

Arevalo, Nora

From: b kielhorn <bkielhorn45@gmail.com>
Sent: Saturday, November 21, 2015 1:54 PM
To: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick;
Commissioner Saltzman; Council Clerk – Testimony; BPS Comprehensive Plan Testimony
Subject: Concern about Recommended Draft of Comp Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mayor and Commissioners:

I am very concerned about the clarity and quality of the language used in the recommended draft of Portland's comprehensive plan. It is not that the language used is difficult due to its high precision, or that there is too much language that only lawyers can understand. My complaint is rather, that the language is ambiguous, sloppy, and unclear.

As an one example, please consider a single paragraph, that of "Goal 2.B: Social justice and equity" which appears on page GP2-5. (I do not reproduce it here.)

This is one paragraph of many that I consider unclear, but after careful parsing of Goal 2.B, this is what I understand it to say:

- 1) Social justice for all Portlanders will be improved through more availability of choice and opportunity.
- 2) In addition, the city will identify and engage genuine partners from under-served and under-represented communities. Those who would be adversely affected by city decisions, would be given extra points when being considered for status as a genuine partner. These genuine partners will participate in planning, investment, implementation, and enforcement processes.
- 3) The city will use planning and investment-related decisions to fairly distribute both burdens and benefits, and also to compensate for past injustices.

If there is another way to interpret Goal 2.B, please send it to me. Then consider your interpretation as a possible replacement for Goal 2.B. Otherwise please respond to the following questions about Goal 2.B.

My questions for point #1:

- A) What is "social justice?" It is not in the glossary.
- B) What kind of "choices" are referred to?
- C) What kind of "opportunities" are referred to?

My questions for point #2:

- D) Is a "community" a geographic location, or a collection of people? It is not in the glossary.
- E) How will "under-served" and "under-represented" communities be identified?
- F) Are there any legal issues involved in separating Portlanders into the two classes of ordinary partner and "genuine partner?"
Shouldn't all Portlanders have equal right to participate in planning, investment, implementation, and enforcement processes?

My questions for point #3:

- G) When compensating for past injustices, will it be a geographic area that is compensated, or a collection of people?
If it is people, how will they be identified, and what if they have left the city or even the country?

This paragraph is one of many that use extremely obscure language. After careful parsing, the revealed message is often disturbing.

Sincerely,

William Kielhorn

My address is:

4311 SW Freeman St., Portland Oregon 97219

Arevalo, Nora

From: emily kerkstra <triumphcoffeepdx@gmail.com>
Sent: Saturday, November 21, 2015 10:40 AM
To: BPS Comprehensive Plan Testimony; Matt Brischetto
Subject: Property 822 se 15th

Follow Up Flag: Follow up
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Emily Kerkstra, owner Triumph Coffee at 201 se 12th ave here, voicing my support for the proposed R1 to CM zoning for 822 se 15th. Historic Landmark preservation is very important to Portland during this period of growth! I would love to see the original architecture of some of our more beautiful buildings remain among the newer, less charmingly designed developments. It would be a shame to lose the beautiful original structures that provided, in part, the original draw to Portland.

Thanks for considering my Support!
Emily Kerkstra

Arevalo, Nora

From: Scott Fields <safields@ohsu.edu>
Sent: Saturday, November 21, 2015 9:13 AM
To: BPS Comprehensive Plan Testimony
Cc: Scott Fields
Subject: Grandfather request

Follow Up Flag: Follow up
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Portland Planning and Sustainability Commission
pdxcompplan@portlandoregon.gov

Re:
Scott A. Fields
5623 Ash Creek Lane
State ID #: 1S1E30BD 104

I have received your communication of October 13th regarding a change in the proposed Comprehensive Plan designation to Single-Dwelling 20000.

I currently own 2 lots, which we purchased in approximately 1996:

1. Highlands at Ash Creek, Lot 3, inc und int tract A, 11918 sq ft
2. Highlands at Ash Creek, Lot 2, inc und int tract A, 16482 sq ft

I am formally requesting that these lots be grandfathered into the current designation: Low density Single-Dwelling. The proposed change will make both lots 2 and 3 unbuildable, and will significantly negatively impact their value, and therefore our future options.

Thank you for your consideration.

Scott and Vicki Fields
safields@ohsu.edu
5623 Ash Creek Lane
Portland OR 97219
503-706-2058 – cell
503-293-5452 – home

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Friday, November 20, 2015 4:12 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Comprehensive Plan testimony for meeting today

Follow Up Flag: Follow up
Flag Status: Flagged

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

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

From: Louise Gordon [mailto:lgordon99@gmail.com]
Sent: Thursday, November 19, 2015 12:48 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Comprehensive Plan testimony for meeting today

Hello,

My name is Louise Gordon and I operate a small business in Multnomah Village at 7739 SW Capitol Hwy. and live .7 miles away from my office. I walk to work each day and chose this neighborhood because of its unique small-town character and easy walkability, high contact with the community, and beautiful trees and landscaping.

I am very concerned about increasing building sizes in the village. Our neighborhood does not have the infrastructure to support more traffic and is not situated to take on higher densities on the main street through the Village. This is a uniquely placed neighborhood and needs to be preserved and protected in order to retain its character, livability, and walkability.

I am opposed to the proposed plans for Multnomah Village. I believe that increasing development in the way proposed will destroy this neighborhood entirely and that such a plan does not best serve the most people.

Sincerely,

Louise Gordon

7739 SW Capitol Hwy. #260

Portland, OR 97219

Home address:
1828 SW Canby St

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Friday, November 20, 2015 4:10 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Multnomah Village Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

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

From: VMRCA VMRCA [mailto:vmrca@yahoo.com]
Sent: Friday, November 20, 2015 8:28 AM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Multnomah Village Comprehensive Plan

We are **opposed** to the proposed comprehensive plan as it relates to Multnomah Village.

Village of Multnomah Rowhomes Condominium Assn (VMRCA)
4210-4224 SW Garden Home Rd
Portland, OR 97219

Judy Muir, Board member VMRCA

Arevalo, Nora

From: Ehv97201@aol.com
Sent: Friday, November 20, 2015 3:35 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
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Dear Commissioners:

I currently own the property, building and parking lot, on the northeast corner of S.W. 33rd Avenue and Capitol Highway. My family has owned this property since 1930. Its current use is medical office space.

I am in favor of the proposed zoning of our property as described in the new Comprehensive Plan. I am in favor of mixed use, commercial and residential, and the higher building allowance. You may count me as a supporter of the changes in your new plan.

I am, however, generally very leery of what appear to be the City's severe restrictions on public parking throughout the City. I think that you generally underestimate the stresses this policy applies to small businesses, who are the lifeblood of the City.

Thank you for the opportunity to express my opinion.

Edmond Verdurmen
P O Box 8000 PMB 8327
Black Butte Ranch, OR 97759
ehv97201@aol.com

Arevalo, Nora

From: Mh Kincaid <jamasu88@msn.com>
Sent: Friday, November 20, 2015 1:27 PM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Saltzman; Commissioner Fish; Commissioner Novick; Fritz, Amanda; Commissioner Fritz
Subject: Comments on Comprehensive Plan Testimony
Attachments: Comments on Comprehensive Plan Draft2.pdf

Follow Up Flag: Follow up
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Mayor Hales and Commissioners Fish, Fritz, Novick and Saltzman,

I was unable to attend the first Council hearing on the Comp Plan today, but was able to watch the video and testimony. I admire your stamina in your work on this complex project before you. I marvel at how you are able to listen for hours on end to such diverse testimony. And this was just the first day.

Having been the chair of East Columbia neighborhood from 2007-2014, and the Land Use Chair from 2006-2014, I was a bit dismayed at the testimony of the neighbors from East Columbia and how they represented their testimony as representative views of the neighborhood. Since December 2013 there has been no formal vote to provide testimony representing an opinion from East Columbia. The only formal approval from the neighborhood was for testimony submitted back in December 2013. No other votes have been approved, and in fact, a proposal to submit testimony, similar to what you heard yesterday, failed by vote of the membership and board. A part of the resistance was due to reference to the Gunderson vs. City of Portland case which some members were reluctant to support because of the legal interpretations. Some believed it was comparable and some did not.

The issue of the IS Comp Plan designation for 5 properties on NE Levee Rd has been a focus for 3 of the landowners since Airport Futures. BPS planners have made several site visits, attended numerous meetings (over 10), responded to emails and phone calls, and it has been discussed at many neighborhood meetings in the past 4 years. I served on the Comp Plan PEGs for Industrial Lands and Watershed Health, and we had a good amount of discussion about these properties in East Columbia. Testimony today mentioned a lack of connection with City staff, and an unwillingness to work with the neighborhood, and that is simply not true. Since Nov 2014, a new board has been in place and the tone and willingness to be inclusive of all opinions, and utilize the resources of City staff, has gone out the window.

I was reminded today of the meaning of conventional wisdom, if you say something many times and long enough, someone will believe you. I am writing this email to shed a bit of light on this situation as well as history, and perhaps dispel some of the conventional wisdom..

In December 2013 the ECNA board submitted testimony supporting the then residents' request to change the Comp Plan designation from IS to R20 and oppose having Prime Industrial overlays on golf courses, as well as other issues. That request is still valid. I've attached a copy of the testimony submitted for your reference. Leading up to that vote to submit testimony, landowners adjacent to the property were included in the conversations and some expressed concern for future development because of the environmental overlays on the various properties, as well as impacts new SFR would have on infrastructure.

The 5 properties are currently zoned RfH with a Comp Plan designation of IS. Regardless of the zoning, any development will impact adjacent property owners due to the environmental overlay zones and special constraints of building in a managed floodplain. The concern of adjacent landowners was that with a R20 Comp Plan designation it would be more likely development would happen. With the IS (or Prime Industrial) overlay it is highly unlikely development would take place.

My concern has always been that 5 landowners, two which don't even live in the neighborhood but rent out the house on their property, could affect future outcomes because of their need for personal gain. Two landowners testified today. Zoning and Comp Plan compatibility is a dilemma in many parts of the City in many different scenarios. The reality (and complexity) is that roughly 60% of East Columbia is Industrial or Commercial, 20% is OS or RfH, and 20% is R10 or R20. Since 2007, through work with the City and Metro, 22 acres have been converted (purchased by the City and Metro) and preserved as natural habitat, 16 more acres are in the process of being turned into natural habitat, and a private landowner has restored and created wetlands on 16 of his 22 acres. East Columbia is unique in all aspects of land use, with sheep farms, large trucking firms, light industrial, large big box stores, Portland Meadows, an Arboretum, a 11 acre wetlands, a corn maize and a rural feel to much of the neighborhood that borders I-5 and the Columbia River.

It is up to you to accept or reject the BPS planners and PSC recommendations on the best way forward for zoning and Comp Plan compatibility issues. I don't think that decision should be made on the needs or wants of 5 landowners, but on the possibilities that lay ahead for the City. It's a tough decision and I do not envy you for having to grapple with it.

Thank you for your time and dedication to making this City a great place.

Maryhelen Kincaid
2030 NE Blue Heron Dr
503-286-3354



December 31, 2013

Comments on Draft Comprehensive Plan from East Columbia Neighborhood Association (ECNA):

- opposes the proposal to convert OS land currently golf courses to any Industrial zoning designation. There should be no net loss of Open Space land and all natural habitat areas should be preserved or expanded.
- is concerned that any land converted to Industrial land would add additional toxins to the air quality, which is already poor.
- suggests that an eye to equity and an evaluation of environmental justice be applied in the selection of land for industrial zoning in North/Northeast Portland
- does not support any industrial sanctuary designations or conversions for residential property in ECNA (specifically Levee Road)
- Strongly supports the continuation of the Columbia Corridor study to examine land use priorities
- Requests that the City do an inventory of underutilized and unused Industrial zoned land as an option to reduce the demand for more Industrial zoned land. Use what we have before acquiring more
- Requests the City take the lead and develop feasible and economical ways to reclaim brownfields at the federal, state and local level.
- Carefully examine any proposal for mitigation in zone changes to include ongoing management, feasibility for future use, and overall benefit.
- In considering available parcels of land to convert to Industrial zoning put PIR on the table as a possible site.
- Provide a financial impact evaluation for infrastructure needs when considering current OS space to Industrial

Arevalo, Nora

From: Division Design Initiative <ilovedivision@gmail.com>
Sent: Friday, November 20, 2015 12:50 PM
To: BPS Comprehensive Plan Testimony
Subject: Fwd: Top 10 Policies for PDX - DDI Comments on Comprehensive Plan
Attachments: Division Design Committee Comprehensive Plan Comment Letter 11.19.15.pdf; DDI Top 10 Policy Recommendations 11.19.2015.pdf; 2. Opinion of New Construction on Division.pdf; 4. Positive_Negative Feelings About Recent Division Development.pdf; 8. Design Preferences for Future Mixed Use Development.pdf; Division Perceptions Survey 2014-2015 Report of Responses - Raw data-depersonalized.xlsx

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I am resending with my full name and address to ensure this gets documented appropriately for the record.

On behalf of the Division Design Committee, I am attaching the following letters and documents as testimony and comments on the Comprehensive Plan Update.

In addition to our comment letter, we are submitting the full results of the Division Perceptions Survey (plus three out of 12 reports of the key questions: Opinion of Recent Development, Positive/Negative perception, and Design Preferences).

Also attached are our Top Ten Policy Recommendations for the City of Portland. These policy recommendations have been endorsed by many community leadership organizations including: the Division Clinton Business Association (DCBA), the Hawthorne Boulevard Business Association (HBBA), the Richmond Neighborhood Association (RNA), the Mount Tabor Neighborhood Association (MTNA) and the Division Design Committee (DDC). The attached Top Ten policies represent a response to extensive community outreach, research, and stakeholder engagement over the past 18 months to create proactive approaches to engage community members in the planning and design of their neighborhoods.

If you would like to see further detail on the survey, there are 12 individual reports with demographic data located here <http://divisiondesigninitiative.org/division-perceptions-survey/>

We also have more policy recommendations and presentations here: <http://divisiondesigninitiative.org/2015/10/29/policy/>

Thank you for the opportunity to comment and for your leadership and innovation in sustainability for the City of Portland.

Heather Flint Chatto, Urban Planner & Designer, LEED AP
Richmond Board Member, Division Design Committee Member
2121 SE 32nd Avenue, Portland, OR 97214

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DIVISION DESIGN INITIATIVE

Research | Community Advocacy | Design Resources | Neighborhood Planning Tools
Website: www.divisiondesigninitiative.org
Email: ilovedivision@gmail.com

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DIVISION DESIGN INITIATIVE
Research | Community Advocacy | Design Resources | Neighborhood Planning Tools
Website: www.divisiondesigninitiative.org
Email: ilovedivision@gmail.com

November 19, 2015

Dear Mayor and City Council members:

((D))VISION DESIGN INITIATIVE

3534 SE Main Street, Portland Oregon, 97214
www.DivisionDesignInitiative.org
ilovedivision@gmail.com

DIVISION DESIGN COMMITTEE

*An inter-neighborhood coalition collaborating
to refine a shared vision for a growing Division*

Division/Clinton Business Association
Sydney Mead, DCBA Chair

Hosford Abernethy Neighborhood District
Linda Nettekoven, HAND Board
David Aulwes, Landscape Architect

Mount Tabor Neighborhood Association
James Smith, Architect/MTNA Board

Richmond Neighborhood Association
Heather Flint Chatto, Planner, RNA Board
Debby Hochhalter, Resident
Cyd Manro, Chair, RNA Board

South Tabor Neighborhood Association
Sandra Hay Magdaleria, STNA Board Chair

Southeast Uplift
Bob Kellest, SEUL Staff

Sustainable Southeast
Liz Potter, Community Representative

On behalf of the Division Design Initiative, we are submitting the attached Top Ten Policy Recommendations for the City of Portland. These policies have been endorsed by many community leadership organizations including: the Division Clinton Business Association (DCBA), the Hawthorne Boulevard Business Association (HBBA), the Richmond Neighborhood Association (RNA), the Mount Tabor Neighborhood Association (MTNA) and the Division Design Committee (DDC). The attached Top Ten policies represent a response to extensive community outreach, research, and stakeholder engagement over the past 18 months to create proactive approaches to engage community members in the planning and design of their neighborhoods.

The redevelopment of SE Division St can be viewed as a pilot effort or a prototype of what is being proposed in the Comprehensive Plan. Although the changes have brought benefits, our experience during the past three years of growth and change has led us to summarize the accompanying concerns of the community as follows.

Concerns Frequently Expressed by Division Neighborhood Residents, Property and Business Owners:

- A reduction in safety on adjacent neighborhood streets due to increased traffic speeds and volumes, and increased congestion on Division and Powell
- New development that creates discontinuity with existing neighborhood patterns, style, materials and building form.
- Loss of solar access for nearby residents
- Decrease in availability of parking for residents and customers
- Lack of access to green space and public gathering spaces to serve residents
- Dramatic neighborhood socio-economic changes, gentrification, and increasing lack of affordability of housing and loss/lack of neighborhood-serving businesses
- Lack of adequate design standards, and planning/design review criteria to ensure compatibility
- Lack of information, notification, or meaningful ability to participate in the planning process

We would like to highlight that the attached Top Ten Policy Recommendations are applicable city-wide and are not intended to reduce overall density, but simply to advance quality urban infill density that is more compatible, with fewer development impacts. We believe that we can accommodate our increasing population and long-range planning and sustainability goals if the following are better analyzed and incorporated into our Comprehensive Plan Update.

Growth Scenarios are Incomplete & Need Additional Analysis & Refinement:

We encourage the City Council not to approve the Draft Comprehensive Plan without directing further assessment of some important missing components not fully analyzed as part of the published Growth Scenarios Report. We respectfully request the City Council to direct the Bureau of Planning & Sustainability (BPS) staff to conduct the following additional analysis:

1. Study Growth Scenario Alternatives for Increasing Infill Density with Fewer Development Impacts:

- Higher density on wider streets, North-South corridors and major arterials, higher density at major intersection nodes to balance the reductions proposed below.
- Reduce/refine scale of development on narrower streets and older street-car era main streets with special character. Character 1.87832, Vol. 1.3.O, page 8394

2. **Evaluate a more comprehensive "Missing Middle" Neighborhood Infill Scenario** in addition to the "Centers & Corridors" growth scenario. This would mean further assessment of existing and potential increased neighborhood units achieved through additional Accessory Dwelling Units (ADU's), conversions of existing houses into duplexes, and more small-medium infill housing types like courtyards, row houses, etc on major arterials and narrow streets that when balanced with the suggestions in item two below could achieve our density goals in a more context-sensitive manner.
3. **Evaluate sustainability Impacts of focusing more density on N-S corridors** (including environmental, social and economic impacts), and likely reduced shading impacts, as well as the value of maintaining reasonable fair and equitable solar access in order to:
 - Economic: retain existing economic value of residential and commercially developed properties.
 - Social: contribute to public health, well-being, and thermal comfort; and
 - Environmental: reduce costly energy consumption, generate alternative energy sources, and foster community resilience and sustainability.

Continue Portland's Leadership in Sustainability with more aggressive goals, programs and incentives

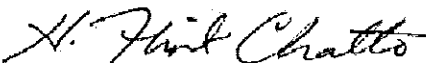
4. **Direct staff to research and return with a recommendation to Council for a set of further incentives and programs that support greater innovation, climate resiliency and sustainability including:**
 - a. Application of a "Green Factor" Program (used in Germany and Seattle) for the City of Portland or similar program that sets higher performance criteria and requirements for sustainable site and landscape requirements in new buildings. These programs help reduce urban heat island effect, advance resilient cool cities, and improved air quality benefits.
 - b. Assess impacts and value of tree preservation related to urban heat island protection, create recommendations and incentives for preserving large mature trees, and establish design goals and standards for maintaining spaces where large trees can be planted in the future.
 - c. Create relevant Incentive programs (Top 10 Policy #7,#8,#9) for:
 - "Zero Energy" verified buildings
 - Incentives for Beneficial Projects: waive transportation impact fees (SDC's) for beneficial community uses such as affordable housing, senior housing, daycare, and alternative transit-oriented businesses.
 - Adaptive reuse of older commercial buildings with special character (see report by preservation Green Lab, "Older, Smaller, Better" on the key value that mixed vintage buildings bring to communities)

Close the Residential Floor Area Ratio Code Loophole in Mixed Use Buildings (Top 10 Policy #2)

Community members have expressed extensive concerns about the overly built-out, boxy nature of recent developments, the creation of large blank walls, flat facades, the lack of context-sensitivity, and buildings with significant impacts on adjacent residents and neighboring buildings.

5. **Direct staff to come back with a recommendation for how to implement the residential FAR requirement now**, in an expedited manner that does require the community to wait for code improvements until 2017. The floor area ratio requirement will help restore a more reasonable building envelope and create better code consistency and parity for the residential development in mixed use buildings.

We encourage you to consider the concerns expressed in the nearly 300 Division Perceptions Survey responses (attached), as well as the goals and pro-active solutions presented by the Division Design Committee. A description of the work of the DDC is attached for reference as well as our policy recommendations. These highlight important policy opportunities that can help Portland to grow into a more compact, livable city through innovative design that is both dense and sensitive to community context. Thank you for the opportunity to comment and for your work to help the City of Portland balance long-term goals for increased density with current community priorities.



Heather Flint Chatto, Planner & Urban Designer, LEED AP
Richmond Neighborhood Association Board member, Division Design Committee member
2121 SE 32nd Avenue, Portland OR 97214

ATTACHMENT A

About the Division Design Initiative

The Division Design Committee is the implementing committee of the Division Design Initiative (DDI), a community grassroots project to help give a greater voice in the future of design, planning and evolution of Division Street. This work began in December 2013 with the unanimous authorization by the Richmond Neighborhood Association to form an inter-neighborhood committee to a) respond to community design issues and concerns and to b) make further recommendations for implementation of the Division Green Street/Main Street Plan.

The Division Design Initiative maintains a Design Committee of elected and appointed members representing seven neighborhood and business associations including the Richmond Neighborhood Association, Hosford Abernethy Association, Mount Tabor, South Tabor, Southeast Uplift, Sustainable Southeast, and the Division Clinton Business Association. The boundaries of the project are the existing Division Green Street/Main Street Plan extents which span Division Street from 11th through 60th Street.

How much effort has been put into the Division Design Initiative

- **Extensive Community Engagement & Research:** Listening to the community over 18 Division Design Committee meetings open to the public to discuss community goals and design priorities; through surveys, tabulating results and priorities and translating into DDI documents. The DDI has held large public events to map community priorities, organized public forums on infill and managing growth, and walking tours to engage neighbors and get feedback. In May 2015 the DDI also held a stakeholder workshop with City planning staff, City Bureau of Housing, neighborhood and business association leaders, affordable housing buildings, Division property owners, architecture and real estate professionals, local developers, and building efficiency nonprofits to discuss strategies to address affordable, green and adaptive reuse.
- **Development of Tools including a Working Draft of Division Design Guidelines + Draft Toolkit for Neighborhood Design:** DDI products are intended to guide policy makers, developers, and give the community specific tools, strategies and, importantly, language that allows them to describe the issues and be constructively involved in the ongoing discussions about development on Division.
- **Policy Recommendations:** DDI work has not only clearly identified the issues, but most importantly, has proposed solutions, through Design Guidelines and now a Policy Framework including:
 - a. Community Notification & Engagement Recommendations (supported by RNA, DCBA, HAND, HBBA, Laurelhurst NA, and others)
 - b. Top Ten Policy Recommendations – Community-wide application (Endorsement of all 10 received by the Division Clinton Business Association, Richmond Neighborhood Association and the Hawthorne Area Business Association).
 - c. Comprehensive Plan Recommendations
 - d. Mixed Use Zoning Recommendations - City-wide and specific to Division
 - e. Division Perception Survey - <http://divisiondesigninitiative.org/division-perceptions-survey>

These recommendations for additional clear and objective development standards improve upon Portland's current system by establishing a finer level of control over shape and size of buildings and are tailored, in a sensible way, to the context of main street environments like Division.

(Excerpt from the Draft Division Design Guidelines)

Background & Current Conditions

"Since 2012, the Division corridor has undergone a rapid transformation unparalleled in the history of Eastside development and well beyond what was envisioned in the Green Street Main Plan. The area between SE 30th and 50th Avenues has seen the arrival of close to 400 new residential units with accompanying commercial spaces. On one hand, the street has become a vibrant commercial corridor attracting visitors from other parts of the city and the region. However, for many long-residents, the dramatic transformation of the corridor represents a tsunami of growth that has been quite traumatic, causing a deep sense of loss for the small, locally-serving, "village-like" atmosphere, special streetcar/main street character, eclectic street identity that has shifted seemingly overnight to serve a higher-end level of business and rental market, making it less affordable to local businesses. This loss of affordability has also impacted the housing rental prices, making the new developments out of reach for many renters and causing concerns about gentrification, increased traffic congestion on traditionally quiet residential streets, parking problems and other impacts such as loss of solar access, privacy and displacement of residents. Of great concern is that the majority of this private development of eight blocks of the Division corridor is in direct contradiction to broad community concern expressed in the media, in public testimony and in neighborhood surveys responses. With few avenues to help shape the changes occurring all around them, there is a good deal of anger and frustration in the Division community, some of it perhaps masking a sense of grief and loss, even of despair. Citizens have deep connections to their neighborhoods and "psychology of place" is important consideration for planners and designers when areas of our city are experiencing rapid growth and change.

For Division, some of the breaks in our civic fabric may have happened with the Mt Hood Freeway project that, when ultimately abandoned, led to a fragmentation, displacement, and later disinvestment of public and private improvements for next 40 years. The impacts of this legacy of disinvestment further led to ongoing decline of street and land conditions. It should also be recognized that this history has also contributed to the identity of Division as a small scale, affordable, funky and eclectic, blue collar "maker" street with a collection of scattered historic buildings. With the rapid redevelopment of Division from both public investments in the Division Streetscape project and extensive new private large development projects over the span of 18-24 months, the long-standing neighborhood character and identity as well as social fabric of the neighborhood has been significantly altered. This has left many residents without either the policy or political framework to have a voice in the evolution of their neighborhood. This has caused a crisis within the local Division community that some may paint as growth/no growth, density/anti-density. We see this same crisis reflected citywide.

By creating design guidelines that help us connect to our history, sense of place, and unique identity we hope to help heal some of these impacts and collectively shape a common vision for the future evolution of Division."

*****End of Excerpt*****

The Division Design Initiative has actively worked to help shift the dialogue away from complexities that polarize communities when discussing issues of density to the fundamental importance of DESIGN, ideally focusing less on where we may be divided towards what we can agree upon as shared goals. The attached Top Ten Policy Recommendations for the City of Portland help represent these shared goals and have the endorsements from many leadership organizations as evidence of a **collective desire for future density with less impacts**, and community involvement in neighborhood planning to ensure more **context-sensitive design**.

Positive/Negative Feelings About Recent Division Development

Note on Privacy of Survey Respondents: Every attempt to remove any personally identifiable information has been made to the extent feasible without removing any content (example: references to location of residence or business, specific business name or type, etc.)

