or the existing actual density, which in many cases is less than the official zone designation. I have seen no documentation that these designations underwent any sort of neighborhood review at that time. Since that time, only two properties in Woodstock have gone through the necessary land use process to adopt the Comprehensive Plan designated zoning as the actual zoning designation and one of these cases was strongly opposed by the surrounding neighbors. In my opinion, if development at the old Comprehensive Plan designated density level has not occurred within the past 30-plus years, that density designation needs to be completely reconsidered. It has been stated that Portland has sufficient vacant lots to meet its anticipated needs for increased residential density without implementing these arbitrary changes and without the current lot splitting and excess building of large and unaffordable houses currently underway. An analysis of the existing population density in Woodstock indicates that it already meets the targeted density for designated Neighborhood Centers without implementation of these arbitrary old Comprehensive Plan designations. Instead, these underlying designations represent a "ticking time bomb" that most residents are completely unaware of until a developer gets their hands on one of these properties. Zoning for these properties should remain at their current official zone designation. The old Comprehensive Plan designation, if different, should be REMOVED, NOT implemented.

I appreciate the Commission's serious consideration of this testimony.

Sincerely,

Merrilee Spence
4219 SE Reedway St.
Portland, OR 97206

APPENDIX OF COMMENTS

Chapter 1 Amendments:

Policy 1.17 Community Involvement Committee. Establish a Community Involvement Committee to oversee the Community Involvement Program for land use decisions as recognized by Oregon Statewide Planning Goal 1 – Community Involvement and policies 2.15 – 2.18 of this Comprehensive Plan.

The Alliance opposes this amendment because there is already a sufficient land use review process as required by state land use law that requires public notice. The Community Involvement Committee (CIC) should not exercise authority over land use decisions. The CIC's objective should remain to oversee public involvement efforts related to the comprehensive plan. Broadening its scope would only undermine existing land use review and the role of the Planning and Sustainability Commission, which is to provide input on policies and plans.

Chapter 3 Amendments:

Policy 3.3 Equitable development. Guide development, growth and public facility investment to reduce disparities; encourage equitable access to opportunities, mitigate the impacts of development on income disparity, displacement and housing affordability, and produce positive outcomes for all Portlanders.

3.3. a. Anticipate, avoid, reduce and mitigate negative public facility and development impacts, especially where those impacts inequitably burden communities of color, underserved and underrepresented communities, and other vulnerable populations.

3.3.b. Make needed investments in areas that are deficient in public facilities to reduce disparities and increase equity. Accompany these investments with proactive measures to avoid displacement and increase affordable housing.

3.3.c. Encourage use of plans, agreements, incentives and other tools to promote equitable outcomes for development projects that benefit from public financial assistance.

3.3.d. Incorporate requirements into the Zoning Code to provide public and community benefits as a condition for development projects to receive increased development allowances.

3.3.e. When private property value is increased by public plans and investments, require development to address or mitigate displacement impacts and impacts on housing affordability, in ways that are related and roughly proportional to these impacts.

3.3.f. Coordinate housing economic development, and public facility plans and investments to create an integrated community development approach to restore communities impacted by past decisions.

3.3.g. Encourage developers to engage directly with a broad range of impacted communities to identify potential impacts of private development projects, develop mitigation measures, and provide community benefits to address adverse impacts.

The Alliance recognizes there is broad concern with equity and displacement issues associated with development. However, the Alliance cautions against overly burdening development as the tool to overcome these issues, both for legal reasons related to nexus and proportionality, as well as the potential that development may not occur if it becomes financially infeasible. Further, we recommend "community benefits" be defined; this suite of policies creates a very uncertain environment, which may impact development.

Policy 3.20 Center connections. Connect centers to each other and to other key local and regional destinations, such as schools, parks, and employment areas by pedestrian trails and sidewalks, bicycle sharing, bicycle routes, frequent and convenient transit, and electric vehicle charging stations. Prepare and adopt future street plans for centers which currently have poor street connectivity, especially where large commercial parcels are planned to receive significant additional housing density.

Centers and local and regional destinations such as schools, parks and employment areas must also be connected and accessible by freight and auto. These modes should be included in the underlined language above.

Chapter 4 Amendments:

New Policy after 4.23 Drive through facilities. Prohibit drive through facilities in the Central City, and limit them in centers and corridors in order to support a pedestrian-oriented environment and reduce conflicts between automobiles and pedestrians and bicyclists.

The Alliance opposes this amendment to prohibit drive through facilities in the Central City and limit them in centers and corridors. There are existing drive through facilities throughout the city that consist of different business types including, but not limited to banks and food service. It is unclear if these existing drive through facilities would become non-conforming uses and or prohibited all together. The market will best determine where drive through facilities should exist based on demand and land values.

Policy 4.52 Economic viability. Provide options for financial and regulatory incentives to allow for the productive, reasonable and adaptive reuse of historic resources.

Given the changes to Policies 4.27 and 4.45, the Alliance strongly supports this amendment especially if there are to be requirements for historic preservation and rehabilitation. Financial and regulatory incentives should be offered proportional to the cost of rehabilitation and adaptive reuse of historic resources.

Chapter 5 Amendments:

New Policy after 5.5 Middle housing. Enable and encourage development of middle housing. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale transition between the core of the mixed use center and surrounding single family areas. Apply zoning that would allow this within a quarter mile of designated centers, where appropriate, and within the Inner Ring around the Central City.

The Alliance strongly supports this amendment to encourage the development of more middle housing in the central city and throughout.

Policy 5.26 Funding plan. Encourage development of financial or regulatory mechanisms to achieve the regulated affordable housing target set forth for 2035.

The Alliance strongly supports the need for more affordable housing and financial and regulatory mechanisms to encourage its development. Strategies including regulatory relief (i.e. design review, SDC waivers, etc.) should be explored to help curb development costs and encourage more development of housing units across the income spectrum. That said, any financial and regulatory mechanisms should be offered as incentives to developers and not punitive in nature in order for affordable housing goals to be achieved by 2035.

Policy 5.45 Housing continuum. Prevent homelessness and reduce the time spent being homeless by allowing and striving to provide a continuum of safe and affordable housing opportunities and related supportive services including but not limited to rent assistance, permanent supportive housing, transitional housing, micro-housing communities, emergency shelters, temporary shelters such as warming centers, and transitional campgrounds/rest areas.

The Alliance strongly supports providing a continuum of safe and humane affordable housing options in both the near-term (i.e. emergency shelter) and long-term (i.e. permanent supportive housing) but does not support transitional campgrounds/rest areas as a humane solution. Instead, individuals experiencing homelessness deserve safe indoor shelter with access to services.

Chapter 6 Amendments:

Policy 6.15 Delete this policy: Annexation. Facilitate a predictable, equitable process for annexation of employment lands within the urban services area as needed to meet the City's forecasted land needs.

The Alliance strongly opposes the deletion of this policy in the comprehensive plan. Deletion of this policy runs counter to our land use process and cripples the city from annexing lands to meet future employment needs. We need to ensure that we have an adequate supply of employment lands to ensure that we promote quality middle-income jobs and address our city's equity goals.

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

The Alliance strongly opposes this proposed amendment. This amendment is inconsistent with Resolution 37168, adopted by City Council in 2015, which includes additional factors to which the policy does not apply. The Portland-metro region is the state's hub for petroleum distribution. 95 percent of the state's petroleum runs through terminals located in the Portland harbor. This policy would run counter to the existing market and distribution of needed fuels throughout the state.

New Policy after 6.54 Neighborhood Park Use. Allow neighborhood park development within industrial zones where needed to provide adequate park service within one-half mile of every resident.

The Alliance supports the proposed employment zoning project and therefore cannot support this amendment. The employment zoning project is absolutely critical to preserving the extraneous conversion of prime industrial land which is a significant generator of middle-income jobs, particularly for those with less than a four-year college degree. Since the last comprehensive plan update, the city of Portland has lost about 1,000 acres of industrial land that have been converted to other land use designations. We cannot afford to convert more acres given our industrial lands shortfall. Title 4 restricts the conversion of industrial land for other purposes and this proposed amendment runs counter to it.

Policy 6.57 Development impacts. Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards that foster suitable density and attractive campus design. Minimize off-site impacts in collaboration with institutions and neighbors, especially in reducing automobile traffic and parking impacts.

The Alliance recommends adding language that reads as follows "ensure that employees, patients, and students can access campuses and institutions using all modes of transportation and that freight mobility is maintained."

Chapter 9 Amendments:

Policy 9.57 Off-street parking. Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand. Provide adequate but not excessive off-street parking where needed.

Parking promotes the economic vitality of businesses located in centers and corridors. Limiting parking has already created issues in some areas of the city. We support the inclusion of a statement about providing adequate off-street parking, but remain concerned about the overall policy to limit new parking spaces as the city continues to grow and develop.

Policy 9.6 Transportation strategy for people movement. Implement a prioritization of modes for people movement by making transportation system decisions according to the following ordered list:

1. Walking
2. Cycling
3. Transit
4. Taxi / commercial transit / shared vehicles
5. Zero emission vehicles
6. Other single occupant vehicles

When implementing this prioritization, ensure that:

The needs and safety of each group of road users are considered, and changes do not make existing conditions worse for the most vulnerable users higher on the ordered list.

- All users' needs are balanced, with the intent of optimizing the right of way for multiple modes on the same street.
- When necessary to ensure safety, accommodate some users on parallel streets as part of multi-street corridors.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.
- Rationale is provided if modes lower in the hierarchy are prioritized.

As we have conveyed before there is a pervasive bias for active transportation in the Recommended Draft 2035 Comprehensive Plan and while we understand that there will be increased demand for these travel options there will also be increased demand for vehicular movement. We need to be strategic when crafting policies to ensure a balance of modal options.

We appreciate that city staff have adopted the Vancouver, British Columbia model of differentiating between the movement of people and the movement of goods. While this "ordered list" of modes applies only to the movement of people, it should be made clear that it does not apply to freight corridors and the movement of goods. This hierarchy should not be applied to freight districts, regional truck ways, priority truck streets, and major truck streets as designated in the city's Transportation System Plan (TSP).

