

ID	Name	Date	COMMENT	Location or Project	Neighborhood
2181	William Southworth	1/15/16	<p>The Multnomah Neighborhood Association voted overwhelmingly to oppose the proposed change of zoning from R7 to R1 on the two properties 6737 and 6825 SW 45th, which is the western boundary of the Multnomah neighborhood. R1 is excessive density, disparate from surrounding structures that are unlikely to redevelop (Community Center, Plaid Pantry, Churches) - the Bureau of Planning use to object to this kind of spot zoning.</p> <p>The intersection of SW 45th and Vermont is a congested area with many cars, buses, pedestrians and bikers.</p> <p>There are two small strip malls, the SW Community Center, Gabriel Park, apartments, grade school and a preschool within a block of this intersection. It is a main thoroughfare for commuting within and across SW Portland.</p> <p>The existing business/recreation/housing in the area already lacks sufficient off-road parking and cars often park "off road" on the shoulders as there are no sidewalks in this area. The roads are paved but the shoulders are not.</p> <p>Frequently cars unload children for the schools, park or rec facility directly into traffic. We have seen many close calls and with the mix of a busy intersection and the lack of infrastructure to support the parking and loading/unloading of people a serious accident is likely.</p> <p>Of special note is the existing apartments in the intersection don't have sufficient off-street parking and overflow parked cars take up a potential lane on Southbound Vermont and cars have to wait in the intersection for this narrow passage to clear. This is a busy and poorly managed intersection and adding any more traffic can only make matters worse.</p> <p>Children and adults walking and or biking to the nearby schools and parks are at extreme danger as there are no sidewalks and the shoulders are not an option either. People have to walk or bike in these busy streets. It is a nightmare for anyone who is not in a vehicle.</p> <p>Changing the zoning of any property in this area from the existing R7 to R1 can only lead to more problems with this intersection. Since Portland code requires little to no off-street parking for apartment units and allows developers to build houses lot-to-lot and without sufficient parking, the already serious congestion issues with this intersection will increase. At this time with the lack of infrastructure in this area, should dictate no upzoning until it can be improved to support the traffic flow.</p> <p>Please consider the livability of our neighborhood and keep the current zoning in place for the properties at 6737 & 6825 SW 45 Ave.</p>	LandUse-795-2352	Maplewood
2180	Patricia Zimmerman	1/15/16	<p>This corner is already extremely busy with cars backed up trying to get into the SW Community Center lot. It is NOT served by public transportation! The #1 bus stops here only 8 times in the am, between 6:22 and 9:59 ONLY and only Monday through Friday. The evening #1 bus stops here six times between 3:39 and 6:12, again Monday through Friday ONLY. Allowing additional multi-family development, using upzoning, is irrational, particularly since there will be utterly inadequate provision for resident's cars. Obviously, they'll need cars if they want to go anywhere, except of course to work M-F in downtown Portland. Don't upzone this corner! Don't permit this apartment building is a single family residential neighborhood!</p>	LandUse-795-2352	Maplewood
2179	Patricia Zimmerman	1/15/16	<p>This corner is already extremely busy with cars backed up trying to get into the SW Community Center lot. It is NOT served by public transportation! The #1 bus stops here only 8 times in the am, between 6:22 and 9:59 ONLY and only Monday through Friday. The evening #1 bus stops here six times between 3:39 and 6:12, again Monday through Friday ONLY. Allowing additional multi-family development, using upzoning, is irrational, particularly since there will be utterly inadequate provision for resident's cars. Obviously, they'll need cars if they want to go anywhere, except of course to work M-F in downtown Portland.</p> <p>Don't upzone this corner! Don't permit this apartment building is a single family residential neighborhood!</p>	LandUse-1128-300	Maplewood

ID	Name	Date	COMMENT	Location or Project	Neighborhood
2176	Phillip Wayne Johnson	1/15/16	<p>Hello,</p> <p>Thank you for extending the deadline to submit testimony for the record. I was able to attend the 1/13 meeting and understand the deadline is 5PM 1/15/16 (today).</p> <p>My wife, Christina Thacker, and I live at 2239 NE Weidler St. with our two daughters ages 7 and 11. We moved into our house on Weidler in March of 2006 or roughly 10 years ago.</p> <p>After speaking with Sara Wright on 1/13/16 at the hearing, my understanding is that under the proposed plan, the area in which my house is located (north side of Weidler between NE 22nd Ave and NE 24th Ave.) will have its 'designation' changed from 'Attached Residential' to 'Mixed Use – Urban Center.' Further, it is my understanding that this designation will specifically be the 'Commercial Mixed Use 2' (CM2).</p> <p>I am respectfully asking you to NOT change the designation for this block of Weidler between NE 22nd Ave and NE 24th Ave. This block consists of both single family homes as well as a few plexes (1 converted house into a duplex as well as a 4-plex). We feel that we are an integral part of the residential neighborhood of Sullivan's Gulch and don't believe the composition of this block (historical homes mixed with a few rental properties) should be changed to a commercial designation. There is currently a great deal of commercial space on Broadway that appears to be underutilized (or turns businesses over again and again). Additionally, this section of Weidler is a very busy street that is not friendly to pedestrian traffic which seems to be in contrast with the City's characterization of the Mixed Use areas.</p> <p>It has been explained to me that changing the 'designation' does not automatically change the zoning, but I understand it would make it much easier for a property owner to petition to change the zoning if the designation was changed. This house is the only place my kids have known and we'd like to raise them there until they're adults and on their own. If commercial interests were developed in this (tiny) block of Weidler, I feel it would negatively impact the homeowners who call it their home with little or no benefit that is aligned with the Comprehensive Plan.</p> <p>I also own a home at 2528/2532 SE 34th Ave. I converted that house to a legal duplex (paying close to \$20,000 in City of Portland permits) a few years back. That move has added value to an area of Portland that is in dire need of additional housing.</p> <p>Thank you very much for considering my comments.</p> <p>Best regards, Phil Johnson 503-334-8387</p>	LandUse-797-3195	Sullivan'S Gulch

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2175	Carol McCarthy	1/15/16	<p>I oppose changing the Comprehensive Plan Designation for this site to Multi - Dwelling 1,000 from the existing Comprehensive Plan Designation of Medium Density Single-Dwelling.</p> <p>I object to the new designation because the existing infrastructure is inadequate to support the additional housing potential this change would allow.</p> <p>This is not a well-served location. Nearly all residents in this area own at least one car because the bus service is not frequent enough to allow people to live here without a car. Biking is too dangerous along SW 45th. Sidewalks are non-existent along SW 45th and there are no credible plans to provide them.</p> <p>If a 4-story apartment is built here, it will not have adequate parking so there will be additional cars parked on the streets, at the SW Community Center lot, and at the strip mall lot at the NE corner of SW Vermont and SW 45th. These lots are already overflowing onto nearby residential streets. The City should conduct a traffic and parking study before allowing this designation to be changed.</p> <p>This change in designation is out of character with this area, as well. It is incompatible with the nearby single-dwelling residences that comprise the primary residential character of this area.</p> <p>It is not along a center or corridor. There is no transit station nearby. There is not a complete grocery store nearby.</p> <p>This change in designation is inappropriate for this location. A 4-story building will tower over Gabriel Park and ruin the feeling of open space for all of the residents who currently enjoy the nature here. The current views to the west will be blocked, and we will not be able to experience the changes in lighting as the sun sets.</p> <p>There should be a better public process that would allow residents the chance to express their concerns prior to making such a change. It is too big of a change to be made as part of the Comp Plan. We need better notification and a more transparent public process for this type of designation change.</p> <p>Thank you. Carol McCarthy, Resident</p>	LandUse-795-2352	Maplewood

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2174	Carol McCarthy	1/15/16	<p>I oppose changing the Comprehensive Plan Designation for this site to Multi - Dwelling 1,000 from the existing Comprehensive Plan Designation of Medium Density Single-Dwelling.</p> <p>I object to the new designation because the existing infrastructure is inadequate to support the additional housing potential this change would allow.</p> <p>This is not a well-served location. Nearly all residents in this area own at least one car because the bus service is not frequent enough to allow people to live here without a car. Biking is too dangerous along SW 45th. Sidewalks are non-existent along SW 45th and there are no credible plans to provide them.</p> <p>If a 4-story apartment is built here, it will not have adequate parking so there will be additional cars parked on the streets, at the SW Community Center lot, and at the strip mall lot at the NE corner of SW Vermont and SW 45th. These lots are already overflowing onto nearby residential streets. The City should conduct a traffic and parking study before allowing this designation to be changed.</p> <p>This change in designation is out of character with this area, as well. It is incompatible with the nearby single-dwelling residences that comprise the primary residential character of this area.</p> <p>It is not along a center or corridor. There is no transit station nearby. There is not a complete grocery store nearby.</p> <p>This change in designation is inappropriate for this location. A 4-story building will tower over Gabriel Park and ruin the feeling of open space for all of the residents who currently enjoy the nature here. The current views to the west will be blocked, and we will not be able to experience the changes in lighting as the sun sets.</p> <p>There should be a better public process that would allow residents the chance to express their concerns prior to making such a change. It is too big of a change to be made as part of the Comp Plan. We need better notification and a more transparent public process for this type of designation change.</p> <p>Thank you. Carol McCarthy, Resident</p>	LandUse-795-2352	Maplewood
2173	William Kielhron	1/15/16	I oppose changing the zone at this location to R1. Building to 45 feet in this location is completely out of scale for this lot!	LandUse-795-2352	Maplewood

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2171	Ariel Shattan	1/15/16	<p>I oppose the proposed change of zoning from R7 to R1 on the two properties 6737 and 6825 SW 45th. R1 is excessive density, disparate from surrounding structures that are unlikely to redevelop (Community Center, Plaid Pantry, Churches).</p> <p>The intersection of SW 45th and Vermont is a congested area with many cars, buses, pedestrians and bikers.</p> <p>There are two small strip malls, the SW Community Center, Gabriel Park, apartments, grade school and a preschool within a block of this intersection. It is a main thoroughfare for commuting within and across SW Portland.</p> <p>The existing business/recreation/housing in the area already lacks sufficient off-road parking and cars often park "off road" on the shoulders as there are no sidewalks in this area. The roads are paved but the shoulders are not.</p> <p>Frequently cars unload children for the schools, park or rec facility directly into traffic. We have seen many close calls and with the mix of a busy intersection and the lack of infrastructure to support the parking and loading/unloading of people a serious accident is likely.</p> <p>Of special note is the existing apartments in the intersection don't have sufficient off-street parking and overflow parked cars take up a potential lane on Southbound Vermont and cars have to wait in the intersection for this narrow passage to clear. This is a busy and poorly managed intersection and adding any more traffic can only make matters worse.</p> <p>Children and adults walking and or biking to the nearby schools and parks are at extreme danger as there are no sidewalks and the shoulders are not an option either. People have to walk or bike in these busy streets. It is a nightmare for anyone who is not in a vehicle.</p> <p>Changing the zoning of any property in this area from the existing R7 to R1 can only lead to more problems with this intersection. Since Portland code requires little to no off-street parking for apartment units and allows developers to build houses lot-to-lot and without sufficient parking, the already serious congestion issues with this intersection will increase. At this time with the lack of infrastructure in this area, should dictate no upzoning until it can be improved to support the traffic flow.</p> <p>Please consider the livability of our neighborhood and keep the current zoning in place for the properties at 6737 & 6825 SW 45 Ave.</p> <p>Please add this to the record.</p>	LandUse-795-2352	Maplewood
2170	Lori Hesse	1/15/16	<p>The Multnomah Neighborhood Association voted overwhelmingly to oppose the proposed change of zoning from R7 to R1 on the two properties 6737 and 6825 SW 45th, which is the western boundary of the Multnomah neighborhood. R1 is excessive density, disparate from surrounding structures that are unlikely to redevelop (Community Center, Plaid Pantry, Churches) - the Bureau of Planning use to object to this kind of spot zoning.</p> <p>The intersection of SW 45th and Vermont is a congested area with many cars, buses, pedestrians and bikers.</p> <p>There are two small strip malls, the SW Community Center, Gabriel Park, apartments, grade school and a preschool within a block of this intersection. It is a main thoroughfare for commuting within and across SW Portland.</p> <p>The existing business/recreation/housing in the area already lacks sufficient off-road parking and cars often park "off road" on the shoulders as there are no sidewalks in this area. The roads are paved but the shoulders are not.</p> <p>Frequently cars unload children for the schools, park or rec facility directly into traffic. We have seen many close calls and with the mix of a busy intersection and the lack of infrastructure to support the parking and loading/unloading of people a serious accident is likely.</p> <p>Of special note is the existing apartments in the intersection don't have sufficient off-street parking and overflow parked cars take up a potential lane on Southbound Vermont and cars have to wait in the intersection for this narrow passage to clear. This is a busy and poorly managed intersection and adding any more traffic can only make matters worse.</p> <p>Children and adults walking and or biking to the nearby schools and parks are at extreme danger as there are no sidewalks and the shoulders are not an option either. People have to walk or bike in these busy streets. It is a nightmare for anyone who is not in a vehicle.</p> <p>Changing the zoning of any property in this area from the existing R7 to R1 can only lead to more problems with this intersection. Since Portland code requires little to no off-street parking for apartment units and allows developers to build houses lot-to-lot and without sufficient parking, the already serious congestion issues with this intersection will increase. At this time with the lack of infrastructure in this area, should dictate no upzoning until it can be improved to support the traffic flow.</p> <p>Please consider the livability of our neighborhood and keep the current zoning in place for the properties at 6737 & 6825 SW 45 Ave.</p> <p>Please add this to the record.</p>	LandUse-795-2352	Maplewood

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2169	Jill Gaddis	1/13/16	The location of the zoning change proposed change of zoning from R7 to R1 on the two properties 6737 and 6825 SW 45th Ave has concerns with parking and congestion. Though I understand the need for more housing, but I have to agree with Multnomah Neighborhood Association, this area is congested. This project need more planning and the infrastructure to support this type of infill.	LandUse-795-2352	Maplewood
2168	Carol McCarthy	1/13/16	<p>The Multnomah Neighborhood Association voted overwhelmingly to oppose the proposed change of zoning from R7 to R1 on the two properties 6737 and 6825 SW 45th, which is the western boundary of the Multnomah neighborhood. R1 is excessive density, disparate from surrounding structures that are unlikely to redevelop (Community Center, Plaid Pantry, Churches)--the Bureau of? Planning used to object to this kind of spot zoning.</p> <p>The intersection of SW 45th and Vermont is a congested area with many cars, buses, pedestrians and bikers.</p> <p>There are two small strip malls, the SW Community Center, Gabriel Park, apartments, grade school and a preschool within a block of this intersection. It is a main thoroughfare for commuting within and across SW Portland.</p> <p>The existing business/recreation/housing in the area already lacks sufficient off-road parking and cars often park "off road" on the shoulders as there are no sidewalks in this area. The roads are paved but the shoulders are not.</p> <p>Frequently cars unload children for the schools, park or rec facility directly into traffic. We have seen many close calls and with the mix of a busy intersection and the lack of infrastructure to support the parking and loading/unloading of people a serious accident is likely.</p> <p>Of special note is the existing apartments in the intersection don't have sufficient off-street parking and overflow parked cars take up a potential lane on Southbound Vermont and cars have to wait in the intersection for this narrow passage to clear. This is a busy and poorly managed intersection and adding any more traffic can only make matters worse.</p> <p>Children and adults walking and or biking to the nearby schools and parks are at extreme danger as there are no sidewalks and the shoulders are not an option either. People have to walk or bike in these busy streets. It is a nightmare for anyone who is not in a vehicle.</p> <p>Changing the zoning of any property in this area from the existing R7 to R1 can only lead to more problems with this intersection. Since Portland code requires little to no off-street parking for apartment units and allows developers to build houses lot-to-lot and without sufficient parking, the already serious congestion issues with this intersection will increase. At this time with the lack of infrastructure in this area, should dictate no upzoning until it can be improved to support the traffic flow.</p> <p>Please consider the livability of our neighborhood and keep the current zoning in place for the properties at 6737 & 6825 SW 45 Ave.</p> <p>Please add this to the record.</p> <p>Sincerely,</p>	LandUse-795-2352	Maplewood
2166	Susan Lindsay	1/13/16	The Buckman Community Association Board has gone on record to oppose this enormous upzoning of this largely residential area between 15th and 19th on Morrison and Belmont. Buckman already has huge areas available for density increases and does not need to lose this important heart of the neighborhood between our park and school. The current mix of R5, R2.5, and R1 is appropriate and will support housing with more than just high end studio apts. Please remove this. This is out of character and unnecessary with the unbelievable existing options already on 12th, 11th, Burnside and Hawthorne. Don't destroy Buckman. Thank you.	LandUse-62-5269	Buckman
2165	Susan Lindsay	1/13/16	Please amend and remove this wholesale huge change to this entire area..from R5 to R2.5. Neither supported nor initiated by neighbors or neighborhood. Will insert higher density housing inside the neighborhood and threaten contributing structures to an ongoing formal historic designation. It is essential to preserve the r-5 housing in the midst of such incredible build up everywhere else in the neighborhood. Please amend and remove. Thank you.	LandUse-348-6200	Buckman
2164	Susan Lindsay	1/13/16	Please amend and remove this. Not supported by neighbors, nor initiated by neighborhood. Will insert higher density housing inside the neighborhood which has beenn working diligently to preserve the r-5 housing and historical character and contributing structures. Please amend and remove.	LandUse-928-6877	Buckman
2163	Kenneth Diener	1/12/16	Remove Plan change 928. R1 is for corridors and urban centers Neither are this location. The change will allow a tear down of 10 Exisitng low iincome housing units and two Large historic houses. Stop the facilitation of gentrification and historic demolition in the Buckman neighborhood	LandUse-928-6877	Buckman

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2162	Greg Kott	1/12/16	Why don't you call it R1.6 since the minimum lot size is 1,600 sqft? or 3 units/4,800 sqft? Will a Design Overlay provide more opportunities for neighborhoods to influence design decisions on proposed developments? if so, I would like to add the Design overlay.	LandUse-348-7572	Buckman
2161	Tamara DeRidder	1/12/16	RCPNA requests a Provisional Amendment to expand the 1MU to extend southward on 60th Ave. from Halsey to the Max Station and add the southerly parcels on NE Halsey between the two 1MU areas near NE 60th Ave.	LandUse-75-778	Rose City Park
2160	Rion Lyle	1/12/16	This proposal promotes the destruction of the vibrant fabric our our community, and promotes further gentrification of the city. This is a historic neighborhood full of families who care about the future of Portland, affordability, and the environment. Please remove this proposed change from the Comprehensive Plan.	LandUse-348-6200	Buckman
2159	Rion Lyle	1/11/16	There is simply no benefit to the neighborhood from proposal #928. Making this particular change only has the potential for destroying historic homes and affordable apartments.	LandUse-928-6877	Buckman
2158	Rick Johnson	1/11/16	<p>I oppose this zone change 348 and 948. It is not needed and would only result in the destruction of more historic homes in the Buckman neighborhood. Buckman is already one of the most dense neighborhoods in the city and has plenty of Ex zoning available along SE 11th and 12th for more density.</p> <p>In the 60's and 70's the infill apartments destroyed a lot of homes in the core of Buckman. The current zoning was put in place to protect the historic homes that were left. Lets not repeat history.</p> <p>We have spent a lot of money on transit in the City of Portland and because of this density should be spread out to other neighborhoods not just the close in ones. Look at Orenco Station for an example.</p> <p>Finally density without livability, diversity and sense of community just results in transient neighborhoods. Ultimately the density model will fail if we don't address these issues.</p> <p>Please oppose this zoning change. Thank you</p>	LandUse-348-6200	Buckman
2157	Andrew Paddock	1/10/16	<p>Curb extensions would be lovely on this unlovely stretch of Burnside. Crossing not pleasant as the walk is long, the cars are abundant and impatient, and it can be a long wait. Also, the sidewalks and general streetcar are grimy, dark, slum-like. I don't like walking along Burnside at night for all these reasons, never mind the masses of bums and hobos that sleep all over the place.</p> <p>In fact, that is the 800 pound gorilla in the room. The transients are everywhere, and they make people not want to go there, especially at night. They sleep all around, camp on the sidewalks, smoke, do drugs, get drunk, piss, shit, vomit, and make it a place most people want to avoid. It's Skidrow, in short. Efforts to improve and beautify the area will have to take this into consideration. Otherwise, it's putting lipstick on a pig. It didn't work for Sarah Pallin, and it won't work here.</p>	TSP-20089	Pearl
2156	Andrew Paddock	1/10/16	It would also help if you could change the timing of the traffic signals here. It takes forever to cross this stupid street because east-west traffic is given such a long phase, especially over at 12th. Along with a better sidewalk, this would help enormously!	TSP-20079	Lloyd District
2155	Andrew Paddock	1/10/16	<p>The sidewalks along parts of this street plain suck, especially between Hawthorne and Burnside. I pointedly avoid walking along 39th on this stretch (walking along 38th or 37th is much safer and saner) because the walkway is so narrow and the cars are going by so quickly. Heaven help you if there are puddles from the rain. You *will* get splashed. Oh, and have you ever tried waiting for the 75 bus at Belmont & 39th, especially on the southbound side of the street? It's a nightmare. It's so narrow, so cramped, so exposed, and so dingy and dirty!</p> <p>As busy as this street is, a road diet may be in order. The sidewalks need to be wider, and the traffic is so aggressive, making crossing a bit of a harrowing process. I even get a bit nervous at the lightest intersection (at least at major intersections). People just want to whip by, and in some cases I can understand. Take Hawthorne & 39th, for example. That intersection is busy with pedestrians, and they end up holding up lots of traffic because they come at staggered intervals. If anyone wants to turn, they sometimes have to wait until the very end of the cycle. I have often seen it happen where only one, maybe two, cars get around the corner as the light turns amber or even red because they couldn't get a break in the stream of pedestrians. This makes drivers angrier and more willing to make risky swings around corners before or after pedestrians cross. You may want to consider a pedestrian scatter cycle at this critical intersection like what you already have at Powell's Bookstore on Couch & 11th. I honestly think this intersection might benefit from it, as two major bus lines meet here, Fred Meyer is there with always lots of shoppers crossing to catch buses at all the stops, and there are just a lot of people here because it's the Hawthorne District. This is one intersection that I think could be improved with such a crossing.</p> <p>As for other intersections, if possible, it'd be neat to implement more roundabouts. One one at Glisan is lovely. Maybe Burnside, Stark, Belmont, and Division could have them. That'd be lovely.</p>	TSP-70005	Richmond

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2154	Christine Yun	1/10/16	I am opposed to the following proposed changes and would like Council to submit an amendment to delete them from the comp plan: 62, 348 and 928. Buckman currently has a diverse collection of housing types in size and affordability. The effect of changes 928 and 348 would be to create incentives for developers to demolish existing historic homes and build new single family homes on 1600 SF lots. We would lose many historic single family homes as well many apartment buildings. For instance, one apartment building currently on a 5000 SF lot, has 11 units. Under the new zoning, only 3 units could replace it. This area of Buckman would actually LOSE density, because there are many of these multifamily buildings. We would be losing affordable housing, decreasing density and creating a monoculture of houses that only people with \$700,000 could afford to buy AND we would be destroying buildings deemed contributing to an eligible National Register historic district. This upzoning will seriously impede any effort to pursue National Register listing for this district. I am opposed to change 62 because it would create canyons out of Belmont and Morrison, which divide Buckman in half. There is plenty of unrestricted density in zones west of 12th in Buckman. The zoning for dense housing has been created in Gateway let's fill that up first before destroying historic homes and fabric. New buildings cost more CO2 than maintaining existing ones.	LandUse-348-6200	Buckman
2153	Andrew Paddock	1/10/16	Access to Gateway station would be greatly appreciated. If one is coming from the east, it's fairly straightforward. From the west and north, it's nonexistent! Would it be possible to construct a pedestrian/bike overpass from, say, the neighborhood bordered to the north by the Banfield and 205 to the east? Perhaps a trail from NE Hassalo could connect over to the Gateway. For the neighborhood immediately north on the other side of the Banfield, an overpass could be built from NE 92nd Ave to NE Hassalo, thus connecting them to the trail leading from the above-mentioned neighborhood to Gateway? This north-south overpass would also fill a gap in overpasses over 84 between 82nd Ave and NE 102nd Ave. Perhaps NE Halsey could also be better connected to Gateway station. It's a tricky area, but access to Gateway needs to be improved. Currently, one really has to rely on buses because pedestrian and bike access is so lacking, and pedestrian overpasses can give very direct paths which shorten walks, make them safer, and ensure better access for all.	TSP-50019	Hazelwood
2152	Andrew Paddock	1/10/16	<p>Access to Gateway station would be greatly appreciated. If one is coming from the east, it's fairly straightforward. From the west and north, it's nonexistent!</p> <p>Would it be possible to construct a pedestrian/bike overpass from, say, the neighborhood bordered to the north by the Banfield and 205 to the east? Perhaps a trail from NE Hassalo could connect over to the Gateway.</p> <p>For the neighborhood immediately north on the other side of the Banfield, an overpass could be built from NE 92nd Ave to NE Hassalo, thus connecting them to the trail leading from the above-mentioned neighborhood to Gateway? This north-south overpass would also fill a gap in overpasses over 84 between 82nd Ave and NE 102nd Ave.</p> <p>Perhaps NE Halsey could also be better connected to Gateway station.</p> <p>It's a tricky area, but access to Gateway needs to be improved. Currently, one really has to rely on buses because pedestrian and bike access is so lacking, and pedestrian overpasses can give very direct paths which shorten walks, make them safer, and ensure better access for all.</p>	TSP-70078	North Tabor
2151	Andrew Paddock	1/10/16	Would it be possible to potentially build short stubs from the Wildwood Trail and the Pittock Mansion to this intersection? That would ensure pedestrian access from a safe, well-lit, lighted intersection (once you've done this project) where there are also bus stops. It would make it easy to get to these attractions without a car, especially the Wildwood Trail which has its trailheads up the road in a dangerous crossing. Short stubs to this intersection would be a good solution, and the additional walking would not be substantial at all, yet the improvements in safety would be considerable. Speaking for myself, I would be perfectly happy with this as an alternative option to bus stops directly at the Wildwood trailheads. It might even be cheaper and logistically easier, too. If it can be done, go for it!	TSP-60005	Arlington Heights

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2150	Andrew Paddock	1/10/16	<p>I would like to propose an improvement of public transport access to the Wildwood Trail from W Burnside. Currently, the two nearest bus stops are at Barnes Rd. to the west and Hermosa Boulevard to the east. These are quite far from the trail heads, and there are no sidewalks on Burnside in this area. This makes access quite dangerous as well as difficult due to the treacherous terrain of the shoulders of the road — such as they are.</p> <p>The easiest point of access is on the south side of W Burnside. There is a sizable gravel pull-out right at the trail entrance where there are a few spaces for parking. This would be a natural place to also stick a bus stop. It would be not only exceedingly easy to access, it would be safe because it would not require riders to walk along a high-speed road without sidewalks. All that would really be needed is to pave it, light it, add a bus stop pole.</p> <p>The north side of the street with the other trail entrance does not have a pull-out, but hopefully some provision can be made. All that would be needed is a concrete waiting area with a light and bus stop pole. Along with the proposed overpass connecting the Wildwood Trail on both sides of Burnside, it would all be quite visible, especially if lit well. It would encourage people to pay more attention, and sufficient warning to slow down would be more than possible. People drive too fast on this stretch of road anyway.</p> <p>As for sidewalks, that would be the best things that could happen to this area. There aren't any, so walking isn't really an option. With sidewalks, access from NW Portland to the Pinnock Mansion and Wildwood Trail heads would be possible by a mode other than driving. You could even potentially get a way with sidewalks along one side of the road with good crosswalks where necessary to access branching roads and bus stops. If there's a bus stop, there should be a sidewalk. There is some existing sidewalk closer to NW Vista, but it is very narrow. Personally, I'd feel safer even if there was a jersey barrier next to them. Pedestrians would be much safer on what is otherwise a very narrow and exposed section of sidewalk that has traffic whizzing by at very high speeds.</p> <p>Portland has a reputation as a very green city, so it should have completely green access to one of its greenest attractions. This is especially critical for households (like mine) which do not have a car.</p> <p>I am aware that the Wildwood Trail can be accessed by MAX at Washington Park, and I make use of that. The thing is, unless I feel like retracing my steps after a long hike, it would be more useful and convenient to just catch the Burnside bus back to town (or even walk if there was a good sidewalk). A walk from Washington Park to Burnside is a reasonably moderate hike, but I never look forward to the dangerous walk to the bus stop. I hope this can be rectified soon. I know I'm not the only one who does this and hates enduring it. When you do build sidewalks, just remember that traffic is fast on this street. If you can't calm it, at least give us jersey barriers between the sidewalk and traffic. That would make us all feel a lot better, because people are crazy on roads like these. Thank you for your attention.</p>	TSP-60006	Arlington Heights
2149	Andrew Paddock	1/10/16	<p>This is a great idea! Crossing Burnside is madness. One really has to take one's life in one's hand to get across. The overpass would be a lovely idea and make this so much safer and pleasant. Thank you for doing it!</p> <p>Now if only you could add bus stops here as well so people coming off the trail could have a safe way to connect to the Burnside bus line heading Downtown. It's a real bother (and not always practical) to take MAX to Washington Park, walk the Wildwood trails up to Burnside, and then have to turn back. It would be much nicer to just transfer to the number 20 bus line and head back to Sunset, Beaverton, or Downtown Portland that way -- if it was actually safe to do so. It isn't. Hopefully that will be rectified soon!</p>	TSP-60024	Hillside