Key:

Study Area = Division Street & back side of blocks North and South between 11-60th

Adjacent Residential = 1-10 blocks on either side of Division

Occupation = Coded by category

Age = Range

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
1	Mix of positive and negative. Like the new businesses and vitality, architecture is soul-less and lacks a connection to the areas context and character. Feel very negatively about large blank walls, and canyon-like feeling that is resulting from such intensity of development.	700	Y	4	Adjacent Residential	N			40-49	Architecture, Engineering, & Urban Planning Occupations
2	no answer	710	Y	Million years	no answer	no answer			no answer	No Answer
3	I feel fairly positively about it. I think it's great to increase the population density, which means we can bring even more great small businesses to the area. I am concerned about some of the residential development in the area that is removing more affordable housing and replacing it with expensive housing, with no change in density.	1012	Y	no answer	Y	N			30-39	Unemployed
4	energy(both economic and psychic)is being brought into the neighborhood. I don't like the design so prevalent in the construction. like a bunch of flat-topped boxes. very concerned about pedestrian safety. Congestion in the corridor is causing a lot of driving frustration. There has been a slow "creep" of cars parked on side streets, which was unheard of 2 years ago. It feels that we have lost our "neighborhood". I am concerned that the apartments being built will not get filled, and we will be stuck with empty structures. I am very concerned about recent "tear-downs"	1015	Y	20	Adjacent Residential	Y	16	Y	50-59	Homemaker

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
5	Positively. New restaurants and shops. SMALL businesses. On the negative side, I would have to say the presence of too much car traffic. It would be great to get more cars onto Powell between 11th & 60th. Add dedicated turn signals on all 4 lights at 39th.	1026	Y	69	Adjacent Residential	N			60-69	Education, Training, and Library Occupations
6	Ultimately I think it will benefit our property values. But there have been so many issues with parking and now just the crazy amount of development all at once. I am also really concerned about increasing rents. I just heard the other day that one of my favorite yoga studios at 26th and Division is going to be looking for another location because the building is raising rents by \$25 per square foot. We are going to start losing the rest of the smaller time businesses and they will be replaced with higher end businesses that are way out of our price range.	1036	Y	8	Adjacent Residential	N			30-39	Consultant
7	Extremely negative! Loss of houses with lawns. Ugly apartments and condos. Noise. Garbage.	1037	Y	1.5	Y	N			no answer	Education, Training, and Library Occupations
8	NEGATIVE live ["one block away from Division"] cannot park in front of my home sometimes even 2 blocks away too many apartment boxes shoddy construction no trees no parking too many restaurants not enough green space or small stores overly built	1054	Y	20	Y	N			60-69	Healthcare Practitioners and Technical Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
9	Negative. Too many storefronts which look the same, tearing down some diversity which was in neighborhood. Sadly very little racial diversity and very little ability to maintain any financial/social diversity with housing costs and no push for low income housing in all the construction occurring in the area. This while still having a large homeless community traversing the neighborhood with the homeless living near rail line and down by river. People living in cars near waterfront who can't afford housing due to costs.	1055	Y	36	Adjacent Residential	N	N	N	50-59	Healthcare Practitioners and Technical Occupations
10	Mostly positive. Glad for the redistributing and positive business development it has caused. Very glad to see so many excellent restaurants making Division their home. I hope the area becomes the premiere Portland destination for fine cuisine. Only slightly negative of the condo canyon mentioned above.	1058	Y	1	Adjacent Residential	Y	9	N	30-39	Computer and Mathematical Occupations
11	Negative about the last two years, largely positive about the previous 20. #1. Out-sized #2. Ugly #3. parking	1059	Y	15	Y	N			40-49	Education, Training, and Library Occupations
12	NEGATIVE the entire lack of planning and concern for liveability and people. One structure after another lining Division without any regard for scale of the neighborhood. Division is a NIGHTMARE.	1072	Y	more than 20	Y				60-69	Arts, Design, Entertainment, Sports, and Media Occupations
13	Both positive and negative. I love that the area thrives. I'm concerned about the parking, congestion, and	1073	Y	15	N	N			no answer	Management Occupations
14	no answer	1075	no answer	no answer	no answer	no answer			30-39	No Answer

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
15	Positive - Traffic calming and sidewalks!	1077	Y	2	N	N			no answer	Other
16	positive, additional bussinesses, increased density, underutilized properties being cleaned up and put ot better use	1080	Y	14	Y	N			30-39	Architecture, Engineering, & Urban Planning Occupations
17	New construction not locally owned Lack of parking for customers/residents Lack of crosswalks to serve expanded residential base	1084	Y	36	Adjacent Residential	Y	26	N	no answer	Business and Financial Operations Occupations
18	Negative: nothing but restaurants on the street. Property tax hikes. Ugly architecture. Influx of the privileged/upper middle class pushing out the regular old middle class. Positive: density, preservation of farmland, economic opportunity for businesses (though dammit we don't need more restaurants and bars!), slowing of traffic.	1101	Y	30	Adjacent Residential	Y	19	N	50-59	Arts, Design, Entertainment, Sports, and Media Occupations
19	positive and negative	1119	Y	8.5	Y	N			40-49	Architecture, Engineering, & Urban Planning Occupations
20	negatively. they are building tenements that will be filled up with 20 something party animals and section 8 holder who will trash the place and sell drugs. No respectable person with a decent job rents a place they can't park a car	1124	Y	21	Adjacent Residential	Y	3	N	40-49	Computer and Mathematical Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
21	Negatively; see above. You've orchestrated all the benefits to the commercial property owners, squeezed out the local businesses that made it a nice place to live, and made it a tourist destination (I never saw a Mercedes around here, now people are popping in and out of them on a regular basis). If this was normal market dynamics that would be a shame, but it's government connivance to bring it about, which is really disheartening.	1132	no answer	no answer	no answer	no answer			50-59	Education, Training, and Library Occupations
22	Negative. Division Street is no longer inviting. The scale of the cookie cutter apartments is inappropriate. They will be slums in 10 years.	1149	Y	5	Adjacent Residential	N			no answer	No Answer
23	A few of the restaurants are nice, but way more than the neighborhood needs or can support, thus we are now a regional draw. Too many cars drawn to the residential streets around Division. It is also harder to drive up division.	1152	Y	35	Y	N			60-69	Sales and Related Occupations
24	The issues are that PSU planning regime is oppressive. Anytime a planner or developer sees negative space or a small wood building it must immediately be replaced by a box. Less vibrancy, less diversity has followed the ugly new developments. Tired of "street seats" I WANT PARKING.	1159	Y	no answer	N	no answer			no answer	Legal Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
25	I find the new developments negative. The biggest issue is the lack of responsiveness from the city and the developers they have allowed into the neighborhoods. There are many different avenues for increasing density without destruction of an existing lifestyle and I do not feel we living in the area have any input into how this should be done. Few renters currently in the area will be able to afford the new apartments and certainly not the new consistently ugly replacement homes in a tear	1163	Y	35	Y	N			60-69	Life, Physical, and Social Science Occupations
26	Division was rather rough in some spots with some neglected buildings, it would have been nice to have one or two new apt buildings to give diversity to the neighborhood. The over development has been nothing short of over-kill that means we don't saunter along division and stop and talk with the owners or our neighbors. It really has altered the character of this once leisurely location that was home to young families and artists where folks stopped and talked with one another. This is not as environment that promotes community and good health.	1165	Y	no answer	Adjacent Residential	N			60-69	Education, Training, and Library Occupations
27	Mostly positive. Again, the white cube or jail should never been allowed. I would like to see development set back a little from the street to allow courtyards (like St. Honore's) and informal gathering spots. I do not like large blank walls and become concerned about residents being able to interact with the neighborhood if they do not have windows that open to the streets.	1166	Y	18	Y	Y	under 1 year	Y	40-49	No Answer
28	I like the courtyard just east of division hardware(res. bldg. with stores below). parking issues will ruin the closest blocks.	1167	Y	8	Adjacent Residential	Y	18	N	40-49	Construction and Extraction Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
29	Described in detail above	1171	Y	44 & 38 [married couple individual years of residence]	Y	no answer			60-69	Healthcare Practitioners and Technical Occupations
30	Very negative on the multiple large building projects. Also negative on the street "improvement" project that will narrow an already crowded east-west thoroughfare. Guess I'll be cutting through Ladd's Addition more often.	1173	Y	20	Y	N			no answer	Nonprofit
31	I like the addition of bioswales, and more crosswalks, where there are more crosswalks--so far it just seems like crosswalks where the popular businesses are (I'd like at corner of 24th for instance, so my [child] could cross street to visit friends!) I'm hoping cross walks will start appearing in our section of the street! I like some of the newer, creative businesses. I dislike the new patterns of traffic--people zooming through our section on their way to the restaurant zone. I dislike the giant blocky buildings going up. I dislike that the street has become much less bike friendly.	1177	Y	16	Y	N			50-59	Computer and Mathematical Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
32	negative. highly negative. too much too fast and it has drastically changed the tenor and vibe of the neighborhood. People park cars blocking resident driveways, drunk people stumble loudly all over the sidestreets, and there is more trash on the streets and in resident yards. people speed down narrow side streets where children used to play. used to be able to get a meal for \$5 \$10. that is no longer possible, and the crowd at the new restaurants is a demographic that doesn't seem to mind paying premium for mediocre food, leaving the locals no local affordable food.	1181	Y	9	Y	N			50-59	Legal Occupations
33	Mostly negative. Parking and traffic are terrible on Division. Traffic has been pushed to the bike routes on Clinton and Harrison. Our food carts are being pushed out by apartment buildings. The city has prioritized people who rent one-bedroom apartments over homeowners with children. I worry that the big apartment buildings will look shoddy in a couple of years.	1183	Y	10	Y	N			40-49	No Answer
34	Negative. It's brought people to the neighborhood don't care anything about the livability that we once had here. They don't care that they are blocking driveways, going too fast on Clinton (bike boulevard) or texting while driving to the latest and greatest hippest new restaurant. Seems to me these restaurants could be in a more commercial area, as they are really not for the neighborhood residents, they are for those who are driving to get here.	1184	Y	11 years and 11 years [different timeframes]	Adjacent Residential	N			40-49	Management Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
35	Mostly positive. All the new storefronts are a wonderful addition to the neighborhood. One thing is that some of them should have more courtyards, like the one in the Salt & Straw building. Another is I hear that a lot of the apartments are tiny... living space should not be a shoebox.	1185	Y	18	Y	Y	8	Y	40-49	No Answer
36	Negatively. I wish it could be otherwise. If the apartments included parking, and if there was not a reduction in street parking, I'd feel a lot more positively. I like the new restaurants. Biggest problems are 1) Increased competition for parking 2) no-notice building demolition 3) increased traffic congestion 4) loss of historic character I do not see any benefit as far as "density" is concerned. I only see more stress, more competition for everything, including green space (parks). I have lived in ["three major E. coast cities"] I know what it's like. I moved here to get AWAY from that.	1189	Y	12	Adjacent Residential	N			50-59	Life, Physical, and Social Science Occupations
37	Negative: Apts w/ no parking. Bldgs too high. Ugly bldgs & too close to sidewalk. Bldg & stormwater planter construction at same time makes walking & driving dangerous & hard. Positive: More eating places & shops. Planters & sidewalk areas.	1190	Y	5	Y	N			70-79	Education, Training, and Library Occupations
38	see above.	1191	Y	10	Adjacent Residential	N			40-49	Computer and Mathematical Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
39	both The development seems good in that the quality of buildings and businesses seems good, but the lack of parking is destructive.	1193	Y	6	Y	Y	13	Y	60-69	Nonprofit
40	Mixed. Restaurants and mixed use residences are positive. Vehicle traffic and congestion very negative.	1194	Y	9	Adjacent Residential	N			30-39	Life, Physical, and Social Science Occupations
41	Positive: more small businesses and more people to live and be happy here. Negative: the buildings "loom" in a heavy way.	1200	Y	10	N	N			70-79	Education, Training, and Library Occupations
42	Negative. Too tall, too bulky, too plain, no context, no distinguishing design character, block light, insufficient or no parking.	1201	Y	34	Adjacent Residential	N			other	Nonprofit
43	Positive - the densification is important. Negative - the buildings could engage with their context more effectively.	1202	Y	over a year	Y	N			25-29	Other
44	+ Many new interesting restaurants and shops. - Completely overwhelmed by the hundreds of shit box, ugly, poorly designed apartments and condos.	1203	Y	14	N	N			70-79	Architecture, Engineering, & Urban Planning Occupations
45	Mixed. Lack of diversity in building types and businesses is a problem that exacerbates the parking issue.	1208	Y	6.5	Y	N			no answer	No Answer
46	Positive. See last question. I am curious to see how things flow once construction/streetscape is finished.	1209	Y	10	Adjacent Residential	N			30-39	Community and Social Services Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
47	Mixed. Love seeing the new buisnesses but feel like the city is not adjusting to the influx of people and not including issues of parking and public transit in their views.	1211	Y	10	Y	N			40-49	Healthcare Practitioners and Technical Occupations
48	Negatively, because of unattractive architectural design of several of the new structures, and because of the likely plague of parked cars on our narrow side streets.	1214	Y	36	Y	N			70-79	Life, Physical, and Social Science Occupations
49	We aren't big fans of the multiple street crossings required to walk just a few blocks, way too many potholes on the road, and an underlying question of where these new residents are going to park their cars.	1215	Y	3	Y	Y	5	Y	40-49	Computer and Mathematical Occupations
50	As stated earlier- I am feeling very frustrated by the new development, the lack of parking and the very rude and inconsiderate "dinner tourists" that flock to my neighborhood every evening.	1217	Y	15	Y	N			no answer	Healthcare Practitioners and Technical Occupations
51	no answer	1218	Y	10	Y	N			no answer	Arts, Design, Entertainment, Sports, and Media Occupations
52	I feel positive about the building. I see the interesting walkable human scale neighborhood being built as the ultimate counter to urban sprawl. If you don't build dense neighborhoods the only alternative is more tract housing in suburban areas which reinforces a car centric lifestyle. Who needs parking when there are 1000 housing units within a few blocks?	1233	Y	11	N	Y	10	N	30-39	Management Occupations

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53	I feel fine. Again, I think developers are greedy and the City ignores the call of the people because they stand to make money from the development. I think progress and change are hard but it would be nice to have a City that actually chose the people over profit (profit that goes into pockets as inflated salaries rather than into the community where it should be).	1234	Y	17	Y	Y		Y	30-39	Arts, Design, Entertainment, Sports, and Media Occupations
54	positive: lots of new restaurants negative: noisy, endless construction	1235	Y	6 months	Y	N			50-59	Unemployed
55	Mixed. Development that strengthens the neighborhood is a plus. Development that places a burden on existing residents for the sake of commercial interests is a minus. Dense apartments with no parking and high end restaurants/bars with no parking (ie. the Woodsman, etc.) that draw from across the City and dramatically change the demographic or lifestyle for surrounding area have a negative affect	1238	Y	48	Y	Y	15	N	40-49	Architecture, Engineering, & Urban Planning Occupations
56	Too much, too big. Biggest problem by FAR is the cars. The bozos who proclaimed that the new denizens would not have cars have their heads up their assholes if they are sincere, but does anyone think they are? Nope. They are developers. They don't give a shit about the surrounding streets being parked wall-to-wall with cars. Even those condo denizens who make most of their trips by bus will still own cars for when they are needed. And where will they be stashed? Not in the non-existent parking places at the condos, that's for sure. I do like the planned bioswales and trees.	1239	Y	37	Adjacent Residential	N			60-69	Education, Training, and Library Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
57	Negative. What happened to the city I loved and grew up in? The biggest problems I have include the congestion (sidewalk and road), noise, littering, limited/no adequate parking, gentrification, high-rise condo's and apartments.	1241	Y	5	Y	no answer			30-39	No Answer
58	Mixed feelings. Enjoy some of the new restaurants, flower shop, magazine stand. Don't think we need anymore bars or pizza joints. Apt. dwellers are already parking in front of our house 2 1/2 blocks from Division. Hmm- where will they all park when they finally move in??	1246	Y	2	Y	no answer			50-59	Education, Training, and Library Occupations
59	no answer	1249	Y	8 months	N	Y	4	N	25-29	Legal Occupations
60	Positive - I am generally in favor of having designated streets for development with improved public transport and bike lanes/high density Negative - the sheer amount of condo/apt units is amazing - and the feel of the neighborhood is more upscale now - I feel out of place instead of comfortable	1250	Y	8	Adjacent Residential	N			no answer	No Answer
61	negative impinging on neighborhood feel and parking	1259	Y	5.5	no answer	no answer			70-79	Sales and Related Occupations
62	Positively! I love watching new places pop up. It's exciting and makes my home feel vibrant and active. I like seeing new things and people on my walks and bike rides. I know my house value is rising because of it and that matters a lot to me.	1261	Y	6	Y	N			40-49	Education, Training, and Library Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
63	Negative. The new developments will gentrify the neighborhood rapidly displacing long time and low income households.	1263	Y	5	Y	N			no answer	No Answer
64	I like that it was reduced to two lanes around 80th and bike lanes improved. Its confusing at 82nd though and needs improvement because cars are messy there.	1265	Y	3	N	N			40-49	No Answer
65	None of these apartments will even begin to fall into the category of affordable house, and the lack of on-site parking required is a joke. These new tenants are not all going to be bike riders. As it is now, it takes a good 3 - 5 minutes in the morning to turn out of my neighborhood onto Division going west due to the LONG line of traffic that backs up on this single lane street. Adding upwards of 300 - 500 people in the neighborhood is NOT going to make this situation any easier. In fact, combined with the number of new restaurants opening up, the traffic will probably double.	1269	Y	31	N	no answer			50-59	No Answer
66	Positive: Some new buildings without parking, many with ground-level retail, feels more urban Negative: Boring architecture	1271	N	no answer	N	N			30-39	Healthcare Practitioners and Technical Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
67	More negative than positive. The large expensive-to-live-in buildings with no parking that shade the street, removed interesting greenspace and lined the street with haute cuisine just feels tired and dull. The huge infill houses replacing single story homes (not to house more people, but to house wealthier people) and removing interesting greenspace make me want to move. Traffic has become awful and turn signals not installed at busy intersections. Police stings targeting everyone, not just dangerous drivers have unfairly penalized local residents.	1276	Y	14	N	N			40-49	Management Occupations
68	Negatively. New restaurants are great, but the number doesn't mix well with the limitations of the neighborhood in terms of size, parking, width of Division. The construction, especially the apartments, aren't visually appealing. Cheaply constructed for profit.	1277	no answer	no answer	no answer	no answer			40-49	Education, Training, and Library Occupations
69	Very negatively. It's destroying the community feel that we used to have and enjoy.	1350	Y	30	Y	no answer			30-39	Other
70	Mostly positive; I like that the neighborhood has become a "hot spot" instead of languishing but I fear that the area will become overcrowded. I fear that the average middle class family may no longer be able to afford to live in the neighborhood.	1366	Y	23	Y	N			50-59	Office and Administrative Support Occupations

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71	As I said, I have mixed feelings. It's exciting -- as a long time resident, being close to Division was always considered a detriment and lowered property value -- now there is so much perceived value to being near Division -- restaurant row. I also like being able to walk to great eateries! Concerns are the flip side of those very same pros -- higher rent if my kids want to live in the area, lots more traffic.	1369	Y	24	Adjacent Residential	Y	20	N	50-59	Life, Physical, and Social Science Occupations
72	Positively in that it is planned growth with a focus on pedestrian traffic. Negatively in that change is hard and congestion can feel claustrophobic.	1371	Y	22	Y	Y	20	N	50-59	Healthcare Practitioners and Technical Occupations
73	negatively: Too many condos and apartments being built. It looks like a dark canyon over a narrow street with no allowances for parking	1380	Y	20	Y	Y	18	Y	50-59	Arts, Design, Entertainment, Sports, and Media Occupations
74	Absolutely negative. Way, way too many condos being built. Too many people are going to impact this portion of SE. Also it's total bullshit - the city wants us to rely less on cars, but a pedestrian can't even walk a half a block without having to zig zag out of the way of competing construction. No thought has been put into the quality of life of the current residents.	1382	Y	more than 20	Y	N			40-49	Arts, Design, Entertainment, Sports, and Media Occupations
75	positive - I like the activity and restaurants. negative - construction impacts and sidewalk closures	1383	Y	15	Adjacent Residential	N			40-49	Architecture, Engineering, & Urban Planning Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
76	Negative- -No affordable housing or even a dialogue about it. -Too many expensive restaurants, nothing to serve the residents of the neighborhood. -ugly architecture with no oversight -too high end, not a vibrant urban neighborhood	1394	Y	no answer	Adjacent Residential	N			40-49	Healthcare Practitioners and Technical Occupations
77	for the most part I feel negatively about it being too dense. Easing in a couple of these developments every couple of years could work to grow the neighborhood but it seems that there is too much happening all at once without sensitive planning and response to neighborhood concerns	1402	Y	23	Y	N			50-59	Healthcare Practitioners and Technical Occupations
78	see above	1412	Y	5	Adjacent Residential	Y	8	N	no answer	No Answer
79	Negative! Biggest issues - not enough parking, buildings too big, too close together. Neighbors have no input on this development. No real planning was done. Very negative about Bio Swales!	1416	Y	22	Y	N			60-69	Healthcare Practitioners and Technical Occupations
80	Positive to see energy, Negative to have it happen so fast and a bit recklessly	1427	Y	13	Y	N			30-39	Healthcare Practitioners and Technical Occupations
81	Developers are being given free reign to build without design review and without the (ultimately negligible) added expense of off street parking. It's short sighted and depressing.	1431	Y	no answer	Y	N			40-49	Arts, Design, Entertainment, Sports, and Media Occupations

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82	It is good to see some hazardous sites being restored but not so good to see the bad design taking its place. Good to see locally owned businesses thriving, but not so good to have increased noise and traffic. Good to see the bioswales add some greenery and stormwater control to the street and it's good that the street is getting repaved. Narrow sidewalks are a problem especially when restaurants place large tables and umbrellas outdoors, making the walkability hazardous at times and just not inviting	1433	Y	24	N	N			no answer	No Answer
83	VERY NEGATIVE. The combination of restaurants and new apartments means increased parking in neighborhoods. We have had increased cars broken into and other crimes take place. Also, the low quality buildings could be a problem 10 - 15 years down the road. My biggest complaint is the lack of planning and impact on the people living in the neighborhood. The same amount of new construction could have occurred with a more positive outcome had the plan been more intentional and a design review process included to preclude many hideous buildings.	1458	Y	20	Y	N			no answer	Other
84	Negative mostly. Cross walks and pedestrian issues denied for TOOOOO LONG. As homeowner I am tugged toward coping as house values elevated, but as business owner very bitter. Will hold judgement on what will be my view once the construction clears and I can start to see the final product.	1459	Y	17	Adjacent Residential	Y	12	N	40-49	Business and Financial Operations Occupations

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85	yes except for apartment building built on faulty data that people would not own cars. Please see richmond neighborhood fight with Dennis Sackhoff	1467	Y	6	Y	no answer			40-49	Healthcare Practitioners and Technical Occupations
86	positive!~	1473	Y	27	N	Y	21	Y	50-59	Community and Social Services Occupations
87	Positive. More opportunities for shops, restaurants, and other attractions.	1475	Y	6	Y	N			30-39	Office and Administrative Support Occupations
88	I like the development as a whole. Traffic and street conditions are terrible. Narrowing of road due to construction.	1483	Y	6 months	N	no answer			40-49	Healthcare Practitioners and Technical Occupations
89	Designs of new buildings are elegant, but there seem to be too many of the same type of building quite imposingly close to a street that is only two lanes wide.	1489	Y	14	N	N			50-59	Arts, Design, Entertainment, Sports, and Media Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
90	<p>positive.</p> <p>You should have seen Division ["10-19"] years ago when we moved here! Who knew it could be so chic.</p> <p>Parking is a problem for the residents but honestly, I'm guessing many of these people have never lived in a big city.</p> <p>Change is hard - from car centered to not - or from 2 cars to 1. We moved here from ["a major E. coast city"] where we had 1 car, walked, took train/metro. It puts you in touch with your neighborhood when you experience it without a car.</p>	1491	Y	19	Adjacent Residential	N			40-49	Arts, Design, Entertainment, Sports, and Media Occupations
91	<p>I am positive about some of the new restaurants. I am positive about SOME new housing. But It is double what it should be. Everyone I know who lives nearby feels failed by the city who allowed such overdevelopment, so quickly, and without parking. The parking situation is a nightmare.</p>	1495	Y	more than 12	Y	N			no answer	No Answer
92	<p>For the most part I am trying to feel positive about all of the new energy and construction. I'm sad that the Waverly block could not have been developed in to a park to serve the new urban apartment dwellers--and their dogs and kids. Quality of life is better with open space! I'm optimistic that Division will grow into more than an upscale "restaurant row" that people drive to from other neighborhoods. And as a 60-something resident, I'm grumpy when I have to</p>	1499	Y	20	Adjacent Residential	N			no answer	No Answer
93	<p>Positive</p>	1500	Y	11	N	N			30-39	Architecture, Engineering, & Urban Planning Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
94	mostly positive. I like the new dining options. But we need more other retail. we have no banks, and could use a lot more retail.	1512	Y	2.5	Y	N			40-49	No Answer
95	Positive. Brings life and vibrance to the neighborhood.	1514	Y	less than a year	Y	N			30-39	Office and Administrative Support Occupations
96	density is good. new businesses are good, the curb projections and bioswells are good. the architecture is bad (some horrible). It seems that in an attempt to keep development moving ahead the city has been afraid to hold developers accountable to decent design that makes our streets walkable and approachable (vs dark, windy and with nothing but tall vertical walls that make you feel like youre walking down a valley (or a NY alleyway) density is good. allowing bad development/architecture is a mistake that lasts for and haunts us for generations.	1515	Y	8	Y	Y	under 1 year	Y	30-39	Arts, Design, Entertainment, Sports, and Media Occupations
97	Negative, mass congestion, misuse of funds, misuse of a street, parking is already a nightmare, and the worst is yet to come, who ever thought up the idea of not providing parking at the new units should be sent to Vancouver!	1521	Y	50	Adjacent Residential	N			60-69	Transportation and Material Moving Occupations
98	I have both, believe it or not. I am proud of Division's food rep, it is seriously world-class. This are was a depressed, sleepy part of Portland for a long time. I dislike the closed-in feeling it is getting. The parking problems are not going to go away, that's for sure. It is becoming way unaffordable, there is no way we could buy a house in this area today.	1522	Y	12	Y	N			50-59	Education, Training, and Library Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
99	positively. the installation of traffic calming and bioswales make it a more pedestrian friendly development	1526	Y	9	Y	Y	1	Y	40-49	Computer and Mathematical Occupations
100	Negative. As I mentioned my concerns before. Explosion of population without services to take care it. There are tons of cars now everywhere, especially on my bike route.	1537	Y	8	Y	N			30-39	Healthcare Practitioners and Technical Occupations
101	Unfortunately these days I mainly feel negative. I have very much enjoyed the new restaurants. But those don't outweigh the sudden transformation (for the worse) of the skyline, the lack of affordable housing, or the excessive density beyond what the street & neighborhood can handle.	1541	Y	7	N	N			30-39	Healthcare Practitioners and Technical Occupations
102	Positive, it is vibrant, attractive to people and good for property values.	1542	Y	15	Y	N			40-49	No Answer
103	In general positive, because the new businesses add vitality to the area. At the same time, I think some of the adjacent homeowners have sen a decline in their quality of life, particularly if they are on the north side of Division and in the shadow of tall buildings.	1558	Y	18	Y	N			50-59	Architecture, Engineering, & Urban Planning Occupations
104	Negatively. Not enough parking. The new housing tenants all have at least one car and will park in neighboring streets, making it very difficult for residents there to park. Businesses will also suffer for less accessible parking for clients.	1559	Y	11	Y	Y	under 1 year	Y	40-49	Architecture, Engineering, & Urban Planning Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
105	As above: I love the new restaurants, etc. I am in awe of the city's incompetence in choosing to remove what little parking there is for restaurant patrons by adding those little gardens/ bioswales.	1562	Y	12	Y	N			other	No Answer
106	postitive about the restaurants coming in, negative about the traffic and parking. I want it to be a busy pedestrian throughfare, but want to minimize car use. don't want to lose all the older buildings, would like to keep the old-portland look to some extent.	1566	Y	6	Adjacent Residential	N			30-39	Consultant
107	Generally negative. It is development that will be good 20 years from now. But now it does not fit in with the area for the reasons I have previously mentioned.	1568	Y	40	N	N			60-69	Retired
108	Both. I hate that you cant walk more than a block without putting your life in danger and walking among the cars, or cross the street again and again. Looking forward to being able to enjoy the shops and restaurants and walk around without construction mess. Worried about over population with all the new housing.	1570	Y	3	Y	N			30-39	Arts, Design, Entertainment, Sports, and Media Occupations
109	Negative. Too many older structures demolished to make way for new ones of dubious design.	1574	no answer	no answer	no answer	no answer			no answer	No Answer

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
110	I think I answered this above. Primarily I think the increased density has been poorly done and will cause major problems for the nearby neighborhood. I also think that because of traffic calming/stormwater planters the street is very frustrating to drive at all. The density and the through street to neighborhoods further east are a rough combination with the street design.	1576	Y	24	N	Y	3	N	50-59	Architecture, Engineering, & Urban Planning Occupations
111	Negatively. (1) We feel negatively toward the mandatory bioswales that removed perfectly healthy foliage homeowners bought with our own post-tax dollars. (2) We feel negatively toward new developments that don't provide parking spaces, thus making it harder for personal visitors to come to our homes. (3) We don't like the increase in graffiti.	1583	Y	19	Y	N			50-59	No Answer
112	as stated above, VERY negatively - it's great to have increased housing but absolutely unforgiveable to not have parking included. 3 spaces per 4 units should be the minimum.	1594	Y	no answer	N	N			60-69	Healthcare Practitioners and Technical Occupations
113	I feel positively, since it's such a great neighborhood to live in and has been somewhat underutilized considering its proximity to downtown and its many assets like transit, Mt Tabor and good businesses. I think the negative backlash against the development based on parking is short-sighted and will eventually dissipate as the new neighbors settle into the fabric of the street	1595	Y	4	Y	N			30-39	Architecture, Engineering, & Urban Planning Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
114	I feel very positive about the development. If I had to pick a negative, I'd say the new city requirement for parking that flies in the face of our sustainability goals. I have hope that property owners can come together to share some of the surface parking lots that are so prevalent on the street.	1596	Y	2.5	N	N			30-39	No Answer
115	It seems Division has been marketed to the masses, and they are moving in to "have" it, too. It's like the difference between a group of people intentionally deciding to build an intentional community vs. those who respond to a realtor's offer to come and 'share housing.' Those who determined the foundational agreements create a quality that cannot be acquired later. This challenge to the character of Division and its close community is palpable on the street now. I discourage friends from meeting here since the restaurants are too loud for visiting, and the walk to them is blocked by closed streets & sidewalks. At the start of the building surge, Division, both lanes, was already at carrying capacity. Now that there is more, the carrying capacity of the street isn't as noticeable as is the "weight" of the built environment surrounding it, feeling like a barrier between one resident, me, and the sun & the breeze, and the integrated feel with the quiet residences surrounding it.	1605	Y	4	Adjacent Residential	no answer			no answer	Retired

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
116	Although there are a few buildings I truly dislike, many are okay to good. I am more concerned about the scale and massing on the corridor as a whole. I'd like to see a mix of heights, more 2 and 3 story bldngs. Too many people have described the street as feeling like a canyon and I am concerned about the lack of access to sunlight, also what seems like poor workmanship and/ or materials and an inadequate pedestrian environment when outdoor seating is squeezed onto sidewalks of minimal width.	1611	Y	16	Y	N			60-69	Retired
117	Generally positive, but the pace is kind of breath-taking. I am more supportive of the projects with architectural interest. There are a few of new buildings that look cheaply made and are kind of eye-sores. But most of them either blend in or have a well-developed aesthetic. I feel that the amount of development paired with road construction has made crossing the street dangerous and with all of the restaurants, that has been poorly managed. I like that some buildings are offering their own car-sharing.	1623	Y	11	Y	N			40-49	Computer and Mathematical Occupations
118	My negative reflects the unidimensional way it's been developed, towering apartment blocks which have been build to maximize rent potential, leaving out what can be given back to the community, and lack of affordable housing in the area.	1630	Y	8	Adjacent Residential	N			60-69	Retired
119	Positive for all the new bars/restaurants. Negative about the maximum multi-family complexes with no parking. And the walking is trecherous on Division as well with all of the construction.	1641	Y	19	Y	N			30-39	Business and Financial Operations Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
120	I feel positively about the development going on and think it will be great when the dust settles. That said, I have negative feelings about how the multiple construction projects have been coordinated, especially regarding sidewalk closures.	1656	Y	3	N	N			30-39	Community and Social Services Occupations
121	Mostly negative as to the look of the buildings, their size, their lack of sufficient parking. Positive about the great new restaurants.	1660	Y	34	Y	N			no answer	No Answer
122	Both. Positively in increasing density, creating jobs and adding new restaurants/businesses to what used to be a pretty quiet street. Negatively in unending construction, increased rent and the likelihood of the demolition of more old houses.	1669	Y	1.5	Y	Y	5	Y	30-39	Arts, Design, Entertainment, Sports, and Media Occupations
123	The food options are great - I do like the mix that's developed. But what happens when mall-type stores start buying up space and booting out the small dress shops, wine stores and diner type places? What is the street going to look like then? Biking on Clinton is getting more dangerous, because cars are using it more and more due to the congestion on Division. It makes a bike commute much less enjoyable.	1671	Y	5	Y	no answer			30-39	Nonprofit
124	Done that.	1681	Y	64	N	N			60-69	Retired
125	Positive - commerce, land value and walkability Negative - safety, congestion, claustrophobic	1683	Y	16	Y	N			30-39	Homemaker