For facilities not identified as freight facilities in the TSP, we suggest that, in cases where there is overlap between the "movement of people" and the "movement of goods and services," that freight be prioritized and the above ordered list not applied.

New Policy after 9.8 Accessible and age-friendly transportation system. Ensure that transportation facilities are accessible to people of all ages and abilities, and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990. Improve and adapt the transportation system to better meet the needs of the most vulnerable users, including the young older adults, and people with different abilities.

We believe that an age-friendly transportation system would place more emphasis on transit and vehicular movement. As seniors age, they are more likely to be dependent on transit and drivers (i.e. shuttle drivers, carpools, taxi and private-for-hire modes). This is another reason why policy 9.6 with the ordered list of modes should be reprioritized.

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Tuesday, April 12, 2016 4:03 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Regarding the 57 Acres by Broadmoor Golf Course in NE PDX

Follow Up Flag: Follow up
Flag Status: Completed

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

From: Tracey Hillman [mailto:traceytrix@gmail.com]
Sent: Tuesday, April 12, 2016 3:08 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: Re: Regarding the 57 Acres by Broadmoor Golf Course in NE PDX

I sent this email earlier today, but I did not include my address. I am re-sending with that information. Thanks very much.

I am writing to you to implore you to not allow the 57 acres near Broadmoor Golf Course to be "upzoned" into industrial space. This is a valuable wildlife habitat that should be kept as Open Space. Especially in light of the current toxic air and soil issues that are plaguing other parts of Portland, adding more industry and taking away wildlife is highly inadvisable.

Please do not allow this re-zoning to take place!

Thank you very much for your service.

Tracey Hillman,
4104 SE Evergreen Street
Portland, OR 97202

On Tue, Apr 12, 2016 at 9:42 AM, Tracey Hillman <traceytrix@gmail.com> wrote:

I am writing to you to implore you to not allow the 57 acres near Broadmoor Golf Course to be "upzoned" into industrial space. This is a valuable wildlife habitat that should be kept as Open Space. Especially in light of the current toxic air and soil issues that are plaguing other parts of Portland, adding more industry and taking away wildlife is highly inadvisable.

Please do not allow this re-zoning to take place!

Thank you very much for your service.

Tracey Hillman, SE PDX resident

Arevalo, Nora

From: Washington, Mustafa
Sent: Tuesday, April 12, 2016 3:59 PM
To: Laura Wisdom
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Completed

Dear Laura,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Laura Wisdom [mailto:romainl@eou.edu]
Sent: Tuesday, April 12, 2016 8:40 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Broadmoor Golf Course

Dear Mr. Hales,

Of all places in our country, this is the one city that should be a model example of a healthy urban environment for both its citizens and wildlife. I believe that both are linked as increased wildlife makes this city more attractive aesthetically. As mayor, I hope this is important to you! That is why I am asking you to protect Broadmoor Golf Course as Open Space and Natural Area, not convert it to industrial use.

Laura Wisdom

Arevalo, Nora

From: Washington, Mustafa
Sent: Tuesday, April 12, 2016 3:34 PM
To: Gehl Babinec
Cc: BPS Comprehensive Plan Testimony
Subject: RE: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

Follow Up Flag: Follow up
Flag Status: Completed

Dear Gehl,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Gehl Babinec [mailto:Gehlb1@comcast.net]
Sent: Tuesday, April 12, 2016 9:48 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

TO: PORTLAND CITY COUNCIL

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

221 SW Fourth Avenue, Room 130 Portland, Oregon 97204

RE: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

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

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

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

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

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

Please add this to the record. Thank you,

Gehl Babinec

3842 SW Dolph Court

Portland Or. 97219

cc: City Auditor, La Vonne Griffin-Valade, lavonne@portlandoregon.gov Susan Anderson, susan.anderson@portlandoregon.gov

Director DLCD Jim Rue, jim.rue@state.or.us
MNA Land Use Committee, mnalandusecommittee@gmail.com

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

Proposed March 18, 2016

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.

Gehl P. Babinec
3842 SW Dolph Court
Portland, Oregon 97219-3651

Phone: 503-764-9548
Email: gehlb1@comcast.com

April 12, 2016

To: Portland City Council

Mayor Charlie Hales, Commissioner Amanda Fritz, Commissioner Nick Fish, Commissioner Steve Novick, Commissioner Dan Saltzman, Council Clerk

RE: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

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

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

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

If the Village is designated a Neighborhood Center with a 1/2-mile radius, it will overlap with the boundaries of the two adjacent Town Centers (Hillsdale and

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

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

Please add this to the record.

Thank you,

Gehl Babinec
3842 SW Dolph Court
Portland, OR 97219

cc: City Auditor, La Vonne Griffin-Valade, Susan Anderson,
Director DLCD Jim Rue, MNA Land Use Committee

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

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

Arevalo, Nora

From: Anthea Karl <anthea_karl@yahoo.com>
Sent: Tuesday, April 12, 2016 3:14 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Completed

Please OPPOSE amendment M3, Brummel Enterprises request for zone change.

I live on Sherret St, which is extremely narrow and already congested with Milwaukie, E side folks that cut through to the Tacoma Bridge. This road also passes by the Sellwood Middle School which fills this street with sports parking (baseball and so on).

If apartments are approved please consider a smaller #, and a lower height to fit the area and preserve quality of living. We'd also like parking spaces as there is already few spots due to the size of the street. The Max station parking lot at Tacoma is already filled to capacity by 7:30 am daily and assuming folks will walk a mile in the rain is unreasonable.

Thank you for your consideration.

Anthea Karl
346 SE SHERRETT ST
Portland OR 97202
503-347-7332

Arevalo, Nora

From: Washington, Mustafa
Sent: Tuesday, April 12, 2016 2:57 PM
To: Molly Anderson
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Comprehensive Plan - No on Amendment 35

Follow Up Flag: Follow up
Flag Status: Completed

Dear Molly,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Molly Anderson [mailto:molly@mollyomatic.com]
Sent: Tuesday, April 12, 2016 10:10 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Comprehensive Plan - No on Amendment 35

Dear Mayor Hales

I am writing to voice my disapproval toward Brummell Enterprises proposal to change zoning in Sellwood 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. This is amendment 35 in your comprehensive plan. There is NO good reason to allow Brummell the "rare opportunity" & "flexibility..." (quotes from their written testimony -11/17 to the city council clerk) to destroy homes and build four story structures. One of the properties in question is right next door to my house (and I have received no notification from Brummell). I am fine with the new construction along 17th on properties already zoned commercial, but see no need for them to wrap around the corner and continue up SE Spokane St.

There is no way I would have purchased a home next to a four story apartment structure or a property zoned to allow one. Though we are only a stones throw from busy 17th Ave, having a buffer of a house or two makes all of the difference in the world when it comes to allowing my children to play outside with neighbors. I am an avid gardener and grow a sizable portion of my family's food. A four story structure would pollute our environment and kill the sunlight that my garden needs to thrive. Aside from the obvious lack of parking and the unnecessary demolition of classic Sellwood homes, it would also bring strangers and a lack of security to our already neighborhood. If you allow Brummell Enterprises to cash in and rezone, It will lower our quality of life and destroy the sense of community on our street.

There are plenty of apartments already going up all over our neighborhood. This amendment is absolutely NOT in the best interest of our community. I have personally spoken to all of my neighbors in a 4 block radius and can tell you that everyone was angry and upset when they heard about amendment 35. It feels very backhanded and sneaky that this amendment is being tacked on to your comprehensive plan without making it known to the community. Please do not endorse this proposal and remove it from your comprehensive plan. Help us preserve the current zoning for these houses.

Thank you,
Molly Anderson
1655 SE Spokane St
Portland OR 97202

Arevalo, Nora

From: Washington, Mustafa
Sent: Tuesday, April 12, 2016 2:52 PM
To: BetteLynn Johnson
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Proposed Multnomah Village Designation Change

Follow Up Flag: Follow up
Flag Status: Completed

Dear BetteLynn,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: BetteLynn Johnson [mailto:writerbabe38@gmail.com]
Sent: Tuesday, April 12, 2016 11:01 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Proposed Multnomah Village Designation Change

Dear Mayor Hales:

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

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

The Neighborhood Corridor designation better fits the design and character of the Village and is more in keeping with the semirural character of the neighborhood. The introduction of the Draft 2035 Comprehensive Plan stated that there was more than enough capacity to meet the projected growth without changing any zoning.

During dozens of discussions with BPS staff, as we advocated for the Neighborhood Corridor and in opposition to the Neighborhood Center designation, we were assured that Multnomah's single-family zoning would remain unchanged with the proposed Neighborhood Center Designation. Amendment #P45 directly contradicts those assurances.

It undermines our trust in city government and in due process. I urge you to reconsider amendment #P45 and to vote against it. Please add this to the record.

Thank you.

BetteLynn Johnson
4407 SW Marigold St
Portland OR 97219

Arevalo, Nora

From: Karen Deveney <deveneyk@ohsu.edu>
Sent: Tuesday, April 12, 2016 2:37 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: Completed

Re: Support for Amendment M74 of the Portland zoning laws

My husband and I have lived in Eastmoreland since 1987. When we moved here, we chose our neighborhood because of the character and livability of the area, particularly with its many mature trees that form a valuable forest canopy. We cherish our neighbors and our neighborhood and wish to remain in our home as long as we can and, hopefully, allow still another generation to live in and enjoy our majestic 1922 home after we are gone.

We are distressed that the city planning bureau has not seen fit to grant our neighborhood the same request that has been granted to other Portland neighborhoods that wish to preserve their forest canopy, greenspace, and livability, such as the Reed neighborhood directly adjacent to our north. We respectfully request that our neighborhood be zoned R7 as well, to preserve the character of our neighborhood with its unique, historic homes and mature trees.