ID	Name	Date	COMMENT	Location or Project	Neighborhood
2148	Andrew Paddock	1/10/16	<p>This stretch of Burnside is begging for improvements! It takes forever to cross the street because the signals are so long (especially in Downtown), the sidewalks are narrow and dingy as hell, there is not very good lighting, and overall it feels skeezy walking along this stretch. Wider sidewalks are definitely needed. Elegant light fixtures along the street would be nice, too, as well as trees. Trees are never a bad idea, especially on an ugly-ass street like Burnside. Seriously, this street is ugly as sin! New sidewalks, trees, and lighting would make a great difference!</p> <p>One thing: don't make the mistake of adding so many traffic lights as was done on E Burnside. There are way too many over there, and traffic is backed up enough largely because of them. I think by making W Burnside two lanes instead of four with wider sidewalks and trees would calm the traffic down and make crossing much safer by return the street to actually being a street for everyone instead of a (relatively) fast way in and out of central Portland. If you want a good example of what I'm talking about, go to the Fred Meyer around W Burnside & 20th. Cross the street (in that beautiful new crosswalk which is wonderful, by the way. Thank you!) and walk east to the bus stop. You will get to see the ugly sidewalk and all its dinginess, as well as the nasty and inadequate bus shelter down there. Even better, buy a bag of groceries to get a real sample of the experience. Improvements to this stretch of street cannot come soon enough!</p> <p>Oh, and could you make sure there is sidewalk on both sides of the overpass crossing over 405? It's really inconvenient to have to make all these additional crossings just because one bit of sidewalk is missing due to an entrance ramp. Thank you.</p>	TSP-20014	Northwest District
2147	Andrew Paddock	1/10/16	<p>Sandy is useful street because it cuts diagonally, but it is not so nice as a pedestrian. It is wide, the traffic is fast, and the crossing opportunities are not frequent. Even where they exist, it can still be treacherous. It needs a road diet; one lane in each direction is enough. Add wider sidewalks and protected bike lanes would be welcomed, as would safer crossings in more places. Maybe some islands or a central planting strip would be pretty. This goes for the whole stretch, too, from 12th avenue all the way to Parkrose. The street really is too wide, and it encourages people to drive too fast, especially late at night when the traffic is lightest. Nicer lighting on the street would be lovely, too, as would sidewalks on both sides of the overpass over the Banfield.</p> <p>Also, fix the issue with 37th. Make it so commuters can't use it as a cut-through in place of 39th. It's a residential street, and it shouldn't be used this way.</p>	TSP-40106	Kerns
2146	Joe Meyer	1/10/16	<p>I am opposed to this change to zoning. Looking property-to-property I do not see any increase in density that couldn't happen within current zoning. There is no reason for this change and I oppose it.</p>	LandUse-348-6200	Buckman
2145	Andrew Paddock	1/10/16	<p>Pedestrian amenities in this area are pretty abysmal. Even access to the MAX station is sketchy: the sidewalks are very narrow, and they don't even go that far, at least to the north of the station. One has to walk in dirt paths in places, and in this residential neighborhood, there are many streets without any sidewalks at all. It's an unpleasant surprise when one gets off the train and finds such poor conditions.</p> <p>In the long term, it might also be a good idea to alter the MAX station itself so it is directly under the 60th Ave overpass. This would allow entrances/exits from the station on both the northbound and southbound sides of the street, making bus connections easier and *much* safer. Why this was never done has always been a puzzle to me.</p>	TSP-40115	Rose City Park
2144	Andrew Paddock	1/10/16	<p>This area is horrible! Too many drivers going way too fast and a very fractured grid in a dense neighborhood and often subpar pedestrian access. Everything you want to do would make this area so much better. It's a neighborhood, after all, and it's wrong to treat it as a sewer for traffic. Thank you so much for doing all this! This should do the neighborhood so much good!</p>	TSP-90060	South Portland
2143	Andrew Paddock	1/10/16	<p>This can't come soon enough! The road is too wide, the traffic moves too quickly, and crossing this street, even at bus stops, is difficult and unsafe.</p> <p>The curb bumps and islands will help a lot since the street is really too wide. Some crosswalks, marked crosswalks, would be lovely, too. Maybe decreasing the speed limit. If you do a median, could it be a long one with trees planted in it like a parkway? That would be pretty! Fessenden/St. Louis would benefit from such a beautification.</p>	TSP-30070	St. Johns
2142	Andrew Paddock	1/10/16	<p>If you're going to spend \$45 million, can you also make the bridge fit for humans to cross on foot as well? The provisions are quite poor, certainly not ADA compliant, and the underpasses and stairs are frequently home to transients and take one to an unlit, hidden area that feels unsafe. To this day, I walk well out of my way to cross on the Hawthorne because the Belmont bridge is so unsafe for pedestrians in addition to being unpleasant.</p>	TSP-20117	Downtown
2141	Andrew Paddock	1/10/16	<p>Don't forget the pedestrian improvements for actually crossing Belmont. The road is still difficult to cross between the river and SE 12th Ave., as the cars still go quite fast, and there are several lanes to traverse. I would also point out that drivers are much more willing to stop for you if you walk your bike across the street.</p>	TSP-20063	Buckman

ID	Name	Date	COMMENT	Location or Project	Neighborhood
2140	Christopher Masciocchi	1/7/16	Committing to and prioritizing this project will help keep the original vision of Gateway as a true Regional Center from being lost. The potential here is absolutely enormous. Let's make this vision real.	TSP-50039	Hazelwood
2138	Daniel Rogers and Faith Emerson	1/7/16	Please do not let development change the fabric of our communities. It is imperative that the 1984 Ordinance No. 155609 be honored, to keep the zoning of 2855 SW Patton Road as a grocery and to safeguard our neighborhood as livable and safe, free from over congestion. Please do not allow out of state investors to decide what is best for our local communities. It is the city's duty to create and protect livable areas that balance density with functionality. Building condos would not be in keeping with the surrounding area and city park adjacent to this property. It is important to consider issues of bottle neck traffic congestion, lack of and overflow of parking, and unhealthy environments of noise pollution. Please keep the zoning of this property in tact and do not attempt to overburden this important and historic property to line the pockets of bottom line interests from out of state profiteers.	LandUse-1128-334	Southwest Hills
2137	Edward Campbell	1/7/16	The west side of SE 46th street should be up zoned to R2.5 along with the proposed zoning change on the east side of the street. This will make consistent zoning on both sides of the street between Stark and Belmont. Otherwise, the addresses starting at 623 SE 46th going north on the west side of the street are left as an island of R5 zoning in the middle of R2.5 zoning east and south along 46th. It makes no sense for these remaining lots to be left as R5 when the rest of the street between Stark and Belmont will end up being R2.5	LandUse-571-1166	Sunnyside
2136	Tom Karwaki UPNA Land Use Chair	1/7/16	The UPNA board and transportation committees support this project to fix a long term problem.	TSP-30096	Arbor Lodge
2135	Tom Karwaki UPNA Land Use Chair	1/7/16	The UPNA Board and Land Use and Transportation committees support this project	TSP-30063	St. Johns
2134	Tom Karwaki UPNA Land Use Chair	1/7/16	The UPna Board and Land use and Transportation Committees support this proposed project to replace this private bridge	TSP-30095	Cathedral Park
2132	Tom Karwaki UPNA Land Use Chair	1/7/16	The UPNA board and Land Use and Open Space Committees supports this proposed rezoning to Open Space	LandUse-532-763	University Park
2131	Tom Karwaki UPNA Land Use Chair	1/7/16	The UPNA Board and Land Use Committee supports the proposed Mixed Use classification and zoning South of Lombard St. However, the UPNA urges that all commercial and residential development be required to have a TDM plan.	LandUse-1011-114	Portsmouth
2130	Tom Karwaki UPNA Land Use Chair	1/7/16	The UPNA Board and Land Use Committee OPPOSE the proposed change and request that the Current R5 zoning be maintained. This would allow the neighborhood, City and other stakeholders the opportunity to develop a Master Plan for this area and the adjacent Water Bureau lands. There has been NO Rationale provided for this Upzoning, which could allow up to 30-40 additional residences adjacent to a major POWER Substation, Railroad, and a recreational path. It is also adjacent to a houseless camp of 20-50 people.	LandUse-197-812	University Park
2129	Tom Karwaki UPNA Land Use Chair	1/7/16	The UPNA Board and Land Use Committee requests that the parcels SOUTH of Willamette be REZONED to Residential 5 R5. This is a dangerous intersection and roadway that has a blind curve onto a private bridge. The UPNA Board agrees with the proposed zoning change North of Willamette Blvd.	LandUse-1010-116	St. Johns
2128	Ann Tsen	1/7/16	We are completely opposed to changing the current land use rules for this property on which sits Stroheckers store right now. It would be a tragedy to allow residences to take over a spot that provides so many resources to the community of people living in the West hills: walkable grocery access making it feel more urban than suburban, a place where neighbors see each other frequently and this familiarity improves safety and a sense of place for all who live here, and a business that gives back to the community through fundraising for schools, etc. Many elderly live in our community in homes they've raised their families in and rely on close access to this local store for supplies. Please protect this gem of an oldPortland neighborhood that needs its local store and do not allow this profit seeking developer to desecrate the neighborhood with a condo development.	LandUse-1128-334	Southwest Hills
2127	Kate Feiertag	1/7/16	There are many people that try to walk up and down Broadway DR and with no crosswalks or sidewalks it is quite dangerous. People drive to fast on this street. Please prioritize this project	TSP-90024	Southwest Hills
2126	Jonathan Glass	1/7/16	The City of Portland must honor the 1984 ordinance to use this property for a supermarket and reject any proposed changes to the current zoning. The walkability and livability of our neighborhood will be negatively impacted by any changes that would cause there to no longer be a retail establishment on the property. A focused and well marketed retail establishment can succeed in this location.	LandUse-1128-334	Southwest Hills
2125	Marie Hall	1/7/16	Re: 2855 SW Patton Rd Please preserve the CN2 zoning because we want to make our neighborhood and other neighborhoods retain their original feeling established by Ordinance 155609 in 1984.	LandUse-1128-334	Southwest Hills
2124	Kate Feiertag	1/7/16	This was the only location in this area where residents could access basic services, like a grocery store, pharmacy and post office. The zoning should be limited to provide such services to the neighborhood. No housing should be allowed. The neighborhood has only housing and is sorely lacking in commercial space. Do not allow this commercial node to be taken away. Already the grocery store that was there will be closing at the end of January 2016 and we will have nothing, don't make this permanent.	LandUse-1128-334	Southwest Hills

ID	Name	Date	COMMENT	Location or Project	Neighborhood
2123	Sean Baioni	1/7/16	<p>Our neighborhood (SWHRL) has very limited commercial designated property. It's walkability score is low. Buses are infrequent at best and accessibility for people with disabilities who do not drive is terrible. All the walkable emanates of our community including grocery, drug store, coffee shop, dry cleaner and gift store is currently located at the 2855 SW Patton Rd location.</p> <p>I believe our neighborhood needs more commercial property designated, to provide servers for the residents, not less. Please keep this location commercial however, I do not believe it should only be used as a grocery store because of the obvious economic challenges that other market forces such as but not limited to: New Seasons, Fred Myer & Amazon present. Without some type of creative funding model, I don't believe that this location can support a full service grocery only. A mixed use designation that provides commercial services including restaurants, coffee and recreational business which includes housing would be the best choice for the entire neighborhood.</p> <p>If no compromise can be made for a multi use designation perhaps the parks department could use the location for a community center or larger park extension with adequate parking.</p> <p>Please do not allow this location to become unusable, as I mentioned earlier, our community already struggles with limited commercial designated properties.</p> <p>Thank you</p>	LandUse-1128-334	Southwest Hills
2122	Tina Grim	1/7/16	I have been a home owner in the neighborhood for 28 years. It would be a tragedy to put condos in this location. I am strongly against this!	LandUse-1128-334	Southwest Hills
2121	John Moody	1/7/16	Please keep in place the ordinance (No. 155609) for the grocery store located at 2855 SW Patton Road that was signed into law in 1984, and deny the zoning change. To put things into a geographical perspective, Strohecker's is the only store located strategically in the center of the NW Hills neighborhood. The nearest grocery stores to Strohecker's outside the hills to the North and East are Zupans (1.7 miles), Stadium Fred Meyer (2.0 miles), Safeway downtown (2.1 miles) and Whole Foods in the Pearl (2.5 miles). The nearest grocery stores to the South and West on the Beaverton Hillsdale Hwy are Safeway (2.7 miles) and New Seasons (3.0 miles). (These are all driving distances from Strohecker's per Google maps.) This site is truly a neighborhood resource, and should remain a grocery store. It serves an important need for residents of the SW Hills. It's great to be able to walk or take a short drive to shop, and we often run into neighbors at the store. Building condos on this site is not in the best interests of the neighborhood. Losing a grocery store at this site permanently would be a huge blow to the livability and vitality of our local community.	LandUse-1128-334	Southwest Hills
2120	Julia Harris	1/7/16	In 1984 when 2855 SW Patton was rezoned from R5 to CN2 (Ordinance 155609) it was overlaid with restrictive approval conditions that it be a grocery store with the existing footprint and height. It was to "provide services for the nearby residential area" and development need to be similar in scale to surrounding residential area--single family/ stand alone homes. Rezoning to Mixed Use Dispersed would have a big impact on the neighborhood. It would be greater in scale than current use adding population that would burden the already congested streets. The narrow, hilly, windy roads to not provide for safe pedestrian or bicycle use. Adding population would exacerbate the current situation. Currently the area is poorly served by mass transit, a bus only Monday-Friday during rush hours. So Mixed Use Dispersed would add to the volume of auto traffic.	LandUse-1128-334	Southwest Hills
2119	Jay (John) B Fewel, jr	1/7/16	<p>To whom it may concern:</p> <p>This short and sweet explanation doesn't make me feel warm and fuzzy about the potential Strohecker development plan. Apparently, the city seems to be seeking financial gain (again) with little regard for local citizens, otherwise this project would not even show up on the "radar screen". We, the people who reside in the area, will pay the ultimate price if this project were allowed to move forward. All the more reason to consider moving elsewhere. These developers from California have no idea what this neighborhood has meant to many generations of Oregonians . Broadway Drive/ Patton Road/Vista Avenue are already congested to the point that traffic is close to unbearable at times. We can't imagine the additional impact of high density condominiums and/or apartments. We are 5th and 6th generation Oregonians, maybe you think that this is a trivial matter, but this Portland administration has done nothing to preserve the sanctity of our beautiful city. No one wants to go downtown anymore due to the homeless, excessive panhandling and already limited parking.</p> <p>It would seem the city is seeking some sort of financial gain, otherwise this proposal would be summarily dismissed. We, the people that live in the area, will pay the ultimate price if this development proposal is given serious consideration. The faceless developers from California have no idea what this neighborhood has meant to the many generations of Oregonians . Maybe the reason the current owners charged exorbitant lease rates to Stroheckers was to force them out. The neighborhood, and outlying customers, love Stroheckers and many of us are crying that an institution is again being forced out by city development. We cannot express our disappointment and concern that this is even under consideration. I wish the Portland City Council would look out for the best interest of the citizens, rather than the interests of the City Council.</p> <p>Sincerely, John and Kerrie Sundeleaf Fewel</p>	LandUse-1128-334	Southwest Hills

ID	Name	Date	COMMENT	Location or Project	Neighborhood
2117	anne winthrop	1/7/16	As well stated by many other neighborhood residents, the closing of Stroheckers is a shame. Not only is it our only local store, it is a destination for families and neighbors, a community gathering place in an area that is challenged by geography to provide other services enjoyed by many other neighborhoods around the city. Allowing the potential loss of a future grocery tenant that could continue to provide everyday services would be a huge mistake in the rezoning of the Comprehensive Plan and a significant loss for our neighborhood. A full service grocery store in that location provides a place to run daily errands without the use of a car for many, many neighbors. Please maintain the site as a zone for neighborhood commercial and do not let the profit interests of an out of state developer give a reason to do away with any services in the area. Thank you for listening to comments from local residents who look forward to continuing to enjoy the site as a neighborhood anchor in the future.	LandUse-1128-334	Southwest Hills
2115	Caroline Enns	1/7/16	This piece of land has been traditionally used for a grocery store which has anchored the neighborhood. In inclement weather it is the only accessible place to go for food in this hilly section of Portland. Rezoning the land for high density housing is unwise because of existing heavy traffic problems in the morning and evening. Keep it as a cafe, grocery store.	LandUse-1128-334	Southwest Hills
2112	Erik FW Lawrence	1/7/16	Our family is vehemently opposed to the City bowing to commercial interests in order to enrich a few at the expense of the many. Changes to the Strohecker's property should be in accordance with Ordinance No. 155609 section 8 item c. Any development of multi-family housing in any shape or form would be degradation to the neighborhood as a whole. It would be destructive to driving patterns and standards, property values, livability, and the overall aesthetics of the existing area. The City needs to avoid another travesty like Forest Heights where developers are allowed to destroy family based neighborhoods for their own personal gain. Don't be mistaken or fooled; developers don't care about the neighborhood, the residents or the City. Their motive is only one. We live here, this is our neighborhood, and Ordinance 155609 honored that. Changing the zoning or the requirements of the ordinance would be a direct contradiction of the values the City of Portland has strived so hard to maintain and uphold.	LandUse-1128-334	Southwest Hills
2111	Clint Lundmark	1/7/16	Eliot Neighborhood has taken many hits over the last 100 years in the name of "Urban Renewal." Expansion of Emanuel Hospital and building the I-5 freeway in the name of public good eliminated over 1000 homes in the area. Some of that land is developable but remains vacant 40 years later. The historic housing stock is continually at risk of being demolished. Once it's gone it is gone forever. This zoning change is still higher density than what actually exists on most of the single family home lots. The proposed change does a lot to encourage retaining the homes instead of replacing, but still allows for increased density. Don't let a short term housing crisis dictate the best long term plan for this neighborhood. Eliot Neighborhood already is contributing more than most neighborhoods with nearly 500 housing units online within the last year or scheduled to be finished in 2016. Several hundred more units are proposed within the next 2 years. The neighborhood population could easily double within a 5 year time period. The Eliot neighborhood proposal is trading a very slight decrease in density where our single family homes exist in exchange for increased density and more appropriate zoning along our corridors – MLK, Williams, and Vancouver. From a planning perspective the R2.5 zone is still a density increase from what currently exists, but it also encourages protecting historic resources. It is a great change that will protect what is left of Eliot Neighborhood. Please do not let individual's greed or a short term problem dictate the long term future of the neighborhood.	LandUse-140-1110	Eliot
2110	Derek Sandoz	1/7/16	Zoning Commission, I respectfully insist that you uphold Ordinance No. 155609 which requires this land be used as a grocery store. The walkability and livability of this neighborhood depend on it. Thank you, Derek Sandoz	LandUse-1128-334	Southwest Hills
2109	Randy and Jan Miller	1/7/16	I understand the city's desire for high density - and generally agree with it. In the case of Strohecker property, it seems like it would be good to keep it zoned as it is. Without infrastructure of commercial property, the people living in that area will need to spend more time in their cars going for food as there is NOTHING else close. Now people can walk to that location. It is a central gathering spot for the neighborhood. Weeks like the current one with ice and snow, it is a lifeline for many as the roads around are hilly, high elevation, etc. which makes getting in a car very difficult. One only needs to look at the morning and evening commute traffic past this location to know that adding condos, etc. would make congestion worse. Then there is the issue of school crowding....	LandUse-1128-334	Southwest Hills
2108	Dana Krawczuk	1/7/16	As detailed in our 1/7/2016 testimony to City Council, whether or not this site should be included in the Central City Plan District should continue to be explored. The size and shape of the site requires additional height limitations so that a residential/mixed use redevelopment can be attractive and feasible.	LandUse-1083-5156	Kerns

ID	Name	Date	COMMENT	Location or Project	Neighborhood
2107	John Moody	1/6/16	Strohecker's grocery store at 2855 SW Patton Rd. is an important resource for the Portland Heights and West Hills community. On Feb 16, 1984, the City Council passed Ordinance No. 155609 specifying that 2855 SW Patton Rd. should be zoned C3 and that "Use of the site shall be restricted to a grocery store." Our family lives a 7 minute walk from Strohecker's, and we shop there often. Our kids love walking there with us. The importance for our neighborhood of having a local, accessible grocery store was underscored during this week's ice storm. A local store like Strohecker's contributes significantly to the vitality of the neighborhood, and helps make Portland Heights a liveable area. Please don't give in to the profit interests of the California property owner / developer. Please honor the hard-won 1984 Ordinance, and keep this property as a multi-purpose store that serves the vital interests of our neighborhood and the many hundreds of families who reside nearby.	LandUse-1128-334	Southwest Hills
2106	Ean Lensch	1/6/16	We moved to this neighborhood in 2013 with our two young children. The park and Stroheckers market were essential parts of the community and reason for us moving into the neighborhood. Both serve essential needs to the community. I strongly encourage you to uphold the 1984 ordinance that neighbors fought hard to protect long before we moved to the neighborhood.	LandUse-1128-334	Southwest Hills
2105	Katie	1/6/16	For many reasons, including those stated in comments below, the 1984 ordinance for this property must be honored in order for the neighborhood to sustain its livability and character.	LandUse-1128-334	Southwest Hills
2104	Ean Lensch	1/6/16	I am a resident of this neighborhood. I moved here in 2013 with my wife and two young children. One of the key reasons for our moving here was the proximity to the park and Stroheckers market. Both of these serve as vital aspects of our neighborhood community. I desperately hope the city continues to honor the 1984 ordinance that neighbors fought so hard for to keep a grocery store on the property and to maintain neighborhood livability.	LandUse-1128-334	Southwest Hills
2103	Khashayar Farsad	1/6/16	The 1984 ordinance to maintain this property as a local grocery store should be honored. There is significant community need and use for this, inclusive of the affiliated pharmacy and post office. This store is part of the defining character of this neighborhood, and its conveniences have been a boon to those in its vicinity.	LandUse-1128-334	Southwest Hills
2102	Pankaj Gore	1/6/16	Please continue to honor the 1984 ordinance for the property at 2855 SW Patton rd. Conversion to a multi-use zoning would adversely impact the character of this historic neighborhood. The presence of a grocery store here is an essential part of the walkability of the neighborhood and the community-oriented nature of the neighborhood.	LandUse-1128-334	Southwest Hills
2101	Leslie Costandi	1/6/16	The City of Portland has an obligation to keep the 1984 ordinance. High density housing does not fit the scope of this neighborhood. Increased traffic contradicts Portland's livability standards. High density, more cars, increased emissions. Stroheckers fills an important void, lack of amenities. This store serves a very important function for families, shopping, pharmacy, Post Office. It is important that zoning is not changed to fit the needs of the developer. The zoning needs to not change to meet the needs of neighborhood residents.	LandUse-1128-334	Southwest Hills
2100	Valerie and Warren Hill	1/6/16	My husband and I have lived in this neighborhood for over 20 years. Strohecker's (park and store) is the heart and soul of the area. We ask that the 1984 ordinance (155609) be honored when considering any future development plans for the 2655 SW Patton Road property.	LandUse-1128-334	Southwest Hills
2099	Carrie Shuler	1/6/16	Please honor the 1984 ordinance. Our neighborhood needs a grocery store.	LandUse-1128-334	Southwest Hills
2098	Valerie and Warren Hill	1/6/16	We've lived in this neighborhood for over 20 years. Strohecker's (the store and the park) are the heart and soul of this area. We ask that the 1984 ordinance be honored in any future development plans of the property.	LandUse-1128-334	Southwest Hills
2097	scott shuler	1/6/16	Please honor the 1984 ordinance. Our neighborhood needs a grocery store. Portland strives to be a leader in livability. Let us keep a store we can walk to. Strohecker's is not only essential for groceries it is a social focal point of our neighborhood.	LandUse-1128-334	Southwest Hills
2096	Julia Harris	1/6/16	2855 SW Patton Road, where Strohecker's Market is currently located, should remain zoned "Neighborhood Commercial" to support neighborhood livability. This is a single-family residential neighborhood with narrow winding streets and few provisions for active transportation. Changing the zoning of this property would unduly increase traffic creating a dangerous situation for pedestrians and bikers and create auto backups in this quiet neighborhood. I would utterly change the character of the neighborhood. The neighbors continue to support Ordinance #155609 signed in 1984. The ice storm experienced the past few days has had many neighbors unable to drive the icy, hilly, narrow roads. Stroheckers was the only location within walking distance for groceries, pharmacy, and post office. We need neighborhood commercial, not high-density residential.	LandUse-1128-334	Southwest Hills
2095	DeNeice Worthington	1/6/16	The neighborhood fought for the current grocery store zoning of the Strohecker's property in 1984. This service is a connector of the community and services the adjacent park and entire community. My concerns aren't just about losing this community service. Adding residential mixed use facilities will further congest an already tapped driveway and parking lot. The park is used for kid sporting events and is family oriented. Heavier usage and traffic could be a safety issue. We pay some of the highest property taxes in this area and protecting our kids safety and our communities quality are things we deserve to have protected. This isn't about one investor whose sole investment is \$5.4 million. This is about a community with hundreds of millions invested in this neighborhood. Please retain the quality of this neighborhood that we all so dearly pay for. Thank you.	LandUse-1128-334	Southwest Hills
2094	Collette Gray	1/6/16	The property located at 2855 SW Patton St was designated to be a grocery store in 1984. It is important to the people living in Portland Heights to maintain the livability of the area. Please keep this under your consideration and honor this ordinance.	LandUse-1128-334	Southwest Hills

ID	Name	Date	COMMENT	Location or Project	Neighborhood
2093	Eric Steele	1/6/16	I strongly urge the Council to honor the 1984 arrangement to keep this location as a grocery store. As a resident who commutes to work by bike and enjoys being able to run errands without using a car, our beloved Strohecker's grocery store is a gem of the neighborhood. This is sort of place where my kids stop to get ice cream on the walk home from school, and where I can walk in inclement weather to get essentials (and fun things like wine and something to throw on the grill for guests). I am told the new owner from California wants to have this re-zoned to put in condos, which is the LAST thing this neighborhood needs. Let him or her add to the crummy lifestyle and urban planning back home in California. Please PLEASE don't let this person wreck our only neighborhood grocery store and beloved community gathering place, add to traffic and congestion, and blemish the character of our neighborhood. Thanks very much for your consideration!!	LandUse-1128-334	Southwest Hills
2092	Paul Kennedy	1/6/16	I'm concerned that the closing of grocery store currently occupying 2855 SW Patton Rd might be used as a justification for changing the property's zoning designation away from what it is now. The current use/designation has allowed us to enjoy a "20-minute" neighborhood that allows us to avoid car trips, provides some resilience during winter storms, and encourages neighbors to be out and engaged with the area. I believe this use/designation is consistent with the long-term goals of BPS and the City. I can imagine the current building being occupied by another tenant or rehabbed to continue in its current role. I can also imagine new construction possibly the current large building with multiple buildings to fulfill the same role. I'm concerned that the closing of the grocery store will be used as rationale for "upzoning" to multi-unit residential (with or without some token commercial space) by arguing that because the existing market failed, the neighborhood commercial designation is not viable. I think the problems of the existing grocery store are down to management and not the viability of the location. Moreover I'm concerned that what would be proposed as "viable" would be some large multiple-unit condo (possibly within the footprint of the current building) which would take away from the neighborhood's amenities and add nothing except traffic.	LandUse-1128-334	Southwest Hills
2091	Ken Gerts	1/6/16	To the Dec 29 2015 comment: The plan is to change the zoning from R5 to R2.5 conspires with your request of more multi-family development units. When this change passes, it will allow double the use of a single lot so more people can live close to town in this popular area. It would also increase affordability since more inventory would be available. I fully support the change from R5 to R2.5. Thank you.	LandUse-571-1166	Sunnyside
2089	carone weigel	1/6/16	I heard that a developer is considering turning the Strohecker's property into high density condos. I urge the city to keep it zoned as commercial; turning it into condos would effect the neighborhood in negative way. We've lived in the neighborhood for over 20 years and Strohecker's was always a community gathering place. When there were snowstorms, people would gather there. Our kids love to go there and to the park. We frequent the market, post office and pharmacy. I love our neighborhood but often wish there were more businesses for us to walk to. Changing the zoning takes what little we have away from us.	LandUse-1128-334	Southwest Hills
2088	Judy Gilmore	1/6/16	My husband and I like many other neighbors strongly oppose plans to rezone the Strohecker's property to allow for the development of high density condominiums. The neighborhood is heavily reliant on Strohecker's for basic needs as there are no grocery options within a mile and a half and no other space in the area suitable for retail than the existing strohecker's property. The location is essential to the livability of the neighborhood, surrounding property values, and safety. In inclement weather, conditions in the hills make grocery shopping impossible for many, with the exception of Strohecker's, as the only walkable option. Development of condominiums would significantly detract from the character of the neighborhood and create traffic and other issues. Single-family residential homes are the pillar of the local community.	LandUse-1128-334	Southwest Hills
2087	Sandra J. Brody	1/6/16	the 1984 ordinance zoning the property as a neighborhood grocery store should be honored. The integrity of the neighborhood is a vital concern to all neighbors.	LandUse-1128-334	Southwest Hills
2086	John & Patricia Chaney	1/6/16	We would like to request that we keep the ordinance (No. 155609) for the grocery store located at 2855 SW Patton Road that was signed into law in 1984 in place. We would like to ask the city council to keep the agreement that was reached between the neighborhood and the city. We, like many other neighbors strongly oppose plans to rezone 2855 SW Patton Road to allow for the development of high density condominiums. The neighborhood would suffer a significant loss if our community store was replaced by condos. The neighborhood is heavily reliant on the grocery store for basic needs ... including pharmacy and post office. Development of condominiums would significantly detract from the character of the neighborhood and create traffic and other issues. Single-family residential homes are the pillar of this local community. We hope that in this case the things that Portlanders value like community, walkability, and livability, will win out over concern for profit.	LandUse-1128-334	Southwest Hills
2084	Shana Nyhus	1/6/16	I am strongly opposed to the developer to change this building into anything other than what it has been for the last century: a grocery store. It is the only place close by that we can walk to for groceries. This is also a vital part of the community that has been used to gather families, kids, and other community sponsored events. Please do not allow the out of state developer to demolish this beloved landmark.	LandUse-1128-334	Southwest Hills
2083	John Hergenhan	1/6/16	The City of Portland should reject any request for changes to the current zoning and should honor the 1984 ordinance.	LandUse-1128-334	Southwest Hills
2082	Molly Dearborn	1/6/16	Please keep the 1984 exception ordinance in place so that only a grocery store or a café can go in that area.	LandUse-1128-334	Southwest Hills
2080	Allison Grebe Lee	1/6/16	We need a grocery store/cafe in our neighborhood, not more housing. Without a grocery, the neighborhood becomes a food desert with no walkable grocery options. Please honor the 1984 agreement. Thank you.	LandUse-1128-334	Southwest Hills