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
126	There are positive elements and it's nice to have four world class bakeries within a short walk. But it clearly the new construction hasn't been well-planned or thought through more than a few months in advance. It seems more like, "the bank will lend us money to build, so we'll build."	1684	Y	6	Y	N			40-49	Legal Occupations
127	Positively. Way more choices for visiting small business and restaurants, more people walking, more chance of having enough housing stock to make affordable places for the young people who work in our neighborhood to be able to live in our neighborhood.	1685	Y	12	N	N			40-49	Education, Training, and Library Occupations
128	Positive. This is revitalizing the street which was run down, higher in crime, and with few destinations	1691	no answer	no answer	no answer	no answer			no answer	No Answer
129	Mostly positive. It is always hard to accept change, especially for longer-term residents, but I think it is a good example of appropriate infill and densification. I am happy to have more bioswales. I am happy to see the street narrowed. My biggest objection is that there was no coordinated effort to clean up/organize/bury the power and communication lines.	1695	Y	9 months	Y	N			40-49	Architecture, Engineering, & Urban Planning Occupations
130	Negative. It's a giant canyon of condos. Also where do all these people park? Why have the two lane parts been decreased to one? Do we need giant swimming pool sized drainage culverts? The division bus is one of the busiest in town and now division is a one lane road. Have you tried driving home on division between 11 and 52? The bus stops every thirty feet. I like the bus but I want to be able to get around it.	1699	Y	8	N	N			40-49	Life, Physical, and Social Science Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
131	I feel somewhat negative about it. I think that developers got special and unwarranted treatment in zoning. The biggest problem is that the street is being made narrower by installing useless (IMHO) 'green' spaces that just into an already narrow thoroughfare and the advent of a bunch of new no parking apartments is going to be a real problem as the apartments fill up and most people have cars. It is only serving the developers to have this no parking exception to building permits. It will come back to haunt but then the culprits will be long gone.	1705	Y	several years	no answer	Y			40-49	Management Occupations
132	no answer	1706	Y	8.5 months	N	N			25-29	No Answer
133	Mixed. Four & five story apartment buildings are too big in my opinion and ruin the view/sun exposure of houses immediately adjacent. We don't know what it will feel like once they occupied, but fear it may change the currently very family friendly neighborhood.	1723	Y	1	Y	no answer			40-49	No Answer
134	Quite negative. Half of the development would have been enough to inject new businesses, new energy, and so on, but it is almost unattractive now.	1724	Y	8	N	Y	7	N	60-69	Arts, Design, Entertainment, Sports, and Media Occupations
135	Negative: congestion, lack of charm or sensitivity for the neighborhood, Monolithic feel on the street	1726	Y	38	N	N			60-69	Office and Administrative Support Occupations
136	Negatively.	1730	Y	no answer [the house owned has been in the family for 70 years]	Adjacent Residential	no answer			40-49	Computer and Mathematical Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
137	Negatively. Density, erosion of off-street parking and loss of identity are issues.	1735	Y	26	N	N			50-59	Healthcare Practitioners and Technical Occupations
138	Extremely negatively. Too many people, torn up roads because of developers (who are the ones who need to pay to fix them), huge buildings with an overall dark feeling from overhangs, big shadows, rudeness, nowhere to park so people are now parking in the neighborhoods (and many of the houses don't have driveways). As it is going, I am rapidly becoming disenchanted with living in this neighborhood.	1740	Y	23	Adjacent Residential	Y	18	N	50-59	Legal Occupations
139	I think I have covered that. The only positive is now my friends know where Division Street is and most avoid it because of the traffic.	1743	Y	17	Y	N			50-59	Sales and Related Occupations
140	Negatively. See my comments above.	1744.	N	no answer	N	Y	2	N	40-49	Arts, Design, Entertainment, Sports, and Media Occupations
141	negative leave it alone	1746	Y	59	Y	N			50-59	Community and Social Services Occupations
142	positively. Lots of new businesses are opening and desperately needed multifamily housing is being added to the inner eastside.	1749	Y	6	Adjacent Residential	N			25-29	No Answer

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
143	On the positive side, I love food, and so selfishly I like being near so much great food. On the negative side, there is no parking, people constantly park in front of my driveway, and the new retail space is not reflective of the people who have lived her for some time.	1755	Y	13	Y	N			40-49	Education, Training, and Library Occupations
144	It seems we had an opportunity to monitor the growth of residential units, and I know there was a concerned effort to make them provide parking, yet that's only part of the transportation issue. Division can't take the load of traffic being a two lane road, added with pedestrians who unfortunately cross the street wherever. I think we could use another stoplight.	1756	Y	2	Y	N			25-29	No Answer
145	The restaurants are great but parking is the main issue.	1759	Y	16	Y	N			no answer	No Answer
146	New construction lacks character and architectural appeal. It is idiotic that none of the new buildings have parking. You can't park in front of your own house anymore if you live in div. neighborhood getting too dense.	1761	Y	18	Y	Y	18	N	40-49	Sales and Related Occupations
147	Definitely positively. As mentioned above, the new apartments bring more, and more varied people to Division. The new restaurants bring more life to the street. There are constantly lines outside Salt and Straw. The intersection of 33rd Place is a really exciting place to be. Looking north on 33rd Place, it is a destination that you look at down the street past the low houses, with the buildings rising at the end of the street. It is an exciting destination, and place to be.	1762	Y	27	Y	N			50-59	Sales and Related Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
148	Positively. Climate change is the preeminent consideration of people in my age group 20-35. We also need affordable housing. Multifamily developments without parking supply this. Older generations, who have the privilege of being able to afford single family house and a car, are afraid of change and having to walk 2-3 blocks to get to their cars.	1764	Y	6	Y	N			30-39	Computer and Mathematical Occupations
149	I feel both. Positive: More dining options, the streetscaping will make the neighborhood look less trashy. Negative: See previous answers. Parking is a huge problem. Being priced out of our neighborhood is a problem. There aren't enough grocery stores or varied business types. Just restaurants, it seems.	1770	Y	2	Y	N			40-49	Arts, Design, Entertainment, Sports, and Media Occupations
150	Mostly positive. I recently bought a house in the area mainly due to all the restaurants and things to do around Division. I like feeling like I live in an active part of the city. I've lived in various parts of SE Portland for 30 years, and never would have wanted to live in my current location before all of the recent development. It's a vibrant part of the city that people want to come visit, and I like being able to walk from my house and see a lot of people around. The downside to the development as I see it is that it has driven up prices for rent/houses and the area has become unaffordable for so many people. Also, some of the new construction is very unattractive and generic. I'd prefer large, multi story buildings to stay as close in to downtown as possible, preferably not East of 39th, as the area East of 39th feels more like a residential neighborhood and I like that.	1773	Y	25	Y	N			30-39	Healthcare Practitioners and Technical Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
151	Mixed: right now the construction is really annoying, but I am cautiously optimistic about the changes. I look forward to seeing good development, but am concerned the development will price even more people out of the area.	1777	Y	1.5	N	N			30-39	No Answer
152	The apartments are too big. Parking has already become a problem, even on streets that are 2 to 3 blocks away. That modern thing with the grating on it should have NEVER been built. Don't let Division street become a "canyon" of high rise buildings.	1778	Y	20	Adjacent Residential	N			60-69	No Answer
153	Extremely negative. I'm left with the sickening feeling that "it's time to get out; this is only going to get worse, and creep south and north into the rest of the neighborhood. The lack of off-street parking for the new apartments is another negative sign of car-creep into the neighborhood. The city already knows that many of these apartment renters do have cars.	1797	Y	34	N	N			50-59	Nonprofit
154	Mixed feelings, but so far I'm trying to stay positive overall. The timing of the permits and construction has been unfortunate and should have been handled better by the city dept. that issues permits. Unfortunately, city agencies seem to do very little planning when it comes to development. I think the extra retail space is good, but would have preferred rehab of existing buildings where possible. I think single family homes on major arteries like Division are headed for extinction, which will be a shame where the homes are older and contribute to the character of the neighborhood.	1802	Y	1	Adjacent Residential	N			40-49	Business and Financial Operations Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
155	Positive - New stores and restaurants.	1803	Y	7	Y	N			40-49	Healthcare Practitioners and Technical Occupations
156	Negative. The city's recent transportation developments decreased access to the area. Then the city added more people to the area via non-traditional (to this neighborhood) residents types (condos, etc.). Then they added more businesses, who's maximum potential will not be reached due to said transportation projects. This really looks like it was unorganized and there was not a long-term planning plan.	1812	Y	3	N	N			other	Computer and Mathematical Occupations
157	Very positive. I like the street edge being filled in with buildings that house shops, restaurants, and apartments which gives the street a more cozy and walkable vibe. Would be nice if some of the residential units being added were condos so more residents could own affordable properties. Single-family homes are too expensive in inner eastside, so condos are the only way to afford buying in the area.	1813	Y	6	N	N			30-39	Life, Physical, and Social Science Occupations
158	Mostly positive b/c it seems to be creating a more vibrant community.	1814	Y	3	Y	N			60-69	Community and Social Services Occupations
159	positive, for now!	1816	Y	8	Y	N			no answer	Arts, Design, Entertainment, Sports, and Media Occupations
160	I am generally positive about the developments on Division. Auto traffic feels slower and pedestrian traffic feels greater.	1817	Y	13	Adjacent Residential	N			50-59	Education, Training, and Library Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
161	I feel positively on the whole about the changes on Division, I believe that progress is generally a good thing. That said, however, The speed at which development is happening gives me pause in regards to the foresight or potential lack thereof. In addition, the seemingly total absence of any affordable housing is endemic not only on division but in nearly every neighborhood close to downtown.	1818	N	2 [lived in the past]	N	N			30-39	Architecture, Engineering, & Urban Planning Occupations
162	There are positive elements to it (hell, I think Pok Pok is delicious) but it needs to be tempered with a sense of the neighborhood and thought to how to control increased traffic in the area as well as including rent control to protect long-time residents and businesses.	1832	Y	1	N	N			30-39	Education, Training, and Library Occupations
163	Negatively. The fact that there appears to be no consideration for the current residents of this neighborhood.	1836	Y	3	N	N			30-39	Arts, Design, Entertainment, Sports, and Media Occupations
164	Mixed. I think that the development is too geared to an economy with a lot of disposable income. I see fewer and fewer places that are essential to the functioning of a community. I also think that the haphazard architecture of the apartments going in has done a GREAT disservice to the feeling of a 'neighborhood.' It feels entirely like a developer-by-developer project.	1838	Y	21	N	N			50-59	Education, Training, and Library Occupations
165	Negative. They just don't fit in stylistically. Plus the idea that they'd build these huge monoliths with no parking for the kind of people who'd live in them...it's just WRONG!	1847	Y	8	N	N			no answer	No Answer
166	Negative. The new places are all expensive and close at 10. Traffic and parking is worse.	1857	Y	10	Adjacent Residential	N			25-29	No Answer

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
167	everyone I have spoke to is utterly appalled at what the city has allowed to happen. look out the window and its hard to figure what city/state you are in=no character whatsoever.	1861	Y	10	Y	N			60-69	Life, Physical, and Social Science Occupations
168	I guess I'm somewhere in the middle. I like that some things will be improved, but worry that the area could lose its charm and become too shiny and hip. A lot of the draw of places like that is the unique character and style that has developed over time.	1868	N	no answer	N	N			30-39	No Answer
169	Like the ground floor retail, like the multi floor residential above. Like that Division is serviced by frequent Trimet buses and that a designated neighborhood greenway is available for bicycles only two blocks away. Don't like the whining about limited parking.	1872	Y	22	N	Y	5	N	50-59	Computer and Mathematical Occupations
170	Negatively. There is such a building boom in all areas of the city that when stauration is reached, the large-scale multi-unit projects hold the potential for becoming slums and run-down shells.	1875	Y	no answer	N	no answer			60-69	Retired
171	I'm all for the spiffy new businesses. Well, some of them. Some I couldn't care less about. I'm not excited about the housing developments. Did the owners/developers/whomever get tax exemptions for making these? I would really like to hear that they're putting money back into the community as well. Especially given how underfunded the schools are in this area.	1878	Y	6	N	N			40-49	Education, Training, and Library Occupations
172	Positively. Aesthetic, density, retail offerings.	1879	Y	3.5	N	Y	3	N	40-49	Consultant
173	no answer	1883	Y	6	Adjacent Residential	N			50-59	Office and Administrative Support Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
174	Positive. Just like the other areas in Portland that have a signature feel to them, this one will too. And it doesn't revolve around being ghetto like how I picture SE now.	1897	N	no answer	No	N			25-29	Healthcare Practitioners and Technical Occupations
175	Negative. Not only is it a driving nightmare now, but the end result is soulless and not at all an enjoyable walkaround experience. For instance, I love Petit Provence. I visit their Alberta location often and we enjoy walking around Alberta and shopping after. I have only visited the Division location once and probably won't again, because there is nothing worth walking to after.	1902	Y	8	N	N			50-59	Management Occupations
176	Elements of both. There is energy that comes with the new businesses, however, the multiple large apartment/condo buildings (27th to 39th) which do not have sufficient parking space I fear the consequences when they are completed.	1905	Y	5	Y	N			60-69	Other
177	Negative for the reasons stated above: Lack of parking, lack of affordable rental pricing in new apartment buildings, lack of cohesive design, lack of walk ability during construction. Division now seems like a street that is less for the local people in the area and more a destination for others to come and stand in long lines at Pok Pok and Salt & Straw. I know I sound cranky, but I grew up in this neighborhood and some of these changes make me sad.	1906	Y	6	Adjacent Residential	Y	under 1 year	N	30-39	Healthcare Practitioners and Technical Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
178	I like the street scape although it has taken parking spaces, I think its worth the trade off for a more livable walkable street with drainage. Parking is an issue. People use cars, just look at the traffic on D. Those cars need to park somewhere. Portland property taxes are exorbitantly high. Even to live in a hovel. Homeowners should be able to expect some street parking near their homes. Many of these homeowners have lived here for decades. Now all their parking is to be given to apartment building owners. It is not fair.	1907	Y	25	N	N			50-59	Sales and Related Occupations
179	Negatively. No pocket parks. There should be green spaces for residents to relax --and to break up all the commercialism.	1909	Y	12	Y	N			50-59	Arts, Design, Entertainment, Sports, and Media Occupations
180	NA	1916	N	no answer	N	N			40-49	Healthcare Practitioners and Technical Occupations
181	Mostly negative. I like the way businesses like Little t Bakery fit into the neighborhood among the houses, rather than the way the new businesses and apartments form a solid strip of commercial denseness further up the street. It's gone from an organic harmony between houses and businesses to a dense commercial strip of businesses imposed on the neighborhood.	1917	Y	no answer	N	N			50-59	Education, Training, and Library Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
182	Negative. Too many new businesses and housing being built up too quickly without any thought of traffic conditions, parking, congestion. No consideration for current residents and no concern for character of neighborhood. Division is 1 lane in either direction! I avoid it at all cost. It's a sad day when I will gladly choose driving down Hawthorne over Division!	1924	Y	11	Adjacent Residential	N			30-39	Healthcare Practitioners and Technical Occupations
183	It will kill out most retail business because of congestion. Parking for existing neighborhoods will become a nightmare. City planners are living in a fantasy that it won't increase parking problems. I know because I've talked to them.	1926	Y	40	N	N			60-69	Retired
184	Super positive. I didn't move into the neighborhood because it had good parking. I moved into an inner city neighborhood because I like urban living, it had a good public transportation options and was a vibrant area. Division was a bit of a disappointment compared to Hawthorne and Clinton, but you could see even 16 years ago that it was prime for growth. The increase in density is welcomed. It will drive more public transportation use and support more local business.	1930	Y	16	Adjacent Residential	Y	10	N	40-49	Legal Occupations
185	Generally, yes. I love that Division Street is now a place to spend a whole day or evening. I love having my ["work"] so close to my home. However, it is difficult and sometimes downright scary, to cross Division, biking or walking due to the street repairs, closed sidewalks every other block, and lack of lights/marked crosswalks anymore.	1931	Y	16	N	Y	13	Y	40-49	Legal Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
186	positive, very much so. See my answer above as well as my belief that what is happening on Division is also in a small, local way one thing that will cut carbon use. If all the new residents were forced to live further out they would have to drive cars, probably down Division and we would have more traffic and more emissions.	1933	Y	40	Adjacent Residential	N			60-69	Retired
187	More negative than positive, because of density issues mentioned in previous responses. Also, between building and street repairs, sidewalks are closed every couple of blocks, which makes me avoid the street.	1935	Y	15	Y	N			60-69	Retired
188	Positive: new construction employs people, the new spaces house people and the retail areas employ people and hopefully make money for the business owners. I am very happy that more property taxes will be paid to support services.	1936	Y	15	Adjacent Residential	Y	13	N	50-59	Sales and Related Occupations
189	I like most of the new construction, some new construction is not a good neighbor (building with metal screen is not a good neighbor) parking is a problem.	1938	Y	18	N	Y	18		no answer	Architecture, Engineering, & Urban Planning Occupations
190	Negative Developers destroying perfectly good properties, parking issues, tourists, garbage	1939	Y	17	Y	Y	17		50-59	Arts, Design, Entertainment, Sports, and Media Occupations
191	Negatively. Very negatively. Overdeveloped, not diverse, dumb development for people who have no history or long-term investment in PDX (at least that is how it feels).	1961	Y	15	Adjacent Residential	no answer			40-49	Farming, Fishing, and Forestry Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
192	I hate it - it has made housing so much less affordable, and has caused the eviction and demolition of the cooperative house I helped to start. It's just another part of the gentrification of the city, pushing out more affordable housing in favor of condos that make more rent.	1972	N	2.5 [used to live]	N	N			no answer	Community and Social Services Occupations
193	Since I choose not to spend time on Division, I can't say that there isn't anything positive about the new construction & change.	1978	Y	6 months	N	N			no answer	No Answer
194	Negative. The Bioswales are great, but really? Where is the bicycle parking that should be provided on Southeast Division Street?	1984	Y	5	N	N			40-49	Computer and Mathematical Occupations
195	Pretty negative. I moved away to North Portland because of it. It's just simple gentrification. Division is going the way of Mississippi, Williams, Belmont and others. These are the same things that happened on Hawthorne years ago. The biggest problem is the mark-up on things. All the new businesses create their items and menus based on people that use Division as a destination, and the people that live and shop and eat there every day suffer for it.	1990	N	grew up in SE	N	N			25-29	Food Preparation and Serving Related Occupations
196	positive: bollywood b/c it is reasonably priced, not like pok pok, for value. negative: apartment buildings that will cause the area to be overrun with people	1995	Y	2	Y	no answer			60-69, 50-59	No Answer
197	I liked it at first but it seems to be getting bigger and bigger.	2004	Y	38	Adjacent Residential	N			30-39	Computer and Mathematical Occupations
198	Positive: more options for business to visit. Negative: not enough off street parking to support the influx of residents to the area. Increase in prices/cost of living for the area.	2006	Y	5	N	N			30-39	Architecture, Engineering, & Urban Planning Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
199	Positive. Sidewalks alive with pedestrians, Bicyclists all around. Cute apartments. More youth and creativity in the neighborhood. It used to be scary at night and the tattered, under-utilized buildings were getting stale.	2009	Y	20	N	N			50-59	Computer and Mathematical Occupations
200	Positively. More people = more businesses = more opportunities/greater accessibility for me. Parking is not a problem. The greater accessibility means that car ownership is even less necessary for existing and new residents.	2010	Y	3	Adjacent Residential	N			25-29	Other
201	While I accept the goals of densification, I feel that it's important to maintain high aesthetic values, so that the business strip fits in with the neighborhood. Recent development barely seems to even try to match that ideal. You get the feeling that developers are putting up the cheapest buildings they can, with the greatest possible income per square foot. That may make good business sense, but it's a violation of the implicit social contract of a neighborhood business.	2019	Y	21	N	N			50-59	Computer and Mathematical Occupations
202	Congestion, parking problems, a real disaster in the making, N.E. Alberta Street on steroids!	2034	Y	48	Y	N			60-69	No Answer

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
203	I like some of the architecture (although the new developments with residential units should be REQUIRED to include parking in the designs. I like the increase in density. Even though I am an activist for the environment, I absolutely ABHOR the swales. They are TERRIBLY DESIGNED and have no place on a main street in an urban neighborhood. They look like they belong in a sub-suburban industrial park. There are so many other design solutions to the run-off problem that would have no impact on parking, traffic flow, etc. Also the curb bump-outs have the same problem. There could have been an increase in crosswalks without removing any street parking, and without preventing the buses from pulling over.	2035	Y	25	Adjacent Residential	Y	16	Y	no answer	Arts, Design, Entertainment, Sports, and Media Occupations
204	Positive. I like the street enhancements, including the removal of parking spaces. I bike and walk in my neighborhood, my home as off street parking.	2048	Y	1	Y	N			50-59	Healthcare Practitioners and Technical Occupations
205	Very negative. See above.	2058	Y	25	Y	N			no answer	No Answer
206	Positive. I love the influx of new mixed use.	2061	Y	8	Y	N			no answer	No Answer
207	negative--new buildings are imposing and unpleasant. construction process has been disrespectful and destructive of existing property and community. the city has been indifferent to the needs and concerns of residents.	2063	Y	20	Y	N			no answer	No Answer
208	I like the new dining options. I think the apartments are too large, and the lack of parking will degrade the neighborhood. Finally the size, scale and duration of the deconstruction/reconstruction has made Division an unsafe an unpleasant part of the neighborhood.	2064	Y	19	N	N			50-59	Other

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
209	Again, I really like D Street Village. But I cannot stand the increased presence of chain stores and especially the appalling, totally embarrassing and downright criminal *design* of the buildings.	2065	Y	13	N	no answer			40-49	Computer and Mathematical Occupations
210	Positive about the new shops and restos. Very attractive and welcoming feeling. I won't go if I can't park.	2147	Y	33	N	N			60-69	Retired
211	Ambivalent. See above.	2174	Y	11 [rented for 5, own house for 6]	Adjacent Residential	Y		N	40-49	Arts, Design, Entertainment, Sports, and Media Occupations
212	Positive about raising property values and more access to various stores, restaurants, etc. Negatives are the speed of traffic especially between 30th and 26th but pretty bad all up and down Division, and poor condition and marking of crosswalks.	2192	Y	8.5	Adjacent Residential	no answer			40-49	Education, Training, and Library Occupations
213	Negative. The city has picked a street that has one of the worst bus lines and created a corridor where 6 large apartment buildings with no parking have been built. There was no consideration for the neighborhood or what it would do to the surrounding areas. As a general whole all of Division street needs to be repaved-- from 82nd to 12th.	2193	Y	8	N	N			30-39	Construction and Extraction Occupations
214	Generally positive. I like all the new eating establishments. I will be really disappointed if a bunch of chain stores (e.g lululemon) move in. I like the local stores and local chains (e.g. Salt and Straw)	2196	Y	9	N	N			40-49	No Answer

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
215	A bit of both. Happy to see energy and creativity of the new businesses. But CURSE on the developers who brazenly built all this stuff with no parking. The developers have no connection to the neighborhood and don't care what happens to the atmosphere. It's all \$\$\$ and I find their approach to be shameless-- trying to maximize profits by jacking up rent and lease prices.	2197	Y	6	Y	N			no answer	No Answer
216	Overall positively, because I feel like the walkability in my neighborhood has improved greatly and my home value is greatly improved. The density and sustainability are big concerns, but time will tell. Driving up and down Division is a pain in the ass; it reminds me of driving in a third world country, wrecking my suspension every minute of the way.	2204	Y	6	Y	N			30-39	Healthcare Practitioners and Technical Occupations
217	I feel positive about most of it - I like the cool new shops and restaurants. Obviously will increase our house value which I like, but it is possible that if it becomes a really big happening location, I may want to move to a quieter location.	2205	Y	10	Y	N			40-49	Education, Training, and Library Occupations
218	See above for positive and negative issues. Regarding parking, it has already begun to affect the street. For instance, partially blocking driveways or parking so close to your car, that you can't move it. Several of my neighbors don't have off street parking. In the future, they may have to park somewhere else than our block and I think that's wrong!	2206	Y	36	Y	N			60-69	Retired

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
219	It's pretty clear by now that I see this as a negative thing...mostly because of poor planning and lack of time put into the end product. People and businesses that have resided in this neighborhood for years or decades are going to be forced out, if they haven't already, due to the costs. Parking and driving have already become a huge problem, and the buildings aren't complete or filled with tenants or businesses yet.	2210	Y	27	Adjacent Residential	N			30-39	Education, Training, and Library Occupations
220	I enjoy that many of the businesses are locally owned, I don't mind the food scene even if I think it's kinda ridiculous. What I hate, hate is the speed at which these changes have taken place, the lack of cohesion with the older neighborhood, the disruption to foot and car traffic and the condos.	2211	Y	9	N	N			30-39	Office and Administrative Support Occupations
221	Positively. As answered above: walkability, diversity, street life, having lots of services (grocery, stores, etc). And the food! The food is so good.	2213	Y	7	N	Y	5	N	30-39, 30-39	No Answer
222	Positive More small commercial spaces More variety of goods and services Negative Difficulty crossing the street very limited parking and no parking structures available	2216	Y	36	Adjacent Residential	Y	30	N	no answer	No Answer
223	Both. I feel positive b/c I like experiencing the opportunities for eating out. Negatively b/c I'm worried about the impending parking disaster that has been created by developers not including parking spaces with the new buildings (I think over time this will make those buildings unattractive to live in).	2218	Y	7	Y	N			30-39	Management Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
224	Postively because it is adding value to the neighborhood by increasing density and also business options. Negatively because Division street in its current state is unable to handle the influx of traffic for cars, bikes, and public transit. I don't know the solution. Also making a BRT on Division is ridiculous being that there is only one lane in each direction for traffic. BRT's have to have lane to be effective that way they are not stuck in traffic. However that being said this is the nature of the beast. Traffic has to become so bad that riding public transit becomes a worthwhile and effective mode of commuting otherwise you'll never get people out of their cars.	2220	Y	3	Y	N			30-39	Business and Financial Operations Occupations
225	Both - positive about the new business, negative that traffic has significantly worsened.	2242	Y	22	Y	no answer			50-59	Architecture, Engineering, & Urban Planning Occupations
226	I generally feel positive, but I think the developers of the buildings are getting through the design review process much too easily. These buildings are going to exist for the next 40-50 years. The materials used on them look like they might start degrading within 3-5 years. I'm	2251	Y	2.5	N	N			30-39	Architecture, Engineering, & Urban Planning Occupations
227	In general I feel positive about it, with one major caveat. The Clinton bike boulevard is seriously compromised by cut through traffic. There needs to be a significant investment in enforcement, narrowing the streets, and installing barriers to improve the bike environment.	2261	Y	more than 9	N	no answer			30-39	No Answer
228	positive, this area (by fluke of timing) has captured the need for much more high-density housing in SE. I think the new buildings are attractive.	2267	Y	8	N	N			30-39	Life, Physical, and Social Science Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
229	positively for the most part because I like the businesses that are opening up shops there. however, the impact of all this development in a short period of time is causing issues in terms of transportation and connections to the area and through it. i'm concerned that less of the existing buildings and urban fabric will continue to be lost.	2269	N	no answer	N	N			40-49	Architecture, Engineering, & Urban Planning Occupations
230	Negative for now, but it will grow to be better in the future. I don't think this is the best place for density. Bldg. heights should not be higher than three stories. There will be more traffic on Division because of it. It needs better bus service and more primary business functions making walking and biking more efficient.	2275	Y	40	N	N			60-69	Retired
231	Mostly negative, see previous answers. For positive, mostly for some additional eatery options, not that I really need them, given all the choices relatively nearby.	2276	Y	30	Adjacent Residential	no answer			50-59	Education, Training, and Library Occupations
232	See above.	2277	Y	no answer	Adjacent Residential	Y	1	Y	50-59	Healthcare Practitioners and Technical Occupations
233	highly mixed. much of the development is oversized and drab, while transportation infrastructure is woefully inadequate given the levels of density we're now approaching. the new real estate brings in bars and restaurants and touristy retail, of which we already have plenty. i'd be despondent if development like in the mid 30s/upper 20's crossed 39th... like? density is good, if sensible. restaurants are nice, if one can afford them...	2281	Y	no answer	Adjacent Residential	N			40-49	Education, Training, and Library Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
234	The increased density along the transit corridor is positive. Some of the shoddy materials used, the lack of visibility into the buildings created by poor design, the lack of pedestrian amenities, and the lack of affordable housing is negative.	2290	Y	9	Y	Y	4	Y	30-39	Computer and Mathematical Occupations
235	Positive -- I love visiting the new businesses and supporting them Negative -- too much traffic; not easily accessible from other neighborhoods via public transport; parking is becoming a nuisance	2291	Y	more than 15	N	Y	3	N	40-49	No Answer
236	I feel positive. Despite my criticisms (above) about the closed off nature of the buildings, they are somewhat in tune with what a progressive vibe for the area should look like. I'm torn about the no parking. It's ludicrous to think that people will not have cars. But there must be some form of convenient transportation through the area for people to not need to drive. Finally, the sidewalk are way, way, way too narrow and dark. Narrow sidewalks are uninviting for walking traffic.	2293	Y	5	N	Y	12	N	50-59	Arts, Design, Entertainment, Sports, and Media Occupations
237	Positive about the street and sewer improvements, but betrayed by City Planning for allowing such density with no parking. They are foolish to think people will move here without cars. Cars are now showing up on neighborhood streets for days.	2298	Y	20	Y	N			50-59	Office and Administrative Support Occupations
238	Mixed. I have no problem with density, but I wish some of the new housing units were affordable. I also wish that all the new buildings weren't just large boxes.	2300	Y	a little over 2	N	N			no answer	No Answer
239	Generally, positive improvements in terms of new businesses; construction has been a hassle because of impacts on neighborhood (noise, dirt, parking, congestion), but hopeful that short-term pain will result in long-term gain.	2303	Y	12	Adjacent Residential	N			no answer	No Answer

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240	See my last answer.	2304	Y	2.5	N	N			40-49	Business and Financial Operations Occupations
241	negative. See above.	2305	Y	30	N	N			70-79	Education, Training, and Library Occupations
242	Positive: I like the increased number of restaurants and new construction. Negative: I would like to see fewer tiny appartments and more larger condo projects. This will increase longterm residents and neighborhood stability. I'd like to see more small retail and comercial businesses that would support the livability of the surrounding neighborhoods.	2306	Y	5	N	N			40-49	Healthcare Practitioners and Technical Occupations
243	I feel negatively, but optimistic. Traffic has gotten more congested. Driving, walking, and biking feel less safe. I see an influx of visitors from out of the area for dining, which is great for the local economy, but I fear that it will push out the locals dining-and-shopping-local aspect that has given the area so much charm. However, some of the new dining and drinking options are exciting and add spunk.	2307	Y	15	N	N			50-59	Business and Financial Operations Occupations
244	I like better dining within walking distance, but especially around 34th or so the traffic is congested, there is little parking, and people who I assume are not from the area seem to be driving fast and are oblivious to foot traffic.	2310	Y	12	Adjacent Residential	N			40-49	Healthcare Practitioners and Technical Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
245	I have both strong positive and strong negative feelings about recent development. I like to see new businesses that serve folks from a variety of economic levels. I enjoy walking to the range of restaurants and shops within a mile of my home. But I also find the side streets crowded with traffic from outside the neighborhood and worry that many businesses will only survive if they can rely on wealthier customers coming by car from other neighborhoods.	2312	Y	39	Y	N			40-49	Computer and Mathematical Occupations
246	I have mixed feelings. I like the development of new buildings that incorporate wood into their facade but I hate the new high rises that look very generic. I do not agree with all of the new apartments being built without room for underground parking!!! And now that the curb extensions are being put in there is even less parking. Someone should have coordinated this better.	2319	Y	35	Adjacent Residential	Y	25	N	60-69	Business and Financial Operations Occupations
247	no answer	2321	N	no answer	N	N			50-59	Computer and Mathematical Occupations
248	Negative. Lack of parking, leading to visitors parking throughout the neighborhood, noise, pedestrians crossing Division wily-nily, noise, unfriendly newcomers, houses that don't fit in with the neighborhood. The neighborhood was one of the friendliest in Portland (lived on the east side all of my life) and that is rapidly disappearing. The constant construction has had a negative impact - dirt, dust, noise, inconvenience.	2347	Y	23	N	Y	18	N	no answer	Legal Occupations