Sincerely yours,

Karen and Cliff Deveney
6732 SE 29th Avenue
Portland, Oregon 97202

Arevalo, Nora

From: s.buys@comcast.net
Sent: Tuesday, April 12, 2016 2:23 PM
To: BPS Comprehensive Plan Testimony
Subject: "Comprehensive Plan Testimony"

Follow Up Flag: Follow up
Flag Status: Completed

To Whom It May Concern:

As a long time resident of Eastmoreland, I strongly support the change from R-5 to R-7. I hope you will listen to those of us in the neighborhood on this issue. Thank you.

Susan Buys
3117 S.E. Martins
Portland, OR 97202

Arevalo, Nora

From: Larry Stillman <wrybagel@comcast.net>
Sent: Tuesday, April 12, 2016 2:02 PM
To: BPS Comprehensive Plan Testimony
Cc: Commissioner Novick; Bizeau, Tom; Commissioner Saltzman; Commissioner Fish
Subject: Amendment M74

Follow Up Flag: Follow up
Flag Status: Completed

I am writing in support of Amendment M74. R7 zoning has already been approved for the Reed neighborhood immediately to the north of Eastmoreland, as well as multiple other neighborhoods. Why not in Eastmoreland? Numerous studies show a negligible density impact should existing lot sizes in this neighborhood be subdivided, actually a win for the city. The eye test suggests that infill and densification elsewhere have been not insignificant factors in spurring a noticeable traffic increase. This is a quality of life issue which is morphing our slogan into "Portland, the city that doesn't really work," especially when driving at peak hours. In addition, M74 will preserve older, more affordable homes of greater architectural value, maintain neighborhood character, something about which we feel quite strongly - it matters - and will also help prevent the sickening clearing of trees on lots to be demolished and rebuilt. Sickening is not too strong a description of the feeling. Infill in Eastmoreland - little to be gained for too much to lose.

Truth in zoning is important. We have yet to hear the REASON for clearly treating our neighborhood differently from others on the R7 issue. Please help us maintain the livability, architectural heritage, and urban canopy by voting for this amendment.

Sincerely,
Larry and Sheila Stillman

Arevalo, Nora

From: Council Clerk -- Testimony
Sent: Tuesday, April 12, 2016 1:56 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Don't destroy the "highly significant" open space Portland Broadmoor Golf Course by "upzoning" to allow Industrial Development!

Follow Up Flag: Follow up
Flag Status: Completed

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

From: Meg Ruby [mailto:megruby@gmail.com]
Sent: Tuesday, April 12, 2016 11:56 AM
To: Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Council Clerk -- Testimony <CCTestimony@portlandoregon.gov>
Subject: Don't destroy the "highly significant" open space Portland Broadmoor Golf Course by "upzoning" to allow Industrial Development!

Dear Commissioners Fish and Fritz,

I am writing to ask you to vote against Commissioners Hale, Novick, and Saltzman's proposed amendment to the Portland's Comprehensive Plan to convert 57 acres of valuable wildlife habitat at the Broadmoor Golf Course in NE Portland to industrial use.

The Broadmoor is currently zoned as Open Space, which preserves and enhances public and private natural, park and recreational values. **Properties of this quality are in scarce supply, especially in NE Portland.**

I understand the owner has asked that the City to 'upzone' this acreage in order to sell it to industrial developers in order to reap a huge profit.

Since when is promoting the conversion of Open Space and facilitating real estate speculation in our public interest? Sounds like old-fashioned croneyism!

If so, this is unconscionable and frankly beneath the City of Portland.

Here are a few reasons the proposed amendment is NOT in Portland's public interest:

- The majority of the site is within a **designated environmental overlay, an area the city recognizes has "highly significant resources and functional values."**
- The site is **bordered on three sides by waterways and wetlands including the Columbia Slough, the Catkin Marsh Wetlands, and a Port of Portland environmental mitigation site.** This parcel contains more than a full mile of riparian habitat! Destroying this site will not only eliminate important habitat. It will leave the surrounding habitat isolated and fragmented, cutting the heart out of one of the most important wildlife complexes on the Columbia slough.
- The site is full of massive trees which provide the city important environmental services, and include many large giant sequoias like the ones that the community fought to save in SE Portland
- **11 at-risk bird species** and the state listed sensitive Western Painted Turtles have been identified in this habitat complex.

- The entire site ranks as “high value” on the regional natural resources inventory.

Also, **this amendment undermines the public process.** The conversion of the 57 acres to industrial use was never proposed during the multi-year comprehensive plan public process. In fact, it was proposed to be permanently protected as Open Space and a natural area every step of the way and was only shifted to industrial use at the very end of the process at the behest of the landowner.

Please vote down the amendment to “upzone”. Protect Broadmoor Golf Course as Open Space and Natural Area.

Sincerely,

**Meg Ruby
Jonathan Lindgren**

**3218 SE Tibbetts St.
Portland OR 97202**

Arevalo, Nora

From: ricky cancro <rickycancro@gmail.com>
Sent: Tuesday, April 12, 2016 1:54 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I have lived in Sellwood for the past 12 years, purchasing a house as soon as as possible upon moving to Portland 14 years ago. After living here for 14 years, the changes I've seen in the last 5 have been unbelievable. While some changes have been great (new bridge, max line, bike boulevards), I am constantly surprised by the number of houses that are being torn down to build apartments, condos and townhouses. Even this I understand is necessary as more people move to our great city just like I did in 2002. However, the proposed changes to the zoning of 1668 SE Nehalem St and 1665 SE Spokane St. are unnecessary and destructive to the neighborhood that I feel in love with 14 years ago. Please do not allow commercial to start to impede into the residential streets of Sellwood. You will be destroying one of Portland's best neighborhoods.

Thank you for your time,
Ricky Cancro
1942 SE Spokane St.

Arevalo, Nora

From: Moore-Love, Karla
Sent: Tuesday, April 12, 2016 1:43 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Objections to Last Minute Comp Plan Amendments

Follow Up Flag: Follow up
Flag Status: Completed

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

From: Maryellen Read [mailto:maryellenread@gmail.com]
Sent: Tuesday, April 12, 2016 12:43 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>; Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>
Subject: Objections to Last Minute Comp Plan Amendments

Maryellen Read

125 SW Collins St.

Portland OR 97219-6584

April 11, 2015

City Council

Portland City Hall

1221 SW 4th

Portland Oregon 97214

RE: Opposition to Last Minute Amendments to the Comprehensive Plan

Dear Commissioners and Mayor Hales:

This list of last minute amendments -- radical and far reaching changes to the 2035 Comprehensive Plan--have been inserted into the Plan with little time for public awareness, much less review or comment. Is this intentional on the part of City Council? Or, is it the result of lack of foresight, or planning or just incompetence?

In either case, the citizens of Portland have been removed from participating in decisions that will greatly affect them.

In either case it is an emergency for involved citizens. Public confidence in the process has curdled to cynicism.

At the very least, City Council needs to add significant time to the process of community review and examination of the proposed amendments. Immediately

Going ahead with the existing time constraints, and the attendant lack of public awareness and scrutiny, erodes citizen confidence in the open and due process of Portland's commitment to openness in governance.

Oregon's ethics law requires transparency. Disclosures of financial interests associated with these amendments should be in the public record. Sufficient time to examine this record is required for meaningful input by the citizens and for scrutiny by the press.

The abbreviated time-line imposed by the 11th hour announcement of these amendments to the 2035 Comp Plan is disenfranchising residents and marginalizing neighborhood input.

Signed,

Maryellen Read,

Resident of Portland OR

Arevalo, Nora

From: Dave Cole <davecole00@gmail.com>
Sent: Tuesday, April 12, 2016 1:09 PM
To: BPS Comprehensive Plan Testimony
Cc: Dave Cole
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I'm writing to voice my opposition to Proposed Changes 1514 and 1471, amendment M42, concerning the rezoning of two R1 residential areas on Fremont street between Mississippi and Vancouver avenues to CM2.

I only learned about this yesterday at the Boise Elliot Neighborhood Association emergency meeting, along with several other upset residents of the neighborhood. The change being asked for is being done so by only two business owners in the neighborhood, who have not followed transparent procedures in notifying nearby residents of the impacts of their request. City policy is for all property owners within 400' of a targeted area to be notified of these proposed changes, we were not.

I own the property at 3548 N Albina Ave, a 1890 historic victorian house that would be forever in the shadow of a 5-6 story building with no setback one door to the south of me. When we moved into the neighborhood, it was with the understanding that we lived in a residentially zoned area and could enjoy the livability and quality of life of a street with homes on it. The area between N Commercial and Gantenbein, if zoned CM2, would be an island of commercial businesses within a sea of single-family residences. Such a change would be incredibly disruptive and detrimental to the homeowners of that area.

Across Fremont from my home is the Boise-Elliot school; the traffic impacts of CM2 zoned areas on either side of the school are immense. Traffic on Fremont street is already bad; with no studies done on what this additional commercial would do to the street, the safety of the children going to the school are being put into serious danger. The parking impacts on an already stressed area would make things even worse.

One of the last churches in the neighborhood and a community garden sit on one of the parcels in the requested area - they would be lost to us if this rezoning occurs, drastically changing the character of the neighborhood.

Much of the opportunity for R1 zoning has yet to be developed - proposals for even higher density should wait until the neighborhood more closely resembles the zoning already designated.

I and my neighbors find ourselves scrambling to save the quality of life in my neighborhood due to the covert efforts of a small group of private interests; at last night's neighborhood association meeting it was clear that the vast majority of us strongly oppose this zoning change; the majority of the present neighborhood association members voted to oppose the zoning change, but due to the abstention of a few members an official vote could not be recorded. Zoning is the only stake in the ground we as homeowners have to protect ourselves, I his sk that you please consider our voice and alacrity in this situation and deny the request for rezoning these two areas.

Thank you,
-Dave Cole
3548 N Albina Ave.