ID	Name	Date	COMMENT	Location or Project	Neighborhood
2079	Marianne Ritchie	1/6/16	Please honor the 1984 ordinance, the neighborhood needs a grocery store at 2855 SW Patton Rd. Thank you.	LandUse-1128-334	Southwest Hills
2078	Kristin Johnson	1/6/16	The 1984 ordinance should be honored in any future development plans. Thank you.	LandUse-1128-334	Southwest Hills
2077	Kristin Morgan	1/5/16	The City of Portland should reject any changes to the current zoning.	LandUse-1128-334	Southwest Hills
2074	Alec Denes	1/5/16	City Ordinance No. 155609 was signed Feb. 16, 1984, which provided for commercial zoning of this property, which currently houses the only grocery store in the entire area. The closure of the current business is a shame, but in its place it is imperative that we get a similar business or community center that enhances livability, reduces dependency on cars, and provides a nexus for neighborhood activities. Please honor the 1984 law and ensure that our neighborhood can welcome another grocery store. Thank you for listening to the residents of this neighborhood.	LandUse-1128-334	Southwest Hills
2073	Tom and Diane Mackenzie	1/5/16	We strongly believe that the property at 2855 SW Patton be used for the purposes of a grocery store and community center. At present there is no unifying meeting place in the Southwest area.	LandUse-1128-334	Southwest Hills
2072	Tom and Diane Mackenzie	1/5/16	We strongly support the 1984 ordinance that the property be used for the purposes of a grocery store. We believe the property should be used as a neighborhood center. The 1984 ordinance anticipated the need for community use of the site.	LandUse-1128-334	Southwest Hills
2071	Julie Wiley	1/5/16	I formally oppose this change in land use because of the possible future detrimental effects on property value and taxes. We are paying high property taxes at this time and any further increase is a burden. We oppose the change in land use designation also because it may increase the chances of property value reassessment.	LandUse-418-1323	Powellhurst-Gilbert
2070	Alan Kessler	1/5/16	Why on earth are you down-designating property on Chavez? This is a transit corridor, close to services, and near a college. There should be residential skyscrapers here, not 5000 sqft lots.	LandUse-427-1164	Woodstock
2069	Mary Welle	1/5/16	I am writing to voice my absolute support for retaining the ordinance (Ordinance No. 155609) for the Strohecker's location that was signed into law in 1984. Please keep it the ordinance intact so that future generations and neighbors can continue to enjoy this location as a place for shopping, food and gathering.	LandUse-1128-334	Southwest Hills
2068	Benton Wong	1/5/16	Strohecker's Market is an institution! We need a grocery store in the neighborhood that kids can walk to, buy ice cream, meet friends. Please honor Ordinance 155609, passed in 1984, that requires the building to remain a grocery market. We do not need another multi-family dwelling unit; there are plenty in the area. Without Strohecker's, how will the neighborhood kids run to the store? All the way down Vista? Or Broadway Drive? Or Dosch? Imagine a 12-year-old walking or biking down one of those busy roads, and trudging all the way back up to get home. Please save Stroh's!!! Thank you.	LandUse-1128-334	Southwest Hills
2067	Elizabeth/Charles McCormick	1/5/16	I urge the Portland City Council not to change the 1984 land use agreement for the "Strohecker" property. I am one of generations of the "Patton" family who settled in the neighborhood in the 1800's and have enjoyed the convenience of having a grocery store within walking distance for over 100 years. The store increases the livability and sense of community of the neighborhood. Hi-density condos would add people and cars and take away a very special part of Portland Heights.	LandUse-1128-334	Southwest Hills
2065	Ken Eagon	1/5/16	This site is historically (long before there were any zoning ordinances) a neighborhood grocery site. The area around it is 100% single family residences. There are no multi-family dwellings anywhere near it. Changing the comp plan to allow any kind of housing (other than single family dwellings) will have a dramatic impact on the neighborhood by changing the single family nature of its surroundings. The current use is a neighborhood amenity (including a post office) which the neighborhood has relied on for years. If the current structure (which is apparently not in very good condition) were to be removed and replaced by a structure with parking underneath (which would potentially solve the biggest perceived problem with the current use) this would be a very viable commercial site for a specialty grocery, coffee shop, restaurant, post office liquor store combination facility. I hope the Council will strongly consider maintaining the 1984 Neighborhood Commercial zone on this property.	LandUse-1128-334	Southwest Hills
2066	Helen Townes	1/5/16	My children are now the 5th generation of our family to use Stroheckers; my great-grandmother, my grandparents, my parents and now my family live in the neighborhood and consider Strohs to be a very important landmark and one that is needed, in whatever incarnation that makes it a community heart and meeting center. It will be an enormous loss for this property to be turned into condos, no matter the potential profit. Please honor the 1984 ordinance and help preserve the spirit of this special neighborhood.	LandUse-1128-334	Southwest Hills
2064	Amy Davidson	1/5/16	I request that the Council honor the current zoning of this property for a grocery store. The homes around this property are somewhat isolated from services and this property provides a much needed resource for the neighborhood. This was most evident the last few days when the ice and snow made travel down the hill nearly impossible. Part of Vista was closed on Monday Jan 4 which made Zupan's or another grocery store inaccessible. The one bus line that runs in the neighborhood canceled service on Jan 4 and 5 which further restricts access to services in the difficult weather. We were able to walk to Strohecker's for necessary supplies. Since we had just arrived home from vacation, our cupboards were bare and we would have had no other way of getting the groceries we needed. Clearly having a grocery store improves the quality of life for the neighborhood. Changing the zoning to improve one person's pocket book (the developer in California) does not benefit the neighborhood or the city of Portland in any way. Perhaps a few new houses could be built on that site but that would benefit only a few families--most likely, very wealthy families who can afford the real estate. The City of Portland would see no significant benefit from this change and the quality of living in SW Hills neighborhood would be greatly diminished. Thank you for your consideration.	LandUse-1128-334	Southwest Hills

ID	Name	Date	COMMENT	Location or Project	Neighborhood
2063	Alan Kessler	1/5/16	This is crazy! I am a Reed grad. One of the few places to find affordable off-campus housing was just west of this section. There need to be more high-density residential buildings here.	LandUse-41-1282	Reed
2062	Alan Kessler	1/5/16	Do not downzone here. There is no reason to grow the rich enclave of Eastmoreland... you should be doing the opposite.	LandUse-714-1385	Brentwood-Darlingt
2061	Joe	1/5/16	I am writing in opposition to the proposal to change the designation of this property from Neighborhood Commercial to Mixed Use. The property has served as a neighborhood commercial grocery anchor for over 100 years and should remain a neighborhood oriented designation. A denser mixed use development is not in character with the neighborhood.	LandUse-1128-334	Southwest Hills
2060	Jenn Wong	1/5/16	It is essential to have access to food w/o having to drive down a major hill. When it snows we are stranded w/no access to food and this can go on for days. Without some sort of grocery store that serves the community, this neighborhood would feel like we are living off the grid, and not in a good way! PLEASE enforce Ordinance No. 155609	LandUse-1128-334	Southwest Hills
2059	Janie Wiley	1/5/16	The 1984 ordinance should be honored in any future development plans. Thank you	LandUse-1128-334	Southwest Hills
2058	leanne marinace	1/5/16	I, along with all my neighbors in Portland Heights, request that the current land use ordinance for Stroheckers, #155609, be maintained indefinitely. There are many reasons for this request, let me state a few: the past 2 days, Jan 3 and 4 2016, there has been an ice storm in Portland that has made the roads in the neighborhoods around Stroh's undriveable. The only way for the neighborhood to buy food has been to walk to Stroh's. In addition, the Stroh's building houses the only commercial services including pharmacy, post office and groceries, in the neighborhood. Portland is highly anti-driving, and removing this facility would increase driving into town greatly. That goes against many other Portland planning efforts. The traffic on Patton near Stroh's is already unbearable. I would know, since my garage is on Patton and I pull out into the traffic every morning to go to work. There is always gridlock in front of my house. increasing the traffic by removing the store and potentially adding cars by adding condos, would make the already unbearable traffic absolutely unlivable. have you tried to drive to East Sylvan School at 5pm on a Tuesday? Patton is backed up for literally miles back from the 4 way stop at the gas station. instead of adding to the traffic nightmare, the city should be considering how to improve the situation. Not to mention what condos would do to the character of the neighborhood. thank you	LandUse-1128-334	Southwest Hills
2057	Dawn Nelson	1/5/16	As a resident of this neighborhood, I ask that the 1984 zoning ordinance be kept in place so that the land continues to be used as a supermarket. One of the biggest reasons we moved into this neighborhood was its walkability compared to other neighborhoods. When the roads are icy and driving is hazardous, Strohecker's has been essential for providing us with what we need. This neighborhood would suffer a significant loss if our community store was replaced by condos. I hope that in this case the things that Portlanders value like community, walkability, and livability, will win out over concern for profit.	LandUse-1128-334	Southwest Hills
2056	Tom Danahy	1/5/16	Per the 1984 ordinance that this community fought so hard to get in place, this property should ONLY be utilized for the intent of a cafe/grocery store and not high density housing. We have a lovely community in this area and we want to maintain the quality of life. Having a grocery store/cafe is more than just a grocery store, it's a community meeting place. Please uphold the 1984 ordinance!	LandUse-1128-334	Southwest Hills
2055	Lauren Danahy	1/5/16	Per the 1984 ordinance that this community fought so hard to get in place, this property should ONLY be utilized for the intent of a cafe/grocery store and not high density housing. We have a lovely community in this area and we certainly pay the property taxes to prove it! Please uphold the 1984 ordinance!	LandUse-1128-334	Southwest Hills
2054	Kurt Lammers	1/5/16	Please continue to honor the 1984 agreement. As 40+ year residents we strongly believe the area already suffers from a lack of local markets and an increase in population density. Additional high density housing in this space will only exacerbate an existing congestion problem, especially with regards to park access, while removing a historically popular local source of basic needs. Please don't cater to out of town developmental interests that do not align with our own.	LandUse-1128-334	Southwest Hills
2053	Grayson Dempsey	1/5/16	In 1984, neighbors worked hard to get Ordinance No. 155609 signed into law, protecting this as a commercially zoned property that promotes livability in this part of town. The West Hills is a car-dependent neighborhood with few sidewalks, and this property currently houses the only grocery store in the entire area. It is a shame that the current business must close, but in its place it is imperative that we get a similar business that enhances livability and reduces dependency on cars. Please honor the 1984 law and ensure that our neighborhood can welcome another grocery store.	LandUse-1128-334	Southwest Hills
2052	Lucy Bsworth	1/5/16	The current zoning is appropriate and needed for this neighborhood. I am against changing the zoning to allow multi-residential dwellings, any adjustments that would appreciably heighten the building or take away needed services from the neighborhood such as the post office, pharmacy and grocery store. This neighborhood is filled with working families and senior citizens and this store has been a lifeline and community gathering space. Please do not change the zoning for the benefit of one developer over that of an entire neighborhood and community.	LandUse-1128-334	Southwest Hills
2051	Debbie Walker	1/5/16	It is my hope that the 1984 ordinance stay in place for the building that currently houses Stroheckers. As a long time Portland Heights resident, I can tell you that the neighborhood appreciates the grocery store/post office/pharmacy/liquor store much more than they would enjoy high density condos. Thanks for considering the opinions of the community.	LandUse-1128-334	Southwest Hills

ID	Name	Date	COMMENT	Location or Project	Neighborhood
2050	Jason Lagesen	1/5/16	We, like many other neighbors strongly oppose plans to rezone the Strohecker's property to allow for the development of high density condominiums. The neighborhood is heavily reliant on Strohecker's for basic needs as there are no grocery options within a mile and a half and no other space in the area suitable for retail than the existing strohecker's property. The location is essential to the livability of the neighborhood, surrounding property values, and safety. In inclement weather, conditions in the hills make grocery shopping impossible for many, with the exception of Strohecker's, as the only walkable option. Development of condominiums would significantly detract from the character of the neighborhood and create traffic and other issues. Single-family residential homes are the pillar of the local community.	LandUse-1128-334	Southwest Hills
2049	Gabe Schiminovich	1/5/16	I would like to request that we keep the ordinance (No. 155609) for Strohecker's that was signed into law in 1984 in place. I would like to ask the city council to keep the agreement that was reached with the neighborhood and the city.	LandUse-1128-334	Southwest Hills
2048	Mary O'Connor	1/5/16	I would like to request that we keep the ordinance (No. 155609) for Strohecker's that was signed into law in 1984 in place. I would like to ask the city council to keep the agreement that was reached with the neighborhood and the city.	LandUse-1128-334	Southwest Hills
2047	Whitney Bauer	1/5/16	The 1984 ordinance should be honored and keep the property as a grocery store. This is our community store that we walk to.	LandUse-1128-334	Southwest Hills
2046	Beth Chapman	1/5/16	I am very concerned that the zoning for this space is being changed without regard for this neighborhood. We need a grocery store for many reasons. But as many know this neighborhood is also isolated in some ways especially from a weather standpoint. Many people walk to and use this grocery store location including myself. Please honor the 1984 ordinance for a grocery store zoning for livability for the neighborhood.	LandUse-1128-334	Southwest Hills
2045	Laurie Bird	1/5/16	The 1984 zoning ordinance stating that this property is zoned for a grocery store should most definitely be honored in any future development plans. The neighbors need a grocery store they can walk to.	LandUse-1128-334	Southwest Hills
2044	Jennifer Hornick	1/4/16	From a resident of Portland Heights: Please retain (and honor) the current land ordinances for the plot of land currently housing our well used (and well loved) grocery store, stroheckers, which is going out of business. We need a store to walk to in our neighborhood and would be devastated if current owner changes plan to housing only. This would take away from livability (and resale value) for this community and would be really devastating to my family of five.	LandUse-1128-334	Southwest Hills
2043	Jennifer Hornick	1/4/16	Hello - I heard that Strohecker's will be closing as of Jan 31. My understanding is that there is a 1984 ordinance which should be honored. As a resident of this neighborhood (who shops frequently at Strohecker's), I would like to hear back from the developer who purchased this property, as to what the plans are in 2016/2017 in terms of (new) future development. Jennifer Hornick	LandUse-1128-334	Southwest Hills
2042	Cindy Easton	1/4/16	Please honor and retain current land use ordinances for the Stoheckers property. We need to have a grocery store to walk to in our neighborhood. Changing the ordinance to allow for multi-family housing would make this area less livable and increase traffic problems. Traffic at that site in the mornings and the evenings is already a nightmare! Creating Condos or townhomes will create more of a traffic burden and take away our only neighborhood store.	LandUse-1128-334	Southwest Hills
2041	Marc Cramer	1/4/16	I am asking that the city honor Ordinance No. 155609 that was put in place designating this land for a grocery store to maintain neighborhood livability. It is critical to continue to make this neighborhood and ultimately Portland the community that the original ordinance intended. Thank you. Marc Cramer	LandUse-1128-334	Southwest Hills
2040	C millinger	1/4/16	There is a 1984 ordinance stating that this land should only be used for a neighborhood grocery store. It is the only grocery store we can walk to. It should not be changed	LandUse-1128-334	Southwest Hills
2039	Steven Pike	1/4/16	We are in need of businesses within walking distance of our house. We do not want this property to become residential. Please maintain the ordinance (No.155609) for this property that was signed into law in 1984.	LandUse-1128-334	Southwest Hills
2038	Alison Brody	1/4/16	The 1984 ordinance zoning this property as a neighborhood grocery store should be honored.	LandUse-1128-334	Southwest Hills
2037	Don Livingstone	1/4/16	The new Stroheckers owner should be held to the terms of the 1984 Ordinance No. 155609. Presumably a new building could finally incorporate enough parking to make a store viable. As a bonus I would consider allowing more height to the project than is currently zoned to keep the store as well.	LandUse-1128-334	Southwest Hills
2036	Alix Goodman	1/4/16	Please uphold the 1984 zoning ordinance for this parcel. Changing this to housing infill - even if it's considered "low impact" will detract from the community oriented spirit and character this area has in our neighborhood.	LandUse-1128-334	Southwest Hills
2035	Joan Rosenbaum	1/4/16	The 1984 ordinance should be honored.	LandUse-1128-334	Southwest Hills
2034	Mary Lynne Chambers	1/4/16	Please retain the current land use ordinance to keep neighborhood services and grocery availability. Allowing growth through multi housing or other intended commercial use only adds to the traffic issues that already exist on a 2-lane, well used thru-way. Our neighborhood needs a place for groceries and other necessities; even more obvious in the current climate of disaster preparedness. Please honor the neighborhood's need for food and services within walkable/bikable distance of our homes. Thank you for your consideration.	LandUse-1128-334	Southwest Hills

ID	Name	Date	COMMENT	Location or Project	Neighborhood
2033	Tammy Reynolds	1/4/16	Please retain current land ordinances for the plot of land currently housing our beloved grocery stroheckers which is going out of business. We need a store to walk to in our neighborhood and would be devastated if current owner changes plan to housing only. This would take away from livability for this community. Thank you so much.	LandUse-1128-334	Southwest Hills
2032	Taylor Sterling	1/4/16	The 1984 ordinance should be honored and keep this property as grocery store	LandUse-1128-334	Southwest Hills
2031	Lyne Johnston	1/4/16	Please honor the 1984 agreement to use this for supermarket , thank you	LandUse-1128-334	Southwest Hills
2030	Lorraine Shaw	1/4/16	The 1984 ordinance should be honoured. Please do not grant the chance to high density housing. This area needs a grocery store, not more housing.	LandUse-1128-334	Southwest Hills
2029	Nicole Flinterman	1/4/16	Please respect the 1984 ordinance. That was agreed to keep this neighborhood local and with facilities at walking distance, and it has served this purpose indeed for all these years. One of Portland's attractiveness is that it stands up for developments that honor quality of life and not just financial gains. Please honor this ordinance.	LandUse-1128-334	Southwest Hills
2028	Steven Johnson	1/4/16	The closing of Strochecker's is a tragedy for our neighborhood. Upon closing, we will be several miles from a grocery, and this will detract from the liveable, walkable neighborhood that we love. Please retain zoning to permit small-scale commercial activities, especially a grocery store. Condos or town homes will not fit with this single family home neighborhood.	LandUse-1128-334	Southwest Hills
2027	Shawn Hensinger	1/3/16	The designation that permits this property to be used for a grocery store, should remain unchanged. The designation that would permit high density living spaces, shouldn't be granted.	LandUse-1128-334	Southwest Hills
2026	Joshua hornick	1/3/16	The 1984 ordinance should be honored in any future development plans. Thank you.	LandUse-1128-334	Southwest Hills
2025	Michela Bedard	1/3/16	<p>I strongly support land use proposals for this property that include a full service grocery store. While Portland Heights is close to downtown and the NW commercial district in terms of mileage, the neighborhood is isolated from simple local amenities by its non-grid street patterns, elevation and lack of pedestrian-friendly streets. We rely heavily on Strohecker's grocery store for everyday services of food, medical prescriptions and postal items, in addition to the very important service of a community gathering space. With Strohecker's closing, I am concerned that our only neighborhood anchor is in jeopardy.</p> <p>I understand well the need for increased housing and urban density among our most close-in Portland neighborhoods, and do not wish to bemoan any future development on this site that may include housing or mixed-use plans. Such plans may be a fine fit for this site. However, any future development must also include a grocery store, and allow for a simple gathering place for local residents. Every single neighbor I know frequents Strohecker's at least once a week.</p> <p>In time of inclement weather when our hill has been shut off from the city due to road ice, the store has allowed kids to park their sleds in their parking lot for the day. When parents of young children take walks during the day, Strohecker's is often the destination. It is the only coffee shop, only store to buy bread, only public mailbox in the neighborhood. In addition to the many simple grocery trips we take to Strohecker's, we rely on the location as our only community gathering place in a neighborhood with few sidewalks and no commercial strip.</p> <p>I strongly support any future development on this site that includes a full service grocery store and a safe community gathering place.</p>	LandUse-1128-334	Southwest Hills
2024	Elisa Spano	1/3/16	Please retain current land ordinances where Stoheckers currently is. This is the only walkable store in our neighborhood. Changing the ordinance to allow for housing would create more traffic and make it less livable. Thank you.	LandUse-1128-334	Southwest Hills
2023	Annie Dolle	1/3/16	Please retain current land ordinances for the plot of land currently housing out beloved grocery stroheckers which is going out of business. We need a store to walk to in our neighborhood and would be devastated if current owner changes plan to housing only. This would take away from livability for this community and would be really devastating to my family of four. Thank you so much.	LandUse-1128-334	Southwest Hills
2022	Lisa Baker	1/3/16	The neighborhood has numerous multiple family residential units but this is the only commercial property besides a small restuarant that is only open at dinner. This space if developed properly is large enough to occupy a a small grocery (Green Zebra), a coffee shop (Starbucks), small restuarant or pub,along with the current post office, pharmacy and liquer store. This is the only walking commercial area in our neighborhood if you rezone it to residential everyone will have to drive for all of their supplies. That seems so counter to what Portland is moving to with more walking neighborhoods more public transportation. It is not our responsiblity to recoup the owners 5.4 million dollar poor investment. The property is probably worth closer to 4 million. I see no reason to ruin the walkabilty of Portland heights because someone made a bad investment. This property has so much potential for the right developer. The neighbors walk their dogs there, the kids get off the bus there. Stroheckers is the heart of the neighborhood as would any smaller grocery or coffee shop.	LandUse-1128-334	Southwest Hills

ID	Name	Date	COMMENT	Location or Project	Neighborhood
2017	Robin Scholetzky	12/30/15	<p>As a residential property owner in close proximity to this site, I would like to raise the following concerns associated with the site and the mixed use zones project:</p> <p>I understand the City's interest in removing sites from a non confirming situation, so I can agree with changing the comprehensive plan map designation from its current R2.5 to CM1. However, I am opposed to changing the zoning map from its current R2.5 to CM1 for the following reasons:</p> <p>Neighborhood commercial uses in other nearby locations. There are many opportunities along SE Clinton and SE Division for neighborhood serving commercial. SE Division offers ample neighborhood serving commercial opportunities located one block north. It is expected that these opportunities for neighborhood serving commercial will continue to grow as a result of additional map amendments as a result of the Comprehensive Plan process. Additional commercial/office sites are not warranted in the neighborhood.</p> <p>Surrounded on all sides by single family dwellings. The site is not part of a node of commercial uses, but is surrounded on all sides by residential uses, including a residential property which contains frontage on both SE Clinton and SE 34th. There is no mirroring neighborhood commercial across the street in any direction.</p> <p>Small site size. The site is very small (3,150) square feet. Properties at the neighborhood commercial node at 26th and Clinton range in size from 7,000 to 5,000. A larger site size provides ample opportunity for landscaping, building setbacks, screening and other mitigating site features when providing commercial uses. This site, at barely over 3,000 square feet is setting up a situation for future development needing to request modifications or Adjustments as part of future development.</p> <p>Street character, Although this site is along a strong bicycle corridor of SE Clinton, the street widths and dimensions at this corner do not support delivery trucks and other commercial traffic unlike other commercial nodes along SE Clinton.</p> <p>Benefit of further land use review/clarity of zoning code standards. Any future development on the site should have the benefit of a quasi judicial land use review with its associated compatibility criteria. Since the associated CM1 Title 33 language is still in-development, it is unclear if zoning code language will include adequate criteria to ensure that future development on this site will be of a compatible nature.</p> <p>I urge City staff to reconsider the zoning map amendment associated with this site and request that the zoning map be maintained at R2.5 with a Comprehensive Plan map designation at CM1.</p>	LandUse-922-1708	Richmond
2014	Soren Impey	12/29/15	Do not downzone an area in housing scarce inner portland! This plot should be upzoned to allow for more multi-family development.	LandUse-588-1022; I	Mt. Tabor
2008	Soren Impey	12/29/15	Do not downzone an area in housing scarce inner portland! This plot should be upzoned to allow for more multi-family development. I support mixed use commercial here.	LandUse-932-3471	Richmond
2006	Soren Impey	12/29/15	Do not downzone an area in housing scarce inner portland! This plot should be upzoned to allow for more multi-family development.	LandUse-269-1308; I	Brooklyn Action Co
1995	Soren Impey	12/29/15	Do not downzone an area adjacent in housing scarce inner portland! This plot should be upzoned to allow for more multi-family development.	LandUse-263-1313	Sellwood-Moreland
1994	Soren Impey	12/29/15	Do not downzone an area adjacent to transit lines in housing scarce inner portland! This plot should be upzoned to allow for more multi-family development.	LandUse-365-1318	Brentwood-Darlingt
1993	Soren Impey	12/29/15	Do not downzone an area adjacent to transit lines in housing scarce inner portland! This plot should be upzoned to allow for more multi-family development.	LandUse-714-1385	Brentwood-Darlingt
1992	Soren Impey	12/29/15	Do not downzone an area adjacent to transit lines in housing scarce inner portland! This plot should be upzoned to allow for more multi-family development.	LandUse-41-1282	Reed
1991	Soren Impey	12/29/15	Do not downzone an area adjacent to transit lines in housing scarce inner portland!	LandUse-140-1110; I	Eliot
1988	Soren Impey	12/29/15	I would like to see this up-zoned to commercial. The Ladd's traffic circle and the rose gardens are adjacent to major mass transit routes and can support higher density. Please upzone this plot and additional areas.	LandUse-726-1407	Hosford-Abernethy
1987	Soren Impey	12/29/15	Portland has a rental housing crisis and the Buckman neighborhood has very high rental scarcity. This plot is adjacent to major bus routes and is a good candidate for higher-density development. In fact, there are several successful apartment buildings adjacent to this plot. Please do not further limit sustainable density in my neighborhood. Please do not downzone this plot.	LandUse-348-7572	Buckman
1986	Soren Impey	12/29/15	I support up-zoning this plot. The inner SE has significant housing scarcity and badly needs more multi-family housing. This plot is also adjacent to good public transit connections which would support higher density zoning.	LandUse-934-2745; I	Sunnyside
1982	Soren Impey	12/29/15	I support up-zoning this plot. My neighborhood has housing scarcity and badly needs more multi-family housing. This plot is also adjacent to good public transit connections which would support higher density zoning.	LandUse-931-6653	Sunnyside