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249	I am really sorry to see this street become so upscale, a destination spot for all kinds of tourists. date nights etc. It used to be so low key, pleasant, great thrift store shopping etc. I can also see how young hipsters from all over the country would decide to settle here. (I have seen license plates from all 50 states!) They seem to be nice people. But it is a huge upheaval for us native Portlanders. We don't really like it at all.	2349	Y	7	Y	N		no answer	60-69	Healthcare Practitioners and Technical Occupations
250	Negatively, mostly. It's scary to see such a rapid change with little regard for limits on giant, towering single family homes taking over our neighborhood. Environmentally, we should be encouraging small homes, not one or two massive ones on a lot. Parking is a huge problem.	2358	Y	22	Y	Y	19		60-69	Healthcare Practitioners and Technical Occupations
251	both. I think the buildings are tastefully done aesthetically – I just wish there were less of them, and thought out in terms of how to peacefully blend in with the neighborhood (i.e. offering parking - not cramming a bazillion buildings offering expensive 'efficiencies' into 20 blocks, etc.) Also, the fact that these spaces are still renting for about \$900/mo, means that SE div will stay and possibly become even more homogenous - no thought to providing lower income housing to the folks that really don't have cars, or the money to take public transport to work everyday, who could really benefit by being close enough in to walk or bike. Again, this seems due to the developers having their main objective be \$\$\$\$\$\$\$\$\$ and the sad reality of gentrification.	2362	Y	7	N	Y	4	Y	30-39	Healthcare Practitioners and Technical Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
252	family owned businesses are the backbone of the neighborhood. when you replace those with cookie-cutter micro apartments you are sending a message that the existing community is not important, and that a more moneyed segment has a higher priority. affordability is important for everyone, as is a sense of community. developers don't give a rat's ass about the people who live in the neighborhood as long as they can come in and make their money.	2363	Y	25	N	N		no answer	no answer	No Answer
253	At this point with all of the traffic congestion on SE Division I feel negatively about the recent development. I am disappointed that the development has not incorporated green spaces in/around the new condo buildings. Plus I fear that the development will lead to gentrification in my neighborhood.	2368	Y	16	Y	N		no answer	60-69	Community and Social Services Occupations
254	Negative. Destruction of retail business; no parking for new residences; upscale residential is pushing out local working class residents and businesses	2434	Y	20	Y	Y	10	Y	50-59	Legal Occupations
255	Both... I like and patronize a lot of the businesses that have gone in, but I am disappointed that the construction has been so generic looking.	2781	Y	6	Y	N		no answer	no answer	No Answer
256	Overall I feel negatively about it. The fact that little if any parking was provided is a big negative but even worse than that is how they look. Positive would be all the new retail on the	2782	Y	25	Y	N		no answer	60-69	No Answer
257	Positive. It has provided an abundance of walkable options for dining in particular. Hopefully other types of businesses will follow. At our location, we are unaffected by any parking or crowding issues.	2786	Y	1	N	N		no answer	25-29	Architecture, Engineering, & Urban Planning Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
258	For the most part the improvements are welcome, except for the complete lack of enough planned parking for all the new condos, shops and restaurants. That makes all of us long time residents extremely angry with the city for allowing that.	2789	Y	19	Y	no answer		no answer	40-49	Arts, Design, Entertainment, Sports, and Media Occupations
259	negative: increased congestion compounded by poor pedestrian crossing control, Gentrification/pricing out of the businesses I like which are replaced by businesses that are too expensive. The intersections at Seven Corners and Division and 11th are almost insufferable at times. There really should be a dedicated left turn lane that allows west bound through traffic past at 11th even if it means losing a few parking spots. positive: new food cart pod, good examples of more sustainable buildings	2806	Y	7	Y	N		no answer	30-39	No Answer
260	I have mixed feelings about the recent development. I like the developments that provide retail space below and apartments above. I also like when the architecture of the building fits the existing funky character of Division St. I like when there is underground parking for the apartments. I don't like the bland, tall (over 3 stories) box buildings that lack color and character and do not provide outdoor gathering or seating areas or landscaped areas around the foundation of the building.	2807	N	no answer	no answer	Y	2.5	N	no answer	No Answer
261	Negative in how generic everything looks and worsening of parking/traffic conditions	2846	Y	2.5	Y	no answer		no answer	30-39	Legal Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
262	Extremely negative. Noise, pollution, speeding cars, people leaving trash, parking, blocking access to sky, blocking sunlight from neighborhood gardens, no real green spaces added (a couple of apt. building courtyards).	2847	Y	2	Y	N		no answer	no answer	No Answer
263	Mainly feel negative--crowded feeling created by the large 4 story buildings taking up all their land and so much light and space due to boxy style. Exponential increase in cars, driving on Division St and nearby streets and filling all street parking spaces. Adjacent streets have become essentially one lane streets with all the cars parked on both sides.	2852	Y	33	Y	N		no answer	60-69	No Answer
264	Negative: Division is starting to look like a street in any urban are anywhere. Lack of access to sun and views. Gentrification (many families priced out of market).	2853	no answer	no answer	no answer	Y	no answer	no answer	60-69	Other
265	neutral. Wish the developments were more geared towards families versus hipsters. Also the cost of house rentals have gone up so families can't afford them, so most our neighbors are now houses full of 20 somethings (who act like they still live on a college campus)	2862	Y	7	Y	N		no answer	40-49	No Answer
266	I think I've already established my negative feelings and why. Nothing new to say. I think the biggest issue is that cars don't work here and I often don't go to restaurants by bike. The street no longer offers neighborhood services. I really hate it now.	2865	Y	28	N	Y	3	N	50-59	Architecture, Engineering, & Urban Planning Occupations
267	Negatively. Very negatively.	2866	Y	30	Adjacent Residential	N		no answer	60-69	Education, Training, and Library Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
268	negative - addition of many housing units without consideration of parking. developers holding meetings with the neighborhood, but not listening - just pushing their agenda	2868	Y	8	Y	N		no answer	60-69	Architecture, Engineering, & Urban Planning Occupations
269	VERY negative. The boxy over designed buildings that are just square and tall are tacky and close feeling. The level of people coming into the street really don't care about the quality of Division. There is NOTHING unique about Division anymore. Other than it looks cheap and ugly. And it's hard to travel in that area.	2869	Y	25	N	no answer		no answer	50-59	No Answer
270	Negative. Ugliness. Lack of conformity to character of neighborhood. Rude visitors who leave their trash on our streets. Speed. Take up our parking.	2872	Y	3	Y	N		no answer	90+	Retired
271	See above.	2873	Y	20	Y	N		no answer	no answer	No Answer
272	somewhat negative due to lack of affordability of housing, and lack of diversity of businesses.	2879	Y	7	no answer	N		no answer	60-69	Retired
273	The Division Street development has spurred a 30% increase in my rent within 3 months. I've enjoyed renting in this neighborhood but cannot justify the amount I'm now paying to live here. I'll be purchasing a home in a more interesting and diverse neighborhood within a year.	2939	Y	3	Y	N		no answer	40-49	Business and Financial Operations Occupations
274	Negatively. The main issue is the changing class dynamic. This is seen in skyrocketing rents and a shortage of rentals that are not vacation rentals. My own rent went up \$145 in the past 6 months, whereas it had never been raised in 3 years.	2941	Y	3.5	Y	N		no answer	30-39	Arts, Design, Entertainment, Sports, and Media Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
275	negative: pricing long-term residents out, and pricing long-term businesses out.	2944	Y	22	N	N		no answer	40-49	No Answer
276	negative. too much congestion, looks like a generic city instead of what made portland unique	2947	Y	13	N	N		no answer	no answer	No Answer
277	Very negative. This development is atrocious. I feel like moving, as does half the neighborhood. Aside from the traffic jams, the way it changes the "vibe of the neighborhood", the general uniform "barracks"ugliness, I feel it is pushing out low-to-middle-income folks, in favor of becoming a playground for those who can afford the high rent condos. We made it cool--so developers want to build here, and then the cool people will have to leave!	2961	Y	15	Y	N		no answer	40-49	Business and Financial Operations Occupations
278	Positive--A city has to modernize and grow or it dies, essentially. Growth should be intelligent.	2976	Y	1	N	N		no answer	no answer	Architecture, Engineering, & Urban Planning Occupations
279	Negative. Lego building styles, no open space like a small park, things too close to sidewalks. Ugly Swales that take away parking and will be trash filled.	3009	Y	9	N	N		no answer	60-69	Business and Financial Operations Occupations
280	Negatively. My sense is that the neighborhood has become a destination rather than a neighborhood that the people who live in it enjoy. This means that parking is difficult (and driveways are often blocked) and that the visitors are not always respectful of the neighbors (I have heard stories of people peeing in yards)	3350	Y	8	Y	N		no answer	40-49	Arts, Design, Entertainment, Sports, and Media Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
281	Feel mostly negative. Neighborhood is no longer affordable for most lower to middle class people Congestion. Lack of parking in apts and condos. That was a huge mistake. People have cars and if they can't park them where they live they will park in someone elses spot. Lots of older homes have no garage or driveway. No green spaces and parks in development	3591	Y	30	Y	N		no answer	no answer	Healthcare Practitioners and Technical Occupations
282	positive, see above	3675	Y	7	Y	no answer		no answer	60-69	Retired
283	Negative. Excessive parking problems for the surrounding neighborhood for two reasons: Multifamily housing units allowed to be constructed without ANY off-street parking and the proliferation of regionally-oriented 'high-end' trendy restaurants which attract shiploads of out of community auto traffic which then creates parking problems.	3676	Y	30	Adjacent Residential	N		no answer	60-69	Education, Training, and Library Occupations
284	mostly negatively. the new construction has come with little parking for new units. this should never have been allowed.	3678	Y	1.5	Y	Y	5	no answer	50-59	Education, Training, and Library Occupations
285	Positive	3680	Y	68	Y	Y	25	Y	no answer	Other
286	Negative -- city planners and developers made sure to ruin all that was good about the neighborhood by concentrating on exactly that which it didn't need (overpriced trendy restaurants and shops, expensive apartments for people with no sense of taste, narrow streets with limited parking, etc.)	3681	Y	4	N	Y	2	N	no answer	No Answer
287	Positive. Newness.	3683	Y	18	Y	N		no answer	40-49	No Answer

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
288	It's a toss up.. I like the activity all the new stores bring but regret the parking hassles that the nearby homes have to contend with. Also, would like to see more variety in store offerings, i.e. too many restaurants and bars (with no live music!).	3684	Y	21	Adjacent Residential	N		no answer	70-79	Retired
289	Positive, see above. biggest problem is speed limit is too high for street. like the re-done street design but needs more signals/crossings to control car speeds.	3687	Y	4	N	N		no answer	no answer	No Answer
290	Our Division Street needed a face lift and a bunch of vitality added. I love more housing and retail coming in. Problems are Boring street design building wise which causes a lack of "wanting to stay and explore what is offered in the retail spaces". Lack of pedestrian crossings at the end of each bloc and sometimes mid block hurts because it makes j-walkng inevitable and dangerous. I think more diverse business will come in as construction settles and more folks pay attention to what is needed and what there is already enough or too much of.	3690	Y	45	N	Y	15		no answer	Arts, Design, Entertainment, Sports, and Media Occupations
291	See above. Some of each. It felt pretty sleepy before, so I like the revitalization. But I wouldn't want to see it get too much more "revitalized" if that means lots more people and traffic, boring-looking buildings, higher rents that force out local businesses (and residents), more meat-centric and expensive restaurants... etc.	3692	Y	19	Y	Y	8	Y	40-49	No Answer
292	I feel mostly positively - love many of the new shops and restaurants, worry about what things will look like once all the new apartments are occupied. Too many cars!	3701	Y	8	Y	N		no answer	30-39	Community and Social Services Occupations

#	Do you feel positively or negatively about recent development on Division? If positive, what are the elements you like? If negative, what are the biggest issues or problems?	Survey ID #	South-east area resident	Duration of residence (years)	Division study area resident	Business owner	Duration of business owner-ship	Business in Division study area	Age	Occupation
293	Positive. I love the growth and renewal. This area was really run down years ago. I like that it's not being redeveloped with national chains - but local successful businesses.	3708	Y	2	Adjacent Residential	Y	2	Y	40-49	Business and Financial Operations Occupations
294	I can't say that I feel positive about the recent development. However, I believe it is necessary to build MDUs in inner city Portland and, I guess, it's our turn. However, I feel it is very cynical of the Bureau of Development Services to allow MDUs to be built without any or minimal parking spots available to tenants. Just because Division has been designated a transit corridor, doesn't mean people won't have cars. I don't believe Tri Met goes to Mt Hood for skiing and hiking or the Oregon coast, etc. The consequence of that policy is streets over run with cars parked on our, once upon a time, open spaces in front of our houses. I have had people block 6" of my narrow driveway making it very dicey trying to park my car in my narrow driveway. There are no useable garages on my neighborhood street that can be used to park resident's cars. Therefore, my neighbors that have two cars need their driveway and the spot in front of their house for parking their cars.	3710	Y	36	Adjacent Residential	N		no answer	60-69	Retired
295	Negatively. All the building store-fronts look the same. They lack any personality.	3712	Y	9 months	Adjacent Residential	N		no answer	40-49	Education, Training, and Library Occupations

Opinion of New Construction on Division

Note on Privacy of Survey Respondents: Every attempt to remove any personally identifiable information has been made to the extent feasible without removing any content (example: references to location of residence or business, specific business name or type, etc.)

Key:
 Study Area = Division Street & back side of blocks North and South between 11-60th
 Adjacent Residential = 1-10 blocks on either side of Division
 Occupation = Coded by category
 Age = Range

#	What is your opinion of the recent new construction projects on Division Street?	Survey ID #	South-east area resident	Duration of residency (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
1	Most of the new development is too big and boxy and perhaps one story higher than appropriate for this narrow of a street between 30-39th these buildings don't match the existing main street architectural character, scale, context of the area. Materials seem cheap and none of the buildings are affordable. character is local neighborhood serving businesses.	700	Y	4	Adjacent Residential	N			40-49	Architecture, Engineering, & Urban Planning Occupations
2	no answer	710	Y	Million years	no answer	no answer			no answer	No Answer
3	I hate hate hate hate the way that the sidewalks have been blocked off. And I think some of the buildings are unspeakably ugly. But in general, I like that the street feels more enclosed.	1012	Y	no answer	Y	N			30-39	Unemployed
4	Too much, too fast, out of scale with street size and surrounding area. Not sure what it will look like in 2 years. Does not conform to "aging in place" models. Is not service-oriented.	1015	Y	20	Adjacent Residential	Y	16	Y	50-59	Homemaker
5	Big oversight error in not making provisions for parking. By designing the buildings so closely in time, I hope they don't end up looking too similar.	1026	Y	69	Adjacent Residential	N			60-69	Education, Training, and Library Occupations

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#	What is your opinion of the recent new construction projects on Division Street?	Survey ID #	South-east area resident	Duration of residency (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
6	I like all of the new restaurants and other businesses but I think the apartment buildings are oppressive and for the most part ugly. I think the developers could have done a much better job of fitting the developments into the neighborhood. A good example of design is the building on 26th and Division. Construction has been non-stop for over a year now and it could have been spread out over a longer period of time. I don't even attempt to drive up Division anymore - it is super dangerous and a total cluster with pedestrians not having adequate access to real cross-walks.	1036	Y	8	Adjacent Residential	N			30-39	Consultant
7	They are terrible -- ugly boxes filled with people who park in the spaces in front of our houses, speed down the back streets imperiling our children, leave their trash on our lawns, block our sunlight and stars, invade our privacy.	1037	Y	1.5	Y	N			no answer	Education, Training, and Library Occupations
8	HORRIBLE shoddy construction no regard for the neighborhood glitz without aesthetic developers getting rich	1054	Y	20	Y	N			60-69	Healthcare Practitioners and Technical Occupations
9	The construction is difficult. As someone who has traditionally supported local business, I find myself shopping outside the area as easier to park/drive other areas. We use New Seasons and Safeway, not Kruegers as dislike his politics and holding neighbors hostage by some printed statements and attitude when i shopped at his stand.	1055	Y	36	Adjacent Residential	N	N	N	50-59	Healthcare Practitioners and Technical Occupations

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#	What is your opinion of the recent new construction projects on Division Street?	Survey ID #	South-east area resident	Duration of residency (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
10	Glad for development. The narrow street with 3-story+ condos makes a depressing canyon. The design of new buildings doesn't really fit with the historic architecture in the area, but I'd be happy to see a consistent new trend, based around a unified architectural theme, even if it's not related to what was built there 50+ years ago. But the general theme should be consistent.	1058	Y	1	Adjacent Residential	Y	9	N	30-39	Computer and Mathematical Occupations
11	I hate them. They're way out of scale. and they're ugly in a way that I have looked at some ugly '60s and '70s buildings and wondered "what were they thinking"? It's weirder to be helpless in the middle of it.	1059	Y	15	Y	N			40-49	Education, Training, and Library Occupations
12	HORRIBLE no aesthetic planning or concerns for the neighborhood. Too many buildings, one after another, a tunnel of boxes, with no sidewalk clearance, no parking, no trees, a mass of glass windows looking out on TRAFFIC.	1072	Y	more than 20	Y				60-69	Arts, Design, Entertainment, Sports, and Media Occupations
13	Some are nice. Like the condos with retail below, new spaces like St. Honore, Bollywood, etc. Then some structures seem to completely block the light to the nearby neighborhood.	1073	Y	15	N	N			no answer	Management Occupations
14	no answer	1075	no answer	no answer	no answer	no answer			30-39	No Answer
15	Great for the area - but too much at once.	1077	Y	2	N	N			no answer	Other
16	happy for it, wish it was a little slower	1080	Y	14	Y	N			30-39	Architecture, Engineering, & Urban Planning Occupations

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#	What is your opinion of the recent new construction projects on Division Street?	Survey ID #	South-east area resident	Duration of residency (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
17	Division is an east/west street so the four story buildings will block sunshine in the summer (probably cooler streets) as well as the winter (probably icy streets). they also have little visual appeal and not enough parking	1084	Y	36	Adjacent Residential	Y	26	N	no answer	Business and Financial Operations Occupations
18	I HATE THEM. I knew such development was coming to the street--was bound to happen, needed to happen--and I welcome that part. What I hate is the brutality of the architecture. The buildings are too big and they are some of the ugliest apartment blocs in the city--Stalinist brutality. Ugh.	1101	Y	30	Adjacent Residential	Y	19	N	50-59	Arts, Design, Entertainment; Sports, and Media Occupations
19	How many latest-greatest, designed-for-the-New-York-Times restaurants does Division really need? Will anything be left that serves the needs of the current residents? Also, I fear that cheap multi-story wood construction will not age well. Some of these apartment buildings will look like crap in 15 years.	1119	Y	8.5	Y	N			40-49	Architecture, Engineering, & Urban Planning Occupations
20	they suck, they are tenements, no parking, they will have section 8 renters tracking their goo up and down the street.	1124	Y	21	Adjacent Residential	Y	3	N	40-49	Computer and Mathematical Occupations
21	the absolute incoherence; It's as if nobody cares how long the #4 Division bus takes? put bioswales on other streets, where you could get the same bang for the buck. The only rational response is to go down Bike Boulevards and the parking on Clinton corner to corner means that it's really hard to see when turning on to Clinton now, My understanding is that Clay's which was the only decent restaurant around here for years, will have to move because they can't afford the rent.	1132	no answer	no answer	no answer	no answer			50-59	Education, Training, and Library Occupations

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#	What is your opinion of the recent new construction projects on Division Street?	Survey ID #	South-east area resident	Duration of residency (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
22	Reflecting only greed with no concern for protecting the character of the community. The city should be ashamed of itself.	1149	Y	5	Adjacent Residential	N			no answer	No Answer
23	TACKY and too much. Division is now a narrow corridor and congested.	1152	Y	35	Y	N			60-69	Sales and Related Occupations
24	Horrid. They spew dust and dirt and chemicals in the air- you can feel the difference when you inhale (I am a vocalist).	1159	Y	no answer	N	no answer			no answer	Legal Occupations
25	As stated above I find the new apartment buildings not in keeping with the nature of the neighborhood. They are too large, too ugly, some completely unfriendly in design and will bring entirely too many vehicles and humans to the area. This is a traditional single family dwelling, blue collar neighborhood of modest houses and means. The upscale nature of Division includes the destruction and replacement of many of these modest homes by the same developers, with overly large very expensive and ugly structures.	1163	Y	35	Y	N			60-69	Life, Physical, and Social Science Occupations
26	Too many, too high and relatively unattractive. The corridor of buildings gives a closed I feeling. With the influx of many new eating places and taverns, more visitors are attracted to the locations compounding a street that has always had limited parking. This may be compounded in the future when apartments are full.	1165	Y	no answer	Adjacent Residential	N			60-69	Education, Training, and Library Occupations

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#	What is your opinion of the recent new construction projects on Division Street?	Survey ID #	South-east area resident	Duration of residency (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
27	Love the vibrancy and the density. I don't mind the lack of parking. I do mind the lack of retail on the ground floor. I do feel development on Division should be required to have retail. I do get concerned about leaving space for trees...some of the new developments have trees on the side of buildings, but not on Division. Trees on Division should be required. I also dislike strongly boxy designs. The white cube, or jail, should have never been allowed to be built.	1166	Y	18	Y	Y	under 1 year	Y	40-49	No Answer
28	too much too fast. city should have regulated the rapid change. we had an opportunity to build some really cool stuff though seems like it was just thrown up and not creative.	1167	Y	8	Adjacent Residential	Y	18	N	40-49	Construction and Extraction Occupations
29	thoughtless (not enough crosswalks, no bike lanes but people should use Clinton but they are too arrogant), biking should not be allowed on Division i like to bike but why not go over one block to Clinton)Greedy!!! Making out like bandits at our expense Quality of life is going down	1171	Y	44 & 38 [married couple individual years of residence]	Y	no answer			60-69	Healthcare Practitioners and Technical Occupations
30	Awful, dreadful, it makes me want to sell my home and move.	1173	Y	20	Y	N			no answer	Nonprofit
31	I welcome the new and interesting businesses, but really dislike the darker canyon effect caused by all this large blocky 4 story buildings that are going up, where once there were only two story buildings with space between them. Traffic has become terrible, with people searching for parking all the time.	1177	Y	16	Y	N			50-59	Computer and Mathematical Occupations

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#	What is your opinion of the recent new construction projects on Division Street?	Survey ID #	South-east area resident	Duration of residency (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
32	horrendous. One cannot walk down the street for more than a block without having to dangerously cross the street without marked crosswalks and people don't slow down. division street car traffic has become overwhelming and dangerous. People don't stop for pedestrians, who run out in the street anyway.	1181	Y	9	Y	N			50-59	Legal Occupations
33	While it is great to see new restaurants and businesses along Division, the city blew it by allowing all of the buildings without parking. Between the new construction and outsiders coming in for the restaurants, it is a nightmare to drive or walk on Division. Also, several of the buildings are just plain ugly.	1183	Y	10	Y	N			40-49	No Answer
34	Trying to keep an open mind, I still think they are pretty awful. The buildings have over occupied the narrow street, and completely blocked solar access (bidgs on the north side) and privacy for the neighbors directly behind. I REALLY feel for those people, and think they should get some sort of monetary reimbursement! Perhaps if we could limit it to one of those buildings every 2 blocks or so.....then at least we could have some low rise architecture to break up the canyon walls.	1184	Y	11 years and 11 years [different timeframes]	Adjacent Residential	N			40-49	Management Occupations
35	I like it.	1185	Y	18	Y	Y	8	Y	40-49	No Answer
36	See above. I don't like the apartment buildings- rather I see them as a failure and lesson for the rest of Portland. I don't like all the "reduction" in street capacity for autos, it will only move traffic to side streets.	1189	Y	12	Adjacent Residential	N			50-59	Life, Physical, and Social Science Occupations

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#	What is your opinion of the recent new construction projects on Division Street?	Survey ID #	South-east area resident	Duration of residency (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
37	New buildings are too high and big compared to the low buildings that were already there, and also for a street with just one lane each direction.	1190	Y	5	Y	N			70-79	Education, Training, and Library Occupations
38	overwhelming. today - I could step out of my car in the middle of SE Division and take a picture of red tail lights from 37th all the way as far as the eye can see toward downtown. I'd like to say thanks to the city of Portland - you rubber stamped every building project that came across your desk. Residents be damned - it's all in the name of growth, and now - we have gridlock. Great!	1191	Y	10	Adjacent Residential	N			40-49	Computer and Mathematical Occupations
39	They seem fairly well done, but it is irresponsible that builders are creating a need for parking spaces but not providing any which puts the burden of providing parking on existing homeowners.	1193	Y	6	Y	Y	13	Y	60-69	Nonprofit
40	Mixed. I support new apartments/condos, but don't like the lack of a parking requirement for large complexes (180 units and NO parking?). Lack of parking forces visitors onto SE Clinton St, a major bike corridor, making it more dangerous for bike commuters.	1194	Y	9	Adjacent Residential	N			30-39	Life, Physical, and Social Science Occupations
41	I wish they had been set back further from the sidewalk so as to have both parking strips and plantings in front. The buildings :loom."	1200	Y	10	N	N			70-79	Education, Training, and Library Occupations
42	Hideous for the most part, totally out of scale with no context. They could be built anywhere - everywhere.	1201	Y	34	Adjacent Residential	N			other	Nonprofit

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43	Densification is very important to sustainability, so I appreciate them in general. I do think they could have been executed more creatively. The charm of Division St is the funky and eclectic look. Its authentic and unique. That's what people want. That's what the new developers are promoting in their marketing materials, even though their buildings are not contributing to that character, for the most part.	1202	Y	over a year	Y	N			25-29	Other
44	Obliteration of a lovely neighborhood street. Poorly planned, badly designed apartment buildings with no parking. Why couldn't we have interesting buildings with views, balconies, and parking like the Pearl?	1203	Y	14	N	N			70-79	Architecture, Engineering, & Urban Planning Occupations
45	Not in favor of pace and scale. Get that development is going to happen and brings some good things to the area. But not sure if the infrastructure is in place to support the current scale and pace.	1208	Y	6.5	Y	N			no answer	No Answer
46	Some have questionable aesthetic character (what's up with the "jail cells", right?) but for the most part I'm just excited for the construction phase to be over so that I can move up and down the street exploring the new businesses with ease. All in all I'm pumped - hopefully I can still afford my apartment in a year...	1209	Y	10	Adjacent Residential	N			30-39	Community and Social Services Occupations
47	mixed. It has brought an influx of people and it seems that the city wants division to be a busy street but yet is limiting the amount of parking and eliminating car lanes which counters its role as an arterial.	1211	Y	10	Y	N			40-49	Healthcare Practitioners and Technical Occupations

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48	Poorly planned, architecturally and transportationally. Major negative impacts on surrounding neighborhood, due to lack of dedicated parking for the new residential/commercial structures.	1214	Y	36	Y	N			70-79	Life, Physical, and Social Science Occupations
49	Some of the apartments seem to be inappropriately sized for the area and availability of street parking they require. We would have preferred to see more condos and fewer apartment complexes.	1215	Y	3	Y	Y	5	Y	40-49	Computer and Mathematical Occupations
50	I detest them! I am very worried about the changes to parking and overall "feeling" of my neighborhood when all those apartments are filled. I am also very disappointed with the lack of parking for the restaurants. People get tipsy/drunk and wander down my street after their meal, talking loudly. They wake me and my family up every weekend. It is as if they don't care that they have parked next to someone's home. I believe the restaurants need to remind patrons that they need to be quiet in the neighborhood at night.	1217	Y	15	Y	N			no answer	Healthcare Practitioners and Technical Occupations
51	Positive, however parking is needed. Even though I walk and bike everywhere I still own a car. So I imagine the same for those moving into the condos/apartments on Division. Even if people walk, bike or bus they typically still need a place to put their cars I imagine.	1218	Y	10	Y	N			no answer	Arts, Design, Entertainment, Sports, and Media Occupations
52	I think they are great! I can't wait to see what the higher density will allow in the way of new restaurants and business. With so much more foot traffic I am hoping that division can transition from a car centric street to an Bike Skate Ped street.	1233	Y	11	N	Y	10	N	30-39	Management Occupations

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53	I think density is good. I think the developers are greedy. I think the City is corrupt.	1234	Y	17	Y	Y		Y	30-39	Arts, Design, Entertainment, Sports, and Media Occupations
54	they're taking forever	1235	Y	6 months	Y	N			50-59	Unemployed
55	No objection to street construction. Deeply concerned about impact apartments will have and the unfair impact on existing residents. Semi-concerned about the impact restaurant traffic has(particularly those that draw from across the METRO area). Both apartments and restaurants are using a disproportional amount of amount of limited parking and infrastructure resources that have been paid for and maintained by existing residents. New street taxes based on square footage do not account for the real impact these types of activities have.	1238	Y	48	Y	Y	15	N	40-49	Architecture, Engineering, & Urban Planning Occupations
56	As you can already tell, they depress me.	1239	Y	37	Adjacent Residential	N			60-69	Education, Training, and Library Occupations
57	Negative. It has created a walking nightmare as well as congestion on the road. The buildings do not fit the period or the community being built in.	1241	Y	5	Y	no answer			30-39	No Answer
58	It feels like parts of Asia that I've visited. Too much , too fast. I'm all for mixed use buildings, but think there should have been more parking and green space provided!! Let's slow down on the new construction and catch our breath.	1246	Y	2	Y	no answer			50-59	Education, Training, and Library Occupations

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59	Eh. Development isn't the worst thing to happen. I like the money it's bringing into Portland and keeping our people employed and our entrepreneurs busy. I'm worried it will get too corporate, but for now I think as long as the neighborhood character remains.	1249	Y	8 months	N	Y	4	N	25-29	Legal Occupations
60	Some of the buildings are ok looking, some are very boxy & boring, around 32nd looks like NW 23rd now	1250	Y	8	Adjacent Residential	N			no answer	No Answer
61	money grabbing unfriendly bad neighbors	1259	Y	5.5	no answer	no answer			70-79	Sales and Related Occupations
62	I like them but can see why people are afraid of making Division too vanilla. I also have fears of parking.	1261	Y	6	Y	N			40-49	Education, Training, and Library Occupations
63	Negative. I think wealthier outsiders who are unable to find units downtown are gentrifying SE.	1263	Y	5	Y	N			no answer	No Answer
64	nice	1265	Y	3	N	N			40-49	No Answer
65	It has gotten totally out of control. I think the tone was set when the beautiful home on 26th & Division (where Clay Rabbit used to be) was re-located and the existing building was put in. To go from a Victorian style home with a sweeping front porch to a high-rise that looks like it belongs in post-war Berlin was my first clue that the city was not going to be overly involved in aesthetics and how new construction would fit in the neighborhood. The re-purposing of the old Nature's grocery store was a successful collaboration of developer and intention.	1269	Y	31	N	no answer			50-59	No Answer

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66	More housing is needed. There are not enough residences available in the city, especially smaller rentals, and it is hard to find a 2 bedroom without paying extra for a parking space	1271	N	no answer	N	N			30-39	Healthcare Practitioners and Technical Occupations
67	Too many large/dense rectangular buildings too close together. The street is nearly completely shaded on some blocks. Interesting, less-constructed greenspace has been replaced by a few dull concrete planters and generic plants. Turn-traffic signals at 11th/12th/39th and Division as well as 21st/26th and Powell and 26th and Clinton have not been updated to accommodate what feels like increased traffic.	1276	Y	14	N	N			40-49	Management Occupations
68	Too much!!!	1277	no answer	no answer	no answer	no answer			40-49	Education, Training, and Library Occupations
69	I HATE it. I hate looking out my windows to watch a sunset only to see an ugly apartment building.	1350	Y	30	Y	no answer			30-39	Other
70	I understand the need for infill. I wish more of the new apartment complexes provided adequate parking; I wish some of the new apartment buildings had more character	1366	Y	23	Y	N			50-59	Office and Administrative Support Occupations
71	Mixed --- exciting but it all feels rather over-sized and I'm worried (a little) about street parking.	1369	Y	24	Adjacent Residential	Y	20	N	50-59	Life, Physical, and Social Science Occupations