Portland, OR 97227
415-577-3776
dave@dave-cole.com

Arevalo, Nora

From: Washington, Mustafa
Sent: Tuesday, April 12, 2016 12:24 PM
To: Jean Brodahl
Cc: BPS Comprehensive Plan Testimony
Subject: RE: don't develop Broadmoor Golf Course

Follow Up Flag: Follow up
Flag Status: Completed

Dear Jean,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Jean Brodahl [mailto:brodahlj@gmail.com]
Sent: Tuesday, April 12, 2016 12:04 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: don't develop Broadmoor Golf Course

Dear Mayor Hales, I was shocked to read that you are considering changing your plan to preserve 57 acres of green space at Broadmoor. Please do not allow this land to be turned into industrial development. Preserving some of these wetlands and greenspaces improves life for all of us who live nearby and for Portlanders in general.

There has been more than enough industrial development along the Columbia Slough, preserving this area is a unique opportunity, one that will surely be a credit to your work as a mayor.

Sincerely,

Jean Brodahl

5426 NE Mason St

Arevalo, Nora

From: Elizabeth Super <supere@ohsu.edu>
Sent: Tuesday, April 12, 2016 11:53 AM
To: BPS Comprehensive Plan Testimony
Cc: Commissioner Novick; Hales, Mayor; Bizeau, Tom; Commissioner Saltzman;
Commissioner Fish
Subject: Comprehensive Plan Testimony: SUPPORT FOR AMENDMENT M74!!

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mayor and City Council,

I am in strong favor to Amendment M74. Please preserve historic Eastmoreland with Amendment M74.

Demolition of older homes has destroyed the tree canopy in Eastmoreland. My 5 and 7 year old children cherish the large trees in Eastmoreland for climbing, shade and swinging.

Only the R7 designation will allow for older, more affordable homes to stay in Eastmoreland. Demolition of homes to create two large homes by developers does not maintain cost of living in Portland. It only contributes to high housing prices and profits for developers, as well has unnecessary environmental waste.

I watched a beautiful house on SE Knapp that was demolished by Renaissance Homes to build two huge houses with no yard. Prices for these homes will likely be above \$800,000. Trees were cut down. A beautiful home was put in a dumpster. Do you really want this to continue? **PLEASE TAKE A STAND!!!!**

PLEASE APPROVE AMENDMENT M74. Maintain Eastmoreland for its residents, not greedy developers.
Vote in each election and this is a very important issue if you would like my continued support.

Respectfully,
Elizabeth Super
7100 SE Reed College Place
Portland, OR 97202

Arevalo, Nora

From: Doug X <dougurb@gmail.com>
Sent: Tuesday, April 12, 2016 11:07 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony
Attachments: 4-12-16 PNSD Comp Plan Amendment Testimony.doc

Follow Up Flag: Follow up
Flag Status: Completed

Attached is testimony from Portland Neighbors for Sustainable Development regarding the Council Amendments to the Comprehensive Plan.

Thank you.

Doug Klotz
1908 SE 35th Place
Portland, OR 97214

Portland Neighbors for Sustainable Development

c/o Doug Klotz
1908 SE 35th Place
Portland, OR 97214
April 11, 2016

Testimony on Comprehensive Plan Update Council Amendments

Mayor Hales and Commissioners:

Portland Neighbors for Sustainable Development was organized several years ago to support sustainable development in Portland, through zoning and transportation decisions that move our city forward. We would like to express our support for the Comprehensive Plan Update, which will move the city in the right direction. Many of the proposed Amendments will help refine the plan for an even better outcome.

Policies

Some of the Policy Amendments we support are:

#P15. We join the Anti-displacement Coalition in supporting the changes to Policy 3.3, to clarify the need to “mitigate the impacts of development on income disparity, displacement and housing affordability”, and the additional language proposed.

We support **#P16** and **#P23**, which will help build more walkable areas where street grids and connectivity currently thwart development of 20-minute neighborhoods.

We support **#P45**, which adds a Middle Housing policy, to encourage the development of middle housing, specifically within the Inner Ring and in a quarter mile of designated centers. We urge the addition of “and corridors” to the proposed language, to read: “designated centers and corridors, where appropriate, and within the Inner Ring around the Central City”.

We support **#P90** and **#P91**, which strengthen the Transportation strategy and the ordered list of modes, which emphasizes the movement of people, and institutes a separate policy to clearly support an accessible and age-friendly transportation system.

There are some Policy Amendments that we oppose:

#P8 would change Goal 2A to require that in order to “partner” with the city, “historically under-served and under-represented communities must be paired with the city’s Neighborhood Associations” (emphasis added). Some Neighborhood Associations might not seem welcoming to these communities. These groups should be welcome to work with the city on their own, in their own way, without this requirement.

We are concerned by a group of amendments, **#P32, #P44, #P51, #P60**, which seem to be the product of a lobbying group, the Retail Task Force and International Council of Shopping Centers, which has historically fought for auto-centric development, with large parking lots in front of stores and other features that hamper the development of pedestrian-, bike-, and transit-friendly neighborhood centers and corridors. We oppose the language in these, language that could set the stage for changes to be proposed later to the Mixed Use Zones proposal and other policy documents.

#P32 would change policy to allow (“limited”) drivethroughs in centers as well as corridors. In the prevalent CS and CM zones, this is a reversal of the long-standing prohibition of drive-throughs.

#P44 would add “Provide adequate land supply to accommodate a full spectrum of grocery stores catering to all socioeconomic groups and providing groceries at all levels of affordability”. We fear that this is a setup for their argument that stores with parking lots in front are needed to sell groceries cheaper, which has not been demonstrated.

#P51 seems to argue that we shouldn’t have buildings that are pedestrian-friendly yet, as it’s not yet time to prohibit parking lots from in front of the buildings. It is time, and many large stores have been built to this standard since its 1981 adoption.

#P60, a Retail Development policy, may sound good, but we sense that each word (e.g. “convenience”, “accessibility”) is placed to buttress future arguments for car-friendly building layouts. Previous testimony calls for “retail zones with safe harbors for auto-oriented grocery stores” located in “close-in urban areas”. These proposals would only encourage the continued use of the auto, institutionalize large parking areas and further discourage alternative transportation.

We thus oppose these four amendments as written. Modifications to insure that these policies do not contravene other policy goals, including the Urban Design Framework and the Transportation Goals, are necessary before adoption.

Complete list of Policy amendments we Support:

P15, P16, P23, P30, P31, P43, P45, P49, P56, P90 P91, P98, P101

Complete list of Policy amendments we Oppose:

P8, P32, P35, P36, P37, P44, P51, P53, P60, P73, P99

Mapping

There are several Mapping Amendments we support:

#M-54 and #M-55 We strongly support extending the Mixed Use-Urban Center designation for Mixed Use parcels from 42nd to 49th on Belmont and from 44th to 51st on Division. Designating these sections MU-UC acknowledges the fast-changing nature of these areas. On Belmont, there are multifamily buildings under permitting at 43rd and at 45th, with buildable parcels clear to 49th. On Division, there is a recent 4-story mixed use building at 48th, a 121 unit mixed use building under construction at 50th, and a 127-unit mixed use building at 50th under permitting, which will include a Green Zebra grocery. Another 120 unit building is planned on 50th between Ivon and Clinton. These are clearly Urban Center development patterns. In addition, the corner of 50th and Division has the best bus service in Inner Southeast Portland, with the intersection of the #4 and #14 bus lines.

The change to MU-Urban Center will also mean the addition of a “d” overlay, which will make it more attractive for developers to take advantage of the Affordable Housing provisions in the new Mixed Use Zones code, since the set-back fifth floor will be available to them, so that using the bonus will pencil out.

(The MU-UC designation should include the entire ownership of the parcels at 4926 SE Division, which extend south to Ivon St. The current amendment mapping splits that ownership site into two designations.)

We support **#M-28**, changing the designation to MU-Neighborhood at 60th and Belmont. This acknowledges that this node already had 3- and 5-story buildings, and a larger scale is appropriate for these parcels across the street. Two bus lines intersect here.

There are Mapping Amendments we oppose:

We oppose **#S-20**. The parcels are all commercial or apartment buildings except one house. MU-UC is appropriate, as staff proposed.

We oppose **#S-21**. The recommended R-2.5 is closer to the existing density in this area, which has apartments as well as duplexes, and single-family houses on small lots.

We oppose **#S-22**. The recommended R-2.5 reflects current development and surroundings.

We oppose **#M-74**. The wholesale downzoning of the entire Eastmoreland district, when BPS analysis found that R-5 better reflects the lot sizes and patterns, would set a bad precedent of special treatment for wealthier neighborhoods. It also ignores the logic of

higher densities near the Bybee Max stop. We also oppose #M-75, which would ignore the proximity of this area to the Woodstock neighborhood center.

We do not support F-61 as written, but would support it if the parcels on the east side of 50th, north and south of Hawthorne, were retained as Mixed Use-Urban Center, to match the west side of 50th there.

Complete list of Mapping Amendments we Support:
M-22, M54, M55, M-19, M-28

Complete List of Mapping Amendments we Oppose:
M21, M62, M63, M71, S-20, F61, S-21, S-22, M74, M75,

Thank you for your consideration of our testimony, and all the work yourselves and staff have put into these amendments.

Signed:

Brian Cefola
Joseph P. Edge
Steve Gutmann
Marsha Hanchrow
Tony Jordan
Alan Kessler
Doug Klotz
Joe Recker
Dan Rutzick
Ben Schonberger
Eli Spevak, owner, Orange Splot LLC
Bob Stacey
Bill Stites, owner, Truck Trike
David Sweet
Mark Wheeler

Arevalo, Nora

From: BetteLynn Johnson <writerbabe38@gmail.com>
Sent: Tuesday, April 12, 2016 11:05 AM
To: BPS Comprehensive Plan Testimony
Subject: Proposed changes to the 2035 Comprehensive Plan for Multnomah Village

Follow Up Flag: Follow up
Flag Status: Completed

For the record I would like it known that I stand with the hundreds of Multnomah residents, the Multnomah Neighborhood Association, and Southwest Neighborhoods Inc. have all requested that the City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

If the Village is designated a Neighborhood Center with a ½-mile radius, it will overlap with the boundaries of the two adjacent Town Centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor.