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1981	Soren Impey	12/29/15	I support up-zoning this plot to commercial or even R1. My neighborhood has housing scarcity and badly needs more multi-family housing. This plot is also adjacent to good public transit connections which would support higher density zoning.	LandUse-931-6653; I	Sunnyside
1976	Soren Impey	12/29/15	I support up-zoning this plot, My neighborhood has housing scarcity and badly needs more multi-family housing. This plot is also adjacent to good public transit connections which would support higher density zoning.	LandUse-805-2063	Sunnyside
1975	Soren Impey	12/29/15	I support up-zoning this plot, My neighborhood has housing scarcity and badly needs more multi-family housing. This plot is also adjacent to good public transit connections which would help support higher density zoning.	LandUse-930-6016	Buckman
1974	Soren Impey	12/29/15	I support up-zoning this plot, My neighborhood suffers from significant housing scarcity and badly needs more multi-family housing. This plot is also adjacent to good public transit connections which would help support higher density zoning.	LandUse-930-6954	Sunnyside
1973	Soren Impey	12/29/15	I support up-zoning this plot, My neighborhood has housing scarcity and badly needs more multi-family housing. This plot is also adjacent to good public transit connections which would support higher density zoning.	LandUse-930-7188	Sunnyside
1972	Soren Impey	12/29/15	Portland has a rental housing crisis and the Buckman neighborhood has very high rental scarcity. This plot is adjacent to major bus routes and is a good candidate for higher-density development. In fact, there are several successful apartment buildings adjacent to this plot. Please do not further limit sustainable density in my neighborhood. Please do not downzone this plot.	LandUse-348-6200	Buckman
1971	Kristen Kibler	12/29/15	Would hope to see sidewalk/path between NE 92nd to Halsey sooner than later. Beside 82nd (not bikeable), this is the north-south route through the neighborhood. Kids and adults are using inadequate shoulder to access Trimet bus, Jason Lee school. Portland Public Schools actually buses kids on this street due to safety, even though they are within a walkable distance to school. This is a busy street, which makes it hard to access bike routes (Tillamook) with young riders. This project should occur with the I-205 undercrossing project to provide better neighborhood bike access.	TSP-40020	Madison South
1969	Rick Kappler	12/27/15	Why wasn't thus built when the new Orange Line was built? It needs to be put on the fast track.	TSP-70049	Eastmoreland
1968	Rick Kappler	12/27/15	The trolley is neither transportation nor a tourist attraction. A pedestrian and bike trail is sorely needed.	TSP-90071	
1967	Rick Kappler	12/27/15	BH Highway, a deadly one, needs lower speed limits, rezoning for livable land use, a removal of the turn lane between SW 39th Drive and SW 30th Ave. It also needs protected bike lanes.	TSP-90020	Hayhurst
1966	Rick Kappler	12/27/15	Fairmount needs a 15 mph speed limit.	TSP-90094	Southwest Hills
1965	Rick Kappler	12/27/15	Slavin needs stormwater improvements, a lower speed limit, and a safe cross for the Red Electric Trail.	TSP-90086	South Portland
1964	Rick Kappler	12/27/15	This needs to safely connect to SW Slavin road. It needs to be world-class.	TSP-90113	South Portland
1963	Rick Kappler	12/27/15	A safe overpass for pedestrians and bikes over both I-5 and Barbur needs to be part of the SW Corridor plan. The nearby crossings for I-5 are not safe for even cars.	TSP-90048	West Portland Park
1962	Rick Kappler	12/27/15	The Red Electric Trail needs to be built to a world-class level.	TSP-90108	Hayhurst
1961	Rick Kappler	12/27/15	Multnomah county's side of Scholls Ferry Road, which borders parts of Portland, is a north-south road which is rare in SW Portland. It lacks stormwater management, protected bike lanes, and sidewalks. It needs Bus 56 to be rerouted to go up to Sylvan to support the small businesses there and to go to the MAX light-rail line and trails at the Oregon Zoo and the Vietnam Memorial.	TSP-90078	Southwest Hills
1960	James Gillen	12/24/15	<p>To whom it may concern,</p> <p>We are very concerned about the proposal to change our land use designation and zoning from R20 to R10. We have counted on the ability to develop the back of our lot in the near future for our retirement funding and the proposed change would present an economic hardship and effective taking of our property rights.</p> <p>Additionally, there have been land divisions (flagged lots) on identical 30000 square foot lots immediately to the north and south of ours, including a recent land division and construction on the property directly south (this lot is included in your map to be changed to R20, too, but it's already been split into several R10 lots).</p> <p>The lot to the north, which has more problematic topography and drainage issues, was divided into a flag lot and both it and the lot to the south have been able to access sewer and other city services without difficulty, so again we don't understand why our lot would be singled out for restrictions.</p> <p>We appreciate a quick response to our request so we can avoid retaining an attorney to defend our rights.</p> <p>Sincerely, James & Lynea Gillen</p>	LandUse-176-1307	Marshall Park

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1958	Luke Gilmer	12/16/15	This is smart. I live in the immediate area for this, and it would make using westside MAX Goose Hollow station, or MAX Portland State station to Clackamas a snap. It also connects many high density residential areas in central downtown to the central city, PSU, and the Park Blocks. This is a great way to reduce driving for people who live and work or go to school in downtown.	TSP-90097	Downtown
1957	Kate Mitchell	12/15/15	These properties are on a section of 50th that is appropriate for 1-2 story commercial development. There is not sufficient parking or transportation in this area to support high density 4+ story development. The current use of these properties as 1 story buildings for small businesses is fitting with the surrounding R5 neighborhood. It would destroy the cozy neighborhood feel of this area of these low 1-2 story buildings were replaced with the 4+ story developments that are transforming the character of Hawthorne and Division west of 50th. The zoning of these properties for the 2035 plan should be low density/ impact neighborhood commercial that limits development to the existing 1-2 stories. The area of Hawthorne and Division west of 50th is a more appropriate location for larger commercial developments.	LandUse-215-901; La	Richmond
1954	Brian mitchell	12/15/15	These properties are on section of 50th that is appropriate for 1-2 story commercial development. There is not sufficient parking or transportation in this area to support high density 4+ story development. The current use of these properties as 1-2 story buildings for small businesses is fitting with the surrounding R5 neighborhood. It would destroy the cozy neighborhood feel of this area of these low 1-2 story buildings were replaced with the 4+ story developments that are transforming the character of Hawthorne and Division west of 50th. The zoning of these properties for the 2035 plan should be low density/ impact neighborhood commercial that limits development to the existing 1-2 stories. The area of Hawthorne and Division west of 50th is a more appropriate location for larger commercial developments.	LandUse-82-782	Richmond
1953	Brian mitchell	12/15/15	These properties are on section of 50th that is appropriate for 1-2 story commercial development. There is not sufficient parking or transportation in this area to support high density 4+ story development. The current use of these properties as 1 story buildings for small businesses is fitting with the surrounding R5 neighborhood. It would destroy the cozy neighborhood feel of this area of these low 1-2 story buildings were replaced with the 4+ story developments that are transforming the character of Hawthorne and Division west of 50th. The zoning of these properties for the 2035 plan should be low density/ impact neighborhood commercial that limits development to the existing 1-2 stories. The area of Hawthorne and Division west of 50th is a more appropriate location for larger commercial developments.	LandUse-1088-245	Mt. Tabor
1951	Brian mitchell	12/15/15	These properties are on section of 50th that is appropriate for 1-2 story commercial development. There is not sufficient parking or transportation in this area to support high density 4+ story development. The current use of these properties as 1 story buildings for small businesses is fitting with the surrounding R5 neighborhood. It would destroy the cozy neighborhood feel of this area of these low 1-2 story buildings were replaced with the 4+ story developments that are transforming the character of Hawthorne and Division west of 50th. The zoning of these properties for the 2035 plan should be low density/ impact neighborhood commercial that limits development to the existing 1-2 stories. The area of Hawthorne and Division west of 50th is a more appropriate location for larger commercial developments.	LandUse-912-3333; L	Richmond
1949	Kate Mitchell	12/15/15	This comment is for the properties on Hawthorne east of SE 50th. These properties are on a section of Hawthorne that is appropriate for 1-2 story commercial development. There is not sufficient parking or transportation in this area to support high density 4+ story development. The current use of these properties as 1 - 2 story buildings for small businesses with apartments above is fitting with the surrounding R5 neighborhood. It would destroy the cozy neighborhood feel of this area of these low 1-2 story buildings were replaced with the 4+ story developments that are transforming the character of Hawthorne and Division west of 50th. The zoning of these properties for the 2035 plan should be low densit. The area of Hawthorne and Division west of 50th is a more appropriate location for larger commercial developments.	LandUse-1110-514	Sunnyside
1948	Brian mitchell	12/15/15	These comments are only about the commercial buildings on Hawthorne east of SE 50th. After 50th the character of Hawthorne changes dramatically. The current use of these properties as 1-2 story buildings for small businesses and some apartments is fitting with the surrounding R5 neighborhood. It would destroy the cozy neighborhood feel of this area of these low 1-2 story buildings were replaced with the 4+ story developments that are transforming the character of Hawthorne and Division west of 50th. The zoning of these properties for the 2035 plan should be low density/ impact neighborhood commercial that limits development to the existing 1-2 stories. The area of Hawthorne west of 50th is a more appropriate location for larger commercial developments.	LandUse-1110-514	Sunnyside
1947	Kate Mitchell	12/15/15	This property should remain zoned as R5 like the rest of the properties on this part of Hawthorne. This building provides rental homes for 2 Portland families and to change it tonR2.5 would encourage developer to purchase the property with the intention of demolishing the apartments and building 2 single family homes which would not increase the housing density.	LandUse-588-1022	Mt. Tabor
1946	Kate Mitchell	12/15/15	This property should remain zoned as R5 like the rest of the properties on this part of Hawthorne. This building provides rental homes for 4 Portland families and to change it tonR2.5 would encourage developer to purchase the property with the intention of demolishing the apartments and building 2 single family homes which would not increase the housing density.	LandUse-588-1022	Mt. Tabor
1945	Brian mitchell	12/15/15	These properties are currently designated as R5. They are surrounded by single family R5 properties. They should remain R5 for the 2035 comprehensive plan which will help retain these well built structures. To change these properties to R2.5 will only encourage an aggressive developer to tear down the existing buildings and put up to expensive tall buildings that do not actually provide more housing stock. It makes the most sense to maintain a cohesive code with surrounding properties which are R5.	LandUse-588-1022	Mt. Tabor

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1944	Laurence Cook	12/15/15	I am concerned about my property (and surrounding parcels) being shifted from R2.5 to Multi - Dwelling 1,000. It seems inappropriate that the City is in essence marking my home and those owned by my neighbors for eventual demolition in favor of apartment buildings. I can see it happening on Stark as commercial-residential mix, but my block has many owner occupied and quality rental homes. Furthermore, there are curbside trees, and visual green space that will be lost in constructing high-rise apartments in what is currently a low-rise residential community. I have no reason to expect that the demolition of traditional Portland homes to make way for concrete boxes will not happen relatively quickly. That is the nature of what is happening through the City. As a home owner I can only expect it will have a negative impact on my community. I would also note that building high-rise residential building without consideration for parking (as is the case with Starkey's at 29th & Stark) will be a highly negative impact on our streets, which are already crowded with night visitors to the restaurants along Stark. I accept evening commercial as park of living in a city, but to dump more high-rise apartments into the neighborhood without providing sufficient parking seems lacking foresight or a sense of duty to the existing community.	LandUse-930-6954	Sunnyside
1943	Megan Evert	12/15/15	Students from Ron Russell Middle School use SE Bush to reach SE 122nd. They do NOT use SE Boise. Please observe there is a safety crossing at SE Bush and SE122nd. Whereas there is no such safety crossing at SE Boise. Please reconsider the plan to add sidewalk between SE116th and SE122nd. The sidewalk improvements should be done on SE Bush if they are to actually benefit the students and other members of the community most effectively. Adding more sidewalk to SE Boise may cost less because of the existing sidewalk between 112th and 116th but it is not the most effective or efficient use of funds. We must recognize the reality of the situation: The students use SE Bush to get to 122nd because it has a safety crossing to get to the east side of 122nd. SE Bush is also significantly closer to the Powell intersection and commercial center.	TSP-80016	Powellhurst-Gilbert
1942	Alan Kessler	12/14/15	Powell is the next Hawthorne/Division. Despite ODOT's desire to keep this as an urban freeway, the land is too close in and valuable not to put to a higher use. Please do not prolong the blight here by designating it a Civic Corridor. It should be MU-Urb. Center like its neighbors to the north.	LandUse-1078-635	Richmond
1940	Dean Pottle	12/12/15	I would like to change the zoning to mixed use like my neighbor. Please have this happen in the comprehensive plan. Sincerely, Dean Pottle	LandUse-788-2257	Rose City Park
1939	Jill Miller	12/11/15	I agree with the comment below. It has been a dangerous intersection, but the addition of the apartment complex, has caused more problems. It is more difficult to see to turn on to Marine Dr.	TSP-40079	East Columbia

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1938	David M. Stone	12/11/15	<p>My name is David M. Stone and I own and live in a duplex at 506 NE Thompson St, Portland OR 97212. I have lived here with my wife, Rebecca Mode and raised our family here for the last 16 years.</p> <p>I oppose our 9,375 SF lot in Eliot being down zoned from R2 to R2.5. This will prevent us from building a duplex on the large empty side of our lot for which our current R2 zoning allows. The only reason nothing has been built here as of yet is we have not sold it to a developer and are not yet able to finance construction ourselves. This proposed zoning change will devalue our property.</p> <p>Our block consists of a combination of duplexes, triplexes, apartments and single family homes which fit nicely together.</p> <p>This proposed zone change is inequitable to our property. It will make our property, which is the only lot with large open space on our block, unable to build to R2 density which much of our block is already built to currently.</p> <p>9 out of the 19 Thompson residential addresses on our block currently have or are in the process of having multi-family units.</p> <p>Current multi-family units are: 435 NE Thompson 545 NE Thompson 605 NE Thompson 506 NE Thompson 522 NE Thompson 534 NE Thompson 544 NE Thompson</p> <p>Multi units currently being built are: 623 NE Thompson 633 NE Thompson</p> <p>Inequitable as well is the fact that properties at 623 NE Thompson, 633 NE Thompson, 545 NE Thompson and 605 NE Thompson are not proposed to be down zoned to R2.5 as our property is.</p> <p>I was informed our property was included in the proposed zone change because we are in the Eliot Conservation District. Only those properties have proposed zone changes, the rest of Eliot is not proposed to be changed even though their homes are equally historic.</p>	LandUse-140-1112	Eliot
1935	Michael Taylor	12/9/15	<p>This property might be better served if it were Commercial/Mixed Use. That would be consistent with all the surrounding area and better use this large area. WE need to keep the south side of Sandy livable. Let the north side be employment and be more industrially oriented.</p>	LandUse-284-803	Argay
1934	Robert Foglio	12/9/15	<p>Hello-</p> <p>I testified and was told by Mayor Hales to forward my address to City Council. I am being told the new overlay will be Cm1 or 2 not Campus institutional. Please confirm current CN2 and what equivalent proposed zoning is or will be. Campus/Instit. zoning is prohibitive to this parcel and many others similar as we do not have 20,000 plus sqft. 2626 NE DEkum is site address. Thank you for your time and prompt response. Bob Foglio 503.522.4184</p>	LandUse-23-379	Concordia
1932	David Handlong	12/8/15	<p>As an everyday bike commuter and a resident of the neighborhood, I would love to see this happen. Parts of 80th north of Division are primitive, full of potholes, or otherwise not great for safely biking on. A bike-friendly crosswalk on Division street would also provide a better way to get down to the Woodward/Clinton corridor.</p>	TSP-70052	South Tabor
1931	Andrea MacLeod	12/8/15	<p>Traffic, particularly morning rush, easily exceed the 25 mph. 37th seems to have become a main access to I/84, but we are a NARROW residential street--one which now has become a "speed alley". AT THE MINIMUM: we desperately need a traffic-calming circle at 37th & Hancock (south) primarily, but also at Tillamook (north) of this 37th block & at least one speed bump in between on 37th. We were told there was no budget for this in the past, but every block north of us that requested one & received a traffic circle or bump. It's now time for improvements in THIS block. The closer autos get to that signal at Broadway, the more they speed. For a pedestrian-oriented street & one with lots of children (not to mention Grant High right around the corner) traffic calming is critical for this area of Hollywood...Andrea MacLeod</p>	TSP-40045	Hollywood

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1930	Annette Stanhope	12/7/15	Shaver needs sidewalks and drains from NE 115th to NE 102nd. This is a bus route and a pedestrian route for kids. At school start and end, and during rush hour, this is a dangerous street without sidewalks. Regarding drains, many houses on the north side (downhill slope) get flooded during heavy rains. There needs to be a way to redirect the water that accumulates on this street.	TSP-50051	Parkrose
1929	Adam Herstein	12/7/15	This area should be zoned MU-Urban Center, so that affordable housing bonuses can be added and to increase density.	LandUse-1107-5066	Richmond
1928	Iain MacKenzie	12/5/15	This parcel should not be rezoned to RH. RH does not allow retail, and would likely result in future development having residential uses at the ground floors instead of retail. N Williams is designated a Neighborhood Corridor in the Comp Plan, and policy 3.53 states that these should be "important places that support vibrant neighborhood business districts". Allowing ground floor retail is vital for achieving that policy. The existing RX zone already supports the aspiration for "quality multi-family housing". It is hard to see what policy objective of the Comp Plan is being achieved by the proposed rezoning.	LandUse-127-1105	Eliot
1927	Iain MacKenzie	12/3/15	This is an incredibly expensive project that would primarily benefit people commuting by single occupancy vehicle. Portland should focus its money on projects that help achieve our sustainability goals, including public transit, cycling and walking.	TSP-70030	Sellwood-Moreland
1926	Iain MacKenzie	12/3/15	This project can not come soon enough. Downtown is the most neglected part of the city for bike infrastructure. At a minimum, the project should include a continuous and high quality north-south route through downtown, with spurs to each of the bridges.	TSP-20115	Downtown
1925	Iain MacKenzie	12/3/15	There is currently no safe and direct connection for cyclists traveling between the Lloyd District and the Central Eastside. Both areas are experiencing rapid growth, and are only going to see more demand for travel between them. A 7th Ave bridge will be a critically important part of the Green Loop.	TSP-20077	Lloyd District
1924	Iain MacKenzie	12/3/15	Sandy is a very dangerous street where drivers behave as if they are traveling on the freeway. A protected bike lane would greatly improve the safety of the street, and connect inner NE neighborhoods to the Central City.	TSP-40106	Kerns
1923	Iain MacKenzie	12/3/15	This is a sensible extension of the streetcar that would integrate well into the existing network at South Waterfront. If funding cannot be found to build this all at once the city should consider doing it in phases, as was done for the NS line.	TSP-90102	South Portland
1922	Iain MacKenzie	12/3/15	Completing the waterfront path between Riverplace and South Waterfront is a critically important project. This is the major missing piece in a bike and ped corridor that stretches from Downtown to the Sellwood Bridge.	TSP-20057	South Portland
1921	Iain MacKenzie	12/3/15	This project is critical if the city wishes to do improve non-motorized mode split in NW Portland. The neighborhood has some of the lowest drive to work rates in the city, but could still do much better, especially if more people cycled. People are afraid to cycle here because of the lack of safe and connected routes for bicyclists, especially near the freeway. The Flanders Greenway would provide the first continuous route from the popular NW 21st / 23rd corridor to the Pearl and the waterfront.	TSP-20097	Pearl
1920	Linda Rankin	12/3/15	I am against the proposal as it has the potential to allow significant changes to the look and feel of the neighborhood. Keep the zoning R5.	LandUse-94-5345	Goose Hollow
1917	Greg Petras	12/3/15	SE 50th between Hawthorne and Division has gotten significantly worse traffic-wise over the last 3 years with all the "improvements" made to Division. These "improvements" forced traffic onto Hawthorne, and up 50th. 50th is backed up during rush hour at 50th and Hawthorne as well as 50th and Division. I know this because I live in the neighborhood. The city has not prioritized any sort of livability for this unique area - with 49th being a very narrow street, the city should consider the ramifications to the residents on 49th if the upzoning is allowed to go through. Cars fly down 50th at 35 mph or faster due to the 35mph speed limit. If you are going to push for density on this street, at the very least you should lower the speed limit to make it safe for pedestrians. I take the bus downtown and get on every morning at 50th and Mill, and I have almost been hit by cars going way too fast down this corridor. It would be nice to see the city actually do a study of this area instead of pointing at squares on a map from the comfort of their office. Get out here and let the neighbors of 49th show you the environment that you are so keen on altering.	LandUse-1150-81	Mt. Tabor
1916	Tesha Walsh	12/3/15	I live on 37th ave which is a direct street to access Hwy 84. Cars race down our block in homes of making a light 2 blocks away. We have many children on our block and I am concerned for their safety!.	TSP-40106	Kerns
1915	Jeffrey Alderman	12/3/15	It's not necessary to change zoning from R2 to R5 to maintain the current use as offices, since a waiver serves this limited purpose. It is important to maintain the character of the neighborhood, and that will be endangered by a zoning change.	LandUse-94-5345	Goose Hollow

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1914	Michael Penrose	12/3/15	NE 37th in Hollywood needs to either convert to a one way north, or right turn only at Broadway with physical obstacles inhibiting Banfield access as a straight shot heading south on 37th. The residents of NE 37th from Hancock south to Broadway have expressed our concerns over the years with the current set up , and how NE 37th is being used as a default onramp and freeway access. This is impacting our air quality, the safety of our children and families as drivers speed to beat the light, and at times creates a hostile environment between drivers and residents. Something needs to change soon. Over the last few years there have been multiple near misses between drivers and pedestrians. Our frustration is well documented and this seems like the perfect time to implement change. The proper route to the banfield is from 39th to Sandy. I am happy to speak with anyone who is open to discussing this issue. Thank you, Michael Penrose	TSP-40045	Hollywood
1913	Carrie Thompson	12/3/15	We live on NE 37th between Tillamook and Hancock. Our block alone has 12 children, the youngest being kindergarteners. The volume and speed of traffic coming down our street in the morning, afternoon and evening is excessive for a residential street. In lieu of the main arteries such as Broadway, Tillamook and 33rd, too many cars are using our street as a quick access to the freeway. It is our understanding that our street was never zoned to be the I-84 on ramp which is what our street has become. This needs to change!	TSP-40045	Hollywood
1912	Jason Thompson	12/2/15	Sandy Blvd might as well be the Grand Canyon the way it divides the Hollywood District. Its current configuration and high traffic volume and speed are preventing Hollywood from becoming the revitalized neighborhood and hub it deserves to be. It looks like a gaping wound on your map, and feels that way to the residents here. Reduce the traffic volume and speed on Sandy. Widen the sidewalks. Add landscaping, parking, bicycle accessibility, and an ENJOYABLE PEDESTRIAN EXPERIENCE. Do it now. Why do Mississippi and Division get to have all the fun? Hollywood deserves a chance to revitalize too.	TSP-40045	Hollywood
1911	Jason Thompson	12/2/15	NE 37th is a de facto on-ramp for Hollywood and Alameda Ridge residents and Grant HS kids/parents/teachers/administrators trying to get onto I-84. NE 37th Ave is a residential street and wasn't intended for such high thruway volume. The result is disruptive and imminently dangerous to the residents between Broadway and NE Knott - and especially between Broadway and NE Tillamook. Use some of this funding to FIX THIS NOW via traffic circles and/or one-way flow and/or other effective means..	TSP-40045	Hollywood
1910	Jason Thompson	12/2/15	Want to reinvigorate the Hollywood business district? Want it revitalized similar to what has occurred on Mississippi and Division? Your answer is YES. And your solution is FIX SANDY. Reduce the vehicle capacity, widen the sidewalks, and create street parking. Do it.	TSP-40068	Roseway
1909	Tobin Weaver	12/2/15	The four properties in Proposed Change #94, 2153, 2165, 2177 and 2187 SW Main, are all contributing structures to the King's Hill Historic District. Reducing the lot sizes from 5000 sq ft (R5) to 2000 sq ft (R2) only makes sense if there is a plan to tear down these contributing structures and replace them with new structures on smaller lots. Are contributing structures allowed to be torn down? What is the point of the historic district in that case? Neighbors are investing in adjacent houses -- and going through the city's historic design review process to do it -- under the assumption that the historic neighborhood character is protected by the historic district designation. Zoning code section 33.445.330, Demolition of Historic Resources in a Historic District, states that, "Demolition of other historic resources [not Historic Landmarks or Conservation Landmarks, i.e., contributing structures] within a Historic District requires demolition review to ensure their historic value is considered." In other words, demolition of contributing structures is not categorically prohibited. The proposal states that the change "recognizes a nonconforming situation (an existing business in a residential or other zone that doesn't allow commercial use) outside of a center or corridor." How does changing from a Single-Dwelling Residential Zone (R5) to a Multi-Dwelling Residential Zone (R2) address a business non-conforming use? Again, the change only makes sense if there is a plan to tear down these existing historic single-family structures and replace them with multi-family structures. Here is what the city's Historic Resource Protection Overlay Zone description has to say about the value of historic districts: "These policies recognize the role historic resources have in promoting the education and enjoyment of those living in and visiting the region. The regulations foster pride among the region's citizens in their city and its heritage. Historic preservation beautifies the city, promotes the city's economic health, and helps to preserve and enhance the value of historic properties." Please don't sell out our precious historic districts for density. I strongly oppose the proposal	LandUse-94-5345	Goose Hollow
1908	Doug Klotz	12/2/15	I support changing the zoning on Ivon Park, to Open Space. The designation should include the lot to the south of it, on the other side of Ivon St., 2613 SE 47th, as well. Apparently Parks has agreed to this southern parcel being OS as well.	LandUse-507-744	Richmond

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1907	Doug Klotz	12/2/15	I support the MU-UC designation on this stretch of Division, from 29th to 35th, where so much is happening, and where additional residential units can help ameliorate the housing shortage. I believe the previous commenter was recommending changing the R-1 zoning on Division between 34th and 35th Ave. (north side), and between 35th Ave. and 35th Pl. (south side), to MU-UC, to match the zoning along Division to the east and west of it. This residential section is so small as to not be a viable "residential district". Foot traffic from commercial on either side of it is constant.	LandUse-1110-502	Richmond
1906	Doug Klotz	12/2/15	It makes sense for the properties on the west side of Chavez between Sherman and Caruthers to be designated Mixed Use-Urban Center. It is inevitable that Commercial at this important node of Chavez and Division will grow, even without on-street parking. The narrow sidewalks will be widened with development, and street trees planted. In addition, a Mixed Use zone may result in multifamily buildings here, as is already happening in other parts of Chavez. Keep the designation as is proposed.	LandUse-1112-5238	Richmond
1905	Doug Klotz	12/2/15	2406 and 2414 SE 38th should remain with the Land Use classification of MU-UC. These properties back up on commercial zoning on Chavez, and are at the key node of Division and Chavez. It makes sense for the commercial node to develop here. This designation will allow for the future commercial growth on Division, and on Chavez.	LandUse-1112-5238	Richmond
1903	Doug Klotz	12/2/15	Planners back in 1981 had the foresight to plan for the reinforcement of the commercial node at Division and Chavez. The existing of Commercial zoning at Caruthers and 37th made it logical to envision expansion of the Division commercial lots back to Caruthers. Code requirements will preclude any Commercial fronting on Caruthers. Please keep the commercial Land Use mapping, that is, Mixed Use-Urban Center, on the south side of Caruthers, as well as the east side of 38th from the Caruthers intersection south to Division.	LandUse-1112-5238	Richmond
1896	Doug Klotz	12/2/15	I support keeping the Land Use designation commercial, i.e. MU-UC. This house is surrounded on two sides by a commercial property, and it makes sense for this small site to be commercial also. The commercial could not front on Caruthers, but would be part of a larger development that faced 37th, or faced Division. Pleas retain the Mixed Use-Urban Center designation here.	LandUse-1112-8123	Richmond
1895	David Hetherington	12/2/15	Happy to see that the city finally has funds and will address traffic concerns/safety in Hollywood. Studies have been done on 37th Ave between Grant and Broadway and identified high traffic volume (like 2,500 cars a day) and safety concerns on this residential street due to increased development and congestion on 33rd and 39th that has forced traffic on to our narrow residential street. A street that has a high number of school age children. In the past we were told that the city recognized it was a problem but funds did not exist to address the problem. Development continues and the problem will only get worse!! It is time for the city to formulate a comprehensive traffic plan to address flow within the hollywood neighborhood and push traffic into "designed" streets as opposed to drivers funneling down residential streets, like 37th and 38th Ave, which are not designed to accept high volume traffic. I suspect a new traffic survey would identify that even more cars use these streets now. Please prioritize this problem. thanks. Dave	TSP-40045	Hollywood