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72	I think it's necessary as the city grows. I wish businesses would give incentives for not driving. I offer my clients \$3 off coupons if they arrive to my office by bike, bus, or foot.	1371	Y	22	Y	Y	20	N	50-59	Healthcare Practitioners and Technical Occupations
73	I wish there were far less	1380	Y	20	Y	Y	18	Y	50-59	Arts, Design, Entertainment, Sports, and Media Occupations
74	Absolutely horrible with no thought put into the future impact of this street, much less the city as a whole. This street is too narrow for the traffic it now brings. Parking is terrible and the homeless community is growing by the day. The city has caved to developers with no reward.	1382	Y	more than 20	Y	N			40-49	Arts, Design, Entertainment, Sports, and Media Occupations
75	I really like the changes but not the construction impacts and closures of sidewalks and side streets. Some buildings are not great and could use balcony's and awnings (and what is up with the one covered with prison fencing?), but most are MUCH better than some of the awful multifamily housing from the 70s and 80s which turn their backs on the street.	1383	Y	15	Adjacent Residential	N			40-49	Architecture, Engineering, & Urban Planning Occupations
76	See above. They were clearly done with no oversight. The Richmond neighborhood association clearly let them do whatever they wanted with no/little resistance. Clearly affordable house was in NO way a priority.	1394	Y	no answer	Adjacent Residential	N			40-49	Healthcare Practitioners and Technical Occupations

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77	really excessive and aggressive infill with high priced condos without adequate parking. Some of it is well done and attractive. much of it seem opportunistic, invasive and not respectful of the neighborhood	1402	Y	23	Y	N			50-59	Healthcare Practitioners and Technical Occupations
78	Each one is uglier than the next. Giant boxes with no aesthetic consideration at all. It's canyonizing Division. I'm not totally against "progress"/development at all. I just think it should be in scale to the neighborhood and not so damn ugly.	1412	Y	5	Adjacent Residential	Y	8	N	no answer	No Answer
79	Bad! Wrong! No input from neighbors ever sought. Developers were given carte blanche to decimate the street! A few "right sized" apartments - 20-25 units with 20 parking places would have been welcomed. This development is all about profits for developers! It has nothing to do with good planning or community development!	1416	Y	22	Y	N			60-69	Healthcare Practitioners and Technical Occupations
80	A bit too much at once	1427	Y	13	Y	N			30-39	Healthcare Practitioners and Technical Occupations
81	Unfavorable. Developers are being given free reign to build without design review and without the (ultimately negligible) added expense of off street parking. It's short sighted and depressing.	1431	Y	no answer	Y	N			40-49	Arts, Design, Entertainment, Sports, and Media Occupations
82	Some are thoughtful and respectful of their surroundings. More could care less about design, materials and the neighborhood and are in it for the money.	1433	Y	24	N	N			no answer	No Answer

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83	Many of the newly developed properties appear to be of low quality construction that may start to deteriorate in 10 years and look crummy now. There is no allowance for plantings or set asides for benches or wide walkways. For example, the former Lauro Kitchen building is solid and looks long lasting, has a wide walkway, benches and plants. In contrast, many of the new buildings seem to be made of poor materials, have narrow walkways and no room for plants or benches along the streets.	1458	Y	20	Y	N			no answer	Other
84	Out of scale. Disruptive to goals of neighborhood/ commerce objectives generated in the community in its past. Harmful to ecology even though claim to be green.	1459	Y	17	Adjacent Residential	Y	12	N	40-49	Business and Financial Operations Occupations
85	pissed off at the apartment building with no parking, no bike parking but admire the building with a car for renters to use.	1467	Y	6	Y	no answer			40-49	Healthcare Practitioners and Technical Occupations
86	very excited about it. 2 much at same time. like the over all idea of mixed use and close-in density. will be great when construction finished	1473	Y	27	N	Y	21	Y	50-59	Community and Social Services Occupations
87	It's great. More density means better mass transit. More retail, etc.	1475	Y	6	Y	N			30-39	Office and Administrative Support Occupations
88	Mixed views. Streets are a mess and congested. Pot holes and debris everywhere. No parking. Traffic spills into side streets and residential areas. I like all the new stuff though. Pretty interesting mix of amenities.	1483	Y	6 months	N	no answer			40-49	Healthcare Practitioners and Technical Occupations

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89	There are a lot all at once, so traffic is greatly disrupted. And I strongly believe that the builders of new multi-family properties should have to put underground parking for two cars per unit below ground. It will be a very long time before people stop driving in this city; the density is too low for widespread mass transit.	1489	Y	14	N	N			50-59	Arts, Design, Entertainment, Sports, and Media Occupations
90	I like what it's done for the street. Holgate and Foster should be next!	1491	Y	19	Adjacent Residential	N			40-49	Arts, Design, Entertainment, Sports, and Media Occupations
91	I hate it. I'm really angry that the city has allowed this low key somewhat sleepy street to become, overnight, a dense dark corridor of high rise buildings. It is a nightmare to drive down Division now, parking is a nightmare, and it has become overpopulated. Growth was a good thing, but this was too fast, and too much, and the city has done little to control the growth. The lack of parking is ABSURD. And I hate that everything is density, density, so that the high rises block out the sun, making it much less pleasant to walk down the sidewalk and just be in that area.	1495	Y	more than 12	Y	N			no answer	No Answer
92	There is certainly a sense of excitement at present. Some of the buildings seem well designed and well managed--with incentives like car sharing. I am sorry there are so many without even a small balcony--not to mention one building with a metal grill facade that must be rather jail-like inside. Could there be a design review? Could there be more pressure for car-free incentives?	1499	Y	20	Adjacent Residential	N			no answer	No Answer

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93	I like the new businesses that they are drawing. Looking forward to the construction winding down.	1500	Y	11	N	N			30-39	Architecture, Engineering, & Urban Planning Occupations
94	exciting, but maybe a little too much. also, it was kind of obnoxious that they were all at one time so pedestrians had to keep crossing the street.	1512	Y	2.5	Y	N			40-49	No Answer
95	They need dedicated parking within the footprint of the buildings.	1514	Y	less than a year	Y	N			30-39	Office and Administrative Support Occupations
96	we need better design guidelines. i promote density. i have no problem with height and large scale massing. i dont even have a problem with the lack of parking (despite living within 3 blocks of the densest block without parking). what i do take issue with is that the city isnt fighting to make sure our buildings are to a decent scale in how they address the street and pedestrian. no articulation in facades, no mixture in materials, and in some cases (like the prison building) what seems to be a complete disregard for current codes (a complete street frontage of metal panels with no visible windows and no other materials.	1515	Y	8	Y	Y	under 1 year	Y	30-39	Arts, Design, Entertainment, Sports, and Media Occupations
97	A huge waste of money, no wonder a street tax, (it's not a fee) is being shoved down the throats of Portland Residents!	1521	Y	50	Adjacent Residential	N			60-69	Transportation and Material Moving Occupations

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98	Well, they really are ugly. Why did they have to be so ugly? A few of them are less ugly. The one next to Sen Yai is hideous. The one next to Whiskey Soda Lounge is revolting, with its cheese-grater screen. OSU spent millions removing the cheese grater from its library, where ya been, designers?	1522	Y	12	Y	N			50-59	Education, Training, and Library Occupations
99	it has been a pain as a pedestrian, driver and transit passenger	1526	Y	9	Y	Y	1	Y	40-49	Computer and Mathematical Occupations
100	Hopefully it will end very soon. It has made my quite neighborhood a nice cut through for drivers. It has brought increased smash and grabs, robbery and petty theft.	1537	Y	8	Y	N			30-39	Healthcare Practitioners and Technical Occupations
101	Too many buildings, too fast. Too much density for such a tiny street. Rents are too expensive. No parking garages for new apartments is ridiculous. Many of the new buildings are too tall, creating a Manhattan-like canyon. Design of buildings seems to not take into consideration other nearby projects. Smaller businesses getting squeezed out.	1541	Y	7	N	N			30-39	Healthcare Practitioners and Technical Occupations
102	Fine for infrastructure needs and from previous Division Vision Green Street as long as the much needed and previously promised resurfacing also happens.	1542	Y	15	Y	N			40-49	No Answer
103	Many are great, but there hasn't been a good transition between commercial and residential or a particular sensitivity to the Adjacent Residential uses when it comes to parking, traffic diversion onto neighborhood streets, building height, sunlight exposure, smoking employees from restaurants who loiter in front of houses (because the restaurants won't let them smoke nearby), noise etc.	1558	Y	18	Y	N			50-59	Architecture, Engineering, & Urban Planning Occupations

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104	Not enough parking Too few family sized dwellings Will encourage transient community members rather than long term residents that take pride in their community	1559	Y	11	Y	Y	under 1 year	Y	40-49	Architecture, Engineering, & Urban Planning Occupations
105	I love the new restaurants, etc. I am in awe of the city's incompetence in choosing to remove what little parking there is for restaurant patrons by adding those little gardens.	1562	Y	12	Y	N			other	No Answer
106	I like the smaller ones with retail, don't like the really big multifamily buildings. I don't mind the more modern architecture as long as it provides character and interest and doesn't overwhelm the surrounding businesses. traffic is getting worse.	1566	Y	6	Adjacent Residential	N			30-39	Consultant
107	They are too big and out of scale with the area. They are poorly designed. The neighbors should have had more say about them before construction. They need offstreet parking for at least 25% of the units (in 10 or 20 years this may be made into more units). The area needs more parks and recreation if it is to be pedestrian friendly.	1568	Y	40	N	N			60-69	Retired
108	Total sh!t show! Very dangerous with all the new traffic to our area. What a mess! But will be good once its all done.	1570	Y	3	Y	N			30-39	Arts, Design, Entertainment, Sports, and Media Occupations
109	Too many, too fast, too big.	1574	no answer	no answer	no answer	no answer			no answer	No Answer

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110	I am glad that Division is growing more dense. I don't like most of the buildings. I hate driving there and NEVER biked there. It's now also a drag to walk there. The increased density without added parking is going to really ruin the nearby residential quality. I am hugely disappointed in the City's zoning decisions.	1576	Y	24	N	Y	3	N	50-59	Architecture, Engineering, & Urban Planning Occupations
111	No offense meant, but isn't it a little late to ask our opinion? So, OK, here's our opinion: we resent anything that makes it harder for us to be left alone. And so, new construction without new parking spaces are something our household dislikes. Mandatory bioswales and city employees who don't communicate well about the city plans, plus the city's destruction of foliage we previously put into our easement (and we were taking perfectly good care of it) without any monetary compensation to us for the destruction, have left a really bad taste in our mouths. I've been a political liberal all my adult life but the city handled the bioswales so badly in our vicinity that I've started to see the sense of libertarianism.	1583	Y	19	Y	N			50-59	No Answer
112	it's pretty unconscionable that they were permitted without parking, but what's done is done. any changes that can be made to add parking should be implemented and new construction should be required to include parking. maybe try to not keep ELIMINATING even more parking with those ridiculous in-the-street seating areas for restaurants and the water-purifying swales.	1594	Y	no answer	N	N			60-69	Healthcare Practitioners and Technical Occupations

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113	Mostly beneficial, but better balance of more affordable options still needed. Also the mix of businesses is somewhat unbalanced, with the number of high end restaurants not balanced with community amenities like retail options	1595	Y	4	Y	N			30-39	Architecture, Engineering, & Urban Planning Occupations
114	I'm glad someone is investing in the street. It will bring a lot more amenities to the neighborhood. It's sat blighted and unattended for a long time as other areas of town have blossomed.	1596	Y	2.5	N	N			30-39	No Answer
115	more drinking than dining very few remaining streets on which to make a left-hand turn from Division south without risking having to back up! to make room for an oncoming car with parked cars filling every space on both sides (gets especially frantic when it's the grill of a semi-truck you're facing...one planning to turn at the next, tight, corner on a neighborhood street) I now drive to cross Division to get to my community garden to avoid the smoke exposure drifting along the sidewalks from outside dining	1605	Y	4	Adjacent Residential	no answer			no answer	Retired
116	I like a few buildings; really dislike a few and feel ho hum about the rest.	1611	Y	16	Y	N			60-69	Retired
117	Ambivalence. On the one hand I understand the desire to get all of the work done at once, but it has certainly made Division an unpleasant and often dangerous place to be as a pedestrian and driver. It has also led me and I'm sure others to drive on neighborhood streets which is also not ideal. I think the new bioswales are nice, but it is not clear to me what impact they will have on traffic going forward.	1623	Y	11	Y	N			40-49	Computer and Mathematical Occupations

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118	Most are ugly, overpowering, not welcoming to a human dimension. Also represents greed on the parts of most of the developers that don't include any affordable housing opportunities in the area.	1630	Y	8	Adjacent Residential	N			60-69	Retired
119	It has grown very fast with limited parking in the most busy places. I am shocked that we are adding so much multi-family housing with limited or no parking and taking away street parking by adding bioswales at the same time. Also adding to the congestion on Division and Clinton. People now speed down Woodward.	1641	Y	19	Y	N			30-39	Business and Financial Operations Occupations
120	I like/appreciate/approve of the higher development on Division, though I wish there were more variety (seems like they were all designed by the same person who likes different colored boxes).	1656	Y	3	N	N			30-39	Community and Social Services Occupations
121	Way out of character and look of the street. Way to large for the size of street. It should be 3-story max. I like the new restaurants but size and look of these buildings is way out of character and places cost cutting over aesthetics.	1660	Y	34	Y	N			no answer	No Answer
122	I'm happy about increasing density in SE but it might be too much in too small an area. At least to all happen at once. I'll be happy when all of the construction is finished, though.	1669	Y	1.5	Y	Y	5	Y	30-39	Arts, Design, Entertainment, Sports, and Media Occupations
123	There were too many, too fast. Division changed overnight.	1671	Y	5	Y	no answer			30-39	Nonprofit

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124	Tacky and take too long to construct. Lack of planning for utilities so street torn up for years- and road repairs are terrible.entire street will need to be repaved.	1681	Y	64	N	N			60-69	Retired
125	<p>TOO MUCH! I like the commercial development but the volume of residential construction is overwhelming. I struggle to see how all that new foot/bike/auto traffic is going to get along on such a confined roadway as Division. I am concerned about pedestrian and biker safety.</p> <p>The lack of clearly marked and visible crosswalks on Hawthorn for far too long makes me think Division will suffer from the same. And with only two lanes and on-street parking lining both sides, it will be very difficult to see somebody wanting to cross without some major rework. The removed crosswalk at 45th was a big mistake in my opinion - crossing to Stumptown or the bus stop can be a challenge. I hope the density of marked crosswalks on Division is high enough.</p>	1683	Y	16	Y	N			30-39	Homemaker
126	In general they are ugly. It's also comical that they are at the same time building several versions of the basic giant ugly box with small apartments. The plan of not offering parking is laughable, too. People are still driving, they're just filling the surrounding streets. The side streets are now quite congested and it's a more dangerous place to walk. These developments are putting the cost of parking on the neighbors rather than paying for their own.	1684	Y	6	Y	N			40-49	Legal Occupations

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127	They are important because we don't want to sprawl into the Gorge or farmland. Portland is growing in population quickly and we should do so in a way that doesn't induce sprawl and that creates workforce housing in our neighborhood.	1685	Y	12	N	N			40-49	Education, Training, and Library Occupations
128	they are awesome!	1691	no answer	no answer	no answer	no answer			no answer	No Answer
129	Some are better than others. Overall I think the scale is appropriate and I applaud the mixed use.	1695	Y	9 months	Y	N			40-49	Architecture, Engineering, & Urban Planning Occupations
130	I dislike most of it	1699	Y	8	N	N			40-49	Life, Physical, and Social Science Occupations
131	I think that they are poorly thought out and designed. I am local who works locally but most are not. Portland does not yet have the transit system necessary to serve no parking apartment development.	1705	Y	several years	no answer	Y			40-49	Management Occupations
132	no answer	1706	Y	8.5 months	N	N			25-29	No Answer

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133	Our family has mixed feelings. We are located ["close to"] the new construction at SE 34th. Some aspects we enjoy: the new shops and restaurants, people watching from our porch, the overall vibe of the neighborhood. Some are troublesome: the lack of on-street parking, the litter associated with increased use, and most concerning the two four story apartment buildings that are within view ["location omitted"]. These two closest bldgs are still under construction/unoccupied and we are concerned they will change the feel of the neighborhood and increase the parking/litter problems.	1723	Y	1	Y	no answer			40-49	No Answer
134	Too, too much. Far too much. ["Personally identifiable information omitted"], if you want to view a residential neighborhood that became almost unbearable, study Noe Valley. Parking blocks away to use services and restaurants and stores. It is already passing the tipping point on Division and should be nipped now. It will be too much, but only seen when it is too late. Hawthorne, very vibrant, very active and viable does not have the density they are cramming into Division.	1724	Y	8	N	Y	7	N	60-69	Arts, Design, Entertainment, Sports, and Media Occupations
135	Extreme lack of consideration for the neighbors and neighborhood	1726	Y	38	N	N			60-69	Office and Administrative Support Occupations
136	Shoddy construction, overbuilt, too tall, too pricey. Far too generic.	1730	Y	no answer [the house owned has been in the family for 70 years]	Adjacent Residential	no answer			40-49	Computer and Mathematical Occupations

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137	Terrible. I don't like the building trends in Portland to demolish historic properties and replace them with bland, contemporary, non-conforming structures. I don't like the increase caused to area density without providing for off-street parking.	1735	Y	26	N	N			50-59	Healthcare Practitioners and Technical Occupations
138	Awful - too large, ruining the character of the neighborhood by virtue of size, design (unfriendly, unwelcoming designs); architecturally don't fit in with the neighborhood, unappealing. Monstrosities, really. Like massive over-sized 50s to 70s buildings.	1740	Y	23	Adjacent Residential	Y	18	N	50-59	Legal Occupations
139	Absolutely ridiculous. No standards at all, no parking, no oversight. It's the wild west, anything goes, and the residents take it in the ass.	1743	Y	17	Y	N			50-59	Sales and Related Occupations
140	The new condos are ugly and do not fit in with the character of Division Street. I'm not against change, but I am against developers who plop ugly buildings into residential neighborhoods, with no regard for how the increase in residents will effect the neighborhood, i.e. parking, noise, traffic. These new buildings, with their sheer faces right on the sidewalk, don't fit in with Division Street's character. Did the architects (honestly, they look like they were designed by a machine) even bother to visit Portland, walk along Division street? Sure doesn't seem like it. The new buildings reek of smug arrogance. I honestly feel sick to my stomach every time I drive down Division Street and see a new condo/mixed use building. Especially nauseating are names like "D Street"—um, nobody in Portland actually refers to Division Street as "D Street."	1744	N	no answer	N	Y	2	N	40-49	Arts, Design, Entertainment, Sports, and Media Occupations

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141	hate it growing up on division it was nice today you could not pay me to even visit that street the city and PDC have chopped it up and are destroying it	1746	Y	59	Y	N			50-59	Community and Social Services Occupations
142	They make it very difficult to be a pedestrian because the city doesn't require developers to keep sidewalks open during construction. On the bright side, it has been a great traffic calming measure, which makes the street much more pleasant to be on.	1749	Y	6	Adjacent Residential	N			25-29	No Answer
143	The recent construction projects look generic, cheap, and shoddy. They are not attractive. The ground-floor retail space is just like the rest of the upscale areas in Portland.	1755	Y	13	Y	N			40-49	Education, Training, and Library Occupations
144	It's turning into SE Pearl district, and I understand the city has a growing population but it seems a little uninspiring to repeat the approach.	1756	Y	2	Y	N			25-29	No Answer
145	They do not fit in this part of town. Traffic and parking are a nightmare. I just had my car towed and it cost me \$300. I should just add that in to my yearly expenses because it will happen again.	1759	Y	16	Y	N			no answer	No Answer
146	New construction lacks character and architectural appeal. It is idiotic that none of the new buildings have parking. You can't park in front of your own house anymore if you live in div. neighborhood getting too dense.	1761	Y	18	Y	Y	18	N	40-49	Sales and Related Occupations

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147	<p>In general, I like the new projects. I like the new building at 37th. It has a nice brick front, an overhanging eave, and balconies. The entrance along 37th is nice.</p> <p>The new building at 38th is a very good addition to the street. The variation in the facade, with the balconies and the recessed 4th floor is pleasing to the eye.</p> <p>The white stucco building at 33rd Place (the Salt and Straw location), is the best of the new buildings, with beautiful, smooth stucco work, as well as a lively facade with ins and outs. The little courtyards add interest.</p> <p>The two buildings further west, at 32nd and at 31st on the south side look like they'll add a different style to the street.</p> <p>The one really bad building is the one between 31st and 32nd with the silver screen covering all the upper floors. It looks that it's so bad that they couldn't even rent the ground floor, and leased it for a bargain rate to a real estate company.</p> <p>The "swales" are not well done. They will take away sidewalk space that could have been used for sidewalk cafes, or for people to walk, or stand, to be public space.</p>	1762	Y	27	Y	N			50-59	Sales and Related Occupations
148	We need more of it.	1764	Y	6	Y	N			30-39	Computer and Mathematical Occupations
149	See previous response. And for the love of all things holy, PLEASE STOP BUILDING APARTMENT BUILDINGS WITHOUT PARKING! That is ruining our neighborhood.	1770	Y	2	Y	N			40-49	Arts, Design, Entertainment, Sports, and Media Occupations

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150	Some are nice, some are not. I greatly appreciate the developments that have interesting architecture and design. I like the buildings that are unique and take some risks with design. I like when there is retail/restaurant space on the ground floor of apartment buildings, and when there is green space. I appreciate the bioswales and any addition of plants and trees.	1773	Y	25	Y	N			30-39	Healthcare Practitioners and Technical Occupations
151	I'm curious to see what it looks like in a year or two—I think it will look completely different.	1777	Y	1.5	N	N			30-39	No Answer
152	See my answer above about the new apartment buildings.	1778	Y	20	Adjacent Residential	N			60-69	No Answer
153	Dreadful -- if I was brought blindfolded into "New division" I would truly not know where I am -- it is that different, and it could be anywhere, in any city.	1797	Y	34	N	N			50-59	Nonprofit
154	I enjoy the influx of new businesses (Imperial, Bollywood, Salt and Straw), but the developers have done a poor job of integrating new construction into the neighborhood. The look of new construction is modernist and ugly, the lack of off-street parking is naive and will lead to problems, and the timing - with multiple buildings on both sides of the street being built at once - has been unfortunate. The street has been difficult to navigate for too long now.	1802	Y	1	Adjacent Residential	N			40-49	Business and Financial Operations Occupations
155	The look fine. Needed density in the city. Construction is irritating, especially having to cross the street several times but not really all that bad.	1803	Y	7	Y	N			40-49	Healthcare Practitioners and Technical Occupations

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156	The city and TriMet want to pretend everyone rides the bus. In reality, TriMet's service has suffered due to their issues and as a result, ridership has probably fallen, when looked at as a percentage of overall metro population. SE Division St. was a somewhat-main thoroughfare, or at least an option from SE Powell Blvd., and reducing the capacity of Division is probably a poor long-term move. So, in essence, I think the new construction projects were short-sighted and ill-advised and will likely, in hindsight, be looked at as a planning failure.	1812	Y	3	N	N			other	Computer and Mathematical Occupations
157	There are more places to see, be seen, visit, shop, and eat now. Overall, it feels more like a community than before when destinations were more isolated and sporadic. There's more "there" there. In short, I like it.	1813	Y	6	N	N			30-39	Life, Physical, and Social Science Occupations
158	See above.	1814	Y	3	Y	N			60-69	Community and Social Services Occupations
159	greta for the neighborhood. It would be nice of some of the older business would step up and make some tenant improvements, painting etc.	1816	Y	8	Y	N			no answer	Arts, Design, Entertainment, Sports, and Media Occupations

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160	I think the increased density is more good than bad. The greater the density, the more transit and viable local businesses will succeed. While this means there will be fewer on-street parking spots available, the tradeoffs make it worth it. As far as new construction on Division; I don't find the buildings particularly attractive, but I also don't find them overwhelming. I don't mind the new streetscape.	1817	Y	13	Adjacent Residential	N			50-59	Education, Training, and Library Occupations
161	While many of the new mixed use buildings are of high quality and design, there are several that are of poor construction, mediocre design, and are out of character with the eclectic nature of the neighborhood. I think on the whole, however, that much of the new commercial and residential development is a positive overall on the neighborhood. many vacant lots, and underutilized building stock have been demolished/renovated, and replaced/installed with thriving business.	1818	N	2 [lived in the past]	N	N			30-39	Architecture, Engineering, & Urban Planning Occupations
162	I hate all the condos! They're ugly and too expensive for people here to afford so they bring a whole different crowd to the SE and are driving out business that we all love (we see this happening further north too, like the Belmont food carts being displaced for more condos). Why not include some low income housing too?	1832	Y	1	N	N			30-39	Education, Training, and Library Occupations
163	It is disruptive, and not well planned. It is a very narrow street; not including parking in the newly constructed buildings is ridiculous. The new buildings have no identity, and don't tie into any of the existing characteristics of the community.	1836	Y	3	N	N			30-39	Arts, Design, Entertainment, Sports, and Media Occupations

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164	Ridiculous lack of parking; I get that the residents will not use cars daily; they will still likely OWN them and where they will put them is beyond me. Also, the narrowing of Division feels very unsafe. With the coming of the Street car and even further complications to turning left onto 11th, I'd imagine the traffic (which already backs up past 26th in the morning) will get worse. I'm also very concerned about the ability of emergency vehicles to move about our neighborhood.	1838	Y	21	N	N			50-59	Education, Training, and Library Occupations
165	I hate them. They stick out like those ugly new developments on Hawthorne that have ruined the character of that street. Please pass a zoning law now prohibiting building any new building higher than 3 stories.	1847	Y	8	N	N			no answer	No Answer
166	They should have sidewalk zones instead of forcing pedestrians to cross the street. I hope the street gets resurfaced after all the construction ends.	1857	Y	10	Adjacent Residential	N			25-29	No Answer
167	revolting is an understatement. it is a blatant parade of developer greed and in complete dissonance with the charm unique to this community streets like division are portlands latest eyesore and only stand to embarrass and shame us by their obvious void of thought, care and appreciation for the personality of portland	1861	Y	10	Y	N			60-69	Life, Physical, and Social Science Occupations
168	Not sure until they're finished but concerned the original charm will be lost. Although it's understandable changes need to be made for the area to grow.	1868	N	no answer	N	N			30-39	No Answer

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169	Like it a lot.	1872	Y	22	N	Y	5	N	50-59	Computer and Mathematical Occupations
170	Overwhelming, unsightly, short-sighted (they can't help but cause parking nightmares).	1875	Y	no answer	N	no answer			60-69	Retired
171	We used to drive down Division to go to downtown Portland. Or even to the businesses on Division. We now actively avoid most of Division below 50th because it's such a pain in the neck to drive through. Parking is non-existent. Bike paths are non-existent. Even walking between 40th & 50th, I have to cross the street four times because construction has completely blocked sidewalk access. I wonder how people in wheelchairs are getting around down there. But hey, who cares, right?	1878	Y	6	N	N			40-49	Education, Training, and Library Occupations
172	Once they are finished, I think they will be attractive and useful.	1879	Y	3.5	N	Y	3	N	40-49	Consultant
173	I'm avoiding that for now	1883	Y	6	Adjacent Residential	N			50-59	Office and Administrative Support Occupations
174	It brings a new feel to the area that reflects the design of N Mississippi area.	1897	N	no answer	No	N			25-29	Healthcare Practitioners and Technical Occupations
175	A driving nightmare, best avoided, especially when heading South.	1902	Y	8	N	N			50-59	Management Occupations

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176	Not sufficient parking for the units being built. Although there is good bus transportation available I doubt very much that all those residents will not have cars that will be added to the street parking in the neighborhoods. It will become a big problem.	1905	Y	5	Y	N			60-69	Other
177	I can understand the need for more housing options in inner SE but this needs to be done responsibly and NEEDS to include Parking. It has become impossible to find parking on Division street. I chose not to live in a neighborhood like NW 23rd where there is no parking. The current construction is a land grab to maximize the profit of a couple of construction companies with no concern for quality of life for the neighborhood and take away from Division Streets charm. The argument that these apartments are creating affordable housing is laughable. I've seen the rent on the apartments that have gone on the market and it is more than my mortgage on my house. The prices are driving out long term residents who used to be able to afford to live in our charming neighborhood.	1906	Y	6	Adjacent Residential	Y	under 1 year	N	30-39	Healthcare Practitioners and Technical Occupations
178	Hate those apartment buildings. Ugly character free, and not enough parking. I dread the day when they start renting.	1907	Y	25	N	N			50-59	Sales and Related Occupations
179	It's ugly and oversized, too close to the curb. Cramped. The boulevard is overbuilt. Not enough open space.	1909	Y	12	Y	N			50-59	Arts, Design, Entertainment, Sports, and Media Occupations
180	They are fine but they clash with the neighborhood and come off too pretentious.	1916	N	no answer	N	N			40-49	Healthcare Practitioners and Technical Occupations

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181	They don't fit the neighborhood or the space. Apartments are out of proportion and create a canyon that feels overwhelming and uninviting. There's too much, in too small an area. (See comments above.)	1917	Y	no answer	N	N			50-59	Education, Training, and Library Occupations
182	TOO MANY. TOO FAST.	1924	Y	11	Adjacent Residential	N			30-39	Healthcare Practitioners and Technical Occupations
183	Awful, it will destroy the neighborhoods around it.	1926	Y	40	N	N			60-69	Retired
184	I am thrilled by the increased density and development on division. Great for the environment and the economy. Have mixed feelings about the various designs of buildings, but don't think that is really a major concern, and appreciate that the developers have chosen unique designs rather than more generic buildings like the new giant condos on Hawthorne btw 27-30.	1930	Y	16	Adjacent Residential	Y	10	N	40-49	Legal Occupations
185	Many are too tall. They really stand out against the overall neighborhood and block sunlight. When they lack retail or local businesses on the first floor, they really fail to add value to the neighborhood. Visually and energetically they suck! I don't feel as safe walking on those blocks late at goth because no one is out and about there.	1931	Y	16	N	Y	13	Y	40-49	Legal Occupations
186	I think they are great, the added units will greatly improve the area as the low end businesses get bought out. The added value for taxes will support our schools and needed public services and the housing choices will be benefit to all , leading to improved transit.	1933	Y	40	Adjacent Residential	N			60-69	Retired