The higher-density development within a quarter mile of these designated centers will overlap with Multnomah and leave little room for the existing single family homes as redevelopment continues to occur.

The Neighborhood Corridor designation better fits the design and character of the Village and is more in keeping with the semirural character of the neighborhood. The introduction of the Draft 2035 Comprehensive Plan stated that there was more than enough capacity to meet the projected growth without changing any zoning.

During dozens of discussions with BPS staff, as we advocated for the Neighborhood Corridor and in opposition to the Neighborhood Center designation, we were assured that Multnomah's single-family zoning would remain unchanged with the proposed Neighborhood Center Designation. Amendment #P45 directly contradicts those assurances.

It undermines our trust in city government and in due process. I urge you to reconsider amendment #P45 and to vote against it. Please add this to the record.

Thank you.

BetteLynn Johnson
4407 SW Marigold St
Portland OR 97219

Arevalo, Nora

From: Cocks,Michael D (BPA) - PTM-5 <mdcocks@bpa.gov>
Sent: Tuesday, April 12, 2016 10:52 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Completed

I live in the Sullivan's Gulch neighborhood, and my comments are related to the amendments proposed for the area:

- NE Weidler (like NE Broadway) is a main corridor, and I think that it should continue to be designated **Mixed Use Urban** instead of being downgraded to High Density Multi Dwelling between 17th and 21st and from 21st to 24th.
- I am unclear whether the Mayor's proposed amendments affect the designation of Mixed Use Urban Center for NE Broadway and NE Weidler in the Lloyd Center area (around NE 15th to NE 21st...this is related to bullet #1 but I want to include both streets and down to NE 15th), but I heard it was changing sections of the streets back to High Density Residential or Multi Dwelling 1000. I think we should continue to keep the Mixed Use Urban Center designation.
- I have heard that some are calling for a Building Height Transition Zone between Lloyd District and Sullivan's Gulch. I am opposed to this. I have heard reasons such as "maintaining views and sunlight" for residents of Holladay Park Plaza and other residents in the neighborhood. I don't believe this should ever be a valid reason. Nobody is entitled to a particular unobstructed view. Since we are planning for many years into the future and trying to accommodate higher density this close to the Central City, I think we should be looking to increase density versus maintaining existing residents' views.

In general, I fear that we are not going far enough in developing these Mixed Use Urban Centers and looking to the future. Possibly based on certain neighborhood reactions to not wanting to see this much change, it seems like the city is backing off the higher density vision. I live in these neighborhoods, and I want to see the city embrace higher density through higher building heights and larger mixed use developments.

Thank you for considering my comments,

Michael Cocks
1620 NE Broadway St Unit 326
Portland, OR 97232
971-533-0544

Arevalo, Nora

From: James Nobles <james@vacantfuture.com>
Sent: Tuesday, April 12, 2016 10:25 AM
To: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; BPS Comprehensive Plan Testimony
Subject: Yes of City Comp Plan Amendment 45

Follow Up Flag: Follow up
Flag Status: Completed

I support City Council Amendment #45, New Policy 5.5 as it would bring a greater diversity of housing options that are desperately needed in Southwest Portland.

Real estate prices have surged approximately 45% or more in many areas of Southwest Portland over the last 5 years, putting single-family homes out of reach for many families. Allowing middle housing and other multi-use options would show great leadership by the city as we navigate a severe housing crisis in our beloved city. A city that should represent all people with livable, sustainable and affordable policies and zoning.

Sincerely in support of Southwest Portland Livability,

James Nobles

4606A Sw Caldew St. Maplewood Neighborhood

503-936-3065

Arevalo, Nora

From: Dawn Evans <dawnmillerevans@gmail.com>
Sent: Tuesday, April 12, 2016 10:11 AM
To: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; BPS Comprehensive Plan Testimony
Subject: Protecting Single-Family Homes in Multnomah Neighborhood

Follow Up Flag: Follow up
Flag Status: Completed

Dear Portland City Council Members:

I am a registered voter.

Like many, many others who own homes in Multnomah Village, my husband and I made a deliberate choice to purchase a house located amongst other single-family houses. To interject the possibility that multi-family units could be built next door or across the street as a result of rezoning accomplished by means of a last minute amendment that is inconsistent with the concept that urban planning should be a careful, deliberative process that evolves over time after much thought and with input by those most immediately impacted.

I oppose City Council Amendment #P45, New Policy 5.5, Middle Housing to the 2035 Comprehensive Plan (see amendment text below). If passed, this amendment will allow the single-family zoned property in Multnomah to be changed to multifamily zoning without adequate opportunity for public review and comment.

This amendment is a radical, last-minute change to the 2035 Comprehensive Plan that is too far reaching to be incorporated into the plan with approximately a month for public comment. This is insufficient time for our neighborhood to become aware of the consequences of what is being proposed and to voice opposition to it.

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

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

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

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

Please add this to the record.

Thank you,

Dawn Evans
8702 SW 41st Avenue
Portland, OR 97219

Arevalo, Nora

From: Molly Anderson <molly@mollyomatic.com>
Sent: Tuesday, April 12, 2016 10:09 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Completed

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 #35 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).

I am mostly concerned with the properties at 1665 SE Spokane St and 1668 SE Nehalem St. I moved to this neighborhood a few years ago and chose my house specifically because it was on a street of single family residences. We are only a stones throw from busy 17th Ave, but having a buffer of a house or two makes all of the difference in the world when it comes to allowing my children to play outside with neighbors. There is no way I would have purchased a home next to a four story apartment structure or a property zoned to allow one. One of the properties in question on amendment 35, 1665 SE Spokane St, is right next door to my house (and I have received no notification from Brummell). I am an avid gardener and grow a sizable portion of my family's food. A four story structure would pollute our environment and kill the sunlight that my garden needs to thrive. Aside from the obvious lack of parking and the unnecessary demolition of classic Sellwood homes, it would also bring strangers and a lack of security to our neighborhood. If you allow Brummell to cash in and rezone, it will lower our quality of life and destroy the sense of community on our street.

There are plenty of apartments already going up all over our neighborhood on properties already zoned commercial. This amendment is absolutely NOT in the best interest of our community. It is clearly a money grab on the part of Brummell Enterprises. I have personally spoken to all of my neighbors in a 4 block radius and can tell you that everyone was angry and upset when they heard about amendment 35. It feels very backhanded and sneaky that this amendment is being tacked on to the comprehensive plan without making it known to the community. Please do not endorse this proposal and remove it from the comprehensive plan. Help us preserve the current zoning for these houses.

Thank you,
Molly Anderson
1655 SE Spokane St
Portland OR 97202

Arevalo, Nora

From: THF Julie Larson <THFJulieL@teufel.com>
Sent: Tuesday, April 12, 2016 9:58 AM
To: Hales, Mayor; Commissioner Fritz; Commissioner Fish; 'novic@portlandoregon.gov'; Commissioner Saltzman; BPS Comprehensive Plan Testimony
Cc: City Auditor Griffin-Valade; Anderson, Susan; 'jim.rue@state.or.us'; 'mmlandusecommittee@gmail.com'
Subject: Multnomah Village Amendment P#45
Attachments: Multnomah Village Amendment P#45.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Please see attached letter regarding this issue.

Julie Barbour
Business Manager | Teufel Holly Farms
160 SW Miller Rd. Portland, OR 97225
Office: (503)292-9181 ext.2105
Fax: (503)292-9182
Email: thfjulieb@teufel.com

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

From: thf_scanner@teufel.com [mailto:thf_scanner@teufel.com]
Sent: Tuesday, April 12, 2016 9:25 AM
To: THF Julie Barbour
Subject:

This E-mail was sent from "RICOHMPC2800" (Aficio MP C2800).

Scan Date: 04.12.2016 09:25:03 (-0700)
Queries to: thf_scanner@teufel.com

TO: PORTLAND CITY COUNCIL

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

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

RE: PROTECT SINGLE-FAMILY HOMES IN MULTNOMAH NEIGHBORHOOD

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

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

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

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

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

Please add this to the record.

Thank you,

FRANK & JULIE BARBOUR
2915 SW MOSS ST.
PORTLAND, OR 97219

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

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

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.

Arevalo, Nora

From: Washington, Mustafa
Sent: Tuesday, April 12, 2016 9:41 AM
To: Bea Rector
Cc: BPS Comprehensive Plan Testimony
Subject: RE: [User Approved] 2035 Comprehensive Plan Testimony - SE Henry St

Follow Up Flag: Follow up
Flag Status: Completed

Dear Bea,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Bea Rector [mailto:bearector@q.com]
Sent: Sunday, April 10, 2016 8:46 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: [User Approved] 2035 Comprehensive Plan Testimony - SE Henry St

Re: Lots on SE Henry Street numbered: 5312, 5316, 5320, 5404, 5412, 5424, 5430, 5401, 5407, 5415, 5421, 5427, 5433

Regarding the 2035 Comprehensive Plan, I am asking the City of Portland to remove the recommended single-dwelling 2,500 (R2.5) zoning and restore single-dwelling 5,000 (R5) zone for the lots referenced above. There are two main reasons for you to honor my request: 1) This dead-end block is already mixed zoning with high density, and 2) public safety demands it.

1: EXISTING HIGH DENSITY

This is a short street about 500 feet long with 18 apartment/duplex units bordering SE 52nd Avenue (zoned R2) as well as the 13 single family homes referenced above. Three of these homes are flag lots, which add to housing density. This block is *already* very dense and congested. It is at capacity.

In many ways this is what the City of Portland is looking for, density that is still livable. It offers affordable housing. There is diversity: ethnic diversity, age diversity, and there are many families with children. On-street parking is already in short supply, with apartment dwellers consuming much of the street parking space, especially nights and weekends. People find it very hard to enter and exit driveways at times because of the cars parked on the street. Tri-met has already classified this as a congested street and will not send its small LIFT vans to pick up a visually-impaired woman who lives in the block. Also, because of the nearby peak service transit corridor, builders would be allowed to remove off-street parking such as driveways when developing new construction. If you start dividing up lots and allow developers to eliminate off-street parking, the resulting congestion will turn a street that is livable into one that is way too crowded – difficult to park and maneuver in and dangerous for children.