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1894	Maggie Flinnerty	12/2/15	<p>NE 37th has become an onramp to the freeway. On mornings when school is in session, traffic is backed up from Broadway all the way up to Knott. When school is not in session, there is still heavy traffic and if traffic happens to be light, cars race down the street at excessive speeds. It is nearly impossible to get out of a driveway from Broadway through Knott.</p> <p>At last count, there are 13 children under 10 living on 37th between Knott and Broadway alone (plus many dogs and cats). It is only a matter of time before tragedy strikes.</p> <p>Possible solutions include:</p> <ol style="list-style-type: none"> 1. Make 37th a dead end street at Broadway, forcing cars to use the intended highway access: 39th Ave. 2. Make 37th a right turn only intersection at Broadway. This will mean that anyone wanting to access the freeway or Sandy will have to use 39th. 3. Make 37th one-way (presumably southbound, since you can't access 37th from Broadway when heading eastbound). 4. Make 37th a bike boulevard with one way traffic. <p>Many neighbors took this up with the City last year and were told that the City would make a right turn only intersection at 37th and Broadway, but then, because of "funding issues" the plan changed. The families on 37th Avenue live in a residential neighborhood and the traffic is completely unacceptable. Even semi trucks use this street frequently, even though they are not supposed to (they are supposed to use 39th). Please address this issue before someone is killed or seriously injured.</p> <p>Thank you.</p>	TSP-40106	Kerns
1893	Jennifer Watters	12/2/15	<p>The current configuration of highway 26 (Bridge approaches) looping through the neighborhood is absurd. Traffic onto the Ross Island Bridge is inefficient during the rush hours and when there is minimal traffic motorists often exceed 40-50 mph in the neighborhood going both south and north on Kelly Ave. I have been cussed at and yelled at by motorists when attempting to use the cross walk at the Gibbs Pedestrian bridge. This project is long over due...</p>	TSP-90060	South Portland

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1892	Brian Perron	12/2/15	<p>The City has long been aware of the negative traffic-related impacts to the residents of the 1800 block of NE 37th Avenue. In 2014, the residents of this block made a collective effort to achieve a permanent solution to these traffic issues. The System Administrator ignored the will of the residents of this block and quashed any effort to achieve a solution. The process undertaken by the System Administrator was inherently flawed, but now the City has the opportunity to get this right through the Comprehensive Planning Process by making NE 37th at Broadway a dead-end street open to pedestrians and bicyclists.</p> <p>The traffic problem on the 1800 Block of NE 37th Avenue:</p> <p>As noted in the previous commenter's comment, the following facts draw on public information made available by the City:</p> <ul style="list-style-type: none"> •Hollywood is designated as a Pedestrian District; •NE 37th Avenue is inside this Pedestrian District; • NE 39th is designated as the local "collector" for our neighborhood; •NE 37th is NOT designated as the local "collector" for our neighborhood; •NE 37th Avenue is not a community main street, or urban throughway. <p>I also incorporate by reference the previous commenter's comments below describing the traffic problems on NE 37th Avenue between NE Broadway and NE Hancock. Drivers use this block as a cut-through to avoid traffic on NE 33rd and NE 39th, and as an early on-ramp to I-84. The traffic light at NE 37th and NE Broadway encourages drivers to run the stop sign at NE 37th Ave. and NE Hancock in an attempt to make the green light. My children and I have on at least three occasions been nearly struck in the crosswalk at NE 37th and NE Hancock by vehicles running that stop sign in an attempt to make the green light. On each occasion, the driver was not remorseful, but indignant that they would have to come to a complete stop and yield to pedestrians. At least monthly while bike commuting and signaling to turn left into my driveway from southbound NE 37th, I am illegally passed on the left by drivers speeding to make the light. On numerous occasions I have spoken with drivers who were unlucky enough to be stopped by a red light at NE Broadway and asked them to stop at the NE Hancock stop sign and slow down on the block due to the presence of playing children. Without exception, the drivers are indignant that they have been asked to slow down for children: "F*** you" is the common response, even from elderly grandmothers driving with their own grandchildren in their back seats, racing to make the light! The most common traffic failure on the block is in the mornings and evenings, when traffic turning right from eastbound NE Broadway blocks the intersection, and southbound NE 37th Avenue traffic cannot proceed through the intersection. The traffic in front of the residences blocks ingress and egress from driveways, and the drivers in the street refuse to provide an opening for residents to pull out of their driveways. I have watched an elderly neighbor on the way to a Doctor appointment wait 10 minutes for an opening until I walked into the street and stopped traffic so that they could pull out of their driveway. The City is now on notice: It is only a matter of time before an errant or hurried driver hits and seriously injures or kills someone on this block. It is incumbent upon the City to rectify this situation immediately.</p>	TSP-40045	Hollywood
1891	Brian Richardson	12/2/15	This stretch contains many historic old homes and should remain at its current zoning.	LandUse-931-6653	Sunnyside
1890	erik matthews	12/2/15	this area is best served by more growth; designating it CM2 will provide capacity for more mixed use spaces-- this is sorely needed in this area as well as everywhere else along our city's close in arterials in both the east-west and north-south directions.	LandUse-1107-5066	Richmond

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1889	Cory Raiton	12/2/15	<p>The current residents of the 1800 block of NE 37th Avenue, between NE Broadway and NE Hancock, are forced to endure several chronic negative traffic-related impacts to our livability and street safety. In addition to our discomfort with the current situation, we believe the community at large is not being served well, nor is the city's plan for this neighborhood being properly implemented. We believe these issues are a result of the city's failure to ensure non-local traffic is routed along the designated local arteries, and hope that you can help us find an amenable resolution.</p> <p>THE NEIGHBORHOOD There are currently over 25 children who live on the blocks between Broadway and Tillamook, who play in their front yards and walk or bike to and from school. Exposure to the street under our current conditions (speeding, traffic, running stop-signs, aggressive driving, distracted driving, etc.) makes it unsafe for them to engage in their daily freedoms.</p> <ul style="list-style-type: none"> •The intersection of NE Broadway and NE 37th Avenue experiences heavy congestion at rush-hour when East-bound traffic on Broadway unlawfully ignore the posted "No Turn on Red" sign for right-turning vehicles headed to I-84 and Sandy Boulevard. This results in a badly blocked intersection and a severe backup of traffic on our local street. Most days, the congestion becomes so intense that south-bound traffic on 37th Avenue must wait through several stoplight cycles before crossing the intersection. •NE 39th Avenue is a business district, appropriate for traffic of this magnitude. Increased exposure could improve the businesses that reside on these blocks and would be a proper use of the city's neighborhood planning. <p>THE CITY NE 37th Avenue is a local street that is being misused, thereby imposing unsafe conditions for the residents who live here. The following items draw on public information noted at https://www.portlandoregon.gov/transportation/article/370469:</p> <ul style="list-style-type: none"> •Hollywood is designated as a Pedestrian District. •NE 37th Avenue is inside this Pedestrian District. •NE 39th is designated as the local "collector" for our neighborhood. •NE 37th is NOT designated as the local "collector" for our neighborhood. •NE 37th Avenue is not a community main street, or urban throughway. <p>THE PROBLEMS Each of the below-listed patterns of misuse would have impact on their own. We have the unfortunate situation where they are all compounded in a way that has significant impact on our block's safety, livability and navigability. We fear It is only a matter of time before a local resident is injured or killed by a hasty, frustrated or inattentive driver.</p>	TSP-40045	Hollywood
1888	Adam Herstein	12/1/15	50th needs more retail with mid-rise housing over it. Preferably a grocery store. There is no walkable grocery store nearby.	LandUse-1072-3015	Richmond
1886	Jacob Hopkins	12/1/15	A step in the right direction! Very intelligent and well thought out plan. This will be a long term benefit for the growth of the neighborhood. In addition we should consider these areas for future RX or RH zoning. The neighborhood is growing and existing transit lines would already compliment higher density zoning.	LandUse-891-2662	Creston-Kenilworth
1885	Jacob Hopkins	12/1/15	Very intelligent and well thought out plan. This will be a long term benefit for the growth of the neighborhood.	LandUse-690-1032	Concordia
1884	Adam Herstein	12/1/15	Powell should be zoned for mixed use, high density while expanding sidewalks to increase safety.	LandUse-1082-662	Richmond
1883	Adam Herstein	12/1/15	Rezone to allow higher density and mixed use buildings. CM2.	LandUse-1072-3015	Richmond
1882	Adam Herstein	12/1/15	Sorry, I meant zoned CM2 for higher density.	LandUse-1107-5066	Richmond
1881	Adam Herstein	12/1/15	This area should be Mixed Use- Urban Center, and zoned CM1 for higher density.	LandUse-1107-5066	Richmond
1880	Alan Kessler	12/1/15	I strongly support this designation, I appreciate the effort to expand the commercial zone near the intersection of two major transit streets. I hope to see 39th built out similarly to Division in the future.	LandUse-1110-508	Richmond
1879	Alan Kessler	12/1/15	I strongly support the proposed designation. This is a prime spot for additional mixed-use construction. It abuts the mixed use property on Powell, and creates the possibility for more housing units in the neighborhood. It is also close to the node at 39th and Division. It makes sense to widen the commercial corridor where two major streets meet.	LandUse-1112-5238	Richmond
1878	Doug Klotz	12/1/15	I support changing the designation to MU-D on this lot, where this building has sat since the streetcar days, when it was the termination of the Clinton Streetcar. It has been in what seems like continuous commercial use since then, and placing the proper designation here will help these businesses survive, and be able to get loans to rehabilitate their building.null	LandUse-923-2444	Richmond
1877	Doug Klotz	12/1/15	I support changing designation this lot to MU-dispersed, where the Clinton St market has sat for close to 100 years, serving streetcar patrons, and now the people who live in this neighborhood and walk and bike to this store.	LandUse-922-1708	Richmond

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1876	Doug Klotz	12/1/15	Changing this lot to Mixed Use makes sense. It has been used as a parking lot for the adjacent building to the south for years. Changing it to MU-UC would match the building, and allow the sort of storage and sorting uses now being done by the wine shop adjacent to it, and would perhaps allow them to move some of their operations off of the sidewalk. Provide comments here.	LandUse-801-3762	Richmond
1875	Troy Berry	11/30/15	Improvements on NE Sandy from Hollywood to 82nd make sense. For bicycle enhancements, I think a dedicated bike lane with a full vehicle lane would help make NE Sandy safer to cross.	TSP-40068	Roseway
1872	Kenny Heggem	11/27/15	The SE Woodstock and MT Scott area is a Greenway lacking location. We need better connectivity. SE Harold St is a Safe Routes to School street and could use either 1 N or S only street parking and bike lanes (better plan) or Sharrow and a decreased speed with taller and more frequent speed bumps. Currently, even with a 5 mph reduction a couple of years ago to 25 MPH, due to the design, driver's consistently exceed the limit from 35+ MPH. The bumps are too low and many just do not slow down, or due to lack of enough bumps, they gun it between them. This street has so much potential with some better enhancements. A connector to schools and to the existing 50's bikeway. Better connectivity to Lents, as well as a better crossing at 42nd and Holgate. On Woodstock proper a bike lane or cyclical tracks can connect with the existing mentioned bikeways and encourage more bicycle use. Currently most cyclists are taking to the sidewalk as well. In the future with street car lines, either rapid bus transit connecting the Max Greenline with the new Maxline in Sellwood, or a street car extension on Woodstock connecting the 3 neighborhoods would be beneficial. Woodstock Woonerf. Cycle tracks with Street car and lower speed limit. We could use a cross walk at the corner of the Shell Station and Bike Gallery, it is one area lacking safer crossing, as well as between Safeway and New Seasons. Woodstock is currently at 30 MPH posted speed limit and a 20 MPH limit would help calm this main street corridor. More tree canopy could help as well.	TSP-70075	Mt. Scott-Arleta
1868	Anne Duggan	11/22/15	Opposed. I would like to add that there are already several properties on Kings Ct which are currently functioning as multi-dwelling units which are putting a strain on parking, noise, garbage, litter and traffic. Opening the door to more of these types of dwellings, along with the ever increasing expansion and noise of Rasmussen/Lithia from the south, will only further decrease the special character and livability of this historic neighborhood.	LandUse-94-5345	Goose Hollow
1866	Lyle T Harris	11/21/15	My opposition comments were omitted from my prior post so just to be clear, there are two of us local residents opposed to this change..	LandUse-94-5345	Goose Hollow
1865	Lyle T Harris	11/21/15	It's not clear how this proposal addresses the existing nonconforming situation by other than creating another, nonconforming situation, which makes the original situation seem small by comparison.. To address the nonconforming situation correctly would be to bring the nonconforming elements of the situation into conformance. I'm not suggesting that. I think there's not a problem to solve since the waiver process seems to be working for everyone involved. The subject properties are well maintained and an asset to the neighborhood. I'm not entirely clear what problem this proposal is trying to solve or who is unhappy with the current status quo?? This proposal would eventually lead to the demolition of the existing properties and the construction of one or more higher density, multi-dwelling units which would further erode the currently fragile historic neighborhood of Kings Hill. Portland should be adopting measures to preserve these homes in this neighborhood rather than hasten their demise because these houses, this neighborhood, and all the associated history, can never be recreated.	LandUse-94-5345	Goose Hollow
1864	R William Bennetts	11/20/15	no purpose for zone change unless you have unannounced plans for my neighborhood I have been improving my home under the understanding that this would remain a single family dwelling area We accept the waiver process but do not support change in zoning to R2	LandUse-94-5345	Goose Hollow
1863	Stephanie Byrd	11/20/15	I support increased density as long as commercial uses are encouraged on the ground level. Large blocks of residential buildings with no public ground floor access do not enhance walkability. They only encourage the car-dependence that is choking our city.	LandUse-1147-3432;	South Portland
1861	Betsy	11/20/15	Opposed to Change #94 keep all these parcels R5	LandUse-94-5345	Goose Hollow
1860	Stephanie Byrd	11/20/15	Wonderful alternative to the dangerous current situation for cyclists on Highway 43.	TSP-90071	
1859	Stephanie Byrd	11/20/15	Regarding the previous comment, this could be seen as an alternative to both those "horrible" streets for at least a short distance.	TSP-90086	South Portland
1858	Stephanie Byrd	11/20/15	Sidewalks much needed on Capitol Hwy from Terwilliger to Sunset. Also, consider removing a traffic lane from Cap Hwy along the Hillsdale strip to give everyone a much safer and more pleasant experience. Right now it is a drag strip and not a place to enjoy.	TSP-90029	Hillsdale
1857	Stephanie Byrd	11/20/15	More frequent safe crossings are needed across this busy commercial street.	TSP-90047	South Portland
1856	Stephanie Byrd	11/20/15	Thank you thank you thank you for planning sidewalks on this critical connection. Right now we are so close to so many things but completely unable to access them except by car.	TSP-90065.1	South Burlingame
1855	Stephanie Byrd	11/20/15	Very interested in another car-free route to Hillsdale. And very curious how it could work for bikes on this steep terrain.	TSP-90113	South Portland
1854	Stephanie Byrd	11/20/15	We would love a streetcar extension! The bus is not quite frequent enough (especially during non-commuting hours) to allow us to ditch the car for most trips.	TSP-90102	South Portland

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1853	Keith Liden	11/19/15	One of the Barbur projects needs to address the dangerous double right movement from Barbur to Naito northbound. It's simply a crazy place for pedestrians and cyclists. Motorists turning from the middle often can't see people trying to cross and pedestrians and cyclists often have to guess who's turning or proceeding straight on Barbur. Amazing no one's been killed yet.	TSP-90016	South Portland
1852	Keith Liden	11/19/15	This would provide a much-needed east-west connection in this area.	TSP-90065.2	South Burlingame
1851	Keith Liden	11/19/15	Good project. The city should also consider Spring Garden and 35th as a potential low cost connection that would serve a similar purpose.	TSP-90100	Multnomah
1850	Keith Liden	11/19/15	Good project. Also consider speed limit reduction.	TSP-90050	Multnomah
1849	Keith Liden	11/19/15	Re-scope this to include perhaps the most critical link between Canby and Multnomah Blvd.	TSP-90006	Multnomah
1848	Keith Liden	11/19/15	Re-scope this to get the segment between Illinois and Gabriel Park into the constrained list. Otherwise, the Illinois neighborhood greenway has no connection at either end. Also, the city should work to decrease the auto-dependency of the community center.	TSP-90008.1	Maplewood
1847	Keith Liden	11/19/15	I agree with the previous comment. In addition, the city should look at traffic calming measures, such as narrowing the travel lanes and eliminating the painted center median and giving the space to pedestrians and cyclists.	TSP-90029	Hillsdale
1846	Keith Liden	11/19/15	Low priority. Much greater need to get in/out of downtown - not circumvent it.	TSP-90097	Downtown
1845	Keith Liden	11/19/15	I agree totally with the previous comment. The city, TriMet and ODOT have all failed pedestrians and cyclists especially when trying to enter the downtown. For all the great work associated with the Orange Line on the east side of the river, this side got screwed.	TSP-20106	Downtown
1844	Keith Liden	11/19/15	The city should divide Fairmount into 2 sections: the through traffic route serving OHSU (Talbot/Patton to Marquam Hill and the remainder. The first is in much more need of pedestrian/bike improvements v. the remainder, which has light, local traffic. It all looks the same, but the traffic operations are not.	TSP-90094	Southwest Hills
1843	Keith Liden	11/19/15	Very important link between the neighborhoods and Hillsdale. This would complement the recent improvement from B-H Hwy to 18th.	TSP-90063	Hillsdale
1842	Keith Liden	11/19/15	Forget this one. Didn't the city decide to focus on another streetcar project anyway?	TSP-90102	South Portland
1841	Keith Liden	11/19/15	Essential project to complement the soon to be completed Sellwood Br.	TSP-90047	South Portland
1840	Keith Liden	11/19/15	Commented in the wrong place (Flanders). This project should be dropped in favor of Flanders. It make no sense to spend \$9 on 3 streets so close together serving the same corridor.	TSP-60008	Northwest District
1839	Keith Liden	11/19/15	Drop this one and do Flanders (#20097). Spending \$9m on 3 streets this close make no sense.	TSP-20097	Pearl
1838	Keith Liden	11/19/15	The city needs to decide if it's going to improve Flanders as a neighborhood greenway or Glisan/Everett (#60008). Spending \$9 m on 3 parallel streets within 3 blocks of each other makes no sense, especially when other areas are getting nothing on the constrained list. I recommend Flanders and drop Everett/Glisan. In addition, I don't see a new Flanders bridge as being essential. Everett/Glisan bridges could be re-purposed to handle Flanders bike/ped traffic in the short term.	TSP-20097	Pearl
1837	kk kkk	11/19/15	xqecewcwlpc rp fkqprweove	LandUse-1132-284	West Portland Park
1836	Ken Diener	11/19/15	Remove change #348. I own a home in this non corridor block rezone proposed. The only spot rezone in the Buckman neighborhood. There are 34 VALUABLE historic homes within the proposed rezone. 2 open lots and 3 redevelopable homes. Only 13 existing multifamily buildings. STOP this density grab and destruction of the existing historical housing stock NOW!	LandUse-348-6200	Buckman
1833	Rachel Hill	11/19/15	This also makes no sense. This lot should have the flexibility to become part of what is flanking it on either side. Squeezing it into single family between 2 large apartment complexes, on a truck route, is the wrong move.	LandUse-190-1534	St. Johns

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1832	Rachel Hill	11/19/15	<p>I believe the proposed zoning is incompatible with the land use and transportation plans for N. Lombard.</p> <p>In the short term it seems rosy – the single family houses will be assured to have single family neighbors. The street, which was built as a small scale commercial and residential street (and scaled for that type of use and traffic) will remain that way.</p> <p>In the long term, it is more complicated. The transportation plan for this stretch, as the somewhat newly defined official truck route, makes this not the reality at all. This zoning idea solidifies an incompatible condition. It is conflicting to zone this for single family living (as if a quiet neighborhood), with homes lining a sidewalk where people walking to and from bus stops, shops and their homes, AND hundreds of large trucks moving around cars, buses, pedestrians, and cyclists. Children going to Sitton Elementary walk along this stretch and cross this truck route to go to school.</p> <p>Property values will suffer as a result of this incompatibility. No family would ever choose to live on a heavily trafficked, un-safe, diesel fume filled truck route. In the spring a semi dropped its trailer in front of Dub's BBQ. It was 5 feet from the bus stop. And yet, no developer would ever buy a parcel that is inflexibly zoned or incorrectly zoned for this land use. Those of us living on the street will experience a worsening in our livability due to the transportation decision. And an uncertain future for our home as an important financial asset. This is a lose-lose situation and makes us feel sacrificial.</p> <p>In my particular case, I live next to a commercial establishment one side and an open lot on the other. The developer of the lot is planning to build multi-family and if she obtained permits, she will surely do that before zoning changes. In this case, my house will be sandwiched between commercial and multi-family, a remnant of past zoning, COMPLETELY incompatible with its surroundings AND it's zoning classification. In this case, my property should at the very least, not be zoned single family residential.</p> <p>I know this isn't an easy answer. And I realize this is the end of this process. The Plan aims to set in place the framework for flexible, good decisions for future dynamics. I propose not to solidify this zoning decision and allow for a better solution. I believe the BEST answer is to rethink the trucking route. I-5 and Columbia offer a completely compatible route. Taking trucks through central, residential areas of a community is not the right decision. But at the very least, this zoning decision should make sure that it doesn't completely disadvantage those that it affects. I would be happy to be a part of a committee to look into this.</p>	LandUse-190-1534	St. Johns
1831	Roger Averbeck	11/19/15	SW Vermont project 90067.2 should be re-scoped and prioritize improvements including sidewalks bike lanes and storm water facilities on the segment from SW 45th to SW 52nd. Move this smaller project to the financially constrained list in the TSP.	TSP-90067.2	Hayhurst
1830	Marianne Fitzgerald	11/18/15	This project is key to helping residents access our local schools, library, PCC and future HCT lines. It needs to be included in the SW Corridor Shared Investment Strategy.	TSP-90048	West Portland Park
1829	Marianne Fitzgerald	11/18/15	This project is desperately needed to deal with the traffic congestion and safety issues throughout this area.	TSP-90060	South Portland
1828	Marianne Fitzgerald	11/18/15	This is an extremely high priority project that needs to include, at a minimum, a sidewalk on one side of the street and bike lanes on both sides of the street (it's a major city bikeway). These improvements need to be carried through the Crossroads area to more safely access PCC by bike.	TSP-90026	Multnomah
1827	Marianne Fitzgerald	11/18/15	The project cost is a SWAG because the intersection needs a complete redesign to improve safety (see recent Barbur Road Safety Audit). It's a really important project that needs to be fully included in the SW Corridor Plan and constrained list.	TSP-90069	West Portland Park
1826	Marianne Fitzgerald	11/18/15	Project 90011 would serve a community of primarily Somali immigrants and residents of low-income multifamily units that currently must walk in the street to access the nearby bus stop at SW 64th and Barbur. It's a dangerous place to walk and bike, especially because it is the only way to access Barbur and I-5 from the neighborhood so it carries a lot of motor vehicle traffic.	TSP-90011	Ashcreek
1825	Marianne Fitzgerald	11/18/15	This intersection has a number of safety issues including a fatality in the last 10 years and needs to be funded asap.	TSP-90101	Ashcreek
1824	Marianne Fitzgerald	11/18/15	Rescope and segment this project to focus on critical bike/ped needs between SW 45th and SW 52nd. Move the segment between SW 45th and SW 52nd to the constrained list. Project 90067.1 is largely complete with a continuous sidewalk and uphill bike lane between SW 39th and SW 45th. The segment between SW 45th and SW 52nd is the only way residents can safely walk or bike to the SW Community Center, Gabriel Park, and commercial businesses nearby.	TSP-90067.2	Hayhurst
1822	Alex Reed	11/18/15	What impact would this have on the city? It looks to me like a freight-oriented project, and one that would not have a huge impact. I would say this should be moved back to years 11-20 or 21-30.	TSP-30072	St. Johns
1821	Alex Reed	11/18/15	This is one of the few bikeways in the city that the Metro travel model shows would have a large mode share impact. It would serve a large portion of the city. This should be moved up to years 1-10.	TSP-70031	Foster-Powell
1818	Jeff Burns	11/17/15	The down zoning seems appropriate for the neighborhood's goals. Buckman recently underwent a look at historic designation, really to protect the low scale, close in character of the neighborhood. The rezone seems to support this.	LandUse-348-6200	Buckman

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1816	Keith Liden	11/16/15	This may be of value for walking, but limited for cycling. Currently, Barbur is horrible and Corbett is not a bike-friendly street. As a result, why would a cyclist use it? Re-scope for per only and apply the savings elsewhere in SW.	TSP-90086	South Portland
1815	Keith Liden	11/16/15	Good project. However, the real key is retaining the Riverside Cemetery connection with the Sellwood Br. The city should proactively work with the cemetery management to make sure this happens. We came close to losing it once, and with the increased bike traffic likely to come with the new bridge, the city needs to monitor this closely.	TSP-90052	Collins View
1814	Keith Liden	11/16/15	Totally unnecessary. Delete.	TSP-90079	Bridlemile
1813	Keith Liden	11/16/15	I like this project, but with all the needs, I recommend putting this on the unconstrained list. Except for intersecting with Capitol Hwy, this doesn't connect with other facilities. Sort of nowhere to nowhere. Use the savings for other important projects in SW that didn't make the constrained list.	TSP-90093	Multnomah
1812	Keith Liden	11/16/15	Fixing the terrible biking conditions near Duniway Park would have happened long ago if Terwilliger was on the east side. So quit fiddling and do it! Also, with Under Armour and Parks proposing to create better auto access and parking for Duniway, how about some bike/ped improvements like the bike facility on Terwilliger and complete sidewalk along the Sheridan frontage?	TSP-90091	Hillsdale
1811	Keith Liden	11/16/15	Re-scope to include emphasize safe and convenient crossing of I-5/Barbur. Consistent with Portland Bicycle Plan for 2030 projects #8021 Capitol Hill Rd. and #8268 SW 19th.	TSP-90002	Multnomah
1810	Keith Liden	11/16/15	Re-scope to include Taylors Ferry between 35th and 26th. Otherwise, this improvement is worthless north of Huber.	TSP-90007	Arnold Creek
1809	Keith Liden	11/16/15	Re-scope to include a connection to SW 30th/Hume (#90100) and to Multnomah Village. Consistent with Portland Bicycle Plan for 2030 project #8095 Lancaster.	TSP-90004	Multnomah
1808	Keith Liden	11/16/15	Re-scope to focus on critical ped/bike needs with interim improvements to cross Barbur. Consistent with Portland Bicycle Plan for 2030 project #8299 Upper Capitol.	TSP-90027; TSP-900	West Portland Park
1806	Keith Liden	11/16/15	Re-scope to include a connection to Idaho/Illinois within the park or on SW 45 and to Multnomah Village. If the city is serious about better active transportation for centers, this should all be on the constrained list - not just the park segment.	TSP-90092	Multnomah
1805	Keith Liden	11/16/15	Re-scope to focus on critical ped/bike needs between SW 45th and SW 52nd to greatly reduce cost, and get on the constrained list. Consistent with Portland Bicycle Plan for 2030 project #8137 Middle Vermont (\$365,000).	TSP-90067.2	Hayhurst
1804	Keith Liden	11/16/15	By SW standards, this street segment is in great shape except for the WB bike lane gap between 30th and 36th. Re-scope to only address this gap. Use the savings to improve Vermont between 45th and 52nd.	TSP-90067.1	Hayhurst
1803	Keith Liden	11/16/15	Re-scope as the Dosch segment 90031.1 to provide a continuous and useful interim connection between B-H Hwy. and Patton Rd. to be on the constrained list.	TSP-90031.2	Hillsdale
1802	Keith Liden	11/16/15	Retain on the constrained list. A great approach that should be considered for many more SW streets.	TSP-90031.1	Hillsdale
1801	Keith Liden	11/16/15	Forgot to mention that with re-scoping, this should be on the constrained list.	TSP-90054.2	Southwest Hills
1800	Keith Liden	11/16/15	Re-scope to focus on critical ped/bike needs between SW Talbot and Hewett to reduce cost. Consistent with Portland Bicycle Plan for 2030 project #8215 Patton Gap.	TSP-90054.2	Southwest Hills
1799	Keith Liden	11/16/15	Eliminate this from further consideration and put a neighborhood greenway or similar fort Hewett on the constrained list. The connection from Dosch to Sylvan is very important, but Humphrey is way too expensive.	TSP-90038	Southwest Hills
1798	Keith Liden	11/16/15	This project demonstrates how PBOT doesn't understand SW. This is the dumbest project ever! Way too steep with low traffic to warrant spending over \$4 m for bike lanes. Take this off any list.	TSP-90001	Southwest Hills
1797	Keith Liden	11/16/15	Re-scope to focus on critical ped/bike needs between SW 16th and Vista to reduce cost.	TSP-90095	Goose Hollow
1796	Keith Liden	11/16/15	Move to unconstrained list due to limited value with no westbound connection into Goose Hollow/Downtown.	TSP-90096	Arlington Heights
1794	Sylvia Ciborowski	11/16/15	For homes located on the east side of Greenwich Ave - what does this designation mean on the ground? Is it likely that single family homes here will be replaced by taller structures?	LandUse-1018-622	Arbor Lodge