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187	dislike them, because they are multi-story live/work developments with no parking for either tenants or shoppers. People park along adjoining cross-streets and side-streets, such as mine. Also, where the new buildings cluster there is a closed-in feeling at street level.	1935	Y	15	Y	N			60-69	Retired
188	I really like them. I am happy that there are more places for people live and that those people will be supporting all the new businesses. The new construction is exciting to see.	1936	Y	15	Adjacent Residential	Y	13	N	50-59	Sales and Related Occupations
189	tall but people will get used to it.	1938	Y	18	N	Y	18		no answer	Architecture, Engineering, & Urban Planning Occupations
190	deplorable	1939	Y	17	Y	Y	17		50-59	Arts, Design, Entertainment, Sports, and Media Occupations
191	Too huge too many too little diversity too catered to the wealthy	1961	Y	15	Adjacent Residential	no answer			40-49	Farming, Fishing, and Forestry Occupations
192	I hate it - it has made housing so much less affordable, and has caused the eviction and demolition of the cooperative house I helped to start.	1972	N	2.5 [used to live]	N	N			no answer	Community and Social Services Occupations

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193	I'm less interested in spending time on Division & don't patronize many establishments on Division. It seems unnecessary & it's making the area less affordable as well.	1978	Y	6 months	N	N			no answer	No Answer
194	Difficult and annoying	1984	Y	5	N	N			40-49	Computer and Mathematical Occupations
195	I think they will overall harm the integrity of the neighborhood, but it is inevitable as the city expands. I will miss reasonably priced mom & pop establishments like Kappaya (replaced by Sen Yai) as the street scales up.	1990	N	grew up in SE	N	N			25-29	Food Preparation and Serving Related Occupations
196	see above...poor planning...too concentrated with apartment living that will bring too many people to an area not designed for this many people	1995	Y	2	Y	no answer			60-69, 50-59	No Answer
197	I liked them at first but it seems to be getting to be a bit much.	2004	Y	38	Adjacent Residential	N			30-39	Computer and Mathematical Occupations
198	They seem good but it seems like there is more car traffic than the infrastructure can handle.	2006	Y	5	N	N			30-39	Architecture, Engineering, & Urban Planning Occupations
199	Positive. Change and influx of new people and money into the neighborhood. Denser urban core is important to me. Hope to have enough people for a streetcar line one day. The people on-site parking should not act like they own the street in front of their houses. More high-rises and density are positives for me.	2009	Y	20	N	N			50-59	Computer and Mathematical Occupations

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200	They add value to the neighborhood and improve the quality of life. There are many more destinations I can walk to now than there were even a few years ago. The more people that can live on the street, the more businesses that can open and stay open. While parking can be a minor issue on a few streets and at a few times of day, the new construction has a very minor impact on nearby residents.	2010	Y	3	Adjacent Residential	N			25-29	Other
201	Not at all positive. The buildings don't reflect the predominant aesthetic. Some of them are very off-putting from street level.	2019	Y	21	N	N			50-59	Computer and Mathematical Occupations
202	Living units without parking, totally crazy!	2034	Y	48	Y	N			60-69	No Answer
203	I am fine with many of the new buildings, however am extremely concerned about the lack of parking. The new designs should be required to include parking, in my opinion. The curb extensions, "greenstreet" infrastructure, etc. are my pet peeve. Removing street parking is incredibly short sighted and an extreme disservice to those of us who have lived and worked on Division St. for decades. Our business has already been negatively impacted by the lack of parking which is only going to get MUCH worse. Also the fact that buses will no longer be able to pull over because of the curb bump outs is idiotic. The traffic is already bad with 2 lanes each direction. Now we will have only one lane each way with everything backed up behind the buses.	2035	Y	25	Adjacent Residential	Y	16	Y	no answer	Arts, Design, Entertainment, Sports, and Media Occupations

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204	Doing a good job in a difficult, busy area.	2048	Y	1	Y	N			50-59	Healthcare Practitioners and Technical Occupations
205	Deplorable and without character, put up the cheapest way possible with no view towards synching with neighborhood and causing widespread bad will with new retail and resident vehicles parking in adjacent neighborhoods. City nearly unresponsive to neighborhood associations' complaints.	2058	Y	25	Y	N			no answer	No Answer
206	I'm a fan. I think this is an appropriate location for high density development. I'll be even happier when it's completed but that's the nature of living in the city. I also wish there was some kind of parking requirement or incentive for new buildings.	2061	Y	8	Y	N			no answer	No Answer
207	too much too fast, way too little city oversight and attention, land grab by developers, violation of city codes in spirit if not in practice, destructive of communities that existed prior to new construction--many neighbors are leaving or dissatisfied with changes	2063	Y	20	Y	N			no answer	No Answer

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#	What is your opinion of the recent new construction projects on Division Street?	Survey ID #	South-east area resident	Duration of residency (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
208	<p>Some of it is fine. New restaurants are walkable and good additions.</p> <p>Some of the apartments are too large to fit with Division. An 80 unit apartment complex would work on Hawthorne or Powell, but those are 4 lane roads. The size, traffic and lack of parking do not fit the scale of Division and distract from the character as a mixture of retail. For example, I need to rebuild ["a"] support structure ["personally identifiable information omitted"]. My choice would be to buy the materials from Division Hardware. However, because I cannot carry 10 foot long steel pipes on foot or bike, I can only purchase them if I can park nearby and that has become increasingly difficult. To the degree the new buildings force me to go outside of my neighborhood for things I have always purchased locally, it is a step backwards from the mixed retail that has made Division a wonderful street.</p>	2064	Y	19	N	N			50-59	Other
209	<p>The architecture is beyond horrible. With all the money coming into SE Division, we would HOPE for beautiful new architecture—and saving beautiful existing buildings. But neither is happening.</p> <p>The increased density is great, and I LOVE mixed-use buildings, but they have GOT to have a better design! The heights are generally fine; I like 3-4-story buildings in urban areas. That's the correct height. But the squat, almost featureless aspects of some of these buildings is just deplorable. Greedy developers will ALWAYS choose the biggest, ugliest, cheapest design possible. It's up to us, city requirements/codes, zoning and very strict architectural design review to FORCE these soul-less developers to create more beautiful and well-functioning buildings!</p>	2065	Y	13	N	no answer			40-49	Computer and Mathematical Occupations

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#	What is your opinion of the recent new construction projects on Division Street?	Survey ID #	South-east area resident	Duration of residency (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
210	Horrible. They are piling up people on top of people. It is foolish to expect EVERYONE who shops or visits there to NOT use a car. I won't shop there if I can't park.	2147	Y	33	N	N			60-69	Retired
211	In favor of first floor business and 2nd and 3rd floor residential. 4 floors is too tall adjacent to single family homes. AND GIVING DEVELOPERS A FREE PASS TO NEGLECT THE IMPACT THEIR TENANTS' CARS WILL HAVE ON SURROUNDING STREETS IS ABSURD. If they can't afford to build with parking, they won't. AND THAT'S FINE!!!	2174	Y	11 [rented for 5, own house for 6]	Adjacent Residential	Y		N	40-49	Arts, Design, Entertainment, Sports, and Media Occupations
212	Too many are incredibly ugly and don't seem to add anything to the flavor of the neighborhood.	2192	Y	8.5	Adjacent Residential	no answer			40-49	Education, Training, and Library Occupations
213	Not very high. There has been too much growth in too short a period of time with very little to offer the larger neighborhood. The buildings are atrocious, have done little to try and fit in with the community, and as a general whole do not create the neighborhood feel that has been prevalent through SE.	2193	Y	8	N	N			30-39	Construction and Extraction Occupations
214	Generally, I like the new development on Division. It adds more options for walking to a business district in the neighborhood. I do think the parking is becoming a problem, however, and condo/apartment developers should have to provide parking of some sort for residents.	2196	Y	9	N	N			40-49	No Answer
215	Wish the buildings were smaller. They tower over existing structures.	2197	Y	6	Y	N			no answer	No Answer

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216	They're taking too long. All the "busy-ness" of Division St. would be greatly improved by opening up all the sidewalks. People have to cross the street multiple times to get anywhere, and it makes the traffic even worse. I like having all the new restaurants and shops, and popularity of the street is doing wonders for my house value. The downside is we don't have off-street parking, so we are quickly losing the ability to park in front of our house. We're planning on cutting out a driveway on our property to address it.	2204	Y	6	Y	N			30-39	Healthcare Practitioners and Technical Occupations
217	They aren't very nice. I have to say we were hoping they would look cool and have neat architecture, but overall its been disappointing. The giant white cube is unsightly. The D-street village is a really dumb name, we always laugh at it. But those buildings look alright - I really like the old wild oats building using the salvaged material. The building on 33rd/Division isn't too interesting. It would be nice if the new buildings blended in better, but sadly most are just blocky and unattractive. The bio-swails will look nice but more trees and living walls as seen in the Little Big Burger building.	2205	Y	10	Y	N			40-49	Education, Training, and Library Occupations

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218	Much of the architecture is boring, very little color. Currently only one building is occupied and is very close to 34th, thus we have folks parking on our little dead end street (including restaurant visitors). It will be hellish once the buildings are finished and occupied. I am very disappointed that the City of Portland didn't require these developers to provide some off street parking for the future residents. They can say Division is a "transit corridor", but I know Tri-Met doesn't provide bus service to Mt Hood or the Oregon coast, or Salem, Albany, Pendleton, etc. A very cynical decision by the City to allow this to happen.	2206	Y	36	Y	N			60-69	Retired
219	I'm all for progress, but this is insane! Too much all at once. Too many mistakes are being made without thought. The people that have made this a wonderful neighborhood for so long are suffering while builders line their pockets. It is maddening to try to drive on division. I avoid it at all costs now.	2210	Y	27	Adjacent Residential	N			30-39	Education, Training, and Library Occupations
220	Many of the buildings don't fit character of neighborhood, rents/property values are too high (feels very targeted to Californians), to have condos or mixed use retail built with no parking is infuriating!!! While I think it is crazy to wait in line for ice cream for 2 hours, I don't begrudge the business owners-- I blame the developers for cheap looking generic design, poor community involvement and no parking.	2211	Y	9	N	N			30-39	Office and Administrative Support Occupations

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221	They are bringing in new restaurants and shops that I am excited about, and providing residences for the people to support those businesses. I believe as a city we should grow up, not out, and although we're experiencing some serious growing pains from overlapping construction projects, overall I feel very positive about this growth. Except the one across from Division Hardware, which is ugly, and except for the one with the odd white screen in front of the windows, they are well-designed, well-developed, and bringing in great local businesses. I'm glad there are no Banana Republics etc (national chain stores) coming in, and that we are keeping our local character. It is making our area much more walkable. I can now walk or bicycle to get just about anything I need within my quadrant.	2213	Y	7	N	Y	5	N	30-39, 30-39	No Answer
222	Some are better than others, but they will reduce light on the street and bright colors will not disguise bad design	2216	Y	36	Adjacent Residential	Y	30	N	no answer	No Answer

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223	<p>I'm looking forward to the street being clear again - it's kind of a pain to get around these days. I'm also a little nervous about what the traffic and parking situation will be like when/if all the new apartments and condos are filled. I'm a little curious about who is going to move in, and more importantly, what they're going to do here.</p> <p>I'm not convinced that Portland's current job market is going to be able to support the influx of people that all the new construction implies is coming. I hope the job market responds, it would be fantastic to have more available jobs. I'm a little worried that the new popularity boom Portland is experiencing might create a more stratified community - where new people moving here have a lot of \$, and most of the jobs that are created in response are in the service industry. I really hope that Portland doesn't lose the quality of life and relative accessibility (affordable housing, affordable food) that currently exists.</p>	2218	Y	7	Y	N			30-39	Management Occupations
224	<p>I love it. It's making the neighborhood denser and allowing for more businesses on the ground level of many of these new condo buildings which increases the worth of the neighborhood. Being from ["a major W. coast city"] and having live in ["another major W. coast city"] before I moved here people don't realize that without smart growth like this people will continue to build housing in the suburbs which will eventually make Portland and Salem one mega city. You're not going to be able to stop growth so you have to be smart in how you implement it as a city or else you get traffic and urban sprawl.</p>	2220	Y	3	Y	N			30-39	Business and Financial Operations Occupations

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225	Tragedy that so little of the development was required to provide parking. This has driven parking into the neighborhood. Reducing Division down to one lane has slowed traffic such that car traffic has increased significantly on parallel biking streets such as Clinton and Lincoln.	2242	Y	22	Y	no answer			50-59	Architecture, Engineering, & Urban Planning Occupations
226	I like that there is new housing being added. However, I am an urban designer and landscape designer by profession. I think the facade materials and windows on most of the new construction projects are flimsy and will not age well in our climate. Simply put, the building facades do not have enough articulation. The windows are simply holes in the side of building with no inset or sill. These are expensive features to build, but they make the building immensely more attractive.	2251	Y	2.5	N	N			30-39	Architecture, Engineering, & Urban Planning Occupations
227	In general I like it, although many of the newer buildings are built too close to the streetface. Let the buildings go up a floor in exchange for a little breathing room for pedestrians on the sidewalk.	2261	Y	more than 9	N	no answer			30-39	No Answer
228	Intense, I am disappointed in the backing off of the no-parking necessary near transit lines requirement. Also I love the way that the off-set streets have created sunny breaks (the little plaza by Salt and Straw gets sun because of this kind of break)	2267	Y	8	N	N			30-39	Life, Physical, and Social Science Occupations

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229	disruptive, some are well-designed and fit within the character of the neighborhood (especially those that are rehabilitations of existing buildings), some seem bland and anonymous (which tend to be more of the new construction, but not all)	2269	N	no answer	N	N			40-49	Architecture, Engineering, & Urban Planning Occupations
230	They were done without sufficient review and change by the neighborhoods and nearby residents. I don't believe any in the area thought it would be developed like this. It was not predicted in the Division/Vision work of the past 5+ years.	2275	Y	40	N	N			60-69	Retired
231	See previous characterizations. Too many, too big and too ugly with respect to apt./condos, and too many uppity restaurants/boutiques and such.	2276	Y	30	Adjacent Residential	no answer			50-59	Education, Training, and Library Occupations
232	I like the streets ape project! Too many apartments not enough larking for them. Some are nice. The one WOTH the gray grid front has got to change its facade. UGLY. And how can the people see out of their windows. Well they can but with little grids! Love the bio swales!	2277	Y	no answer	Adjacent Residential	Y	1	Y	50-59	Healthcare Practitioners and Technical Occupations
233	much of it is architecturally undistinguished and oversized. retail + 2 would have been more appropriate. let the mid 30s/upper 20's be a mistake we never repeat. require underground or other parking. the housing complex under construction on SE Ankeny is much better scaled, even for a commercial artery like Division, given its restricted width.	2281	Y	no answer	Adjacent Residential	N			40-49	Education, Training, and Library Occupations

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234	Some of the development has been good, adding density while preserving or improving the character of the neighborhood. Some of the development has been unfortunate, detracting from the beauty and interactivity of the neighborhood, like the development on SE 34th and Division.	2290	Y	9	Y	Y	4	Y	30-39	Computer and Mathematical Occupations
235	Too much all at once Happy for the paving, though	2291	Y	more than 15	N	Y	3	N	40-49	No Answer
236	I'm optimistic about new buildings and the addition of places to stay for increasing populations drawn to this part of town and the city. However, they tend to be closed off to me. Where are the balconies? Do the windows even open? There's no interaction between the residential part of those buildings and the street level and the shops are also in enclosed boxes. They seem shut off, closed out, and cold.	2293	Y	5	N	Y	12	N	50-59	Arts, Design, Entertainment, Sports, and Media Occupations
237	Parking has become a huge problem on my street as condos and businesses have no parking available.	2298	Y	20	Y	N			50-59	Office and Administrative Support Occupations
238	They are a little overwhelming in mass and underwhelming in design. Wish they had more interesting architecture and variations in height.	2300	Y	a little over 2	N	N			no answer	No Answer
239	Necessary.	2303	Y	12	Adjacent Residential	N			no answer	No Answer
240	It will be nice when the re-paving and bioswales are finished. Right now I avoid driving on Division, when possible, because it's like a nightmare.	2304	Y	2.5	N	N			40-49	Business and Financial Operations Occupations

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241	they are out of scale and generally suck. more parking needed	2305	Y	30	N	N			70-79	Education, Training, and Library Occupations
242	I believe having more left turn lanes or 'no left turns', and areas for busses to stop completely out of the flow of traffic would have been more appropriate to keep traffic flowing. I like the overall plan, and believe it will provide a more attractive roadway.	2306	Y	5	N	N			40-49	Healthcare Practitioners and Technical Occupations
243	I have been disappointed to see so much of the new tall overpowering large buildings come in and replace the low profile, friendly, accessible, funky buildings with old trees that have given SE Division its character and charm. I sincerely hope that this type of building does not continue here.	2307	Y	15	N	N			50-59	Business and Financial Operations Occupations
244	I understand the need for high density living, but the buildings seem to hulk over the street	2310	Y	12	Adjacent Residential	N			40-49	Healthcare Practitioners and Technical Occupations
245	I approve of higher density construction, but believe it is vitally important that these projects are respectful of neighborhood architecture and sightlines, provide community public spaces, and provide adequate parking for the residents and businesses contained within them. Recent construction has only been partially successful on these areas of concern, with real problems when it comes to parking and incorporation into the neighborhood architectural style. As communal spaces they have been slightly more successful.	2312	Y	39	Y	N			40-49	Computer and Mathematical Occupations

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246	Too many new highrises that do not fit in with character of the neighborhood and block the sky. It feels too closed in now. Not enough parking!!	2319	Y	35	Adjacent Residential	Y	25	N	60-69	Business and Financial Operations Occupations
247	Not bad yet.	2321	N	no answer	N	N			50-59	Computer and Mathematical Occupations
248	Hate them and want to move.	2347	Y	23	N	Y	18	N	no answer	Legal Occupations
249	It completely changed the nature of the neighborhood. We are shocked at how different things are from when we moved in ["5-9"] years ago. Who stole my neighborhood? Who decided that we needed all these apartment buildings and salt and straw and tourist destination restaurants? And who believed that there would be enough room for all the cars involved?	2349	Y	7	Y	N		no answer	60-69	Healthcare Practitioners and Technical Occupations
250	I am alarmed at the scale of this construction with the corridor of apartments on Division, their lack of parking and the McMansions taking over the residential streets. They are packed in so tight, with almost no yard and I do not like how different they are from the 'flavor' of the neighboring homes. I would hate to see Division become a playground for the rich or out of town visitors only. Additionally, they need to have parking for residents so existing neighbors are not impacted so negatively.	2358	Y	22	Y	Y	19		60-69	Healthcare Practitioners and Technical Occupations

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251	It doesn't feel like the developers of most of the new buildings understood (or cared to know) anything about the neighborhood. Especially since they didn't provide ANY parking for their 60 + unit buildings, with the unrealistic answer that most of their tenants won't own cars. Sorry - no matter how green we would like to appear, there's almost one car per person in this town. My fear is that it what used to be a laid back quiet neighborhood center, is becoming a mini-downtown or NW pdx. there's been talk of both parking meters and/or parking permits like NW has...and there seems to be a lot of pretentiousness added with all the fanfare.	2362	Y	7	N	Y	4	Y	30-39	Healthcare Practitioners and Technical Occupations
252	gentrifying our neighborhood so that no one who is unemployed, underemployed or living on a fixed income will be able to afford to live there.	2363	Y	25	N	N		no answer	no answer	No Answer
253	The new construction lacks green spaces, like gardens and space for sitting outdoors - the condos are built right up to the sidewalk and there are no provisions for parking because the assumption is that the tenants will not own cars, or as many cars - we'll see if this holds true. I've noticed lots more visitors from other areas of the city coming to SE Division to dine. It has added to the traffic congestion and poorer air quality of SE Division	2368	Y	16	Y	N		no answer	60-69	Community and Social Services Occupations
254	Unfavorable	2434	Y	20	Y	Y	10	Y	50-59	Legal Occupations

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255	It looks like the PDX version of a strip mall, reminds VERY much of the development at North Mississippi & Alberta. The condos going in are out of proportion & character with the neighborhood... pushing a contrived "upscale urban" image onto neighborhoods that used to be affordable and unassuming.	2781	Y	6	Y	N		no answer	no answer	No Answer
256	I dislike them immensely. They already look ghetto-like which means that in just a few short years they will look really bad. It seems that when developers realized they didn't have to provide parking, due to ancient codes, they jumped on the projects as quickly as possible before the codes might be changed. Profit overtook any design consideration. They cheapen the entire street.	2782	Y	25	Y	N		no answer	60-69	No Answer
257	My ["spouse"] and I bought our house in large part due to the location, and a big part of that is the growth of Division St. It provides us with an abundance of evening-entertainment options within walking distance. Stylistically, I think there are beautiful buildings and not-so-appealing buildings that have been recently developed. Style aside, maintaining/establishing the "feel" of the street will cross multiple projects. One large facade on a narrow street is okay, but too many and the area may begin to feel canyon-like.	2786	Y	1	N	N		no answer	25-29	Architecture, Engineering, & Urban Planning Occupations
258	For the most part the improvements are welcome and on most blocks the construction looks updated, clean and modern.	2789	Y	19	Y	no answer		no answer	40-49	Arts, Design, Entertainment, Sports, and Media Occupations

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259	They have certainly changed the demographics of the neighborhood which seem to be skewing even more to affluent white residents who are new to Portland. The "foodie" blocks between 21st and Chavez become very congested in the evenings with crowds driving in from other parts of town. I'm waiting to see if the architecture of these new buildings grows on me. There are some nice spaces, particularly where the public space is extended into the property. However the stark contrast between the cubist form of the new designs in relation to the existing low/mid-rise commercial buildings feels like a cultural invasion from L.A. that shows little regard for the existing urban fabric or neighborhood character. Gentrification is great until it happens to your neighborhood for the benefit of someone else.	2806	Y	7	Y	N		no answer	30-39	No Answer
260	I think they lack the unique character that Division Street had prior to all the new, large construction projects. I find most of the new apartment buildings (without bottom floor retail) bland and do not give back to the surrounding neighborhoods.	2807	N	no answer	no answer	Y	2.5	N	no answer	No Answer
261	Disorganized and inconvenient. Simultaneous private construction and city construction/street work. Thankful it seems to be over for now, but the changes made will only increase traffic and parking difficulties. ["Personal name omitted"] stepped on a nail that punctured ["pronoun omitted"] shoe when the D Street Village crew failed to clean up areas adjacent to their construction properly.	2846	Y	2.5	Y	no answer		no answer	30-39	Legal Occupations
262	Mostly horrible. Where are the "green spaces" and "community services"?	2847	Y	2	Y	N		no answer	no answer	No Answer

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263	Too many of them, too tall, too big, too boxy, sterile looking, crowding adjacent buildings, blocking sky and sunlight, taking away open spaces, creating a crowded feeling, creating a parking and driving nightmare, mostly uninteresting architecturally. These new buildings do not fit in with the existing neighborhood.	2852	Y	33	Y	N		no answer	60-69	No Answer
264	It's very sad. Interesting houses (like at 26th and Div) have been replaced by giant concrete boxes. The lack of design review requirements is obvious. Large buildings are built so close to the property lines that they destroy the access to light and view of their neighbors.	2853	no answer	no answer	no answer	Y	no answer	no answer	60-69	Other
265	too much of the same	2862	Y	7	Y	N		no answer	40-49	No Answer
266	I think the street improvements are fine, but combined with the density, the visiting nature of the businesses, and the lack of parking in the new developments, I avoid the district as much as possible now. It's just too hard to navigate.	2865	Y	28	N	Y	3	N	50-59	Architecture, Engineering, & Urban Planning Occupations

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267	I am not impressed. There has been absolutely inadequate consideration of the transitory impacts upon the surrounding neighborhood, particularly with regards to off-street parking. The number of multiple-family units, most without ANY associated parking has degraded the livability of the neighborhood by choking the streets with too many parked cars which are "not supposed to be there". Property developers have basically lied to the neighborhood to line their own pockets. Amenities for livability, like parks, for which Richmond has been designated as a 'park deficient neighborhood' have been entirely ignored. This has been even further complicated by the excessive number of 'toney' restaurants which bring excessive numbers of 'out of district' autos in to choke the streets in the evenings....Nearby residents are being adversely impacted by the ill-considered and poorly executed new building and then the city complicates the whole situation by destroying on-street parking. FUBAR.	2866	Y	30	Adjacent Residential	N		no answer	60-69	Education, Training, and Library Occupations
268	condo/apartment buildings have missed opportunities to relate to the character of the neighborhood. also, they have negatively impacted the parking situation in the residential areas adjoining Division	2868	Y	8	Y	N		no answer	60-69	Architecture, Engineering, & Urban Planning Occupations
269	HORRIBLE! Who okayed this design?	2869	Y	25	N	no answer		no answer	50-59	No Answer
270	Horrid. Clogging up an already clogged two-lane street.	2872	Y	3	Y	N		no answer	90+	Retired

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271	Externalizes costs to the neighborhoods while making a profit for a few: noise, less parking for residents, busier streets, loss of solar access to tall buildings, lack of privacy to taller buildings, imposing building styles and sizes without meaningful neighborhood process,...	2873	Y	20	Y	N		no answer	no answer	No Answer
272	The development of new housing should have a required component of affordability so that our neighborhood can serve the needs for many people.	2879	Y	7	no answer	N		no answer	60-69	Retired
273	I like that Division Street is being fixed-up but I don't like the new construction. In my opinion, the large mixed-use buildings east of Bollywood Theater negatively change the look and feel of the neighborhood. Too urban.	2939	Y	3	Y	N		no answer	40-49	Business and Financial Operations Occupations
274	I dislike all of it. I feel it, and the new construction on Clinton, is contributing to a decline of culture in this community. One way is visually. The buildings are not aesthetically congruent with the existing neighborhood. Another is car traffic, which has greatly increased. This traffic spills over to Clinton, a residential street, and creates parking problems for the neighborhood. Yet another is cost. New development like this is expensive. It is attracting higher end and hip businesses, which in turn is driving up rent prices. This is forcing out the working class and bohemian element.	2941	Y	3.5	Y	N		no answer	30-39	Arts, Design, Entertainment, Sports, and Media Occupations
275	not enough green space, community open spaces. nothing to foster interaction with other people or with urban nature. high priced and inaccessible for old-school mom-and-pops.	2944	Y	22	N	N		no answer	40-49	No Answer

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276	looks tacky, no businesses that i would ever go to or be able to afford.	2947	Y	13	N	N		no answer	no answer	No Answer
277	As a Portland and SE native, my opinion is that it resembles a gulag of industrial, sun-blotting "urban menhirs", overly crammed, with pedestrians taking their life into their hands. I honestly feel like I am in a poorly designed urban downtown, but without the parking. The buildings have no distinctive character, are made of cheap materials, painted in drab, dark, (gray, brown, army green) depressing colors, the architects/builders took absolutely no time to study the character of the neighborhood. They obviously superimposed bad design to make a instant profit.	2961	Y	15	Y	N		no answer	40-49	Business and Financial Operations Occupations
278	If the contemporary designs are good, I like to see them replace the older buildings. Architecture is about now, not then.	2976	Y	1	N	N		no answer	no answer	Architecture, Engineering, & Urban Planning Occupations
279	too close to sidewalk. too cookie cutter, too much blank glass, no human warmth, too much loss of parking spaces	3009	Y	9	N	N		no answer	60-69	Business and Financial Operations Occupations
280	They are ugly and don't fit in with the neighborhood. They are also very expensive to live in and are changing the economic demographic of the neighborhood. I have lived in the neighborhood for ["5-9 years"], but I could not afford to move to it now.	3350	Y	8	Y	N		no answer	40-49	Arts, Design, Entertainment, Sports, and Media Occupations
281	Mostly negative. I do like the restaurants, but wish they had some parking. Some of the shops are unique, but some are very overpriced like \$200 shirts and sweater. I'm concerned about bioswales causing accidents at night	3591	Y	30	Y	N		no answer	no answer	Healthcare Practitioners and Technical Occupations

Division Perceptions Survey Spring 2014 - 2015 Report of Responses

#	What is your opinion of the recent new construction projects on Division Street?	Survey ID #	South-east area resident	Duration of residency (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
282	I like them, especially the zowie colors the've added to the landscape. I like the increased eyes on the street, more vibrant street life too, despite the hassle of more cars everywhere.	3675	Y	7	Y	no answer		no answer	60-69	Retired
283	I think most of them are bad planning incarnate. Crap.	3676	Y	30	Adjacent Residential	N		no answer	60-69	Education, Training, and Library Occupations
284	I like the bioswales. We should have a moratorium on new construction for a while.	3678	Y	1.5	Y	Y	5	no answer	50-59	Education, Training, and Library Occupations
285	Ahawsome!	3680	Y	68	Y	Y	25	Y	no answer	Other
286	Making a bad situation worse (in terms of crowdedness, traffic, overpriced, bourgeois, etc.)	3681	Y	4	N	Y	2	N	no answer	No Answer
287	It's fine. Way better than before. We need more public gathering places. Somewhere to eat ice cream cone that is not on a resident's steps.	3683	Y	18	Y	N		no answer	40-49	No Answer
288	If I lived in the 'study' area I would have mixed feelings. I would like the added vibrancy to the neighborhood that presumably would raise my home's value but would be extremely annoyed with the huge influx of vehicles needing parking spaces especially if I did NOT have off street parking.	3684	Y	21	Adjacent Residential	N		no answer	70-79	Retired
289	Adds life and opportunity to the street. Also, changing it from somewhat trashy and rundown (oregon theater, for example) into more respectable and up to date	3687	Y	4	N	N		no answer	no answer	No Answer

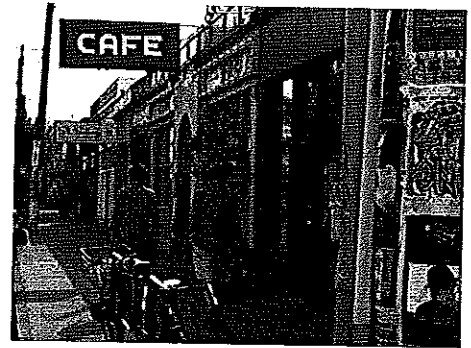
Division Perceptions Survey Spring 2014 - 2015 Report of Responses

#	What is your opinion of the recent new construction projects on Division Street?	Survey ID #	South-east area resident	Duration of residency (years)	Division study area resident	Business owner	Duration of business ownership	Business in Division study area	Age	Occupation
290	seems a healthier more vibrant area	3690	Y	45	N	Y	15		no answer	Arts, Design, Entertainment, Sports, and Media Occupations
291	I feel mostly OK with them, but I'm a little nervous about how "new" and boxy they look, and also about how much density they have dropped on the area all at once.	3692	Y	19	Y	Y	8	Y	40-49	No Answer
292	I think it's exciting to have growth and modern development but the planning seems short-sighted. The parking issue is a big one! Also, the light at 39th and Division absolutely needs to have a left hand turn signal.	3701	Y	8	Y	N		no answer	30-39	Community and Social Services Occupations
293	It's awesome. Love the style and the mixed use design. It's great that housing and storefronts work together. A nice amount of small office space too.	3708	Y	2	Adjacent Residential	Y	2	Y	40-49	Business and Financial Operations Occupations
294	Between SE 30th and 34th, the new MDU's are taller than any other original structure on the street. I am fortunate that my backyard is still private and no tall buildings with tenants can look into my backyard. Also, no tall buildings take away my sunlight. Also, the impact on sunlight between SE 30th and 32nd is apparent. For someone who walks in that area frequently, depending on the time of day, you go from sunlight to shadow for two blocks. As more of these MDUs are built, it will affect larger stretches of Division.	3710	Y	36	Adjacent Residential	N		no answer	60-69	Retired
295	It sucks. They look like mini-box stores. Stop with the concrete and glass. More smaller sq.ft stores need to be made available for the beginning business person that offers lower rent.	3712	Y	9 months	Adjacent Residential	N		no answer	40-49	Education, Training, and Library Occupations

Division Design Initiative TOP TEN POLICY RECOMMENDATIONS FOR PORTLAND

The following are proactive solutions based on broad community input to fix current planning and zoning policies. The intent is a no net density loss approach to encourage additional infill density with fewer impacts.