2: PUBLIC SAFETY

A major reason to deny this zoning change is that there is no turnaround at the dead end. The street ends abruptly in a block wall and tall chain link fence (which is nearly always locked). It is an existing condition apparently allowed by the City of Portland in the past. Garbage trucks, large delivery trucks, and fire trucks have to back up all the way to SE 52nd Ave and then try to back out onto the very busy street.

Current Fire Code prohibits this type of street for new development, and the City of Portland should not allow more density on a street that is substandard with regard to its own public safety code. The Portland Fire code states: "Dead end fire apparatus access roads in excess of 300 feet in length shall be provided with an approved turnaround (OFC 503.2.5 & D103.1)." This dead end block of SE Henry Street qualifies as an access road, and there is nothing anywhere along its length that meets approved turnaround standards of any type.

Planning staff has argued that adding fire sprinklers to any new construction will solve the problem. Yes, if the fire code violation is caught during the permitting process, the builder can appeal, and the Fire Marshal can agree to fire sprinklers as an alternative to the approved turnaround. That does not solve the access problem, and in fact, it increases the risk to people already living on this block when up-zoning to a denser R2.5. Adding fire sprinklers project by project in this situation is an inadequate piecemeal approach that increases density without solving the public safety issue because: a) the missing turnaround will not be built (houses are in the way); b) there will be more congested parking on the streets (see #1 above) for the fire trucks to maneuver around, which can slow response time; c) adding sprinklers does not address emergency situations that are not fire-related where fire trucks, ambulances, and police can all respond to an emergency situation and need access; d) **the rest of the already tightly packed homes will not have a sprinkler system so they will still need rapid emergency access without congestion/access issues;** and e) the only public safety criteria used by staff to evaluate for up-zoning was response time, but not having adequate fire apparatus access can slow response time.

The Fire Code is there for a reason, to protect life and property. Substituting fire sprinklers instead of adequate fire access turnaround on dead ends is not in the code. It is a compromise brought up in an appeal situation. Yes, it would be great for newly constructed homes on this street to have fire sprinklers, but that can be achieved with newly constructed homes in R5, if zoning is left as is, not just homes in R2.5. However, homes with sprinklers can still burn from the outside in, and by adding more homes on an already crowded street, that creates more homes that may need the attention of firefighters during an event and puts more people at risk because **there is only one evacuation route on the dead end street.**

Please do not up-zone these lots from R5 to R2.5. In fact, these lots should have the R2.5 designation completely removed from the Comprehensive Plan Map for the same reasons, and please do not approve the Staff Amendment for 5433 SE Henry Street and 5430 SE Henry Street (page 84 of Amendment Report, Map ID B110) for these reasons as well. You will not gain much in density by up-zoning because the houses are already packed tightly on very narrow lots or piggy-backed in flag lots. **Up-zoning this dead end block to R2.5 will make an existing public safety hazard worse.** It is unwise and irresponsible for the City of Portland to add more density on this substandard street.

Other substandard streets across the city were recommended for exemption from up-zoning (examples are: B94, B93, M75, B120, F68) or congestion was sometimes considered for down-zoning (B88, M51). Residential areas without public safety hazards or even no service considerations, such as Eastmoreland (M74) and Buckman (S21 and S22), were given proposed amendments to stop up-zoning or to down-zone. Please give this dead end block the same consideration.

Make public safety, street congestion, and livability the highest priorities and deny the up-zone proposal for this little, dead end street.

Thank you for considering my arguments and for caring about the welfare of the residents and visitors of Henry St. (east of 52nd Ave)

Sincerely,
Bea Rector

5310 SE Schiller St unit C
Portland, OR 97206

Arevalo, Nora

From: gustav sculptor <gustavmac@me.com>
Sent: Tuesday, April 12, 2016 9:40 AM
To: Council Clerk – Testimony
Subject: Broadmoor

Please leave the land as it is. We have enough pollution to go around already.

Gustav Sculptor
2020 SE Bush st. 97202

Arevalo, Nora

From: Washington, Mustafa
Sent: Tuesday, April 12, 2016 9:19 AM
To: Robert Grossman
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Comprehensive plan amendments

Follow Up Flag: Follow up
Flag Status: Completed

Dear Robert,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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 Grossman [mailto:rbgrossman@gmail.com]
Sent: Monday, April 11, 2016 7:47 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Comprehensive plan amendments

Dear Mr. Hales,

I support the passage of three amendments you have proposed to the City's Comprehensive Plan.

The amendments that I hope to see approved include:

*Reducing carbon emissions

*Limiting fossil fuel distribution and storage facilities

*Increasing renewable energy

I believe these amendments will link Portland's land use plans with our city's climate plan and ensure that our fossil fuel policy has the legal clout necessary to implement said policies.

Thanks, Robert Grossman

3224 NE 17th Ave

Portland 97212

rbgrossman@gmail.com

Arevalo, Nora

From: Washington, Mustafa
Sent: Tuesday, April 12, 2016 9:13 AM
To: Eric Furuya
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Protect Broadmoore Golf Course Wildlife

Follow Up Flag: Follow up
Flag Status: Completed

Dear Eric,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Eric Furuya [mailto:furu4887@gmail.com]
Sent: Monday, April 11, 2016 8:39 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Protect Broadmoore Golf Course Wildlife

Hello Mayor Charlie Hales,

Please protect Broadmoore Golf Course Wildlife as open space and natural area and not convert it to industrial use. Thank you.

Sincerely,



Arevalo, Nora

From: Laura Wisdom <romainl@eou.edu>
Sent: Tuesday, April 12, 2016 8:56 AM
To: Council Clerk – Testimony
Subject: Broadmoor Golf Course

Of all places in our country, Portland is the one city that should be a model example of a healthy urban environment for both its citizens and wildlife. I believe that both are linked as increased wildlife makes this city more attractive aesthetically. I hope this is important to all who govern this beautiful city!

I could go into how 11 at-risk bird species and the state listed sensitive Western Painted Turtles have been identified in this habitat complex.

That this site is full of massive trees including many large giant sequoias like the ones that the community fought to save in SE Portland. Also, that the site is bordered on three sides by waterways and wetlands including the Columbia Slough, the Catkin Marsh Wetlands, and a Port of Portland environmental mitigation site. This parcel contains more than a full mile of riparian habitat!

Destroying this site will not only eliminate important habitat. It will leave the surrounding habitat isolated and fragmented, cutting the heart out of one of the most important wildlife complexes on the slough.

The majority of the site is within a designated environmental overlay, an area the city recognizes has "highly significant resources and functional values." But I am assuming you are already aware of these facts.

That is why I am asking you to protect Broadmoor Golf Course as Open Space and Natural Area, not convert it to industrial use.

Laura Wisdom

Arevalo, Nora

From: Washington, Mustafa
Sent: Tuesday, April 12, 2016 8:54 AM
To: Alison Olsav
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Comprehensive Plan Testimony SE Henry St

Follow Up Flag: Follow up
Flag Status: Completed

Dear Alison,

Thank you for comments regarding the 2035 Comprehensive Plan. Testimonies for the proposed amendments to the draft Comprehensive Plan will be heard Thursday April 14th, 6pm-8pm at the Portland Building Auditorium and 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: Alison Olsav [mailto:homeforgood05@yahoo.com]
Sent: Monday, April 11, 2016 10:09 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: awilliams222@outlook.com
Subject: Comprehensive Plan Testimony SE Henry St

Re: Lots on SE Henry Street numbered: 5312, 5316, 5320, 5404, 5412, 5424, 5430, 5401, 5407, 5415, 5421, 5427, 5433

In the 2035 Comprehensive Plan, I am asking the City of Portland to remove the recommended single-dwelling 2,500 (R2.5) and restore single-dwelling 5,000 (R5) zone for the lots referenced above. There are compelling reasons for you to honor my request: 1) This dead end block is already mixed zoning with high density, and 2) public safety demands it.

1: EXISTING HIGH DENSITY

This is a compact street about 500 feet long with 18 apartment/duplex units bordering SE 52nd Avenue (zoned R2) as well as the 13 single family homes referenced above. Three of these homes are flag lots, which add to housing density. This block is already highly dense and congested. It is at capacity.

In many ways this is what the City of Portland is looking for, density that is still livable. It offers affordable housing. There is diversity: ethnic diversity, age diversity, and there are many families with children. On-street parking is already at a premium, though, with apartment dwellers consuming much of the street parking space, especially nights and weekends. People find it very hard to enter and exit driveways at times because of the cars parked on the street. Tri-met has already classified this as a congested street and will not send its small LIFT vans to pick up a visually-impaired woman who lives here. Also, because of the nearby peak service transit corridor, builders will be allowed to remove off-street parking when developing new construction. If you start dividing up lots and allow developers to eliminate off-street parking, the resulting congestion will turn a street that is livable into one that is a density nightmare.

2: PUBLIC SAFETY

A major reason to deny this zoning change is that there is no turnaround at the dead end. The street ends abruptly in a block wall and tall chain link fence. It is an existing condition apparently allowed by the City of Portland in the past. Garbage trucks, large delivery trucks, and fire trucks have to back all the way down to SE 52nd and then try to back out onto a very busy street.

Current Fire Code prohibits this type of street for new development, and the City of Portland should not allow more density on a street that is substandard with regard to its own public safety code. The Portland Fire code states: "Dead end fire apparatus access roads in excess of 300 feet in length shall be provided with an approved turnaround (OFC 503.2.5 & D103.1)." This dead end block of SE Henry Street qualifies as an access road, and there is nothing anywhere along its length that meets approved turnaround standards of any type.