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1792	Chris Immroth	11/15/15	As homeowners and residents of the neighborhood, we think that our property should remain designated as Residential in the updated Comprehensive Plan and not be changed to Mixed Use Neighborhood. [The other properties on this block (bounded by Woodstock, SE 40th, SE Martins, and SE 41st) that are currently Residential should also remain Residential and not be changed to Mixed Use neighborhood. Furthermore, we believe that the properties on the block south of Woodstock Boulevard from 40th Avenue to 52nd Avenue that are currently Residential should remain Residential and not be changed to be designated Mixed Use Neighborhood in the updated Comprehensive Plan.] The reasons for this are: To maintain the residential, "village" feel of the Woodstock neighborhood, with the accompanying valued green space. To stay true to the goals of the Mixed Use Project. According to the BPS planner who is assigned to our district of Portland, Marty Stockton, one of the reasons for the new mixed use zoning is that commercial zones "since 'the beginning of time' in the city of Portland have always incidentally allowed household uses in them . . ." In an article in The Bee, the neighborhood newspaper (November 2015 issue), she is also quoted as saying, ". . . when you look at the Comprehensive Plan map, you'll see that we are not proposing many changes in residential areas that are adjacent to these mixed-use areas. This is because we really do feel that we want those areas to be relatively stable." However, what is being proposed for Woodstock in the Comprehensive Plan does not follow this same rationale: in the Woodstock neighborhood, 51 properties that are currently designated Residential are being changed in the Updated Comprehensive Plan to Mixed Use Neighborhood. This is entirely out of proportion to what is being done as part of the Comprehensive Plan in other similar neighborhood business districts. 82% of all properties in Portland which are zoned R5 and are proposed to change designation to Mixed Use Neighborhood are in the Woodstock neighborhood (38 of 46 properties). 20% of all properties in Portland which are currently zoned residential and are proposed to change designation to Mixed Use Neighborhood are in the Woodstock neighborhood (51 of 251 properties). Almost everywhere else in the city, the Comp Plan is changing property that is currently Commercial to Mixed Use, as is the intent of the Mixed Use Project, not changing Residential to Mixed Use. This is a significant discrepancy between the Woodstock neighborhood planning and that of the other Portland Neighborhood Centers and is inconsistent with the stated goals of the Mixed Use Project. To plan responsibly, with the necessary infrastructure planned or in place. In the one-block area south of Woodstock Boulevard from 40th Avenue to 57th Avenue, where properties are being changed to be designated Mixed Use Neighborhood from Residential, SE Martins Street (which is the street that runs on the south side of these blocks) is unimproved. In some places it is little more than a dirt path, in others, it is gravel with large holes that make it only sometimes passable by car. Along most of these blocks, Martins Street is unpaved and has no curbs or sidewalks. SE Martins Street simply cannot support the mixed-use development that is being designated in the updated Comprehensive Plan. The comprehensive planning should be supported by infrastructure and transportation planning, but it is not. To allow for communication and input with the neighborhood about this significant change in neighborhood composition. These full-block changes from Residential on the side streets and Commercial facing Woodstock Boulevard to Mixed Use have never been communicated to the neighborhood at large for input, nor were they part of the public process of the neighborhood charrette, according to the Woodstock Neighborhood Association Land Use Committee, but were proposed at a meeting of that committee sometime after the public charrette. We believe that, aside from those who own directly affected properties, neighbors have not been given a chance to weigh in on these significant changes.	LandUse-977-1911	Woodstock
1790	Stephen Fisher	11/15/15	This corner of Lone Fir Cemetery should NOT be rezoned into to RM! This is suppose to be kept open space and developed as a memorial park. How did this slip in?	LandUse-1104-4753	Buckman
1789	Frank Baccellieri	11/15/15	Thank you! We fully support the land use change to R7. We've supported this in the past as one way to help allow this long time unique neighborhood continue. It's a combination of wonderful architecture and really comfortable yards that ought to be preserved and enjoyed.	LandUse-41-1282	Reed
1786	Alex Reed	11/13/15	Agreed, this project is important and should be moved up in the timeline.	TSP-70033	Creston-Kenilworth
1785	Terry Dublinski-Milton	11/12/15	We need another way on and off Swan Island, and this path in all its segments would provide that. It also would create a economic tourist destination as we become an Eco-tourism hot spot. If we leverage the Trolley Trail and Springwater improvements to the south to access Wilmette falls regionally, this trail would become another destination. Especially if combined with a trail over the railroad bridge north to Vancouver and west to Fanno Creek.	TSP-30089	University Park
1784	Terry Dublinski-Milton	11/12/15	Our trail system, including a High End path from Kelly point park city wide south to the Wilmette Falls Legacy Project could be a tourist draw for the entire west coast and pacific rim. This last gap is essential to the entire recreational system and should be prioritized by the park's department, or city, as part of an eco-tourism economic development strategy as import-export becomes less important.	TSP-30087	St. Johns
1783	Terry Dublinski-Milton	11/12/15	This overcrossing is badly needed, but needs to include a connecting greenway west to 15th and east to Mount Scott Community Center through Reed College. Bikeways need to be direct, and this one has the opportunity to be a straight shot through inner SE if properly built and connected to local destinations.	TSP-70049	Eastmoreland
1782	Terry Dublinski-Milton	11/12/15	This retro fit should include a bike bridge from the Peninsular path tpath the Tualatin Mountains to Fanno Creek to the west, and Vancouver to the north.	TSP-30063	St. Johns
1781	Terry Dublinski-Milton	11/12/15	If this money is spent, it should include a high end multi-use path from Vancouver to and through the Tualatin Mountains linking the Vancouver path system with Fanno Creek and the North Portland Greenway trail.	TSP-30076	

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1780	Terry Dublinski-Milton	11/12/15	Replacement is STILL a terrible idea. This is what needs to happen: 1) retrofit the railroad bridge with a new aligned list span and bike path downstream. 2. Build a new highway flyover bridge upstream. 3) retrofit existing spans for local river crossing access, bikes and pedestrians and light rail.	TSP-30020	
1779	Esther Harlow	11/12/15	Sandy boulevard should have parking mitigated or one lane of traffic removed and a protected bicycle facility added in both directions. It is much faster than neighborhood greenways that are paralell to vehicular through-routes but very dangerous to ride on. I ride on it every day because it saves me half an hour.	TSP-40106	Kerns
1778	Esther Harlow	11/12/15	Sandy boulevard should have parking mitigated or one lane of traffic removed and a protected bicycle facility added in both directions. It is much faster than neighborhood greenways that are paralell to vehicular through-routes but very dangerous to ride on. I ride on it every day because it saves me half an hour.	TSP-40068	Roseway
1777	Terry Dublinski-Milton	11/12/15	The 60th MAX station is under-performing considering the great access to the city. This project could create active transportation spurs from each direction to make this MAX station a bike access Hub for the region.	TSP-40115	Rose City Park
1773	Joe Rowe	11/11/15	safety and pedestrian projets like this should take the top priority for time and funding. There are hundreds of other projects in this 30 plan that are poorly explained or clearly putting car trip times above safety. Your engineers should be ashamed of their wish list.	TSP-30050	Cathedral Park
1772	Joe Rowe	11/11/15	pet project waste of money that steals funding and safety from other projects.	TSP-30035	Portsmouth
1771	Joe Rowe	11/11/15	This should be one of the top 20 projects for funding and time priority in the city. There are over 100 projects on this 30 year plan that do nothing big for moving people in density and do zero for safety. Bocott the Laurelhurst Theatre who on 28th has attacked bike lanes like this.	TSP-40074	Laurelhurst
1770	Joe Rowe	11/11/15	This is a waste of money. Bike share is good for other dense cities. We have private businesses doing this job already. Spend the money on safety not bikes for day tourists who have many other private rental options. This is a pet project of rich white bike snobs in city hall and the BTA group. What a green wash.	TSP-20111	Buckman
1768	Joe Rowe	11/11/15	I ride my bike on Greeley from the Addidas hill down to Moda. Money spent here is a waste to speed up vehicles. Create safety for free by lowering the speed to 30 from 45. It will only add 2 minutes and save lives.	TSP-30016	Overlook
1767	Joe Rowe	11/11/15	This is a waste of money that lowers safety and funding in other priority safety projects. I live nearby. We can save money by lowering the speed limit for vehicles. Adding trip time here is not significant given the total trip distance of most trucks.	TSP-30016	Overlook
1766	Joe Rowe	11/11/15	This is a waste of money that lowers safety and funding in other priority safety projects. I live nearby and this is super safe for bikes as is. There are no freeway onramps, so it's nice and quiet.	TSP-30001	Humboldt
1765	Joe Rowe	11/11/15	This "viaduct" upgrade is a waste of money that delays safety funds. Heavy trucks can add 2 minutes using another route. The Iowa viaduct project took 7 years and over one billion. It did not add safety. I made people drive faster.	TSP-30096	Arbor Lodge
1764	Joe Rowe	11/11/15	I live 4 blocks from this spot. I use it daily on foot, bike and car. I fully support removal of parking and moving traffic lanes in exchange for more safety. This area is deadly. There are cheap fixes beyond 300k signals from PBOT. Take all streets away from ODOT or any other agency.	TSP-30059, TSP-300	University Park; Ke
1762	Kim White	11/11/15	Strong support for SE 70s (incl. 80th Ave) Bikeway project.This is an urgently needed and great improvement that will create safer biking and walking to Vestal and Bridger Schools, PCC's SE campus, Montavilla's Community Center, and neighborhood shops and services throughout central SE Portland.	TSP-70052	South Tabor
1761	Cory Poole	11/11/15	The section of 47th between stark and Burnside sees a great deal of bicycle traffic. Currently there is no shoulder or bike lane. We have seen many close calls as motorists pass dangerously close to cyclists at high speed. Please consider changing the intersection at Burnside to not allow through traffic onto 47th in one direction. This would make the short segment of 47th a one way street and would not significantly impact traffic flow in the area since 47th effectively ends at stark. This would create the space for proper bike lanes.	TSP-70010	North Tabor
1760	Terry Dublinski-Milton	11/11/15	This project NEEDS a connection SOUTH of the Banfield to the 60th street MAX station. This region of North Tabor is called "The Pocket" and is has no east-west neighborhood roadway connectivity. One either has to go south past Glisan then east, or North to Halsey, hence a bikeway is needed running past the Juvenile detention facility west to NE Oregon and the MAX station.	TSP-40086.1	Montavilla
1759	Terry Dublinski-Milton	11/11/15	Good project, but it needs to include a modernization of Coe Circle minimally in this process.	TSP-70005	Richmond
1758	Terry Dublinski-Milton	11/11/15	Nice bikeway, but it too short. This route could stay east of Caesar Chavez and connect south all the way to Reed College and north past Laurelhurst park meandering through the neighborhood until 37th and Hasslo where it could head east to the Hollywood MAX, or North on 37th to the Sandy overpass and finally connecting to the established 38th street greenway in NE.	TSP-70073	Richmond
1757	Terry Dublinski-Milton	11/11/15	This bikeway should be extended to 45th. That way a commercial access bikeway throUgh Southeast can be built, Belmont to 45th, north to Burnside east to 76th, south to Stark-Morrison and points east.	TSP-20063	Buckman
1756	Terry Dublinski-Milton	11/11/15	Having lived on this street for 12 years I am tired of calling 911 after accidents. There is Mount Tabor Middle School where the children hang out in front of 711 as there is no crossing at 57th. Burnside needs a ROAD DIET with protected bike lanes. This project has local support, on my block 11 out of 12 residents support bikelanes over parking, I asked them.	TSP-70010	North Tabor
1755	Terry Dublinski-Milton	11/11/15	This greenway has nearly unanimous support along its entire length. Multiple pedestrian crossings of multiple higher crash and danger roadways would be built with this. Local money should be appropriated to build this bikeway ASAP.	TSP-70071	South Tabor

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1753	Soren Impey	11/10/15	This bikeway is a critical to continued increases in cycling mode share. Based on the city's stated goals in the Climate Action Plan, Portland Plan, and Bike Plan implementation of multimodal improvements should be moved up to years 1-10.	TSP-70074; TSP-700	Woodstock; Cresto
1751	Soren Impey	11/10/15	This bikeway needs diversion to limit traffic volumes.	TSP-40116	Irvington
1750	Soren Impey	11/10/15	The Bikeway should not detour the vibrant commercial destinations on 28th.	TSP-40074	Laurelhurst
1749	Soren Impey	11/10/15	This bikeway is a critical to continued increases in cycling mode share. Based on the city's stated goals in the Climate Action Plan, Portland Plan, and Bike Plan implementation of multimodal improvements should be moved up to years 1-10.	TSP-90047	South Portland
1748	Soren Impey	11/10/15	A protected bike lane should be built to encourage continued increases in active transport mode share.	TSP-90016	South Portland
1747	Soren Impey	11/10/15	Division should have improved pedestrian and bicycle facilities. A protected bike lane here is a critical to continued increases in cycling mode share. Based on the city's stated goals in the Climate Action Plan, Portland Plan, and Bike Plan implementation of multimodal improvements should be moved up to years 1-10.	TSP-70014	South Tabor
1746	Soren Impey	11/10/15	This bikeway is a critical to continued increases in cycling mode share. Based on the city's stated goals in the Climate Action Plan, Portland Plan, and Bike Plan implementation of multimodal improvements should be moved up to years 1-10.	TSP-70013	Richmond
1745	Soren Impey	11/10/15	This bikeway is a critical to continued increases in cycling mode share. Based on the city's stated goals in the Climate Action Plan, Portland Plan, and Bike Plan implementation of multimodal improvements should be moved up to years 1-10.	TSP-20063; TSP-401	Buckman; Kerns
1743	Jason Donnelly	11/9/15	I am in favor of the proposed R7 zoning. The high density zoning has already had adverse effects in our neighborhood livability and extends into the local schools with overcrowded classes.	LandUse-417-1321	Hazelwood
1738	Garlynn Woodsong	11/9/15	The SE corner of the hospital campus, from Stanton to Russell, Vancouver to Williams, as well as Russell to Knott, Vancouver to Commercial, should be re-zoned from Campus/Institutional to Mixed Use (CM3). The Hospital has no plans to convert this land to its highest and best use, so it should be returned to the private sector to allow for the traditional neighborhood center in this location to be re-built.	LandUse-24-1172	Eliot
1737	Garlynn Woodsong	11/9/15	This project should be defunded in favor of projects that will do more to help meet our GHG-reduction and mode share goals. The pedestrian and bicycle facilities can be easily constructed without adding any lanes to the roadway.	TSP-70030	Sellwood-Moreland
1736	Garlynn Woodsong	11/9/15	This project should be defunded in favor of projects that will do more to help meet our GHG-reduction and mode share goals.	TSP-80042; TSP-400	Hazelwood
1732	Garlynn Woodsong	11/9/15	This project should be de-funded in favor of projects that help to meet our GHG reduction and mode share goals.	TSP-40129	
1731	Garlynn Woodsong	11/9/15	While auxiliary lanes are the state of the practice for moving automobiles, they do very little to reduce GHG. This project should be de-funded in favor of other projects that will help to meet our GHG and mode share goals.	TSP-40046	
1730	Garlynn Woodsong	11/9/15	This project should extend east far enough to connect to the existing I-84 multi-use path at 122nd; work with regional partners to ensure this path extends all the way to Troutdale.	TSP-40118	Montavilla
1729	Garlynn Woodsong	11/9/15	Traffic signals might be a good place to start, if traffic circles can't be made to fit.	TSP-60031	Forest Park
1728	Garlynn Woodsong	11/9/15	A bridge over Burnside at this location can't happen soon enough.	TSP-60024	Hillside
1727	Garlynn Woodsong	11/9/15	This is an excellent project; the only issue is that it doesn't appear to extend far enough west to hook up to the bicycle network in Beaverton.	TSP-90096	Arlington Heights
1726	Garlynn Woodsong	11/9/15	This project only makes sense if the public gets ownership of the rail line in trade.	TSP-30066	Kenton
1725	Garlynn Woodsong	11/9/15	This project needs to include adding a bicycle & pedestrian path to this bridge, just like on the Steel Bridge's lower deck.	TSP-30063	St. Johns
1724	Garlynn Woodsong	11/9/15	Flanders needs a bridge over I-405, ASAP.	TSP-20097	Pearl
1723	Garlynn Woodsong	11/9/15	This project needs, as a matter of policy, physical diversion of cars off the greenway at major intersections, regardless of existing or projected vehicle volumes. The street widths are simply too narrow to expect this to become a successful greenway, with two-way auto traffic and two-way bicycle traffic peacefully coexisting using only a single bi-directional lane.	TSP-40074	Laurelhurst
1722	Garlynn Woodsong	11/9/15	This importance of this project cannot be overstated. If a new 7th/9th bicycle greenway is to work, a bridge must be constructed here.	TSP-20077	Lloyd District
1721	Garlynn Woodsong	11/9/15	This is an excellent idea; traffic does get backed up in this area, and a couplet with curb-adjacent protected bicycle lanes would be an excellent fix.	TSP-20073	Buckman
1720	Garlynn Woodsong	11/9/15	Cesar Chavez Blvd need a road diet, to take it down to one lane of mixed-flow traffic in each direction, plus physically-protected curb-adjacent cycle tracks. Major intersections could be converted to traffic circles to further calm traffic. Such a major transformation of the street would be a bold statement that the old 20th century paradigm of mobility for cars at all costs has been replaced with a new paradigm of people first!	TSP-70005	Richmond
1719	Garlynn Woodsong	11/9/15	Hollywood should become a Bicycle District. Taking Sandy, Broadway, Halsey, and other streets down to one mixed-flow traffic lane in each direction would decrease crossing distances, create room for physically-protected curb-adjacent cycle tracks, and generally contribute to the livability, ambiance, and economic vigor of this neighborhood.	TSP-40045	Hollywood
1718	Garlynn Woodsong	11/9/15	Sandy needs a road diet. One lane of mixed-flow traffic in each direction should be completely sufficient. Adding physically-protected curb-adjacent bicycle lanes, physically protected from traffic by the parking strip, would create a new eastside bicycling oasis to connect the Hollywood District (and points east & north) to downtown and the Central Eastside. Don't underestimate the impact this could have; currently, more people ride bicycles than ride TriMet to commute to downtown from these neighborhoods, and that is with the existing paltry level of infrastructure!!	TSP-40068	Roseway

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1717	Garlynn Woodsong	11/9/15	<p>First, the problem: 82nd Avenue is a state highway through an urban area which has been the focus of strip-style automobile-oriented commercial development. Bicycles and pedestrians have never been more than an afterthought.</p> <p>Then, the solution: what 82nd Avenue really needs is to be transformed from a strip into a series of centers and corridors. It's broken, both in terms of land use and transportation. To fix it, one must address both issues. Right now, it's an endless strip of nothing attractive, from the Portland Airport all the way down into Clackamas County.</p> <p>In order to transform 82nd from a strip into a series of corridors and centers, it will need to see large-scale redevelopment, including both land use and transportation. Where there is room, generally on the east side of the street, it should become a one-way couplet, with two through traffic lanes, one to two two parking lanes and a bicycle lane in each direction. Call it 82nd and 83rd avenues acting as a couplet. This would happen only in some places: such as from just north of Division (the split could happen at Sherman St) to just south of Foster (split/re-merge at SE Reedway Street), then again around Johnson Creek Blvd (split at SE Gray St) to south of SE Sunnyside Rd (split just south of SE Sunnybrook Blvd).</p> <p>In each of these areas, the major east-west arterials would also need to split into a couplet on either side of 82nd Ave. So, Division would split into two sections at 81st Ave, then merge at 84th Ave. This would allow four individual intersections with timed signals to handle all the turn movements and throughput, rather than a single, large, dysfunctional intersection. With shorter crossing distances and slower speeds, this arrangement will be safer for all users, and yet will be able to move a higher volume of traffic. Powell, Holgate, Foster, Johnson Creek Blvd, King Rd, Monterey Ave, Sunnyside Rd, and Sunnybrook Blvd would thus all need to become couplets for the few blocks on either side of 82nd. (For those streets outside of the current city limits... is annexation a possibility? Could other jurisdictions in Clackamas County be convinced to come on board with such a vision?)</p> <p>For the in-between areas, where the couplet does not exist, 82nd should slim down to ideally just one traffic lane and a bicycle lane in each direction, with the bicycle lane adjacent to the sidewalk and buffered from traffic by a landscaped planter strip. Driveways should be removed from 82nd between intersections completely, with auto access to businesses provided from side streets or by installing and using alleys. Left turn lanes should only occur at intersections, with either landscaping in the median between intersections, or the lanes of traffic separated by a double yellow line and the extra ROW dedicated to the pedestrian space.</p> <p>For the areas within a couplet, the amount of real estate fronting an arterial would thus double in terms of linear feet of street frontage. At especially prominent intersections, the block in the middle of the two halves of each arterial could even become a public plaza, creating public space and a neighborhood center where currently only asphalt for traffic exists. The transformative potential to improve the surrounding neighborhoods cannot be overstated.</p> <p>This sort of massive reconfiguration of 82nd is exactly the sort of project that redevelopment was invented to tackle. Large amounts of real estate will</p>	TSP-40013	Montavilla
1716	Garlynn Woodsong	11/9/15	<p>This project needs to include protected bicycle lanes leading to and from every bridge with bicycle facilities leading to Downtown, as well as to other surrounding bicycle facilities in adjacent neighborhoods. Bicycles should be able to traverse downtown using physically-protected lanes that run at the same frequency as the standard for the rest of the city -- not more than three blocks in any direction (per the Bicycle Plan).</p>	TSP-20115	Downtown
1715	Garlynn Woodsong	11/9/15	<p>The speed limit on this street needs to be dropped to 25 mph, even before construction begins. I already know of one accident related to vehicles traveling too fast -- at speed limit -- not being able to stop when other vehicles pull out in front, due to blind intersections (Portland doesn't ban parking within the legally-required distance of intersections).</p>	TSP-40053	Vernon
1714	Garlynn Woodsong	11/9/15	<p>Nearly \$15 million for a project that doesn't specifically include bicycle infrastructure, surrounding the primary bicycle access point from central Portland to the Airport? Toss this project out, and re-write one that is focused on allowing the City to achieve its GHG and mode share goals. Trucks don't seem to have any problem this corridor currently, why waste this much money on a single-mode project with no clear benefits?</p>	TSP-40102	Cully
1711	Martha Johnston	11/9/15	<p>The completion of N. Vancouver Ave. to Elrod Rd. then North to NE Marine Dr is very essential to provide access to the trail system gap. this would allow the 750 homes is our East Columbia NA access to the trail system that we don't have now. We have several sections with dedicated easements and several sections where tht trail is actually built. This would also allow our sub-trail to the Columbia Children's Arboretum in our area as drawn out in the city Council approved Plan in 1991. The east columbia Natural resource Management Plan..</p> <p>Also, this would be an excellent project for the Levee Ready Columbia (OR Solutions) to build an confluence project for education of the public on the trail at NE Marine Dr. at the Open Space Zoneing. This would provide the only public access to the Columbia River to the East Columbia Neighborhood and Bridgeton Too!</p> <p>Educational signs and High water markers could be displayed as part of the Levee Ready Columbia Project. Perhaps as a Bike;/Pedestrian Park only... That way it would keep the park Trail friendly.</p>	TSP-40114	Sunderland

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1710	Rachel Glaves	11/9/15	Enhanced pedestrian and bicycle crossings are sorely needed. Members of our house cross the pedestrian crosswalk at 36th every day, and it's especially dangerous at night when drivers don't see people in the crosswalk until they're within 100' or so. Bicycle crossing north/south across Powell near us is particularly bad, and crossing at the intersection of 39th isn't a good option because it forces bicycles onto the narrow sidewalks. Wider sidewalks, a dedicated bike route, or lit crossings would improve things a lot.	TSP-70045	Hosford-Abernethy
1708	Gene Rozenboom	11/9/15	My kids bike and walk to school. Patton Road is almost impossible to walk on. Please improve. Thank you.	TSP-90054.2	Southwest Hills
1707	Gene Rozenboom	11/9/15	My children walk to school and this is not a safe street. Please improve walkability.	TSP-90034.2	Bridlemile
1705	Kim	11/6/15	This is somewhat confusing since only a very small portion of this one back lot has a zone change. Is it normal for just one single lot to have two different zoning codes? Shouldn't it all be one zone? Just a little bit confused about this.	LandUse-1171-4109	Multnomah
1704	Julia Apt	11/5/15	Argay Terrance wants the new traffic from the yet to be built Castlegate Apartments go out on 148th instead of 122ed. It is dangerous because you can't see very far because it is a hill, plus elderly people who drive from the Parkrose Chateau out to 148th Avenue already have problems getting on to 148th because of congestion and speed of cars driving up the hill. Even 60 cars trying to get on 148th Ave will make it more dangerous just a few feet from the retirement home. Please do not change your current plans.	TSP-50009	Argay
1701	Peter Collins	11/4/15	<p>With the change in use in the update of the City's Comprehensive Plan, I would like to submit this formal testimony as record to request that the address of 3436 NE 47th Avenue (Portland, OR 97213), also be formally rezoned concurrently with the intended use change associated with the Comp Plan.</p> <p>The primary reason for my request mirrors my reason for the use change; I would like to see the entire Fremont Avenue block (south side) from NE 47th to NE 48th Avenue develop uniformly. Currently, only 4730 NE Fremont Avenue is changing zoning. I believe the long-term development of the entire block would be more beneficial to the density goals set out by the Comp plan. Also, Fremont is very 'patchy' in its development, especially along the south side, so creating a uniform look will help the local businesses thrive and create a more dynamic livability along Fremont. This concept is not new - Williams, Alberta and Division streets all come to mind as corridors which are changing uniformly on both sides of their respective streets.</p> <p>Being that our property abuts Fremont, creating this zoning change now, will make for a better Fremont street in the future.</p> <p>Please confirm you have received this message as formal testimony and the request is understood.</p> <p>Thank you for your time and consideration.</p> <p>Pete Collins Owner of 3436 NE 47th Avenue, Portland, OR 97213</p>	LandUse-788-2257	Rose City Park
1698	Tom Nichols	11/3/15	A large portion of the Bridlemile school enrollment area West of Shattuck and N or Hamilton cannot safely bike or walk a stroller to school due to the hazards at this intersection. Widening at least one side of Shattuck between Hamilton and at least Lowell should be a priority to encourage a safe way for these SW communities to get to school without exacerbating the car congestion in the area. In my view the priority should be extending safe bike/walking options to the school area to allow low traffic neighborhood streets to connect.	TSP-90034.3	Bridlemile
1697	REBECCA MODE	11/2/15	I oppose my properties zoning change. My lot is large, centrally located and should remain R2. The large lots at the end of my block have no proposed change of zoning. I was informed this is because I am in a conservation district made 30 years ago. The houses on my block with no zoning change proposal are older than mine. I wish to remain r2 so that I can some day build another duplex on my property which R.2 allows as I have 9,375 SQUARE FEET.It makes no sense to me why I would be changed to a single dwelling property.I have lived here for 16 years and have no desire to tear down the duplex I have and am raising my family in. I only want the opportunity to keep my current zoning so I could have the opportunity to build respectfully in the future if I am able.	LandUse-140-1112	Eliot