Background: Recent development on Division is a sharp contrast to its traditional small-scale main street character and form. We have seen a great deal of new development that often feature flat facades and rooflines, large blank walls, inconsistency in quality of materials, as well as privacy, light, noise, parking, and traffic impacts that have caused significant community design concerns. Much of this development has occurred despite more than 2-years of community outcry expressed in the media, public testimony, letters, surveys and neighborhood meetings. As we plan our growth strategy in the Comprehensive Plan and new Mixed Use Zone changes proposed by the by the City's MUZ Advisory Committee, we can - through more context sensitive design - encourage compact density and infill that meet our population goals within our urban corridors in a more unifying, intentional manner that preserves what is special and character-defining while allowing us to grow into a more compact city.



1 Improve notification and enable constructive community engagement about growth. Eight large buildings in 18-24 months is major redevelopment, yet the neighborhood had no meaningful opportunity for real input.

(See DDI Notification and Community Engagement Policy Recommendations)

2 Close the Residential Floor Area Ratio Code Gap Now - There is currently no Floor Area Ratio (FAR) requirement for the residential portion of mixed use buildings which results in overly boxy, bulky buildings as projects build to the maximum envelope allowed. The City (through their Mixed Use Zones Proposal) is recommending this be fixed as part of the Comprehensive Plan adoption but it would not take effect until 2017. We recommend this be a top priority for the City to take immediate action to fix now.



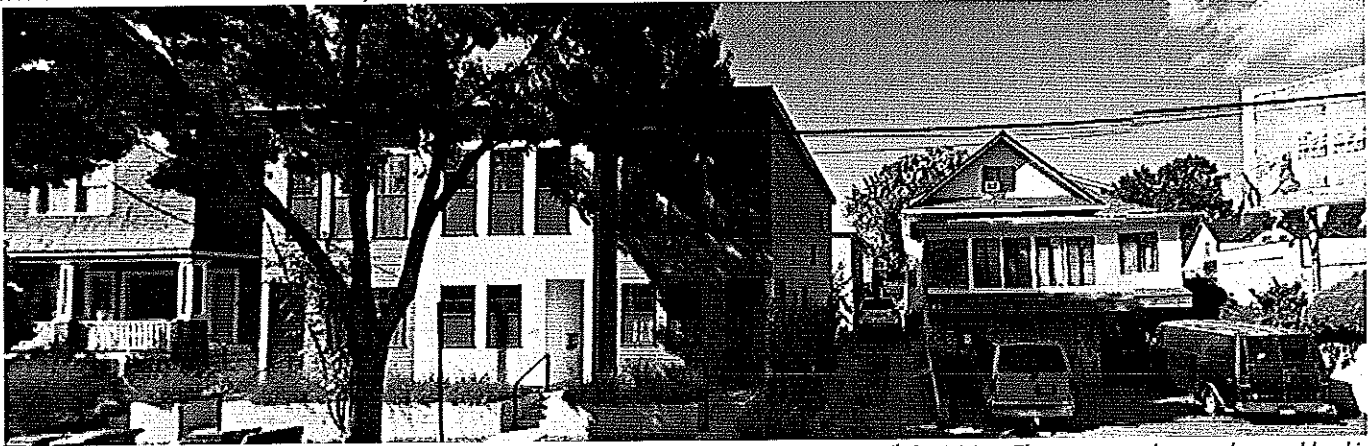
3 Add Permit Review Criteria for Assessing Compatibility with Neighborhood Context *(see draft Division Design guidelines Compatibility section & comment letter to the City of Portland Hearings Examiner re: land use appeal by Brentwood Darlington Neighborhood)*. Request additional permit submittal requirements be added including:

- Elevations showing proposed development in context of adjacent building/block development,
- Solar shading analysis, privacy and view impact drawing
- Statement of features/approaches used to demonstrate alignment with community design goals and preferences if formal guidelines exist
- If no parking is required, provide a transportation demand management plan for mitigation of impacts (this could include annual bus passes for residents, shared/conjunctive use parking, on site car or bike-share options, etc.)



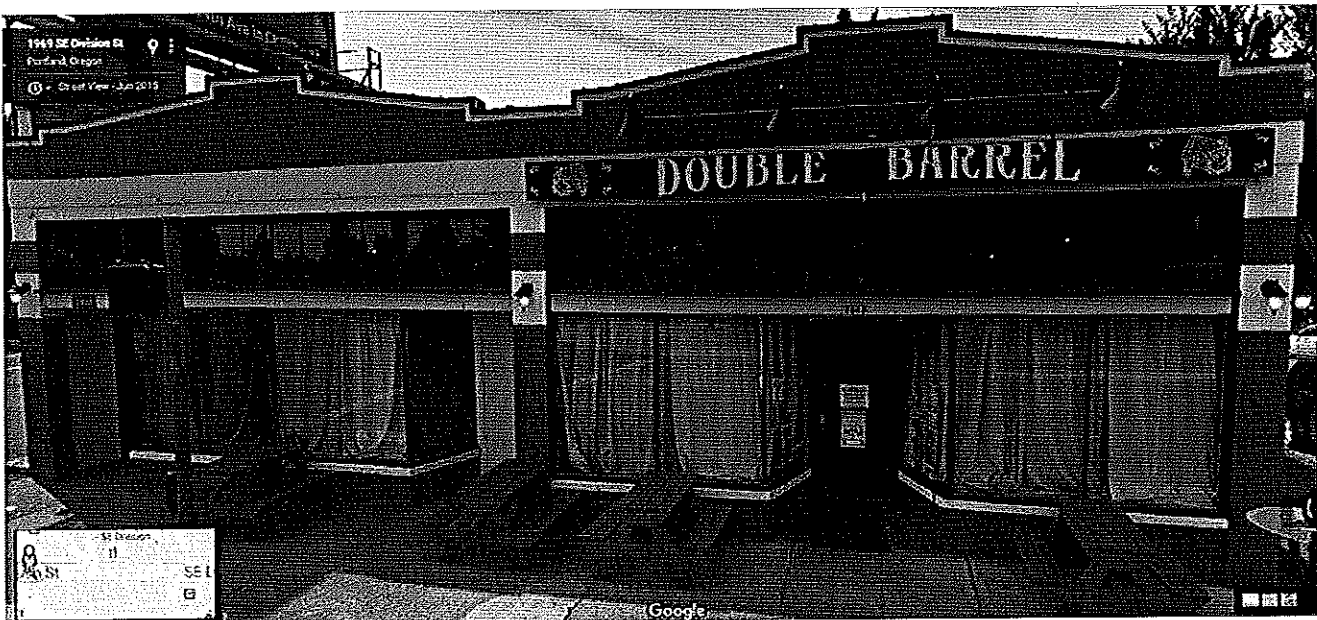
Older, smaller neighborhoods with more traditional main street character and buildings of one and two stories need better review requirements to assess compatibility with neighborhood context and adjacent residential. Good transitions in scale, screening, articulated massing and design features make the difference. The best projects are innovative in design, of durable quality materials, and show respect for the neighborhood by reflecting design preferences and desired features (note: "reflect" does not =replicate), rather than rejecting existing neighborhood architectural patterns.

① **Develop Density Transition Zones & Foster the “Missing Middle”** – The Current Comp Plan Growth Strategy focuses on corridors and centers but leaves out small-medium “plexes”, town/rowhouses, and courtyard style housing (promoted in the past with the City’s “Courtyard housing design competition”). These building types may blend better within the existing neighborhood fabric and could help relieve some of the development pressure on older commercial corridors with special character like Division, Hawthorne, etc. (See *Eli Spevak proposal, and Metro Innovative Design & Development Codes – Transitions Section*)

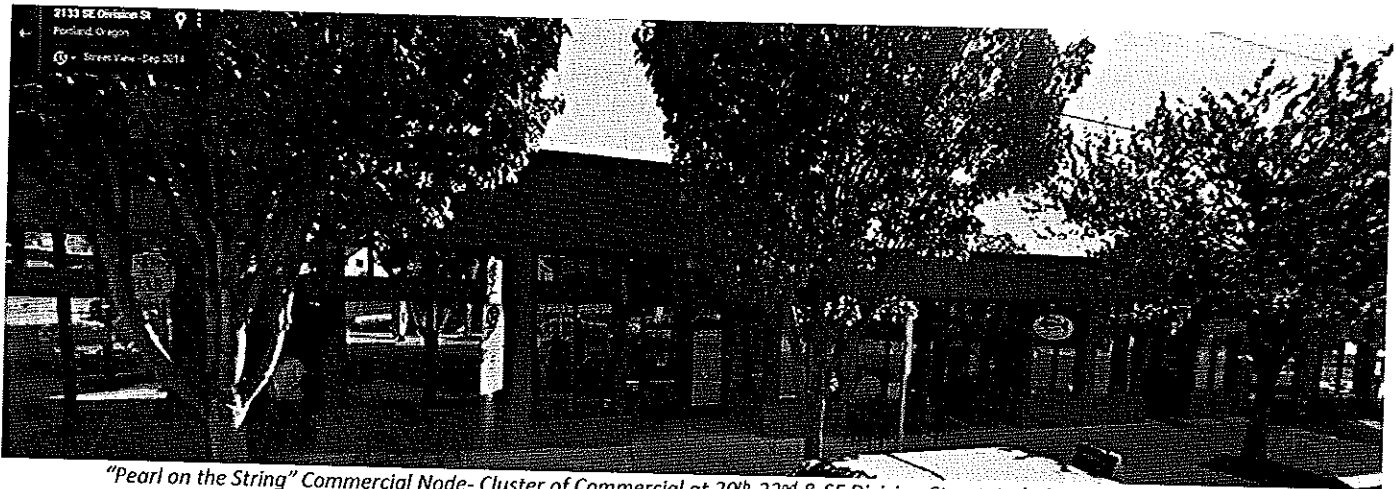


Missing Middle - Good Example of medium-scale sensitive infill designed increased density at 25th & Division: Three new modern rowhouses blend in with neighborhood scale, details and simple variation of windows and patterns without being overly repetitious.

⑤ **Create Incentives for Reuse & Preservation of Existing Buildings with Special Community character** - Are there some areas where we don’t want the zoning to transfer automatically? As shown in the study noted below, retaining a mix of diverse building vintages and sizes has been proven to encourage economic vitality, more diversity, a greater number of jobs, less chain stores, and more affordability for small businesses and tenants. We may need other incentives that support adaptive reuse of these such as waivers of SDC, transfer of development rights (not just for historic properties), etc. (See *Report on “Older, Smaller, Better: Measuring how the character of buildings and blocks influences urban vitality”*, by Preservation Green Lab, National Trust for Historic Preservation, May 2014)

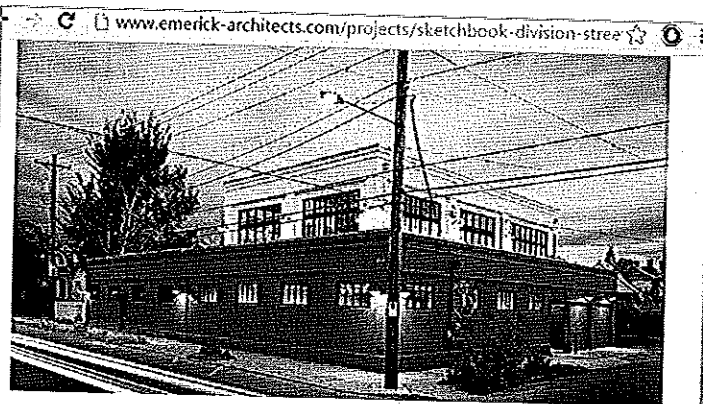


Older buildings with streetcar era main street character are scattered along our East-West Portland corridors. These often have been in disuse or disrepair but may be important buildings of quality materials and significant character that when preserved create areas of distinction and identity. Many feature common design characteristics such as recessed entries, raised sills, large storefront windows with small clerestory windows above, articulated rooflines, deco or craftsman details, brick or wood exteriors, and often angled cut façade entrances on corner buildings. Let’s preserve these special buildings and make it easier to do so with good incentives. The greenest building is the one you aren’t building...but perhaps the one you are adapting.



"Pearl on the String" Commercial Node- Cluster of Commercial at 20th-22nd & SE Division Street, including Bar Avignon, Mirador, New Seasons, and multiple eateries.

6 Relate Building Height to Street Width & Consider Nodal Focus. Set different goals for narrow vs. wider streets and focus some density into nodes – visualize a “Pearls on a String” concept with the pearls as the commercial focus with residential or lower scale development as the string. This was a priority expressed for future development in the Division Green Street Main Street Plan. (See *Urbsworks Policy Recommendations, Division Green Street Main Street Plan*)



SE DIVISION STREET

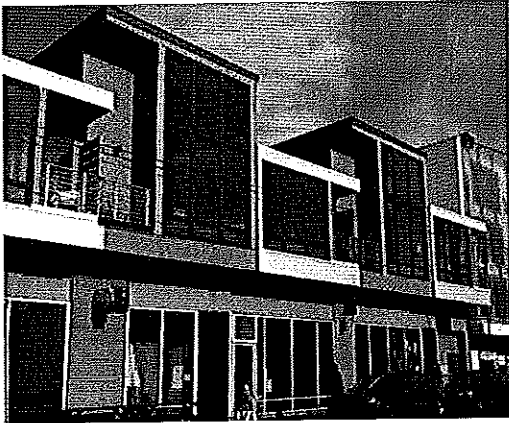
This industrial home is the poster child for adaptive reuse. Starting with a building that intermingled three structures from different periods over the last century, we reused the existing structures, as well as adding a penthouse and a roof garden to create an urban oasis. Furthermore, with almost 2000 square feet of solar arrays, this project is practically off-the-grid. Marrying practicality with craftsmanship, almost everything was handmade locally from raw materials by Portland artisans including cabinetry, steel work, railings, doors, stairs, lighting fixtures and stucco.

7 Consider Incentives in new Mixed Use Proposal for community amenities, including: high performance buildings/zero energy buildings, preservation and adaptive reuse of older buildings, provision of reasonably priced housing, and alternative transit-oriented or other community beneficial uses (daycare, small corner grocery stores, affordable/senior housing). Incentives may include waivers of SDC's, fast track permitting, bonus in square footage, or other benefits.

8 Incorporate solar policy into zoning code amendments to support more high performance buildings and minimize/mitigate solar shading of adjacent infill – Encourage further study of more N/S corridor density which has less shading impacts than on E/W corridors. (See *New Buildings Institute Policy, state solar access policy OR 227.190, and other Oregon community solar policies such as Ashland, Jackson County, et al*).

Adaptive Reuse of older structure with

POSITIVE EXAMPLES



Good example of adaptive reuse with new construction that is both modern and uses traditional materials of wood and metal, balconies, generous storefronts and stepped roofs. Residential above turns inward to a central open air courtyard that helps avoid privacy impacts and maintains access to air and light.



Move the House Project: Example of positive building form in newer construction, sustainable design elements including:

- breaking up building massing into sections with 4th floor upper roof stepbacks, balconies, and articulation,
- creating transparency with glass skybridge and pedestrian paseos,
- references similar storefront window patterns in nearby older blocks
- incorporation of art and education through sculpture and interpretive signage
- Green features such as living roofs, bioswales at rear, and preservation and design around a mature tree, and mov-

9 Enhance/maintain community livability through access to sun, air, light, privacy and public views for current and new residents/businesses. Address privacy issues via increased requirements for placement of and side setbacks to maintain air and light (e.g. varied rooflines, lightwells, stepbacks and stepdowns in heights), minimize privacy impacts (i.e. increased rear landscape screening requirements, sensitive location of balconies), protection of important viewsheds (e.g. reduction of large blank walls, maintain public view of community monuments such as the Hollywood Theater, Bagdad Theater, SE Hills). (These issues influence mixed use zoning requirements in development; also see Urbsworks research on lightwells and consideration of upper level skyplane context in NY Code; DDI Comment Letter to the City of Portland Re: Comp Plan & Mixed Use Zones)

10 The City should employ broader tracking of and accountability for development impacts. Portland, and state of Oregon do not require documentation nor impacts analysis resulting from a new development beyond fee impacts to traffic, sewer and parks. However most states require this. Critical issues could be documented during permit submittal and review. Recommended issues to be tracked should include impacts to:

- a. Health (e.g., noise, air quality, safety)
- b. Environment (e.g., loss of habitat, mature trees/heat island effect, climate change)
- c. Community (e.g., loss of historic resources, important public viewsheds)
- d. Economy (e.g., loss of affordable residential and commercial spaces, loss of solar access for energy generation, food production, etc.)

*“What gets measured, gets managed.
What doesn’t get measured gets lost.”*

Let’s not lose track of the things that matter most.

Want to take action?

1. Comment on these draft recommendations -- email ilovedivision@gmail.com with specific edits.
2. Ask your Neighborhood or Business Association to take a position on these recommendations. Contact: Richmond NA - richmondpx@gmail.com; Division/Clinton Business Assoc. - dcbakatie@gmail.com
3. Write a letter to the City expressing your support for any or all of these recommendations Contact: cpulestimony@portlandoregon.gov, note, for testimony it must include your name and address!

Arevalo, Nora

From: Christopher Eykamp <chris@eykamp.com>
Sent: Friday, November 20, 2015 12:28 PM
To: Doug X; BPS Comprehensive Plan Testimony
Cc: Manning, Barry
Subject: Re: Isolated Commercial sites

Follow Up Flag: Follow up
Flag Status: Flagged

20 November 2015

Doug Klotz has submitted testimony in support of reclassifying properties in the HAND neighborhood from non-conforming residential to commercial, a change which many HAND residents and the HAND Board oppose. He referenced two properties in the Richmond neighborhood that have not generated any complaints (that he has heard of during his tenure on the Richmond Board) as support for the idea.

In HAND, we have been less fortunate.

We have discovered business owners have a variety of responses to neighbors' concerns, ranging from immediately resolution of the problem to outright hostility. Setting expectations and providing incentives to an indifferent proprietor are perhaps the greatest levers that the existing non-conforming status rules provide. There are existing businesses in HAND and Richmond alike that routinely violate the rules governing their non-conforming status, yet because their owners are careful to be good neighbors, no one complains. This should be seen as a positive outcome for all parties.

The nature of a commercial activity is probably the greatest factor in determining what rules make sense when operating amidst residences -- an establishment serving alcohol (and maybe in the future marijuana?) is much more likely to generate noise complaints (not just from outdoor seating, but from intoxicated patrons on the street) than is a vintage store, and so an earlier closing time might be warranted. A high-volume grocery store (like People's) has a much higher potential impact on residents than a smaller convenience store (like the 34th Ave. Market in Richmond). And there are some businesses that are simply incompatible with a residential location (a music venue, for example).

The outcome is more important than the mechanism. The HAND Board has submitted testimony that it would support converting our non-conforming residential sites to commercial if (and only if) the zoning code were altered to acknowledge that these isolated commercial sites face unique issues, and offered neighbors protections equivalent to what is in the current non-conforming use rules.

The current balance works. It has helped resolve otherwise intractable issues. It should be preserved.

Thank you,

Chris Eykamp
2101 SE Tibbetts
Portland, OR 97202

Arevalo, Nora

From: Pat Ruzicka <patruz975@earthlink.net>
Sent: Friday, November 20, 2015 11:36 AM
To: Council Clerk – Testimony
Cc: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan, Multnomah Village

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern:

I live in Multnomah Village – I have lived here for 15 years – and I am **strongly opposed** to the comprehensive plan as it relates to the Multnomah Village area. The proposed changes, if they are allowed to be implemented, would drastically alter the “character” of the village and would destroy the very factors that attract people to the Village to live, shop and visit.

Changing of zoning and designations to allow several-story buildings, more living (and shopping) units with correspondingly less parking options, heavier traffic flow into and through the village – all these things will be greatly detrimental to the small-town, neighborly “feel” of Multnomah Village as it currently exists. (and, by the way, it defies logic to make changes that allow more vehicle traffic while at the same time limiting parking!)

I have lived in Portland since the 1970’s, and have personally experienced what neighborhood changes, even with the best of intentions, can do to **negatively impact** the changed area and the people who live there, as well as the people who now no longer want to move there, or go there to shop or visit friends or family.

Please **do not proceed with the plan as currently proposed!** Please **do not destroy Multnomah Village!**

Pat Ruzicka
4212 SW Garden Home Rd.
Portland, OR 97219

Arevalo, Nora

From: mvogelpnw@gmail.com on behalf of Mary Vogel <mary@plangreen.net>
Sent: Friday, November 20, 2015 11:32 AM
To: BPS Comprehensive Plan Testimony; Hales, Mayor; Fritz, Amanda; Novick, Steve; Commissioner Fish; Saltzman, Dan; Moore-Love, Karla
Cc: Felicia Williams; Rani Boyle; Dingfelder, Jackie
Subject: Comp Plan Testimony I gave yesterday at City Council yesterday
Attachments: Comp Plan Testimony 11-19-15.docx

Follow Up Flag: Follow up
Flag Status: Flagged

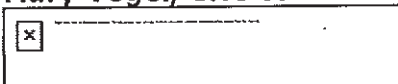
Folks,
This is the Comp Plan Testimony I gave yesterday at City Council yesterday. I was having trouble with my printer so was not able to print copies. It should be linked with my [Gretchen Kafoury Memorial Street Trees Proposal](#) which shows photos of some of the properties I'm talking about and more.

I'm still hopeful that neighborhood pressure can get the named property owners to accept the City's generous gift of street trees around their properties. We have until Dec. 18.

The biggest reason I can see that they would not is that--like the street tree-free surface parking lot owners in downtown--they are simply holding their properties for speculative value. We need strategies to overcome such lack of civic-mindedness. Why should they be allowed to hold our downtown hostage?

Thanks,
Mary

Mary Vogel, CNU-A



Bringing services nature provides to community design & planning
A Woman Business Enterprise/Emerging Small Business in Oregon
503-245-7858
mary@plangreen.net
<http://plangreen.net>

Blog: [Toronto's Regent Park Explored](#)



1220 SW 12th Ave, #709 ☐ ☐ ☐ Portland, OR 97205 ☐ ☐ ☐ 503-245-7858 ☐ ☐ ☐ mary@plangreen.net

Comp Plan Testimony of Mary Vogel/PlanGreen 11-19-15

I applaud the Plan Draft and it's goals and policies and I'm speaking to the following ones today :

In Chapter 3 Urban Form

- A climate and hazard resilient urban form
- Energy and resource efficiency
- Integrate nature
- Green infrastructure in centers

In Chapter 4 Design and Development

- **Noise impacts and Air quality impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional truckways, major city traffic streets, and other sources of noise and air pollution.

And much of Chapter 7 on Watershed Health

HOWEVER, these points got very little attention in the West Quadrant Plan. In light of the Ombudsman finding described in the NW Examiner, I ask that the approval process for the West Quadrant Plan part of the Comp Plan be stopped until the document can be reviewed by a new, more balanced and conflict-of-interest free SAC. As a downtown resident, I tried to get the attention of the previous SAC re: the need for more street trees and other green infrastructure strategies in front of the residences and businesses that are closest to I-405.

I want to call out these investors/landlords as needing to be involved in the early steps of your implementation timeline for Downtown:

John Niemeyer
15 82nd Dr Ste 210
Gladstone Or 97027-2549

Steven L Blindheim
3662 SW Tunnelwood
Portland, OR 97221

James A Majors, Jr
102 NE 62nd Ave.
Portland, OR 97213

They are property owners of buildings with NO TREES in blocks that are within a block of I-405 in the West End of downtown. Even when offered FREE STREET TREES by BES—including free concrete removal and the planting and care for three years of these trees—a \$3400 gift per tree! BES motive is stormwater management

to help counteract the significant flooding downtown neighborhoods experience in heavy rains—making intersections nearly impossible to cross for pedestrians.

I know that this is a 20-year plan aimed at shaping new development. But I want to see some teeth added to the Comp Plan that would affect CURRENT property owners and give them a greater push to help neighborhoods—including *my* downtown neighborhood--fulfill some of the excellent goals and policies of the Plan that will enable us to be more resilient in the face of climate change and other environmental challenges that were described briefly in earlier testimonies.

Arevalo, Nora

From: Hales, Mayor
Sent: Friday, November 20, 2015 9:35 AM
To: Ron Schmidt
Cc: BPS Comprehensive Plan Testimony
Subject: RE: I support your proactive planning on industrial lands from a business and natural resource perspective

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ron,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email inbox. They will review your testimony.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Ron Schmidt [mailto:ronspdx@gmail.com]
Sent: Thursday, November 19, 2015 7:19 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Nick Fish <Nick@ci.portland.or.us>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Dan Saltzman <campaign@dansaltzman.com>
Subject: I support your proactive planning on industrial lands from a business and natural resource perspective

Mayor and Council Members:

My years as Director and past Chair of the Hayden Island Neighborhood Network (HINoon) and years as a Director of the Waterfront Organizations of Oregon (WOO) puts me in a unique position of supporting our natural areas, supporting water related businesses and knowing we can do both by better utilization of industrial lands rather than sloppily eating up more resources with abandon. I support your approach taken on industrial lands in the recommended draft of the Comprehensive Plan:

- Portland has over 900 acres of contaminated sites. The Draft Comp Plan takes the right approach in focusing on cleaning up contaminated sites and restoring them to productive use rather than converting natural areas to meet industrial land demand;

- The Draft Comp Plan takes the right approach in focusing on intensification of use of the existing industrial land base rather than converting natural areas to meet industrial land demand;
- The Draft Comp Plan takes the right approach in limiting conversion of industrial lands for non-industrial uses rather than destroying the last remaining natural areas along our rivers. Industrial interests should not be allowed to cash out their industrial land holdings and then turn around and demand cheap new industrial acres in critical natural areas.
- West Hayden Island should not be included in the industrial lands inventory;
- Environmental regulations on industrial lands should not be restricted or rolled back— industrial lands along our rivers are also some of our most important and degraded natural resource lands and industrial landowners should not be exempted from protecting our rivers.

While I write this as a citizen of Portland rather than my official capacities with various boards I sit on, I congratulate you on a good plan well thought out and I encourage you to stand strong against the huge resources available to those who will be promoting personal agendas to take resources away from our community.

Sincerely,

Best wishes,

Ron Schmidt
1983 N Jantzen Avenue
Portland OR 97217
ronspdx@gmail.com
503-539-6817

Arevalo, Nora

From: Maya Jarrad <maya@350pdx.org>
Sent: Friday, November 20, 2015 9:11 PM
To: BPS Comprehensive Plan Testimony
Subject: Re: Comp Plan and Industrial Lands

Follow Up Flag: Follow up
Flag Status: Flagged

Yes,

My address is 3414 SE 21st Ave, Portland OR 97202

Thank you!

On 17-Nov-15 12:06, BPS Comprehensive Plan Testimony wrote:

Thank you for your submission. In order for us to include it as public testimony, we will need your physical mailing address. Could you provide us with such?

Thank you and best regards,

From: Hales, Mayor
Sent: Tuesday, November 17, 2015 10:38 AM
To: Maya Jarrad <maya@350pdx.org>
Cc: BPS Comprehensive Plan Testimony <cputestimony@portlandoregon.gov>
Subject: RE: Comp Plan and Industrial Lands

From: Maya Jarrad [mailto:maya@350pdx.org]
Sent: Monday, November 16, 2015 2:52 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Comp Plan and Industrial Lands

Dear Mayor Hales,

I am writing to let you know that I support the approach taken on industrial lands in Comp Plan recommended draft.

The 900 acres of contaminated "brownfields" in Portland need to be addressed in a way that improves the health of Portland's soils and residents, and returns them to productive uses. Converting existing natural areas to meet industrial land demand is not a valid solution. The Draft Comp Plan takes the right approach! In limiting conversion of industrial lands for non-industrial uses rather than destroying the last remaining natural areas along our rivers, we will move forward in beneficial City Planning.

Industrial interests should not be allowed to cash out their industrial land holdings and then turn around and demand cheap new industrial acres in critical natural areas that

provide valuable habitat and ecosystems services to our residents. West Hayden Island should not be included in the industrial lands inventory, and environmental regulations on industrial lands should not be restricted or rolled back--industrial lands along our rivers are also some of the most important and degraded natural resource lands and industrial landowners should not be exempt from protecting our rivers.

Thank you for your service,
Maya Jarrad

Arevalo, Nora

From: Hales, Mayor
Sent: Friday, November 20, 2015 9:02 AM
To: Lucinda and Stefan Karlic
Cc: BPS Comprehensive Plan Testimony
Subject: RE: West Hayden Island and the Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Lucinda,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email inbox. They will review your testimony.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Lucinda and Stefan Karlic [mailto:cyberluluandstefan@hotmail.com]
Sent: Thursday, November 19, 2015 10:12 AM
To: Commissioner Fritz <amanda@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov.onmicrosoft.com>; Commissioner Fish <nick@portlandoregon.gov>; Novick <commissioner-novick@portlandoregon.gov>
Subject: West Hayden Island and the Comprehensive Plan

Dear Commissioners,

Over the years the Port of Portland has tried and failed to industrialize or have West Hayden Island included in the industrial inventory.

They have failed to prove that the land is needed beyond a shadow of a doubt. Tying up precious City and Count and State resources that could have gone to more beneficial use for the citizens of Portland. The money spent by the various agencies at the behest of the Port of Portland to turn what is the last, largest natural area in Portland into an unneeded industrial area could also have gone to more needed items.

Please vote to secure West Hayden Island out of the comprehensive plan as industrial land.

There is plenty of unused industrial land that the port has on its books. Along with this and the cleanup of the brownfields and other damaged areas there is an overabundance of land for industrial and Port of Portland use.

We also ask that the Port of Portland be stopped from dumping dredge spoils on that portion of the island that they have "used forever." To protect and restore the dump site to further enhance and stop the creep of damage into the natural area.

A quick look will confirm that not all is as is should be at this site. Questioned by us many times they tell us that, "Nothing grows there because it is sand". Unfortunately this does not hold true as other areas of sand have lush vegetation. The 820 acres is sand, so why does nothing grow on the dump site?