Planning staff has argued that adding fire sprinklers to any new construction will solve the problem. Yes, if the fire code violation is caught during the permitting process, the builder can appeal, and the Fire Marshal can agree to fire sprinklers as an alternative to the approved turnaround. That does not solve the access problem, and in fact, it increases the risk to people already living on this block when up-zoning to a denser R2.5. Adding fire sprinklers project by project in this situation is an inadequate piecemeal approach that increases density without solving the public safety issue because: a) the missing turnaround will not be built (houses are in the way); b) there will be more congested parking on the streets (see #1 above) for the fire trucks to maneuver around, which can slow response time; c) adding sprinklers does not address emergency situations that are not fire-related where fire trucks, ambulances, and police can all respond to an emergency situation and need access; d) the rest of the already tightly packed homes will not have a sprinkler system so they will still need rapid emergency access without congestion/access issues; and e) the only public safety criteria used by staff to evaluate for up-zoning was response time, but not having adequate fire apparatus access can slow response time.

The Fire Code is there for a reason, to protect life and property. Substituting fire sprinklers instead of adequate fire access turnaround on dead ends is not in the code. It is a compromise brought up in an appeal situation. Yes, it would be great for newly constructed homes on this street to have fire sprinklers, but that can be achieved with newly constructed homes in R5, if zoning is left as is, not just homes in R2.5. However, homes with sprinklers can still burn from the outside in, and by adding more homes on an already crowded street, that creates more homes that may need the attention of firefighters during an event and puts more

people at risk because there is only one evacuation route on the dead end street.

Please do not up-zone these lots from R5 to R2.5. In fact, these lots should have the R2.5 designation completely removed from the Comprehensive Plan Map for the same reasons, and please do not approve the Staff Amendment for 5433 SE Henry Street and 5430 SE Henry Street (page 84 of Amendment Report, Map ID B110) for these reasons as well. You will not gain much in density by up-zoning because the houses are already packed tightly on very narrow lots or piggy-backed in flag lots. Up-zoning this dead end block to R2.5 will make an existing public safety hazard worse. It is unwise and irresponsible for the City of Portland to add more density on this substandard street.

Other substandard streets across the city were recommended for exemption from up-zoning (examples are: B94, B93, M75, B120, F68) or congestion was sometimes considered for down-zoning (B88, M51). Residential areas without public safety hazards or even no service considerations, such as Eastmoreland (M74) and Buckman (S21 and S22), were given proposed amendments to stop up-zoning or to down-zone. Please give this dead end block the same consideration. Make public safety, street congestion, and livability a priority and decide to deny the up-zone proposal for this little, dead end street.

Sincerely,

Alison Tenny Olsav
5433 SE Henry Street
Portland OR 97206
homeforgood05@yahoo.com



April 12, 2016

The Honorable Mayor Charlie Hales
1221 SW Fourth Avenue, Suite 340
Portland, Oregon 97201

Dear Mayor Hales:

The Portland Business Alliance (Alliance) appreciates the opportunity to comment on draft Portland City Council amendments regarding the 2035 Comprehensive Plan. The Alliance has participated in the planning process over the last three years and we commend planning staff for their hard work at a time when our city faces significant change and we determine how best to accommodate projected growth over the next 20 years.

Throughout the “comp plan” process, the Alliance has consistently commented on a number of ways to better achieve a prosperous economic future for all Portlanders. While there are many policies embedded in the comp plan that impact Portland’s economic prosperity, including several we support, we have focused our attached comments on specific proposed amendments where we have specific concerns.

For example, we are pleased to see that the city has revised its economic opportunities analysis to more accurately reflect market trends and harbor investments by assuming a mid-cargo marine forecast. As we have shown in our Value of Jobs reports, 90 percent of Oregon’s exporters are small- and medium-sized businesses, and export-related jobs pay on average 18 percent more than non-exporting jobs across sectors. In particular, the production of goods intended for trade is still the backbone of Portland-metro’s traded-sector economy. Manufacturing jobs are also found to provide higher wages and better benefits than non-manufacturing jobs for workers with comparable educational achievement levels, and the wage differences are particularly significant for communities of color and non-English speakers. A mid-range marine forecast, therefore, better supports the imperative that the city focus trade as a driver of middle-income job growth and achievement of the city’s equity goals.

The Alliance is not only concerned about middle-income jobs but also about the need to provide housing options for low- to middle-income households. It is a competitive economic advantage to have an adequate supply of housing options for all income levels in order to support and attract a diverse workforce. We are, therefore, concerned that amendments have been proposed that would hinder the development of low- to middle-income housing due to additional regulation and design review especially related to historic preservation. We need to ensure that historic preservation and design review are not cost-prohibitive to the development of low- to middle-income housing. We encourage that these and other policies and tools addressing the city’s housing crisis be reviewed as a package to better understand how they work together to help address this urgent community need.

Greater Portland's Chamber of Commerce

200 SW Market Street, Ste. 150 | Portland, OR 97201 | 503-224-8684 | FAX 503-323-9186 | www.portlandalliance.com

Ordinance 187832, Vol. 1.3.E, page 5197

Thank you for considering our comments. We look forward to seeing completion of a Comprehensive plan that lays out a strategy for ensuring Portland becomes a prosperous, healthy, equitable and resilient city.

Sincerely,

A handwritten signature in black ink that reads "Sandra McDonough". The signature is written in a cursive, flowing style.

Sandra McDonough
President & CEO

cc: Susan Anderson, Bureau of Planning and Sustainability
Planning & Sustainability Commission
Portland City Council

APPENDIX OF COMMENTS

Chapter 1 Amendments:

Policy 1.17 Community Involvement Committee. Establish a Community Involvement Committee to oversee the Community Involvement Program for land use decisions as recognized by Oregon Statewide Planning Goal 1 – Community Involvement and policies 2.15 – 2.18 of this Comprehensive Plan.

The Alliance opposes this amendment because there is already a sufficient land use review process as required by state land use law that requires public notice. The Community Involvement Committee (CIC) should not exercise authority over land use decisions. The CIC's objective should remain to oversee public involvement efforts related to the comprehensive plan. Broadening its scope would only undermine existing land use review and the role of the Planning and Sustainability Commission, which is to provide input on policies and plans.

Chapter 3 Amendments:

Policy 3.3 Equitable development. Guide development, growth and public facility investment to reduce disparities; encourage equitable access to opportunities, mitigate the impacts of development on income disparity, displacement and housing affordability, and produce positive outcomes for all Portlanders.

3.3. a. Anticipate, avoid, reduce and mitigate negative public facility and development impacts, especially where those impacts inequitably burden communities of color, underserved and underrepresented communities, and other vulnerable populations.

3.3.b. Make needed investments in areas that are deficient in public facilities to reduce disparities and increase equity. Accompany these investments with proactive measures to avoid displacement and increase affordable housing.

3.3.c. Encourage use of plans, agreements, incentives and other tools to promote equitable outcomes for development projects that benefit from public financial assistance.

3.3.d. Incorporate requirements into the Zoning Code to provide public and community benefits as a condition for development projects to receive increased development allowances.

3.3.e. When private property value is increased by public plans and investments, require development to address or mitigate displacement impacts and impacts on housing affordability, in ways that are related and roughly proportional to these impacts.

3.3.f. Coordinate housing economic development, and public facility plans and investments to create an integrated community development approach to restore communities impacted by past decisions.

3.3.g. Encourage developers to engage directly with a broad range of impacted communities to identify potential impacts of private development projects, develop mitigation measures, and provide community benefits to address adverse impacts.

The Alliance recognizes there is broad concern with equity and displacement issues associated with development. However, the Alliance cautions against overly burdening development as the tool to overcome these issues, both for legal reasons related to nexus and proportionality, as well as the potential that development may not occur if it becomes financially infeasible. Further, we recommend "community benefits" be defined; this suite of policies creates a very uncertain environment, which may impact development.

Policy 3.20 Center connections. Connect centers to each other and to other key local and regional destinations, such as schools, parks, and employment areas by pedestrian trails and sidewalks, bicycle sharing, bicycle routes, frequent and convenient transit, and electric vehicle charging stations. Prepare and adopt future street plans for centers which currently have poor street connectivity, especially where large commercial parcels are planned to receive significant additional housing density.

Centers and local and regional destinations such as schools, parks and employment areas must also be connected and accessible by freight and auto. These modes should be included in the underlined language above.

Chapter 4 Amendments:

New Policy after 4.23 Drive through facilities. Prohibit drive through facilities in the Central City, and limit them in centers and corridors in order to support a pedestrian-oriented environment and reduce conflicts between automobiles and pedestrians and bicyclists.

The Alliance opposes this amendment to prohibit drive through facilities in the Central City and limit them in centers and corridors. There are existing drive through facilities throughout the city that consist of different business types including, but not limited to banks and food service. It is unclear if these existing drive through facilities would become non-conforming uses and or prohibited all together. The market will best determine where drive through facilities should exist based on demand and land values.

Policy 4.52 Economic viability. Provide options for financial and regulatory incentives to allow for the productive, reasonable and adaptive reuse of historic resources.

Given the changes to Policies 4.27 and 4.45, the Alliance strongly supports this amendment especially if there are to be requirements for historic preservation and rehabilitation. Financial and regulatory incentives should be offered proportional to the cost of rehabilitation and adaptive reuse of historic resources.

Chapter 5 Amendments:

New Policy after 5.5 Middle housing. Enable and encourage development of middle housing. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units; more units; and a scale transition between the core of the mixed use center and surrounding single family areas. Apply zoning that would allow this within a quarter mile of designated centers, where appropriate, and within the Inner Ring around the Central City.

The Alliance strongly supports this amendment to encourage the development of more middle housing in the central city and throughout.

Policy 5.26 Funding plan. Encourage development of financial or regulatory mechanisms to achieve the regulated affordable housing target set forth for 2035.

The Alliance strongly supports the need for more affordable housing and financial and regulatory mechanisms to encourage its development. Strategies including regulatory relief (i.e. design review, SDC waivers, etc.) should be explored to help curb development costs and encourage more development of housing units across the income spectrum. That said, any financial and regulatory mechanisms should be offered as incentives to developers and not punitive in nature in order for affordable housing goals to be achieved by 2035.