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1693	Robin McIntosh	11/1/15	Commercial development does not belong on Caruthers. This is a small residential street with no room for the traffic and congestion that comes along with commercial development. Increased density and development on Division has already brought more delivery trucks, moving trucks, garbage trucks, maintenance vehicles and cars to Caruthers and 37th. Delivery vehicles parked on Division decrease visibility for drivers and bikers turning onto Division from 37th, and for pedestrians crossing the street. This dangerous bottleneck will be even worse if Caruthers becomes a street with businesses on it that will need to be serviced by more large, loud vehicles, which will all need to turn on to Division - after parking (or double parking) on Caruthers. Current, grandfathered-in zoning has unfortunately already allowed one large building on Caruthers, and will result in at least one more. Caruthers, Division, and the others streets in the surrounding neighborhood cannot get wider to support the increased traffic and congestion. Caruthers already serves as a buffer between the business district on Division and the surrounding neighborhood, but this function will be lost if commercial development is built on Caruthers too. The narrow, residential streets North of Caruthers cannot support the increased traffic and congestion that would be caused by businesses on Caruthers. Increased residential infill will already add to the traffic on Caruthers and neighboring streets. Commercial development on Caruthers will create a terrible mess in the whole neighborhood, and will add to the mess that is already on Division. Commercial development on Caruthers is not a good solution for anything or anyone, and would create many problems - for everyone. Caruthers is the wrong place for commercial zoning.	LandUse-1112-8123	Richmond
1689	James Kreipe	11/1/15	As a property owner in this proposed zone change area I must object to this change. It would affect my future plans for the property upon which I purchased the property back in 2006.	LandUse-178-1192	Powellhurst-Gilbert
1688	Scott Schaffer	11/1/15	Proposed zoning change #94 to R2 would be a mistake. The purpose of the original revocable permit to (temporarily) allow commercial use was to save historic homes in a historic district at a time where the Kings Hill neighborhood was sliding into disrepair. The original idea is that such houses would revert back to single family residential use when the economy was right. Changing the zoning to R2 would only hasten the demise of the buildings as they would be razed and then redeveloped, thus making the developer a tidy profit. My understanding is that even the property owners do not want this to happen. Keeping the status quo is a surer way to keep Portland's historical neighborhood intact.	LandUse-94-5345	Goose Hollow
1686	Lucia Thoenig	11/1/15	This is hands down the most absurd proposal I have ever seen. This is a single residential street, most of which is unincorporated Multnomah county. The entire neighborhood lacks sidewalks. There is zero benefit to putting a sidewalk on this street. Clearly no County or City planner has ever walked this street. This would destroy the character of the neighborhood while spending money on something that wouldn't benefit anyone! No one is walking anywhere on this random residential street. DO NOT BUILD A SIDEWALK HERE AND WASTE YOUR MONEY!	TSP-90079	Bridlemile
1685	Lucia Thoenig	11/1/15	This area should NOT be heavily developed and if the proposal is intended to limit development, then the proposal should be approved. This area is full of streams and open space and it should remain as such.	LandUse-235-915	Bridlemile
1684	Tanya Dreke	10/31/15	Washington county provides sufficient services. There is no desire or need to be part of the city of Portland or Multnomah County.	LandUse-747-1443	
1683	Christian Dreke	10/31/15	The services we currently have as part of unincorporated Washington county are fully sufficient.	LandUse-747-1443	
1681	Tommy Harrington	10/28/15	It would appear that your proposal for the Lombard corridor only extends to I-5, while the stretch of Lombard from I-5 to MLK is a complete hazardous mess that cuts a residential neighborhood in half. This particular strip of Lombard is 4 lanes where cars and massive trucks travel at extreme high speeds and, for some reason, have a tendency to deposit trash on the lawns of houses as they travel through the corridor. The two small pockets of neighborhood commercial areas at Albina and Vancouver are unattractive for further development because there is very little parking in the area--and none on Lombard-- just an unmonitored highway. Also, our neighborhood park is north of Lombard, so the majority of the neighborhood is cut off from the park because there aren't any crosswalks for kids to use on any of the streets that connect to the park. Something needs to be done.	TSP-30037	Kenton
1675	Alex Cooley	10/27/15	I am a property owner who will be impacted by the proposed change from low density multi-dwelling to mixed use - urban center. I am supportive of the change, which I believe will gradually encourage a more vibrant and unified Weidler/Broadway couplet to the benefit of the surrounding neighborhood.	LandUse-796-3658	Sullivan'S Gulch
1674	chris waldron	10/27/15	Reflecting back on this, I wish to see the zone change as the city has recommended. All of my property was residential to begin with, but sometime later, the city changed some of it to industrial. I would like for it all to be residential. I can be reached at xxx-xxxx. Thank you.	LandUse-252-1371	Cathedral Park
1673	Scott Huff	10/27/15	How is the city planning to mitigate impacts of increased traffic on N Tomahawk Island Dr between I-5 and the southeasterly end of Hayden Island? With only one of the three of the buildings at Yacht Harbor Club occupied, there is already much more traffic on the street. When this project is completed, and others possibly built, the traffic situation will become more difficult in terms of the interaction of cars, bicycles, and pedestrians. In particular, are there plans for signage and signalization at the intersection of Tomahawk Island Dr and Jantzen Beach Av and for speed control along the road? Also, I strongly suggest that cross walks (possibly signalized) be installed in several locations, two of which would be where the sidewalk switches sides of the road, southeast of Lotus Isle Park and southeast of the McCuddy's Island Marina.	TSP-30018	Hayden Island
1658	john crabbe	10/26/15	necessary and we will certainly need high speed here - it is cheaper now	TSP-90105	Multnomah
1657	john crabbe	10/26/15	necessary and we will certainly need high speed here - it is cheaper now	TSP-90105	Multnomah

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1656	john crabbe	10/26/15	great idea!	TSP-90017	Multnomah
1655	john crabbe	10/26/15	would certainly improve safety on 35th, especially at night	TSP-90100	Multnomah
1654	john crabbe	10/26/15	this one seems like a good idea to me - currently nothing between 19th and 35th	TSP-90061	South Burlingame
1653	john crabbe	10/26/15	I currently would not ride on taylor's ferry in its current shape	TSP-90065.3	Markham
1652	john crabbe	10/26/15	This one has long been needed, and is inexpensive - it would get pedestrians and bikes across terwilliger without fear of death or a half-mile detour	TSP-90065.3	Markham
1651	Autumn Peterson	10/26/15	I am wondering if this new designation would allow me to build an ADU on my duplex property?	LandUse-1020-694	Overlook
1650	Adam Herstein	10/25/15	Division east of 52nd should have cycle tracks.	TSP-70013	Richmond
1649	Rose Mary Colorafi	10/23/15	It appears that there may be some hope for a bikeway on SE Ellis St. - SE 83rd to SE 92nd Avenue. It is not clear if those of us who like to transport by using our two legs, instead of wheels, aka walk, will benefit or if the road will be narrowed to cars instead. I am in strong favor of installing sidewalks where there are none on SE Ellis Street in this area. Thank you.	TSP-70017	Lents
1648	valerie Joachim	10/23/15	As a resident in this effected area, I am in support of the propose mapping change to R5000, which appropriately reflects the development of this portion of our neighborhood. It is appropriate too, as the Harold max station will never happen, and the density proposed in 1980 to support that station, never occurred, nor would it be appropriate unsupported by other infrastructure and transit improvements, which are not occurring. Thank you for adjusting this map to reflect the past, current, and on-going character of the Westmoreland neighborhood..	LandUse-772-1314	Sellwood-Moreland
1647	Alison Hilkieh	10/22/15	Knapp Street is the only street between Duke and Flavel that goes all the way through from 82nd to 92nd. Driver behavior is to avoid the lights at 82nd and 92nd at Flavel, and use Knapp St instead. There is often speeding, failure to stop at stop signs, and other dangerous behaviors. The increased traffic is very unwelcome and discourages bicycle use. To change driver behavior and make the street friendlier for bicycling, I request that Knapp be capped at 85th Ave so that it no longer goes through. Capping 85th Ave also would create a lovely pedestrian plaza at a location where there is already an intersection painting, an information kiosk, and a neighborhood bench/gathering space.	TSP-70075	Mt. Scott-Arleta
1646	Annette Stanhope	10/22/15	This largely unfinished and unlit road is a source of daily criminal and nuisance activity. Please consider putting this on an earlier timeline. Improvements will deter this activity and help businesses on Sandy.	TSP-50001	Parkrose
1645	Chris Waldron	10/22/15	I Chris Waldron, and my husband Daniel have lived at the above address for 52 years. I was a single wage earner for 36 years working for the teamster health, welfare and pension retirement department (NW Administrations). We enjoy our property with our family and now with our grandchildren and children of the neighborhood. We would like to keep the zoning as it is. We do understand the 20 years of flexibility and the importance of keeping the zoning uniform. However, our case is different as there are light industrial zones in front and along side of us. We would like to stay with the current zoning with which we are currently considered rather than to move to the proposed Single-Dwelling 5,000 zoning proposed to us. Please consider our request to keep our map designated zoning with your sustainability commission as it now appears. Our full address is: 10048 N Edison St. Portland OR 97203 State ID#: 1N1W02DA 5700 Current Comprehensive plan designation: Mixed Employment	LandUse-252-1371	Cathedral Park
1642	Richard Dickinson	10/22/15	Nice to see recognition of the need for long-term natural open space in our area. The long term ecosystem services afforded by such a designation will be appreciated by future generations.	LandUse-560-1037	Pleasant Valley
1641	Richard Dickinson	10/22/15	Similar to the area to the north and west, this area has a patchwork of narrow streets, sometimes unpaved, that lack good connectivity. Our schools are at capacity, and we lack good safe walking passage for children. US 26 or Powell, our closest arterial, is one of the more dangerous places in the city. Given these factors zoning this area R7 single family dwelling seems fully appropriate.	LandUse-336-3352	Centennial
1640	Richard Dickinson	10/22/15	This area is a patchwork of narrow streets, sometimes unpaved, that lack good connectivity. Our schools are at capacity, and we lack good safe walking passage for children. US 26 or Powell, our closest arterial, is one of the more dangerous places in the city. Given these factors zoning this area R7 single family dwelling seems fully appropriate.	LandUse-418-1324	Powellhurst-Gilbert
1639	Richard Dickinson	10/22/15	It is nice that the city recognizes that infrastructure in this area is lacking for even our current density, and that even with zoning it to R5 they plan to continue to work on new schools, safe passage to school, better access to parks, and pedestrian improvements.	LandUse-282-1316	Powellhurst-Gilbert
1638	Richard Dickinson	10/22/15	Most of this area is well away from what could be considered a center or a corridor, with many of the streets not in a formal grid, and access to shops and restaurants more difficult. Changing the area to R7 seems fully appropriate given our lack of infrastructure in the area.	LandUse-414-981	Powellhurst-Gilbert
1637	Richard Dickinson	10/22/15	Most of the homes in this area are on lots that are at least 5000 square feet, if not more. Given the lack of sidewalks, the condition of the streets, the capacity of our schools, and the lack of easy access to playgrounds and ball fields, the proposed R5 single family zoning seems fully appropriate.	LandUse-282-950	Pleasant Valley

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1636	Richard Dickinson	10/22/15	Abutting the flanks of Powell Butte, this area is fairly steep, and has potentially unstable soils. Some of this area is even under one of the Water Bureau's tanks, a slightly worrying thing in the event of a major tectonic subduction event. Changing the zoning to single dwelling R20 seems fully appropriate.	LandUse-178-1192	Powellhurst-Gilbert
1635	Richard Dickinson	10/22/15	Given that this area is on the flanks of Powell Butte, is fairly steep, and has potentially liquified and unstable soils, changing the zoning to single dwelling R10 is fully appropriate. I've walked by houses in this area during storms and watched large amounts of water rush downhill, trying to find the path of least resistance. If I were a homeowner on a few of these parcels, I'd probably be concerned.	LandUse-767-1000	Powellhurst-Gilbert
1634	Richard Dickinson	10/22/15	While I support the BPS proposal to "downzone" this area, I think it much more appropriate to zone it R5, similar to what is being recommended on the west side of 136th. Most of the lots in this area are at least 5000 square feet, except the crazy small row houses that have gone in around 137th and Steele. This type of construction does not fit with our current neighborhood infrastructure.	LandUse-283-952	Powellhurst-Gilbert
1633	Richard Dickinson	10/22/15	I fully support the proposed BPS downzoning of this area to R5. Most of this area has few sidewalks, the schools are already at capacity, and parks with playgrounds and ball fields are a trek away. The current R2 zoning over much of this area is too dense for our current infrastructure.	LandUse-282-1317	Powellhurst-Gilbert
1629	James Elliott	10/20/15	Pedestrians walking on Shattuck Rd and or Hamilton need a sidewalk or pedestrian/bike way that properly separates them from auto traffic. To walk to stores on Beaverton Hillsdale Hwy. or to Bridlemil School is not safe. Improving pedestrian safety in this area should have a priority.	TSP-90034.3	Bridlemile
1628	William R Warner	10/20/15	Your proposal to change zoning from R10 to R20 will not accomplish the stated intention of greater public health and safety. The property has already been mostly covered by an Environmental Overlay severely restricting future development of additional housing. What it does do, though, is further restrict future construction of new, modest sized, affordable housing under Planned Unit Development concept. This contradicts what Portland is otherwise trying to bring about, especially for land use in immediate proximity to parks. Of course, as a long-time owner of this property, having purchased it to add to adjoining property for future retirement financing, further restriction in the use of my property will impact my livelihood so I oppose it from that viewpoint as well. I urge City Council to resist making the zoning change based on logic that it will not offer any advantage to the public over what is now permitted with the Environment Overlay but would, in fact, restrict future advantageous use and reduce potential additional tax revenue for Portland.	LandUse-177-1305	Arnold Creek
1604	Laura DeGrace	10/19/15	The condo building where I live is filled with low income to working class people. I see this zoning change as an attempt once more to reduce affordable housing. This is unconscionable. This in not accomplishing what you might in good intentions what to do, but instead pushing out hard working people. I can afford this condo, if it was sold out from under me, I don't know where I would go. I work at Portland State University as an Accountant. Very disappointed in this proposal which is clearly in the interests, once again of developers.	LandUse-684-5417	St. Johns
1615	Jane Gordon	10/19/15	The 65+ age group will be rapidly increasing within the time frame of your assorted projects/plans. Many parts of SW are hilly therefore to get to main thoroughfares neighborhood shuttles would be of benefit, unless you want us all to stay in our cars - & please don't expect us to bike!	TSP-90089	Hillsdale
1599	David Goldfried	10/19/15	Traffic gets very backed up here in the morning in all directions where Capital crosses Barbur and then again at Taylors Ferry. This is a choke point because there aren't a lot of ways to cross Barbur in this part of the city. It is bad going north and south. The 4-way stop at Taylors Ferry and Capital is troublesome. There is a yield sign going from east on Taylors Ferry to south on Capital that is misleading because people treat it as a stop sign even though the lane does not have oncoming traffic. It would be very helpful and inexpensive to remove the yield sign and add some physical deliniators between the two southbound lanes of Capital. The other reason for the congestion is the offramp from the 5 that merges into Taylors Ferry and the onramp off Capital/Barbur. It would obviously be quite expensive, but very helpful to move those slightly. Any future development in this area should require traffic improvements. It's great to include features for walk-ability, but the reality is that this is a major thoroughfare for vehicles.	TSP-90064.1; LandU	Crestwood
1575	David Goldfried	10/19/15	I would prefer that 27th not be connected to Lancaster for vehicular traffic. I believe that the limited access helps keep crime low in this area.	TSP-90053	Arnold Creek
1626	Judith A Alley	10/18/15	The map does not show my property. It seems to show a tax lot that runs on the east side of SE 28th Place both north and south of Rhone. My property is on the east side of 28th Place and is entirely south of Rhone. Why is this one big box? It looks like it means that it is all one property. Your mailing says that my property will be rezoned Multi-Dwelling 1,000. As this is a denser development that seems to indicate increasing value in the future. I can hardly complain. My one concern is that the map accurately reflect the land holdings in this area.	LandUse-1073-4090	Creston-Kenilworth

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1625	Casey Ward	10/15/15	I submitted a complaint about this proposal last time I got a notice. This entire bill is a waste of time. As city leaders you should be spending more time on issues that matter rather than spinning your wheels on things that don't matter, like changing zones. I do not appreciate you downgrading the value of my property from 32 units per acre to 8. This unnecessary reduction limits the value and future use of my property. There is no reason for this change other than to prevent future development. I would suggest you spend your time and money on other issues. Such as your city street draining its runoff into my yard and flooding my yard (an issue I have been fighting with Transportation since April). I currently have street runoff draining into my garden, this runoff contains petroleum constituents. Your failure to act shows a breach of socially conferred duty and a level of negligence, to which you may see in writing in the future. Here is another issue, I know of three houses selling drugs within a stone's throw from my house. I have contacted your police department about this numerous times. Still these meth dealers sell drugs and put their kids at risk, by allowing them in this environment. Furthermore another drug house sells THC concentrated products to middle school aged children. But don't worry, you can sleep soundly, knowing you pushed through this worthless zoning change which did nothing but decrease my property value. It may not mean much, but every single one of you elected worthless officials will never receive another vote from me.	LandUse-282-950	Pleasant Valley
1591	Lisa Bock	10/15/15	This is part of my bike route to and from work. I am grateful there is a bike lane here already, but I do get tired of dodging glass and this stretch is very unappealing. Perhaps can you work on taking down the awful green barrier to the cemetery and why the barbed wire? It's very ghetto, keeping people out not inviting people in.	TSP-40037	Roseway
1590	Casey Ward	10/15/15	It is utterly appalling that you are making my property's zoning more restrictive while making this zoning RIGHT NEXT DOOR, more accommodating to businesses and commercial buildings. This proposed change will decrease the value of my property by restricting its future use and potential while increasing the burden AND NEGATIVE IMPACT of adjacent sites. While my property will be restricted to less density, the immediate adjacent lot will be allowed more freedom. How dare you! this is a perfect example of how this city does not care for the citizens but only business money! I sent an objection to this proposed change last time I was notified, and I was ignored. As I am sure this comment will be ignored. City leadership should be ashamed. You complain about the state of the city's infrastructure and demand news separate taxes to fix them (road tax). But then you city officials have the audacity to spend time on this enormous waste of time zoning change amendments. Again, HOW DARE YOU! I plan to move out of this failing city as soon as I am out of law school, but until then I will vote for every one of you to leave office. Enjoy your padded seat Mr Charlie Hales, you're a failure.	LandUse-990-392	Pleasant Valley
1559	Lisa Bock	10/15/15	It is dense and traffic crazy here. Thank you for your intention to improve safety here!	TSP-40045	Hollywood
1558	Lisa Bock	10/15/15	I am in support of making Cully less of a thoroughfare and more of a destination! Thank you for working to slow traffic in this neighborhood and making it more inviting for walking and biking!	TSP-40104	Cully
1553	Lisa Bock	10/15/15	Yes! I am in support of making this street more bike friendly!	TSP-40071	Beaumont-Wilshire
1557	Lisa Bock	10/15/15	Yes, please bring Mixed Use - Neighborhood to Cully Blvd! It is considered the gateway street to Cully neighborhood and it needs a serious make over, one that is inviting and makes you want to hang out/be in the neighborhood. Perhaps soon we can say it all started with a coffee shop: so grateful for Bison Cafe for bringing great coffee and a unique and charming atmosphere to this dreadful street. Here's to wishful thinking that New Seasons will take over that Albertsons store too!	LandUse-1064-545	Cully
1597	Filip Schmole	10/15/15	It is unconscionable to propose downzoning at a time when there is such a critical housing shortage, especially of affordable housing. Attached housing is generally more affordable than detached housing. I own a 10,000 sf property in this area that I was planning to develop with four attached housing units (two duplexes). Each would be a modest home available for ~300K. With the proposed change, I will build only two homes, each at ~500K. Now multiply this effect across all of the areas being downzoned. The end result of this proposal: less housing and more expensive housing. We need the opposite!	LandUse-365-1318	Brentwood-Darlingt
1596	Gabe Headrick	10/15/15	I'm in total support of this change. This area is the Reedwood portion of the Reed neighborhood and is a historically significant neighborhood. The existing lot sizes and consistency in housing stock are in line with the R7 zone. The zone change is the right thing to do to maintain the neighborhoods character.	LandUse-58-827	Reed
1556	Melissa Stanley	10/15/15	Would love to see paved streets. Sidewalks. Speedbumps. Any sort of improvement would be an improvement for the street. My kids aren't able to ride their bikes in front of our house because there are no sidewalks. There are GIANT potholes in front of our house. People drive like maniacs through the neighborhood. We would just like to see some love on our streets. Thank you!!	TSP-40071	Beaumont-Wilshire
1548	Mark Sandri	10/15/15	The Mason Greenway project is badly needed and would be used by neighborhood residents should the project be approved.	TSP-40071	Beaumont-Wilshire
1595	Troy Berry	10/15/15	I like the idea of bike lanes on NE Sandy from Hollywood district to NE 82nd. It seems that Sandy is used as a bypass to using 84 to get to 205. I believe that leads to faster drivers on NE Sandy, leading to unsafe conditions.	TSP-40068	Roseway
1547	Diana Rogero	10/15/15	This bikeway is really needed by the families in our community who bike, walk and run along this road, as it connects a library, a school, and a park in my neighborhood alone.	TSP-40071	Beaumont-Wilshire
1594	marty knowles	10/15/15	Would love to see shops, small grocery, restaurants, in this area west of N Chautauqua.	LandUse-202-822	Portsmouth
1593	Angie Farr	10/15/15	It is not clear as to what the colors mean when looking at the map. Dark yellow represents? Light yellow represents? Pink represents?	LandUse-418-1324	Powellhurst-Gilbert

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1555	Jeremy Layne	10/14/15	I agree with the previous poster regarding the rezoning for this neighborhood. Presently, the housing stock is single story bungalows and apartments with some two story apartments. To allow up to 65 units in this area would dwarf the present housing stock and destroy the fabric of the neighborhood. I would suggest this area be zoned in a way that would promote townhouse/duplex construction and other 2 story multifamily dwellings that would complement the current housing stock rather than eclipse it.	LandUse-930-6954	Sunnyside
1546	Wayne Laing	10/14/15	What is proposal change #418?	LandUse-418-1323	Powellhurst-Gilbert
1586	michael wang	10/14/15	My property is located at 3040 SE 82nd Ave. According to the map my property is split in half with only have as mixed use-general corridor. Please make our entire property mixed use-general corridor. We are a motel. Thanks.	LandUse-981-74	South Tabor
1584	Joe Bradford	10/12/15	Rich Newlands has entirely disregarded the Eastmoreland Neighborhood Associations Direction to NOT place Bike Path Sharrows on 32nd Ave. A letter was submitted stating that the Bus and Bikers could not coexist without some safety issues and ENA recommended moving it to Reed College Place. After countless email to clarify this with Newlines, the alignment is still on 32nd Ave. 32nd Ave has never been on any map in the past 10 years of bike paths shown in this area and it has not been approved by neighbors no the neighborhood association and in fact has been endorsed on Reed College. Newlines 20s bike project is going forward with 32nd ave according to Newlines himself and not taking into account ANY of the associations recommendations. I polled the neighbors on 32nd ave if they thought a bus and bike path on the same narrow street would be safe and 31 our of 32 households overwhelmingly were opposed. I have the poll the prove. When i asked transportation engineers to write a letter regarding if the path would be safe they deferred to " not wanting to comment" due to political death by not getting on the City's bad side. Please email your Commissioner and Rich Newlands if you agree that 32nd Ave is the WRONG place for a bike path shared with a Bus. One or the other is fine, but both simply won't work.	TSP-40074	Laurelhurst
1583	Kathryn Hartinger	10/12/15	Numerous lots on the south side of NE Pacific near 87th Avenue came into private ownership a year or so ago (sold by Multnomah University) and should be rezoned to reflect this. They should not be institutionally zoned, but rather zoned R5 or equivalent. They are already developed with single-family dwellings.	LandUse-28-857	Montavilla
1552	Steven Szigethy	10/12/15	Mayor and Commissioners, I strongly support the inclusion of the Reedway Ped/Bike Overcrossing in the Portland TSP and advocate for its construction in the 10-year time frame indicated therein. The project would provide a safe, low-stress connection over three heavily used transportation facilities (Highway 99E, MAX Orange Line and the Union Pacific Railroad) and solve one of the worst connectivity issues in southeast Portland. As high-density residential development continues to occur in northern Westmoreland, new and existing residents need better ways to get to jobs in the Brooklyn industrial area, classes and events at Reed College, and more distant connections along the 20s Bikeway. Thank you for this opportunity comment.	TSP-70049	Eastmoreland
1582	Maryhelen Kincaid	10/11/15	This intersection has always been a very dangerous intersection and many ECNA residents are concerned about the safety of this intersection. With recent construction of a 3 story apartment building it is even more limited in sight lines when entering Marine Dr from either 6th or Faloma.	TSP-40079	East Columbia
1580	jeff burns	10/10/15	The entire rezone of the area east of Lone Fir Cemetery continue to concerns me that a core of the city is going to be wiped clean and undergo massive development. The rezone seems that it should take a lighter tone of density and be steadily increased with each comp plan, rather than the 3x increase in density that is proposed. There are multiple small bungalows that a part of those blocks that will be dwarfed by development coming in, if not plainly replaced.	LandUse-930-6954	Sunnyside
1579	jeff burns	10/10/15	The rezone designation to anything other than open space for Block 14 at Lone Fir Cemetery seems inappropriate. The unmarked graves of our city founders were supposed to be memorialized, not developed upon.	LandUse-1104-4753	Buckman
1578	jeff burns	10/10/15	This comment is in regards to the finger of mixed use that extends along SE 18th south of Ankeny. It doesn't seem appropriate for the current scale and bulk and density of the existing neighborhood, which seems to work well as is with the current bike path. Introducing a heavier commercial use near the school will also present additional parking issues and traffic that would create further conflict. I do not see this rezoning as a positive.	LandUse-1099-429	Buckman
1577	Alan Gunn	10/8/15	The intersection of Moody and Whitaker (just south of the streetcar stop, the tram, and go by bike) creates a very dangerous situation. Folks dropping off children at the Healthy Starts Children Center can't see bikes coming from their side mirror which creates a dooring problem and blind spot hazard. If the streetcar is coming, and a car pulls out, there is no where to go on a bike which could cause a very bad accident between bike/streetcar, bike/auto, or bike/tracks. I strongly feel there should be a grade separated bikeway from the tram to SW Bancroft. Street parking could be removed (or use the empty lot there) and the day care parents could get a special 15min parking zone across the street to reduce conflict. Perhaps the new road be designed to carry more bike traffic, and the waterfront path would help too.	TSP-20039	South Portland
1534	Jerry Johnson	10/7/15	I am concerned regarding the proposed routing of the Springwater Gap Trail. It would seem to make the most sense to keep this along the RR right of way, which is rarely used.	TSP-70053	Sellwood-Moreland

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1573	Merrilee Spence	10/6/15	This map seems to show absolutely no non-bicycle transportation improvements for the Woodstock neighborhood. This is totally unrealistic. Our BPS liaison has repeatedly stated that the intersection at SE 52nd & Woodstock Blvd is at/over capacity. We have a New Seasons opening soon, which will draw even more traffic to the area. Why is nothing planned to address this? The left turn for NB 52nd Ave traffic onto SE Steele westbound has been a nightmare since last summer's (2014) bikeway re-striping project. We were promised that this would be addressed but it hasn't been and doesn't appear on this plan. There are streets on this map shown as paved that AREN'T PAVED. For example, SE Reedway between 45th and 46th Avenues is not paved. There are many others. This gives an inaccurate picture of the state of our unimproved streets, of which we probably have more than any other neighborhood in the City. Woodstock Blvd is the only reasonable east-west route for cars and is over-taxed at present. Alternate east-west routes for CARS need to be identified and developed.	TSP-70028	Mt. Scott-Arleta
1576	Ellen Parker	10/4/15	We fully support the neighborhood greenway project on NE 115th Ave. Given that this area is so close to schools, we appreciate you planning to make it more safe and walk-able so our son will soon be able to walk to school without us having to worry about him walking in the street. We hope this project is prioritized, since this will impact so many students and families in a positive way.	TSP-50044	Parkrose
1520	Glen Bolen	10/2/15	Please Designate Montgomery as a neighborhood greenway and sign for bikes.	TSP-90095	Goose Hollow
1519	Glen Bolen	10/2/15	I love it - please improve. these crossing are all sketchy and a big reason that more west side residents don't ride into town.	TSP-20106	Downtown
1533	Glen Bolen	10/2/15	Please oh please fix Naito. As a commuter on my bicycle it's downright scary. Speeds are high, the surface could be better and people are changing lanes. It's the most direct way into Downtown, so I ride it daily. Please make it safer.	TSP-90060	South Portland
1532	Glen Bolen	10/2/15	Please oh please fix Naito. As a commuter on my bicycle it's downright scary. Speeds are high, the surface could be better and people are changing lanes. It's the most direct way into Downtown, so I ride it daily. Please make it safer.	TSP-90060	South Portland
1491	Glen Bolen	10/2/15	A better bike intersection here would be great. I ride this route 3 to 5 days per week and it's one of the worst spots on my commute.	TSP-90091	Hillsdale
1490	Glen Bolen	10/2/15	yes Please	TSP-90016	South Portland
1489	Glen Bolen	10/2/15	Great Idea!	TSP-90091	Hillsdale
1488	Glen Bolen	10/2/15	Only replace bridge if it means better bike lanes and sidewalks. otherwise put the money toward needed sidewalks on streets such as SW Sunset Boulevard.	TSP-90098	Hillsdale
1476	Glen Bolen	10/2/15	Only replace bridge if it means better bike lanes and sidewalks. otherwise put the money toward needed sidewalks on streets such as SW Sunset Boulevard.	TSP-90098	Hillsdale
1475	Glen Bolen	10/2/15	This is an important connection to a school and park - safer walking facilities are needed	TSP-90003	Hillsdale
1474	Glen Bolen	10/2/15	This is a great bike and jogging street. Good idea.	TSP-90094	Southwest Hills
1531	Glen Bolen	10/2/15	This roadway is in desperate need of pedestrian and bicycle facilities. Lots of walkers, many of which are students, are vulnerable due to lack of sidewalks. Please fix this - as a resident I would be happy to support an umbrella Local Improvement District to help pay for it.	TSP-90063	Hillsdale
1570	Glen Bolen	10/2/15	For the entirety of Multnomah Village - I think that the Mixed use Neighborhood is too low of intensity. It should be an urban center, or the Mixed Use zoning should be modified to allow the density bonuses in areas such as this.	LandUse-1145-484	Multnomah
1569	Glen Bolen	10/2/15	Revision - I just noticed that Barbur gets urban center designation near the Capitol Hwy intersection. I support that as well.	LandUse-1116-8703	Hillsdale
1568	Glen Bolen	10/2/15	I support the Mixed use Civic Corridor designation for the length of SW Barbur from I-5/Terwilliger all the way to Tigard.	LandUse-1116-8703	Hillsdale
1567	Glen Bolen	10/2/15	I would rather see this as the higher density mixed use center zone. Buildings here would have great views and create a nice gateway from the new bridge into sellwood.	LandUse-1107-479	Sellwood-Moreland
1566	Glen Bolen	10/2/15	I would like to see the Hillsdale center expand a bit. Specifically I would add Mixed Use - Neighborhood or corridor to SW Sunset Boulevard from SD Dweitt on the South to two blocks north/northwest of the intersection of SW 18th ave.	LandUse-1147-575	Hillsdale
1565	Adam Szymanski	10/2/15	I moved out of SE to escape the drugs, violence, heavy traffic, and general filth. Please don't let SE PDX spread into this quiet area. Why would you want to build housing structures on fertile farmland? Please reconsider and focus the money on fixing existing units or finishing projects that have sat idle for years.	LandUse-688-1384	Argay
1530	David Lambert	9/30/15	I am very excited about the re-zoning . All of the properties around me are 2,500 sq ft and/or multifamily or high density. I've been waiting for this change for over 10yrs!!! YES!!! About time, and Thank You City of Portland!!!	LandUse-571-1166	Sunnyside
1457	David Lambert	9/30/15	null	LandUse-571-1166	Sunnyside
1545	David Lambert	9/30/15	I am very excited about the re-zoning. All of the properties around me are 2,500 square ft. and/or multifamily or high density. I've been wanting this change for over 10yrs .	LandUse-571-1166	Sunnyside
1544	David Lambert	9/30/15	I am very excited about the re-zoning. All of the properties around me are 2,500 square ft. and/or multifamily or high density. I've been wanting this change for over 10yrs .	LandUse-571-1166	Sunnyside

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1518	Jeffrey Struck	9/30/15	My concerns for this proposed development are as follows: 1) There is already considerable "cut through" traffic on 51st Ave. where 14 small children live and have to contend with speeding cars trying to avoid the intersection of 52nd & Holgate. I fear that development of this area will contribute to the traffic congestion, thereby increasing the cut through traffic; 2) the plans for this development that I have seen seem to assume that new residents will rely on on-street parking. 51st Avenue is already narrow and undeveloped. The last thing we need is more cars on this street!; 3) the development that I have seen throughout the city in the past couple years leaves me very hesitant to endorse this kind of development. The city seems to pay little heed to homeowners who are happy with the current status of their neighborhood. Mayor Hales and the city council are creating considerable (and justified) frustration by their urge to "develop" this city--perfectly good homes are being demolished while enormous "McMansions" and expensive apartment complexes are redefining the nature of this city. That a new development is being proposed a half-block away from my home leaves me very, very concerned.	LandUse-1070-50	Creston-Kenilworth
1517	Thomas M. Bremer	9/30/15	I support and advocate for the proposed change. This proposal will bring my property and my neighbors' in line consistent with most of Inner Southeast Portland. It is consistent with Portland's stated philosophy of density over sprawl. It is the only fair and reasonable choice. Thank you for making this correction.	LandUse-571-1166	Sunnyside
1516	Jordia Blumenstein	9/30/15	Consideration must be made regarding traffic that "cuts through" to get around the intersection on 52nd/Holgate by using 51st. There are 16 children elementary-age and under on 51st and the street is unimproved and dangerous.	LandUse-1070-50	Creston-Kenilworth
1529	Linsey Owens	9/30/15	I'm writing to express my full support of this zone change proposal. We own a tiny historic home that has a very large lot that stretches between 46th & 47th Ave and that has been sitting unused since the early 1900's. This zone change would allow us make the best use of our property for our growing family while retaining the integrity of our charming bungalow. We also think both streets would benefit from a more cohesive look to the property footprints. We believe there are adequate parking, resources to support such a zone change as homeowners there and believe many neighbors support this change. Thank you for your consideration. Linsey Owens	LandUse-571-1166	Sunnyside
1564	Susan Stringer	9/30/15	NE 7th Ave currently has more traffic than it can handle with an added protected bike lane. Traffic calming measures are needed to reduce the number of cars and also the speed of the vehicles that use the street to protect both pedestrians and cyclists if the cycling activity is to increase. This is especially important at the intersection of NE Russell and NE 7th where a 68 unit 6 story apartment building is breaking ground and will have a single entrance onto 7th ave just south of Knott St creating a major pinch point for cars, bikes and pedestrians and increasing the likelihood for accidents and injuries.	TSP-40116	Irvington
1554	Martha Terry	9/30/15	I would like to see more housing for homeless or low income families, and along with that easier access to social services too. I also would like to see shopping and businesses to be more centrally located so that you do not have to travel far for work, entertainment, and groceries. Safe travel for cyclists and motorist to share the road. Keep the commute simple and traffic flowing with growth.	LandUse-990-398	Powellhurst-Gilbert
1528	Celeste Summers	9/30/15	Apartment buildings without parking should either not be allowed or should require that anyone living there not own a vehicle. One of those "Ecohousing" buildings just went in across the street from me and now parking on the street is horrendous. It is so packed that only a single vehicle can drive down the street even though it is a two way street. An even larger apartment building is going in next to the one that was just built. Seeing that even more of this kind of "growth" is planned for my neighborhood just makes me want to move out of it. This makes me really sad because I have really loved this neighborhood for several years.	LandUse-280-933	Mt. Tabor
1515	daniel alexander	9/30/15	The Landis since we're Rossi farms is located is better suited for single family homes. This land sits next to the high school, the brand new middle school, an elementary school, and the new beach park that supposed to go in in the next couple of years. That is a lot of families and kids in this area, and high foot traffic for some random offices will not make this neighborhood better, reduce crime, or protect the massive amounts of children in this area. What better to surround all of this then single-family homes, which this city needs due to the housing shortage. There are plenty of other places to put office buildings, and there are plenty of apartments in this area and up sandy Boulevard. Putting more single family houses in will improve the neighborhood and build a strong community. Which will in turn build stronger schools and make Parkrose/Argay a destination neighborhood.	LandUse-287-802	Argay
1543	Alan Kessler	9/27/15	Division is growing and the commercial corridor has already started to see new vitality in this section. It seems short sighted to give it a limited CM1 designation. This should be CM2 to allow Division to continue to grow. 50th between Division and Hawthorne has fantastic transit access and intersects a Neighborhood Greenway. This land is crying for a denser use than CM1. This could be a lovely vibrant commercial corridor if allowed to.	LandUse-1102-177; I	South Tabor; Richn
1514	Brian Landoe	9/25/15	It is difficult to fully express the immense negative impact this stretch of Lombard has to livability in North Portland. Cars travel at an extremely high speed, run red lights an alarming rate, and the noise they generate makes the road inhospitable to pedestrian traffic. The simple act of reducing the auto lanes, lowering speed limits, and adding on-street parking to serve as a buffer, would bring immediate improvements. Right now, we have a 4-lane highway splitting our neighborhoods, stifling businesses, and creating near-constant hazards to all road users. We need change.	TSP-30037	Kenton

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1513	Brian Landoe	9/25/15	The NW Greenway is perhaps the most important transportation project in Portland. We lack a safe bike/ped route downtown. The Greenway would not only ease congestion (Greeley Ave. is increasingly overburdened by auto traffic) but the riverfront walkway would be an enormous boon to the neighborhood.	TSP-30089	University Park
1527	Marsha Hanchrow	9/23/15	Why stop this project at 34th? My destination from Belmont is usually the Belmont branch library, which is on Chavez. If you're going to abandon me at 34th and make me divert to Taylor, then there will have been no improvement.	TSP-20063	Buckman
1526	Marsha Hanchrow	9/23/15	The 7th (or 8th or 9th) Ave. bike/ped bridge is hugely important. I've been making recommendations to planners on the 12th Ave. overcrossing for years, since before the current configuration, and am continuing to do so. The amount of motor vehicle traffic on it limits the effectiveness of any changes intended to help active transportation. A bridge exclusively for active transportation would take a lot of pressure off 12th, and a lot of pressure off my morning and evening commutes.	TSP-20077	Lloyd District
1525	Ryan Bass	9/23/15	Please be sure to include a crosswalk and speed hump at SW 53rd Ave to allow safe crossing to the trail that connects to SW Julia Ct. Cars drive much too fast here and need to be slowed down.	TSP-90034.1	Bridlemile
1524	Ryan Bass	9/23/15	If additional funds become available it would be very helpful to extend pedestrian improvements north along Shattuck Rd to SW Windsor Ct. This would better connect the NW part of the neighborhood to services on BHH and the trail on SW Lowell Ct, which leads to the school and park.	TSP-90034.3	Bridlemile
1523	Ryan Bass	9/23/15	I would very much like to see the left turn signals at Shattuck Rd upgraded to the new flashing yellow style, which allows turns when there is no oncoming traffic on BHH.	TSP-90019	Hayhurst
1522	Ryan Bass	9/23/15	I am very much looking forward to the completion of this project, and the related projects to create a safe and enjoyable route for pedestrians and bicyclists. Connecting the Fanno Creek trail all the way to the Willamette river will be fantastic!	TSP-90108	Hayhurst
1521	Ryan Bass	9/23/15	Creating a safe connection between Sunset Blvd and Terwilliger Blvd will be very useful to local residents. I would also recommend adding a pull out for west bound buses on Capitol Hwy at Sunset Blvd. This would significantly improve rush hour traffic along this stretch of Capitol and reduce delays for car traffic and bus riders.	TSP-90029	Hillsdale
1444	Ryan Bass	9/23/15	Completing this project will create a fantastic connection to Hillsdale town center! I am excited and pleased to see that this project has been approved.	TSP-90063	Hillsdale
1487	Ryan Bass	9/23/15	I appreciate the city responding to feedback from Bridlemile residents to fund pedestrian, crossing, and bicycle improvements on SW Hamilton and SW Shattuck. I support the phased approach that was developed to maximize the usefulness of the investment in years 1-10. Phase 1 will significantly improve safe access to the school, grocery store, pharmacy, public transit, and parks for local residents; taking advantage of the existing trail system and residential streets. I hope construction begins ASAP!	TSP-90034.1	Bridlemile
1508	Jacob Sherman	9/23/15	With the new Orange Line open (and wildly successful) this is the natural "next step." Put this project at the top of the list!	TSP-70076	Sellwood-Moreland
1507	Jacob Sherman	9/23/15	Fill the gap!	TSP-70053	Sellwood-Moreland
1506	Jacob Sherman	9/23/15	Yes!	LandUse-1091-306	Woodstock
1511	Jacob Sherman	9/23/15	This parcel is an island of awkward commercial in what is an ocean of residential, next to a sea of greenspace. Over the years, several businesses have floundered in this spot, simply because it's a poor location for a business: there are no other urban public services available, there is only street parking, and there is minimal foot traffic. The medical marijuana dispensary is the longest lasting tenant, and it doesn't fit the character of the residential neighborhood at all. This parcel would be better suited residential than commercial.	LandUse-1087-232	Brentwood-Darlington
1505	Jacob Sherman	9/23/15	Downzone Woodstock and Brentwood-Darlington! Stop the demolition epidemic!	LandUse-365-1318	Brentwood-Darlington
1504	Jacob Sherman	9/23/15	In Brentwood-Darlington, which often lacks sidewalks, safe routes for kids, and bicycle lanes, improvements on Ogden would be a vast improvement and incredibly valued by the community. Invest in BD!	TSP-70075	Mt. Scott-Arleta
1510	Jacob Sherman	9/23/15	60's N/S greenway is a great idea! How do we prioritize this, particularly since there is no safe north-south route through the southern end of the City. Additionally, if this were to shift a little further east, 62nd between SE Duke and SE Flavel already has traffic calming in place. There could be real cost savings realized here, and SE 62nd south of Flavel is wide and could easily take bike lanes too.	TSP-70071	South Tabor
1503	David Goodyke	9/23/15	please consider extending the project to Germantown road to avoid creating "orphaned" bike facilities that are not well connected to other bike facilities.	TSP-60015	Forest Park
1486	Michael Salvo	9/23/15	This area is impacted by a high volume of bicycle traffic and visibility issues related to the road alignment with the bridge over the railroad "cut." Drivers have a lot to manage in this particular roadway not withstanding the intersection with N. Carey. Traffic stopping for any kind of business located in this zone would place drivers and bicycle riders in peril of being hit, particularly those driving East through this area. Adequate service and retail exists a few blocks away on Lombard and makes any commercial business located in this zone unneeded.	LandUse-1024-381	University Park
1502	David Goodyke	9/23/15	create a 3 lane cross section for Burnside (one motor vehicle lane in each direction, plus a center turn lane. Add buffered bike lanes from the bridge to 24th. Add parking, curb extensions, stormwater facilities, and expanded sidewalks on the north side where space allows	TSP-20089	Pearl
1501	David Goodyke	9/23/15	create a bike/ped connection under I 84 and over the RR tracks between Lloyd Blvd and NE 3rd Ave	TSP-20110	Lloyd District

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1499	David Goodyke	9/23/15	With the Viaduct improvements, route ALL traffic up and over the viaduct. Close the southbound travel lanes of Interstate Ave from the signal at Tillamook to the signal at Larrabee and convert this to a MUP path. South of the Broadway bridge, the path would continue along the top of the bank (Former Thunderbird property) and connect to the Esplanade on the east side of the RR tacks by traveling under the Steel Bridge on a viaduct built over the RR access road. From Tillamook North, the MUP could continue down a Tillamook on the south side, and join the North Portland Greenway route to Swan Island	TSP-20065	Eliot
1497	David Goodyke	9/23/15	Create bike and Ped facilities along Front from Naito to Kittridge. THis will become an increasingly important connection to recreational opportunities in Forest Park. Creating safe ways for peopel to walk/ride reduces the need to create parking lots	TSP-60019	Northwest Industria
1496	David Goodyke	9/23/15	THe Waud BLuff Bridge needs a ramp for people in wheelchairs, people with cargo bikes and bike trailers, people with strollers, etc. While the connecting trail does not meet ADA guidelines, it does provide access (although it is "high challenge") that the stairs do not. Post he grade, build a ramp and get rid of the exclusionary (possibly illegal) stairs!	TSP-30090	Overlook
1495	David Goodyke	9/23/15	THe connection should be on the west side of Greeley, as far from Greely as possible. The path should continue under the GOing Bridge and run through some walking trils in woods just north of Going. This path could connect to the Waud Bluff Trail and extend around the bluff at PSU. Connections up to Willamette should happen at the "Dog Bowl" (N Jessup), Emerson Ct, Waud Bluff, N BLuff St, N VanHouten Ct, and up hte RR cut tothe Peninsula Crossing Trail	TSP-30091	Overlook
1494	David Goodyke	9/23/15	ON the west side of I-5, use the alley/openspace 1/2 block east to create a low-stress connection from the bridge to Shaver	TSP-30014	King
1493	David Goodyke	9/23/15	Skidmore should provide a safe and comfortable way for people on bikes to move between NE and N Portland and access the commercial streets in Kenton, along Interstate, Mississippi, Williams, MLK and Alberta. Skidmore needs continuous bike facilities added between N Interstate Ave and NE 7th. If buffered/protected bike lanes were added, the Concord, Michigan and Going greenways would become interconnected with safe (and existing!) crossings of Interstate, Mississippi, Williams, Vancouver, MLK, and 7th. Combine this with some real safety improvements to 7th and a new bride over I-84 and the whole inner eastside is starting to have some connectivity. As it stands now, people on bikes will continue to use Skidmore because it provides the necessary connections in N/NE Portland, but these people will continue to be endangered by reckless drivers passing too closely. By using the existing direct route that Skidmore offers, The safe, existing, signalized crossing at busy streets, and the replacement of underutilized parking with buffered bike lanes, the City could connect some if its most-sued Greeways into a highly useful network for a very low cost with very low impact (maybe even an improvement) to people driving.	TSP-40071	Beaumont-Wilshire
1485	David Goodyke	9/23/15	Get rid of freeway-stylke on- and off-ramps onto MLK and Grand from the bridges. Traffic can use the exisitng street grid to maneuver. THese ramps are very dangerous for pedestrians and encourage high-speed driving. THe space these ramps take up could become desirable openspaces or development parcels	TSP-20111	Buckman
1443	David Goodyke	9/23/15	6th Ave from SE Lincoln to NE Davis would make an excellent greenway for bikes if stop signs were turns and diversion included.	TSP-20111	Buckman
1483	Nick Falbo	9/23/15	I am concerned that the zoning of Foster is being modeled after Powell Blvd and 82nd Ave with 'general commercial.' The Auto-Oriented nature of that zone in inappropriate here. Foster road is just as dense, and has the same streetcar era history as Hawthorne, and it is insulting to have an auto-oriented zone forced upon the street. The zoning changes should be a chance to make our city better. On Foster Road, your zoning proposal makes this neighborhood worse.	LandUse-1074-1193	Mt. Scott-Arleta
1442	Nick Falbo	9/23/15	I strongly support the Urban Commercial zoning in this area, to help create a true urban district at 82nd as the gateway to Lents.	LandUse-1075-692	Foster-Powell
1473	Nick Falbo	9/23/15	This should be Urban Commercial. This portion of foster road is mostly filled with streetcar era structures, reflecting a history more similar to Hawthorne Blvd than Powell Blvd. Designating this area as Urban Commercial would support this history with a strong walkable environment. As opposed to the "mostly have an auto-orientation" nature of General Commercial.	LandUse-1074-1233	Foster-Powell
1471	Nick Falbo	9/23/15	This should be Urban Commercial. This portion of foster road is mostly filled with streetcar era structures, reflecting a history more similar to Hawthorne Blvd than Powell Blvd. Designating this area as Urban Commercial would support this history with a strong walkable environment. As opposed to the "mostly have an auto-orientation" nature of General Commercial.	LandUse-1074-1233	Foster-Powell
1470	Megan Evert	9/20/15	The map appears to indicate that students walk on SE Boise and thus pedestrian improvements are needed on that street. Whereas no pedestrian improvements are indicated for SE Bush. This is mistaken. The vast majority of students from Ron Russell Middle School use SE Bush to get to 122nd. SE Bush has no sidewalks and forces students to walk in the street with car traffic. Please either add SE Bush to the pedestrian improvement category or shift the pedestrian improvement resources from SE Boise to SE Bush where they will be of maximum benefit. Thank you.	TSP-80016	Powellhurst-Gilbert
1481	Alex Reed	9/14/15	I support this change! We should be allowing more density in larger areas of inner Portland. The huge area of inner eastside Portland that is zoned for non-dense single-family dwellings only is incompatible with our housing affordability and climate goals.	LandUse-592-1344; I	Richmond
1478	Alex Reed	9/14/15	I don't see a good reason to down-zone a portion of a wealthy inner neighborhood that is walking distance from multiple frequent transit lines when Portland is facing a housing shortage and the world is facing runaway climate change. Inner SE Portland would be a great place for a little bit more density, not less.	LandUse-348-6200	Buckman

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1477	Alex Reed	9/14/15	I don't see a good reason to down-zone a good swathe of a wealthy inner neighborhood that is walking distance from multiple frequent transit lines when Portland is facing a housing shortage and the world is facing runaway climate change. Inner NE Portland would be a great place for a little bit more density, not less. Historic preservation has other policy levers that are more narrowly tailored and don't impact our region's sustainability goals as heavily as this proposed change.	LandUse-140-1111	Eliot
1456	Alex Reed	9/14/15	I don't see a good reason to down-zone a good swathe of a wealthy inner neighborhood that is walking distance from multiple frequent transit lines when Portland is facing a housing shortage and the world is facing runaway climate change. Inner NE Portland would be a great place for a little bit more density, not less.	LandUse-140-1110	Eliot
1455	Alex Reed	9/14/15	I don't see a good reason to down-zone a good swathe of a wealthy inner neighborhood that is walking distance from multiple bus lines and a grocery store when Portland is facing a housing shortage and the world is facing runaway climate change. The Reed neighborhood would be a great place for a little bit more density, not less.	LandUse-58-827; Lar	Reed
1469	Beau Weill	9/12/15	This is so necessary!!! It is unsafe for my children to walk less than a mile to school as there are no crosswalks or sidewalks where they are needed!	TSP-90034.2	Bridlemile
1468	Beau Weill	9/12/15	Please add a stop sign at the base of Shattack near SW 53rd ave, it is a very unsafe place to cross, but needs to be there to access SW trails	TSP-90034.3	Bridlemile
1467	Beau Weill	9/12/15	This project desperately deserves to happen soon! It is unsafe for my children to walk to Bridlemile school, which is less than a mile from my house. Also, there needs to be a stop sign placed at the corner of SW 53rd and Shattuck - on Shattuck with a crosswalk. There is a preschool there and this route is traveled by children walking to Bridlemile.	TSP-90034.3	Bridlemile
1466	Sarah Frumkin	9/4/15	Thank you for including our neighborhood in the areas selected for reducing density.	LandUse-844-2879	Powellhurst-Gilbert
1465	Pia Welch	9/2/15	Hi, yes this is so low budget with high yields it should be done soon.	TSP-30008	East Columbia
1464	Pia Welch	9/2/15	Where is the other half of this project?	TSP-40061	Sunderland
1463	Pia Welch	9/2/15	The guardrail along Columbia needs to be completed. It would help for the times vehicles have gone over the edge and into the water.	TSP-40093	
1462	Pia Welch	9/2/15	I work nearby. The project is needed to keep the movement of goods going smoothly.	TSP-40100	Concordia
1461	James Moulton	9/2/15	Please implement this change to keep the entire block as Kenton City Park	LandUse-486-730	Kenton
1460	Lee van der Voo	9/2/15	<p>It's not clear to me from this map whether this area is intended for additional mixed use zones or an upscale from neighborhood mixed use to commercial.</p> <p>I would like to see it remain - from I-5 to MLK - a low-density commercial and mixed use area (either neighborhood mixed use or small zones of commercial mixed use).</p> <p>THIS IS ONE OF THE LAST COMMERCIAL AREAS OF NORTH PORTLAND TO RETAIN ITS ETHNIC DIVERSITY.</p> <p>It's important that zoning encourage ethnically diverse businesses to continue to thrive. This strip is home to three Ethiopian restaurants, one Pho, two African food stores, an Asian grocer, Asian newspaper, and many more minority owned and small family businesses. I question whether it can maintain its ethnically diverse character with added commercial zoning.</p> <p>Wider and more dense zoning, if proposed, will subject this area to the same development pressure that has turned Mississippi Avenue - once the heart of the African American community - into a playground for well-to-do white people.</p> <p>This area has already lost its African American churches to PCC growth and many of its residents to redevelopment. It should be encouraged to retain what remains of its diverse ethnic character.</p>	LandUse-1067-1223	Humboldt
1454	Ryan Bass	8/31/15	Pedestrian and bicycle improvements would make a big difference here, Scholls Ferry is currently completely unsafe and virtually impassable for pedestrians and bicyclists. With the planned improvements to SW Hamilton Rd, this would connect Bridlemile neighborhood residents all the way up to Sylvan. It would include access to the bike route along Hwy 26, and get you pretty close to Washington Park as well. The other major improvement needed on Scholls Ferry is a well marked crosswalk or a full stop light at SW Hamilton St. This would improve auto safety as well as make a pedestrian connection between the Bridlemile Neighborhood and the Raleigh neighborhood across Scholls Ferry.	TSP-90078	Southwest Hills

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1453	Ryan Bass	8/31/15	I appreciate the city responding to feedback from Bridlemile residents to fund pedestrian, crossing, and bicycle improvements on SW Hamilton and SW Shattuck. While it will be difficult to wait 11-20 years for all of SW Hamilton to be completed as part of Phase 2, knowing that it will be completed in my lifetime is a welcome improvement. Hamilton is a vital connector street for the entire neighborhood, and it will make such a positive difference to have a pedestrian walkway on the entire length of SW Hamilton, as well as on Shattuck Rd from BHH to Hamilton. If additional funds become available it would be very helpful to extend pedestrian improvements north along Shattuck Rd to SW Windsor Ct. This would better connect the NW part of the neighborhood to services on BHH and the trail on SW Lowell Ct, which leads to the school and park.	TSP-90034.2	Bridlemile
1452	Hannah Stromberg	8/31/15	This area needs more housing not to become the next Alberta street. This area is already rapidly gentrifying.	LandUse-1107-534	Montavilla
1451	Ryan Bass	8/31/15	I appreciate the city responding to feedback from Bridlemile residents to fund pedestrian, crossing, and bicycle improvements on SW Hamilton and SW Shattuck. I support the phased approach that was developed to maximize the usefulness of the investment in years 1-10. Phase 1 will significantly improve safe access to the school, grocery store, pharmacy, public transit, and parks for local residents; taking advantage of the existing trail system and residential streets. I hope construction begins ASAP!	TSP-90034.2	Bridlemile
1450	Peter Stark	8/31/15	Agree with bike improvement on Cornell Road, I would urge staff to look at the work we did with PBOT for other improvements along this alignment. Go to www.cornellroad.org . Questions call Peter Stark 503/274-4331	TSP-60007	Forest Park
1449	Alan Kessler	8/30/15	This block is ripe for much denser development. With the cemetery on the west side of the street parking is plentiful, and there is already plenty of multi-family development in the area. Instead of R2 this should be R1 or commercial.	LandUse-931-8623	Buckman
1448	Alan Kessler	8/30/15	R2.5 is way too sparse for the Caesar Chavez Corridor. The street-level residences on 39th are run down and values are depressed. This should at least be R1, but CX would be much better to promote walkable streets and to allow the housing to be away from the busy arterial.	LandUse-932-3471	Richmond
1440	Alan Kessler	8/29/15	The writing is on the wall, Portland is getting denser. We need places to build high-density mixed use, and where is better than a street like Powell, with its gigantic widths and frequent transit service? This and all of inner Powell should be rezoned to Urban Center or denser.	LandUse-1073-4090	Creston-Kenilworth
1438	Alan Kessler	8/29/15	The writing is on the wall, Portland is getting denser. We need places to build high-density mixed use, and where is better than a street like Powell, with its gigantic widths and frequent transit service? This should be rezoned to Urban Center or denser.	LandUse-1074-1195	Creston-Kenilworth
1437	Alan Kessler	8/29/15	Excellent! Now add this same treatment all the way around the circle, please. Let's make Ladd's more walkable.	LandUse-726-1407	Hosford-Abernethy
1436	Alan Kessler	8/29/15	Please close the gap between SE 34th and SE 35th... this residential strip on the commercial corridor is a blight. Just a few evenings ago, I came out of the Hedge House to observe a couple having public sex against the darkened walls of the residential properties on the N side of the street. Division will work much better once there are no longer these darkened places to lurk between the bars and businesses... we need more eyes on the streets and connected commercial centers.	LandUse-1110-502	Richmond
1435	Alan Kessler	8/29/15	There's no sensible reason to have street-level residential on Chavez between Division and Hawthorne. All of the houses are dilapidated and there are far too many driveways onto the busy street. Please extend the commercial corridor through this stretch so we can have a walkable/shopable connection between these two centers.	LandUse-1112-5238	Richmond
1434	Alan Kessler	8/29/15	There is no reason for this to be R2, it is completely surrounded by R1, please don't miss the opportunity to add additional housing stock. This is close to the #15 and a commercial corridor, a great place for many families to call home.	LandUse-931-6653; L	Sunnyside; Buckman
1432	Alan Kessler	8/29/15	This block is ripe for much denser development. With the cemetery on the west side of the street parking is plentiful, and there is already plenty of multi-family development in the area. Instead of R2 this should be R1 or commercial.	LandUse-931-8651	Buckman
1431	Alan Kessler	8/29/15	Finishing the waterfront bike routes will help create a world-class facility. Please prioritize this.	TSP-20057	South Portland
1430	Alan Kessler	8/29/15	Please extend the bike share a bit farther east on the neighborhood corridors. Pok Pok, Powells on Hawthorne and Laurelhurst park (for example) would be wonderful tourist destinations that could benefit from bike share access.	TSP-20111	Buckman
1429	Alan Kessler	8/29/15	Please implement the 34th Ave Greenway. Bicycling north from my home in Richmond is unpleasant and I tend to avoid going to NE because I have to go so far out of my way and cross so many busy streets. Converting 34th into a greenway would be a great step in the right direction!	TSP-70073	Richmond
1447	Andrew Yeoman	8/29/15	I do not believe it makes sense to designate this section of Belmont for conversion to mixed use-urban center. Belmont from 23-25 consists almost entirely of single family homes and has a unique character that welcomes individuals to the Belmont commercial district further down past 32nd. Many of these homes are early 20th century homes, and me and my neighbors on Yamhill would be strongly impacted by tall development as Yamhill is basically on level with Belmont, meaning that development would dramatically alter the feel and value of our properties. I urge you to please remove this proposed change and leave this section of Belmont for single family homes and small businesses!	LandUse-1105-200	Buckman
1446	Allan Rudwick	8/28/15	This lot and nearby lots need to be zoned for neighborhood uses, not hospital ones. There will never be any hospital uses over here, and these blocks were condemned in the 1960's! This is criminal	LandUse-24-1172	Eliot
1445	Ryan Howey	8/26/15	Anything that will make this area more pedestrian friendly is welcome.	LandUse-983-76	Mill Park
1428	Ryan Howey	8/26/15	I would like to see the open space designation be expanded here. Why can't Kelly Butte be developed in a manner similar to Mount Tabor?	LandUse-484-728	Powellhurst-Gilbert

ID	Name	Date	COMMENT	Location or Project	Neighborhood
1427	Allan Schmidt	8/25/15	<p>Is there more information on this project?</p> <p>What is the time frame of the project? 1-10 years 11-20 years?</p> <p>Will a new bridge allow freight to move on Willamette Blvd?</p> <p>I live adjacent to this bridge and would like to know how it will effect my family and property.</p> <p>Thank you!</p>	TSP-30095	Cathedral Park