Policy 5.45 Housing continuum. Prevent homelessness and reduce the time spent being homeless by allowing and striving to provide a continuum of safe and affordable housing opportunities and related supportive services including but not limited to rent assistance, permanent supportive housing, transitional housing, micro-housing communities, emergency shelters, temporary shelters such as warming centers, and transitional campgrounds/rest areas.

The Alliance strongly supports providing a continuum of safe and humane affordable housing options in both the near-term (i.e. emergency shelter) and long-term (i.e. permanent supportive housing) but does not support transitional campgrounds/rest areas as a humane solution. Instead, individuals experiencing homelessness deserve safe indoor shelter with access to services.

Chapter 6 Amendments:

Policy 6.15 Delete this policy: Annexation. Facilitate a predictable, equitable process for annexation of employment lands within the urban services area as needed to meet the City's forecasted land needs.

The Alliance strongly opposes the deletion of this policy in the comprehensive plan. Deletion of this policy runs counter to our land use process and cripples the city from annexing lands to meet future employment needs. We need to ensure that we have an adequate supply of employment lands to ensure that we promote quality middle-income jobs and address our city's equity goals.

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

The Alliance strongly opposes this proposed amendment. This amendment is inconsistent with Resolution 37168, adopted by City Council in 2015, which includes additional factors to which the policy does not apply. The Portland-metro region is the state's hub for petroleum distribution. 95 percent of the state's petroleum runs through terminals located in the Portland harbor. This policy would run counter to the existing market and distribution of needed fuels throughout the state.

New Policy after 6.54 Neighborhood Park Use. Allow neighborhood park development within industrial zones where needed to provide adequate park service within one-half mile of every resident.

The Alliance supports the proposed employment zoning project and therefore cannot support this amendment. The employment zoning project is absolutely critical to preserving the extraneous conversion of prime industrial land which is a significant generator of middle-income jobs, particularly for those with less than a four-year college degree. Since the last comprehensive plan update, the city of Portland has lost about 1,000 acres of industrial land that have been converted to other land use designations. We cannot afford to convert more acres given our industrial lands shortfall. Title 4 restricts the conversion of industrial land for other purposes and this proposed amendment runs counter to it.

Policy 6.57 Development impacts. Protect the livability of surrounding neighborhoods through adequate infrastructure and campus development standards that foster suitable density and attractive campus design. Minimize off-site impacts in collaboration with institutions and neighbors, especially in reducing automobile traffic and parking impacts.

The Alliance recommends adding language that reads as follows "ensure that employees, patients, and students can access campuses and institutions using all modes of transportation and that freight mobility is maintained."

Chapter 9 Amendments:

Policy 9.57 Off-street parking. Limit the development of new parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Use transportation demand management and pricing of parking in areas with high parking demand. Provide adequate but not excessive off-street parking where needed.

Parking promotes the economic vitality of businesses located in centers and corridors. Limiting parking has already created issues in some areas of the city. We support the inclusion of a statement about providing adequate off-street parking, but remain concerned about the overall policy to limit new parking spaces as the city continues to grow and develop.

Policy 9.6 Transportation strategy for people movement. Implement a prioritization of modes for people movement by making transportation system decisions according to the following ordered list:

1. Walking
2. Cycling
3. Transit
4. Taxi / commercial transit / shared vehicles
5. Zero emission vehicles
6. Other single occupant vehicles

When implementing this prioritization, ensure that:

The needs and safety of each group of road users are considered, and changes do not make existing conditions worse for the most vulnerable users higher on the ordered list.

- All users' needs are balanced, with the intent of optimizing the right of way for multiple modes on the same street.
- When necessary to ensure safety, accommodate some users on parallel streets as part of multi-street corridors.
- Land use and system plans, network functionality for all modes, other street functions, and complete street policies, are maintained.
- Rationale is provided if modes lower in the hierarchy are prioritized.

As we have conveyed before there is a pervasive bias for active transportation in the Recommended Draft 2035 Comprehensive Plan and while we understand that there will be increased demand for these travel options there will also be increased demand for vehicular movement. We need to be strategic when crafting policies to ensure a balance of modal options.

We appreciate that city staff have adopted the Vancouver, British Columbia model of differentiating between the movement of people and the movement of goods. While this "ordered list" of modes applies only to the movement of people, it should be made clear that it does not apply to freight corridors and the movement of goods. This hierarchy should not be applied to freight districts, regional truck ways, priority truck streets, and major truck streets as designated in the city's Transportation System Plan (TSP).

For facilities not identified as freight facilities in the TSP, we suggest that, in cases where there is overlap between the "movement of people" and the "movement of goods and services," that freight be prioritized and the above ordered list not applied.

New Policy after 9.8 Accessible and age-friendly transportation system. Ensure that transportation facilities are accessible to people of all ages and abilities, and that all improvements to the transportation system (traffic, transit, bicycle, and pedestrian) in the public right-of-way comply with the Americans with Disabilities Act of 1990. Improve and adapt the transportation system to better meet the needs of the most vulnerable users, including the young older adults, and people with different abilities.

We believe that an age-friendly transportation system would place more emphasis on transit and vehicular movement. As seniors age, they are more likely to be dependent on transit and drivers (i.e. shuttle drivers, carpools, taxi and private-for-hire modes). This is another reason why policy 9.6 with the ordered list of modes should be reprioritized.

| Testifier | Date | District | Neighborhood | Address | Zipcode | City | Comment | State ID |
|---------------------|-----------|-----------|--------------|---------------------|---------|----------|---|-------------------|
| Howard Patterson | 4/12/2016 | Northeast | Boise | 267 N Ivy St | 97227 | Portland | <p>I strongly oppose amendment M42, both because of the extreme impacts on the residential character and safety of the neighborhood, and because of the tainted process by which this suggested change was moved forward. The change was presented to the city by a single large land-owner, who could benefit dramatically by the change, as if it were supported by the community, with his primary supporting evidence being a petition. A cursory examination of those petition signatures would have revealed that several of the addresses do not exist, and that the majority of signatories are renters rather than property owners; it has further emerged that some property owners listed as signatories did not, in fact, sign. The Neighborhood Association was not notified, and the process was very far along before the community even realized what was being perpetrated in their name.</p> <p>The proposed change attempts to bring commercial enterprises to a neighborhood that, unlike Williams, Mississippi, and Russell, has always been residential. The neighborhood is already heavily impacted by changes in traffic and density, and the presence of an elementary school just two blocks from the site on a street designated as a Local Street could present major safety concerns: neither city nor landowner appear to have done any study regarding these concerns.</p> <p>I am in favor of increased density in Portland: it is the compact we have made to avoid the sprawl that has blighted pretty much every other large city in the country. But North Fremont is already zoned for increased density, in a way that will not wreak the same kind of havoc on the neighborhood that commercial designation would engender. The massive construction on the Williams Vancouver corridor was carried out within the confines of zoning laws: those laws exist to shape and control density in a way that balances the community's residential and commercial needs. Increased density should be realized within the existing zoning rules: changing those rules for the express benefit of a single landowner is inappropriate and damaging.</p> | 1N1E27AB 3100 |
| Willilah Mosbrucker | 4/13/2016 | East | Argay | 13212 NE shaver st. | 97230 | Portland | We support the Amendment M68 to the 2035 Comprehensive Plan which designates the current site of the Parkrose Post Office for Mixed Employment. | 1N2E23CB 10500 |
| Jennifer Gomersall | 4/13/2016 | West | Goose Hollow | 300 NW 8th | 97209 | Portland | I am in absolute full Support in keeping these parcels R5. Thank you. | 1N1E33CD 4600 |

| Testifier | Date | District | Neighborhood | Address | Zipcode | City | Comment | State ID |
|---------------------|-----------|-----------|-------------------|--------------------|---------|----------|---|------------------|
| Curt Kentner | 4/12/2016 | Southeast | Sellwood-Moreland | 1655 SE Spokane St | 97202 | Portland | Brummel Enterprises amendment to up zone further up Spokane & Nehalem street is a money grab and does not add to our community. The comp plan adds plenty of mixed use properties. Adding additional ones just because does not benefit a neighborhood. Please do not approve this amendment. | 1S1E23DB 6500 |
| Andrine de la Rocha | 4/12/2016 | Northeast | Boise | 267 N. Ivy St. | 97227 | Portland | <p>I oppose the Proposed Change #1514 Amendment M42 and Proposed Change #1471 Amendment M42. As a resident of the Boise Neighborhood, I think that changing the residential nature of N. Fremont St. is not in keeping with the character of the neighborhood and will pose serious and detrimental traffic and safety issues along N. Fremont. The land is currently zoned R1 and the potential for development for the current zoning has not been realized, so to change it to an even higher traffic impact type of zone is unwarranted. I am in favor of higher density housing in the area, but there is no need for additional commercial space along a street that cannot handle the current traffic: there are over 50K sf of new un-used commercial space along Vancouver and Williams one block to the east of this proposed change area, there is an elementary school 2 blocks west, and the Fremont Bridge on-ramp currently causes traffic back-up along Fremont from Vancouver to Mississippi at peak hours.</p> <p>Additionally, the proposal for the change was presented along with a 'petition' stating that the neighbors were in support of this change, however the petition did NOT include most of the homeowners who are directly impacted, and several of the signatures and addresses listed were fictitious, including at least one homeowner who was listed on the petition but did NOT sign it. Neighbors are NOT in support of this zone change and the process as presented was fraudulent. The Boise Neighborhood Association was also not notified of this proposed change, either by the petitioner nor by the City and only learned of the proposal when approached by a homeowner who received a notice by mail only a week ago.</p> <p>Due to the questionable process of this proposal and the absurdly high impact such a change would create with regards to traffic and homeowners who choose not to develop their property in a high-density manner, I strongly urge you to reject this proposal.</p> | 1N1E27AB 3000 |