Thank you for your time and your service to the citizens of Portland

Respectfully,

Stefan Karlic
Lucinda Karlic

Arevalo, Nora

From: Hales, Mayor
Sent: Friday, November 20, 2015 8:48 AM
To: Barbara Quinn
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Comp Plan & Employment Opportunities Analysis testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Barbara,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email inbox. They will review your testimony.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Barbara Quinn [mailto:barbaraqnn718@gmail.com]
Sent: Thursday, November 19, 2015 4:22 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>
Cc: Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>; Micah Meskel <mmeskel@audubonportland.org>
Subject: Comp Plan & Employment Opportunities Analysis testimony

Mayor and commissioners,

I agree with the drafts of the EOA and Comp. Plan where they support these points:

- existing brownfields should be restored and returned to productive industrial use instead of converting remaining green space to that use.

West Hayden Island and north Portland's golf courses especially should be preserved as green space since they are part of a larger, rich wetland area that serves as a valuable remaining ecosystem.

North Portland neighbors have asked for this throughout the Comp. Plan / EOA feedback process.

- businesses need to be required to pay for the cleanup of contaminants on their land or develop more sustainable practices that avoid passing on the prohibitive costs of cleanup to others. Businesses have long been allowed to degrade industrial land and then move on leaving the expense of cleanup to others.

- the more efficient and intense use of existing industrial land including brownfields should be prioritized.
- policies that help create a clean fuels economy and move away from fossil fuel dependence, storage and transport.

Arevalo, Nora

From: Hales, Mayor
Sent: Friday, November 20, 2015 8:46 AM
To: Lori Boisen
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Comprehensive Plan Land Use Designation

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Lori,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email inbox. They will review your testimony.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Lori Boisen [mailto:divisionmidwayalliance@gmail.com]
Sent: Thursday, November 19, 2015 5:26 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Novick, Steve <Steve.Novick@portlandoregon.gov>
Cc: Lorelei Young <keepsakeftv@aol.com>; Dawn Lueth <dawnlueth@yahoo.com>; Trevor Hopper <millpark.positive@gmail.com>; Connor Riggs <connorriggs@live.com>; Susan Spencer <susan.spencer@mhcc.edu>; Kem Marks <k.marks97236@gmail.com>
Subject: Comprehensive Plan Land Use Designation

November 19, 2015

Council Clerk, Room 130

1221 SW 4th Ave

Portland, OR 97204

RE: Comprehensive Plan Designations

Respected Council Members,

Division Midway Alliance for Community Improvement (DMA) is a 501 (C) 3 dedicated to revitalizing the commercial corridor along Division Street between 117th & 148th Avenues.

DMA staff has been honored to serve on the Mixed Use Zones Project Advisory Committee. Committee members were deeply committed to addressing the best possible Mixed Use Zones configuration that will allow for the anticipated growth and density the City of Portland expects in the next 30 years. Likewise, staff was committed to working with committee and community members to make adjustments as requested.

However, the Mixed Use Zones Project only applies to properties if they have a Mixed Use Comprehensive Plan Designation, and we would like to address an area within the DMA boundary that currently does not have that designation.

Specifically, DMA would like speak out in support of Human Solution, Inc.'s (HSI's) proposal to establish a Mixed Use Zone designation for the entire block surrounding its property at 2405 SE 142nd Avenue. By allowing the Mixed Use Zone designation in the Comprehensive Plan, HSI will have the opportunity to explore the acquisition of additional lots in this block to establish a mixed use zones development that would equally serve residents and businesses. The establishment of a mixed use development would create 100% commercial infill along SE Division Street between 141st and 148th Avenues, and further eliminate a commercial tooth gap in the district, which is core to DMA's mission.

Please consider changing the properties identified inside the red box on the map shown in the attached letter to R3 (MU/Civic Corridor), that is, zone R3, Comprehensive Plan Designation Mixed Use/Civic Corridor.

The comprehensive plan proposes a mixed use town center status in the Midway district centered at 122nd & Division so DMA has a vested interest in getting this project right. In addition, as one of Portland's six Neighborhood Prosperity Initiatives, DMA views the Comprehensive Plan project in how well will this plan serves to revitalize the NPI commercial corridors, as well as the rest of East Portland's commercial districts.

DMA thanks the Council for its dedication to establishing the best locations for the Comprehensive Plan Mixed Use Designations to serve Portland's needs in the coming years and hopes the final project includes the above recommendation.

Best Regards,

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

cc: Division Midway Alliance Board of Directors

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

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

Trevor Hopper, Mill Park Neighborhood Association President

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

Susan Spencer, Employer Partnership Coordinator, Mount Hood Community College

Kem Marks, Americorps VISTA Volunteer, Division Midway Alliance

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



November 20, 2015

RE: Portland Comprehensive Plan Economic Opportunities Analysis

Dear Mayor Hales and Commissioners:

I am writing to express our concern with the application of the Economic Opportunities Analysis (EOA) to inform the update of the Portland Comprehensive Plan.

Oregon's 23 ports provide recreational, commercial, and economic services to residents and businesses in Oregon and beyond, serving as state, national, and international transportation gateways. They are a key component in sustaining Oregon's economy and quality of life, supporting thousands of family wage jobs. One out of six Oregon jobs is directly or indirectly tied to cargo, recreation, industrial, commercial or other activities at Oregon's ports.


In projecting future cargo growth, the Planning and Sustainability Commission recently recommended a "low growth" forecast. This forecast is wholly inconsistent with the trends we see in the movement of cargo and the growing importance of Oregon exports to our economy. If adopted as recommended, this decision puts Portland at risk of being ill prepared to respond to trade opportunities. Another issue not commonly understood is the role our ports - small and large - play in *intra-region* trade. We don't just export; our facilities remove thousands of trucks from the road by transporting freight from one part of Oregon to other ports in Oregon and points along the West Coast. Limiting capacity, which the "low growth" forecast will do, means a greater reliance on surface transportation.

Portland is uniquely positioned to take advantage of significant new opportunities being shaped by the altering dynamics of shipping routes and trade. Between the receding ice in the Arctic that is allowing passage with faster times and improvements to passage through the expanded Panama Canal, our ability to reach global markets quickly is no longer limited by our distance from the Atlantic Ocean. In addition, the historic Trans-Pacific Partnership Agreement negotiated by the Obama Administration substantially strengthens and improves trade rules with already strong Oregon export markets in Asia. There is nothing that suggests that opportunities for trade will be constrained in the coming years; Quite the opposite is true.

We urge the Portland City Council to update the EOA growth forecast to come into compliance with the clear economic opportunity through investment and exports.

Thank you for your consideration of our input.

Sincerely,



Mark J. Landauer
Executive Director
Oregon Public Ports Association

November 19, 2015

To: Portland City Council

Re: Rezone 3 blocks between North Williams Avenue and North Gantenbien Ave., Russell Street and Graham Street from IR to Mixed Use/Residential.

Dear Portland City Council Members,

The North Northeast Business Association (NNEBA), an organization whose goal is to improve the economic and business climate in inner North Northeast Portland since 1977, believes it is long overdue for Emanuel Hospital to follow through with its signed promise it made in March 1971 with the City of Portland and community which was called the Replacement Housing Agreement. NNEBA, not to be confused with NEBBA (NE Broadway Business Association) encourage Portland's City Council to begin this process by rezoning the three block area between North Williams Ave., North Gantenbien Ave., North Russell Street and North Graham Street from IR to a Mixed Use/Residential zone as part of the new Comprehensive Plan.

Our goal is a revival of the once, thriving African American business and residential district by creating a center for a diverse population and uses such as retail, housing and a health care vocational training school for high school and junior college students. This cannot be done with the current IR zone which is for exclusive hospital use. Emanuel could then fulfill its promise to give up the properly rezoned land for the development of 180 to 300 affordable housing units. NNEBA and others wish to heal the wounds that are still felt in our community. Without dwelling too much on the violations of the past it is important to understand the following historical facts in order to move forward.

Portland was no different than many other cities throughout the United States in regards to racist real estate and urban "renewal" actions. Up to 1952 districts were redlined so that minorities could not buy properties in certain neighborhoods. After the Vanport flood in 1948 many black families and individuals purchased and rented properties in designated north and northeast neighborhoods such as Eliot, where Emanuel Hospital was established in 1915. In 1960 Emanuel asked the recently formed Portland Development Commission (PDC) to create a new urban renewal district surrounding the hospital. In 1962 PDC completed a report stating that the area around Emanuel Hospital was unfit for residential rehabilitation and recommended land clearance to make way for Emanuel's urban renewal project.

While planning continued by Emanuel and PDC, residents in neighborhoods adjacent to Eliot took advantage of a popular PDC housing rehabilitation program called Albina Neighborhood Improvement Project (ANIP). In 1967 more than 1000 Eliot citizens petitioned the City Council to extend the ANIP to south of Fremont. PDC denied the request because the area was already targeted for Emanuel's urban renewal efforts.

On February 28, 1967, Emanuel announced its four phase plan for the removal and development of 22 blocks of the nearby properties. Between 1963 and 1969, Emanuel created its own blighted conditions surrounding them by buying 101 properties and cleared the neighborhood of many buildings worthy of rehabilitation.

On May 30, 1970 PDC announced receiving \$5 million from the Federal Government to acquire another 209 households for Emanuel and displace 111 families and 98 individuals. The threat or use of eminent domain powers, reserved only for public jurisdictional use for outstanding public need, not private needs, were illegally used to force some unwilling landowners to capitulate and sell. This process of displacing families, eliminating jobs, demolishing historic properties and clearing 22 blocks of residential and commercial properties tore the heart out of the predominately black community.

A decade of planning by Emanuel Hospital and PDC had occurred before the first public hearing was held on July 29, 1970. Emanuel Displacement Persons Association (EDPA) formed soon thereafter, but it was too late to stop Emanuel's and PDC's plans. EDPA did manage to delay the project via petitioning the Federal Housing and Urban Development Agency in Washington D.C, to intervene and demand a compromise. The hospital project moved forward after EDPA, Emanuel Hospital, Housing Authority of Portland, PDC, Model Cities Planning Board and City Demonstration Agency signed a Replacement Housing Agreement in March of 1971. The Agreement provided for the development of 180 to 300 housing units to replace the demolished homes. Shortly after signing the agreement Emanuel Hospital stated that it would provide land for the replacement housing, but would not be responsible for funding or developing it. Portland's Housing Authority, PDC and the Portland City Councils since then have not offered any housing funds for development in Emanuel's IR zone.

Of the four phased plan of Emanuel Hospital, in the 1960's and 70's only two phases were developed. The most important third phase for the community, which included 180 to 300 low income multi-family units, was never developed because on April 7, 1973, Emanuel announced that the Federal funds they applied for were curtailed. The demolition of buildings continued anyway even though plans for development were dropped.

The IR zone classification of the property has been a detriment to the City of Portland. For 42 years it has been a greater blight to the North Portland community than it was before demolition of the popular historic commercial district. No jobs, property taxes or housing has occurred in this three block location that has become desirable for development. Emanuel Hospital has no interest in developing housing or hospital related uses in the near future on these blocks.

NNEBA and the community encourage the Portland City Council to take a proactive position and change the institutionalized zone to more community based uses. The Portland City Council should also help create a development corporation involving the community, Legacy, Portland Community College, and PDC for a land transfer by Emanuel for 180 to 300 housing units and plan the future use of what remains of the three blocks in question.

Thank you,


NNEBA Board Chair, Joyce Taylor


NNEBA Transportation & Land Use Rep., Brad Perkins

Chris Eykamp // 2101 SE Tibbetts // 97202

My name is Chris Eykamp, and I am the vice-chair of the Hosford Abernethy Neighborhood Association.

There are three sites in HAND we would like to comment on. They are People's Coop at 3029 SE 21st Ave (along with the adjoining garage at 2021 SE Tibbetts), Palio's Café at 1996 SE Ladd Ave, and Northwest Naturopath Clinic, at 1540 SE Clinton St. All these sites are completely surrounded by residential properties, and are themselves zoned residential. They have all been in longstanding commercial use, and so enjoy a non-conforming status.

Planning staff recommended that these three properties be given a commercial designation in the comp plan, and the Planning and Sustainability Commission adopted that recommendation without discussion.

The HAND Board opposes this change.

The non-conforming status of these sites provides protections to the surrounding residential properties such as limiting the permissible hours of operation, and providing a mechanism for review if there is a change of use. We have heard from our residents that these protections are important to maintain the existing character and livability of the neighborhood. Changing the Comprehensive Plan designation and zoning to commercial would remove these protections.

The businesses at these sites are good neighbors, but each site has had issues over the years. Whether it was noise, odors, parking, or early morning deliveries, it was the conditional use status brought the businesses to the table to resolve the conflict with neighbors. Our concern is that these sites, along with similarly situated around the city, which are embedded in residential areas, represent a high potential for conflict, and with a commercial designation, a future business at one of these sites would lose the incentive to engage with its neighbors to resolve any issues that might arise.

We ask you to adopt zoning regulations that would confer a level of protection for neighbors of these isolated business sites equivalent to what is offered by today's non-conforming use rules. If you did so, we would not be opposed to reclassifying these sites to commercial.

The other issue we wanted to raise was one of process. You are poised to make decisions that will have a profound effect on people's homes, businesses, and properties. By changing the designation or zoning of a parcel, you affect not only that parcel, but those surrounding it. What my neighbor does with his or her property can greatly affect my property, my family, my life. Throughout this process, notice to neighbors about what is changing has been too limited, too general, and too late. Using People's as an example, the coop itself was not informed that Planning staff had recommended a change until after PSC had already adopted it, and they only received an official notice last month. HAND learned about the change by chance, long after the decision was finalized. The neighbors of People's will never get any notice at all, even though their existing protections stand to be removed. We feel it is simply wrong to make these sorts of sweeping and far-reaching changes without a more robust effort to notify all affected parties early in the process so that they have a meaningful opportunity to provide input.



Hathaway Koback
Connors LLP

520 SW Yamhill St.
Suite 235
Portland, OR 97204

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

mikeconnors@hkcdlp.com

November 19, 2015

VIA HAND DELIVERY

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

Re: Draft 2035 Comprehensive Plan
Hayden Island Manufactured Home Community

Dear Mayor and Commissioners:

This firm represents Hayden Island Enterprises, the owners and operators of Hayden Island Manufactured Home Community ("HIMHC"). HIMHC consists of 440 manufactured home sites, 169 RV sites and 1,500 residents located on Hayden Island. The City has consistently recognized HIMHC as a vital affordable housing resource for the City. On behalf of HIMHC, we are submitting the following comments and concerns regarding the recommended 2035 Comprehensive Plan.

- A. The City should postpone the adoption of the Comprehensive Plan Map amendments and consider them concurrently with the Mixed Use Zones Project amendments.**

The 2035 Comprehensive Plan proposes to change the Comprehensive Plan designation of HIMHC's RV park property from General Commercial to Mixed Use – Dispersed. It is our understanding that this change is part of the City's plan to change the Comprehensive Plan designation and zoning of virtually all commercially zoned properties outside of the City Central area to some type of mixed use designation and zoning.

The timing of this aspect of the 2035 Comprehensive Plan is problematic because the City is still in the process of drafting the mixed use zones as part of the separate Mixed Use Zones Project process. In fact, the proposed code amendments associated with the Mixed Use Zones Project are not scheduled to be considered by the Planning & Sustainability Commission until 2016. It is simply not possible for HIMHC or any other property owner to understand the implications of changing the Comprehensive Plan designation and zoning to mixed use when the draft mixed use zones and standards have not even been completed. HIMHC does not know what specific mixed use zone the City intends for this particular property.

The implementation of a mixed use zone on the RV park could have a significant effect on HIMHC. The new mixed use zone could change the types of allowed uses and the development standards. Although the City staff advised us that the City does not intend to propose significant changes to the types of allowed uses and development standards in the mixed use zones, there is no assurance that the City staff and/or the decision makers won't change this approach during the Mixed Use Zones Project process.

Given that it is not possible to assess the impact of changing the Comprehensive Plan designation of RV park property from General Commercial to Mixed Use – Dispersed until HIMHC knows what specific mixed use zone the City intends for this particular property, as well as the allowed uses and development standards for that mixed use zone, the City should postpone the adoption of the Comprehensive Plan Map amendments and consider them concurrently with the Mixed Use Zones Project amendments. The City should not consider changes to the Comprehensive Plan designation of these properties until the new mixed use zones and zoning regulations have been proposed as well.

B. The new mixed use Comprehensive Plan designation and zone applied to the RV park property must continue to allow residential uses such as RVs.

The RV park property is currently zoned General Commercial (CG). The CG zone allows Residential Household Living uses as an allowed use in this zone. PCC 33.130.130, Table 130-1. The RV park qualifies as a Residential Household Living use because the RVs are residential dwelling units. PCC 33.920.110. Therefore, the RVs are currently allowed residential uses in the CG zone.

To the extent the City adopts a new mixed use Comprehensive Plan designation and zone to this property, it must ensure that Residential Household Living uses continue to be allowed use in the new mixed use zone. Additionally, the City should not change the mixed use zone development standards in a way that creates a nonconforming development situation or exacerbates an existing nonconforming development situation with respect to the RV park.

C. The City needs to ensure that previously recognized nonconforming use protections for HIMHC are incorporated into the draft 2035 Comprehensive Plan and implementing code amendments.

HIMHC is an officially recognized nonconforming development that has unique characteristics because manufactured homes and RVs are moved, replaced and/or change more frequently than traditional nonconforming use structures. As a result, the typical nonconforming use approach does not apply to HIMHC. HIMHC wants to ensure that the City's 2035 Comprehensive Plan and proposed adoption of new mixed use designations and zoning recognize this unique attribute of HIMHC and provide adequate nonconforming use protections as the City has done in the past.

In 1999, the City acknowledged that the removal of a manufactured home and installation of a replacement home does not constitute an "alteration" that triggers the requirements under PCC 33.258.070.D to bring the development into conformance with the new development standards. We attached a copy of the letter from the City to HIMHC's representative, dated September 7,

Page 3
November 19, 2015

1999, acknowledging this interpretation and application of the nonconforming use standards in PCC Chapter 33.258.

In 2009, the City proposed rezoning the eastern portion of the manufactured park from CG to Residential (R2) as part of its adoption of the Hayden Island Plan. City Council Ordinance No. 183124. Hayden Island Enterprises agreed to support this proposed change in exchange for certain assurances that it would not adversely affect the nonconforming use status of the park. The City agreed to zoning code amendments and legislative commentary that recognized the following: (1) allowed HIMHC 15 years to rebuild and reoccupy the park in the event an earthquake, flood or other major catastrophe damaged or destroyed all or a significant portion of the park; (2) the installation of a manufactured dwelling unit will not trigger the requirement to bring a nonconforming development into compliance with the existing regulations; and (3) the noise installation requirements in PCC 33.470.040 are not applicable to manufactured dwelling units. We attached relevant portions of Ordinance No. 183124 and PCC 33.470.040.

Since the City is updating its Comprehensive Plan, we believe it is appropriate to adopt policy language recognizing these unique attributes and the necessity for these nonconforming use protections to ensure the long-term preservation of this vital affordable housing resource. HIMHC also wants to ensure that these same nonconforming use protections are recognized and applied specifically to the RV park as part of the draft 2035 Comprehensive Plan, Mixed Use Zones Project and related code amendments.

We appreciate your consideration of our comments. We look forward to working with the City further on this matter.

Very truly yours,

HATHAWAY KOBACK CONNORS LLP



E. Michael Connors

EMC/pl
Enclosures
cc: Hayden Island Enterprises



CITY OF
PORTLAND, OREGON
OFFICE OF CITY ATTORNEY

Jeffrey L. Rogers, City Attorney
City Hall, Suite 430
1221 S.W. 4th Avenue
Portland, Oregon 97204
Telephone: (503) 823-4047
Fax No.: (503) 823-3089

September 7, 1999

Mark P. O'Donnell
O'Donnell & Clark LLP
1706 N.W. Glisan Street, Suite 6
P.O. Box 3495
Portland, OR 97208-3495

BY FAX AND
FIRST-CLASS MAIL

Re: Hayden Island Mobile Home Community

Dear Mark:

I reviewed your letter of May 12, 1999 and subsequent letters with Sterling Bennett of the City's Office of Planning and Development Review. In your letters, you argue the City's nonconforming development regulations should not apply to the removal and installation of individual mobile homes in the Hayden Island Mobile Home Community (Community) located North of N. Hayden Island Drive and legally described as Tax Lot 41, Section 33, Township 2 North, Range 1 East, Quarter Section 1728. Specifically, you contend the movement of homes on and off individually leased spaces in the Community is not an "alteration" that triggers the requirement for nonconforming upgrades to the site(s) within the meaning of PCC 33.258.070.D.2.

Sterling and I agree with your argument. The removal of one mobile home from a leased space and the installation of another home in its place is not an "alteration" that triggers the requirements in PCC 33.258.070.D.2. If, however, the owner of the Community makes physical changes to common areas or other development on the site, such as landscaping, parking, community rooms, laundry facilities or recreational facilities, these changes may constitute "alteration" of the site as that term is defined in PCC 33.910.030. If the alteration meets the monetary thresholds stated in PCC 33.258.070.D.2.a, the owner will be required bring the nonconforming development further into compliance with the code as required by PCC 33.258.070.D.2.b.

SEP. 7.1999 4:15PM

O'DONNELL & CLARK

333-823-4847

1999.09.07

10.7.20
2018

11:4 P.03/03

FROM : CITY ATTORNEY

Mark P. O'Donnell
September 7, 1999
Page 2

Thank you for your patience in waiting for our response. Please call either Sterling or me if you have additional questions.

Sincerely,

Kathryn S. Beaumont

Kathryn Beaumont
Senior Deputy City Attorney

KB:NP

- o. Sterling Bennett, Office of Planning and Development Review
- Susan Feldman, Office of Planning and Development Review

May 12, 1999

Kathryn S. Beaumont, Esq.
Senior Deputy City Attorney
City of Portland, Oregon
Office of City Attorney
1221 SW Fourth Avenue, Suite 430
Portland, OR 97204

Re: Hayden Island Mobile Home Community ("the Community")

Dear Kathryn:

Enclosed is a copy of a draft of a summary of our research concerning the above-referenced matter. After you have had an opportunity to review the memorandum, please call me so that we can discuss it. If convenient for you, I would be more than willing to meet you at your office.

Thank you for all of your cooperation in this matter. Pursuant to our telephone call, I am sending a copy of the summary to Sterling Bennett.

Sincerely,

/s/

Mark P. O'Donnell

MOD:dsm
Enclosure

cc: Sterling Bennett, Esq. (w/encl.)

GARY

5/18/99

RE HAYDEN ISLAND Non-Conformity

This is submitted to City of Portland - was reviewed
prior to submittal by Rachel and D. Will follow up

AT: GENCEL M. PATRICH - GEN PARTNER

O'DONNELL & CLARK LLP

ATTORNEYS AT LAW
1706 NW Glisan Street, Suite 6
Post Office Box 3495
Portland, OR 97208-3495

TELEPHONE: (503) 306-0224
FACSIMILE: (503) 306-0292

DATE: May 12, 1999
TO: Hayden Island Manufactured Home Community/City of Portland File
FROM: Gilion Ellis and Mark P. O'Donnell
RE: HAYDEN ISLAND MANUFACTURED HOME COMMUNITY--RESEARCH SUMMARY

ISSUE

Does the installation of a manufactured home on one of the 440 rental spaces in the Hayden Island Mobile Home Community, by a resident, constitute an "alteration" as that term is used in Portland City Code § 33.258.070(D)(2) and, thus, require the owner of the Community to bring the non-conforming development into compliance with existing development regulations for mobile home parks?

SHORT ANSWER

Installing a manufactured home does not trigger the development requirements of PCC § 33.258.070(D)(2) because the installation is not an "alteration" under the City Code.

DISCUSSION

The Hayden Island Mobile Home Community consists of 440 rental site for the placement of manufactured homes. The owner of the individual mobile home does not own the real property. The individual mobile home owner leases the rental site from the owner of the Hayden Island Mobile Home Community. The State of Oregon taxes the mobile homes in the Hayden Island Mobile Home Community as personal property.

A property owner's legal and constitutional rights would be eviscerated by imposing current development requirements on a mobile home community simply because a resident brings a manufactured home onto the site. Such a result would destroy the owner's vested property rights, is unwarranted by City Code requirements and is fundamentally unreasonable.

1. The Doctrine of Non-Conforming Use and Development

The Hayden Island Mobile Home Community (the "Community") is a non-conforming use

Ordinance 187832, Vol. 1.3.O, page 8549

Memo re: HAYDEN ISLAND MANUFACTURED HOME COMMUNITY--RESEARCH
SUMMARY

May 12, 1999

Page 2

and development because the property was lawfully used as a mobile home community prior to being annexed by the city and brought under city zoning ordinances. A property owner has a vested right to continue a use which does not conform to newly-enacted, or newly-applicable, zoning ordinances. Dodd v. Hood River County, 317 Or. 172, 855 P.2d 608 (1993); Polk County v. Martin, 292 Or. 69, 636 P.2d 952 (1981). Allowing legal non-conforming use protects a property owner from the injustice and unconstitutionality of retroactive compliance with new regulations. See, e.g., Glengary-Gamlin Protective Ass'n. Inc. v. Bird, 106 Idaho 84, 675 P.2d 344 (Id.App. 1983) (the right to a non-conforming use or development of property derives from the Due Process Clauses of the state and federal constitutions):

Requiring the property owner to comply with current development requirements runs contrary to the doctrine of non-conforming use and development. The whole purpose of the doctrine is to allow a property owner to continue his existing use, unencumbered by new regulations that did not apply to him when the use began and the development was established. The right to continue a non-conforming use or development lasts until the use is abandoned or impermissibly expanded or changed. Rhine v. City of Portland, 120 Or.App. 308, 852 P.2d 874 (1993); Baxter v. City of Preston, 115 Idaho 607, 768 P.2d 1340 (1989) (property owner may lose protected vested rights if use is expanded in violation of valid ordinance); Keller v. City of Bellingham, 92 Wash.2d 726, 600 P.2d 1276 (1979) (intensification of a non-conforming use is permissible where the nature and character of the use is unchanged; test is whether the intensified use is "different in kind" from the existing non-conforming use).

In Hendgen v. Clackamas County, 115 Or.App. 117, 836 P.2d 1369 (1992), the court found that a property owner's proposed rental of buildings to an off-premise business for use as a warehouse was the same as the prior non-conforming use of using the buildings as a warehouse by an on-premise business. Therefore, the court held, the change did not extinguish the owner's non-conforming use rights.

Here, allowing a tenant to place a manufactured home on an existing rental site does not change or expand the existing non-conforming use of the property or its development as a mobile home community. The use and development of the property would be exactly the same. Just as in Hendgen, where the court found that use as a warehouse is use as a warehouse, despite a change of tenants, use of the Community as a mobile home park is the same even if a new tenant parks a new manufactured home. See also, Kensmoie v. City of Missoula, 156 Mont. 401, 480 P.2d 835 (1971) (replacing an old mobile home with a new model did not change the non-conforming use of the property). The property owner is entitled to the protection of its vested non-conforming use and development rights.

2. PCC § 33.258.070(D)(2) Does Not Apply

PCC § 33.258.070 applies to non-conforming developments. PCC § 33.258.070(D)(2) states, in pertinent part:

Ordinance 187832, Vol. 1.3.O, page 8550

Memo re: HAYDEN ISLAND MANUFACTURED HOME COMMUNITY--RESEARCH
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*** [n]on-conforming development associated with an existing non-conforming use *** must meet the requirements stated below. When alterations are made which are [more than \$25,000], the site must be brought into conformance with the development standards listed in Subparagraph b

Subparagraph b. sets out specific improvements concerning landscaping, setbacks, pedestrian access, bicycle parking, screening and paving.

PCC § 33.258.070(D)(2) does not apply to the installation of a manufactured home in the Community because bringing a manufactured home into the Community is not an "alteration" as that term is used in the City Code. In PCC Ch. 33.910, "alteration" is defined as follows:

Alteration. A physical change to a structure or site. Alteration does not include normal maintenance and repair or total demolition. Alteration does include the following:

- Changes to the facade of a building;
- Changes to the interior of a building;
- Increases or decreases in floor area of a building;
- Changes in other structures on the site, or the development of new structures;
- Changes to exterior improvements; Changes to landscaping; and
- Changes in the topography of the site.

Placing a manufactured home in the Community is not a "change to a structure or site" because manufactured homes are not "structures" and placing a manufactured home in the Community does not change the site. The same Code chapter defines "structure" as follows:

Structure. Any object constructed in or on the ground. Structure includes buildings, decks, fences, towers, flag poles, signs and other similar objects. Structure does not include paved areas or vegetative landscaping materials.

Manufactured homes are not structures under this definition because they are not constructed in or on the ground. Manufactured homes, like other mobile homes, are built off-site and are not treated the same as on-site constructions. See, Clackamas County v. Dunham, 282 Or. 419, 579 P.2d 223 (1978). Their construction is not governed by building codes, but by federal statute. Under Oregon law, a tenant's manufactured home is classified and taxed as personal property. All mobile homes are personal property unless they are converted to real property by the law of fixtures or the owner of the manufactured home owns the real property. It is legally impossible for a tenant to convert a mobile home to real property because the limits that the tenancy imposes on the tenant's property rights.

Because manufactured homes are not "structures" under the code definition, placing a

Ordinance 187832, Vol. 1.3.O, page 8551

Memo re: HAYDEN ISLAND MANUFACTURED HOME COMMUNITY--RESEARCH
SUMMARY

May 12, 1999

Page 4

manufactured home in the Community is not an "alteration" that triggers the development requirements of PCC § 33.258.070(D)(2).

3. Fair and Reasonable Application of PCC § 33.258.070(D)(2)

It would be unreasonable to require the property owner to bring the Community into compliance with current design regulations simply because a tenant brings a new manufactured home onto the site. The property owner does not own the manufactured homes, the tenants do. It would be unfair to allow the value of someone else's property to trigger development requirements that the owner would have to fund.

This situation is different than one that must normally arise under PCC § 33.258.070(D)(2). Typically, the Code section would apply when a property owner made changes to his own property, such as an apartment owner building additional units. Presumably the apartment owner is making the changes in anticipation of receiving a benefit from his investment, making it reasonable for him to spend money on compliance with the City's development requirements. That reasoning does not apply to the property owner here who receives no economic benefit from the placement of the manufactured home on his property, other than the rental income which he would receive whether he allowed a tenant to place a new manufactured home on the site which was previously occupied by an older unit. Whereas, no one would claim that the code section would apply if a tenant installs \$25,000 of personal property (i.e., carpeting, furnishings, or furniture). It would be fundamentally unfair, and perhaps unconstitutional, to require a property owner to spend money on improvements based on the value of someone else's personal property.

The Hendgen warehouse case discussed above illustrates the unreasonableness of applying under PCC § 33.258.070(D)(2) in this situation. To require property owners to comply with current development requirements every time a new tenant brings a manufactured home onto the site would be like requiring a non-conforming warehouse owner to bring his building into compliance whenever a tenant stored more than \$25,000 worth of goods in the warehouse. The court in Hendgen found that non-conforming use does not change just because a new tenant moves in. The same reasoning should apply to new tenants in a mobile home community. The Code requirements should not be triggered by a new tenant placing a manufactured home on the site any more than they would be by the tenant parking a new \$25,000 car in the Community.

CONCLUSION

For the reasons discussed above, the Community should not have to comply with current development requirements when a tenant brings a manufactured home onto the site.

Planning Commission Recommendations

PLANNING COMMISSION RECOMMENDATIONS:

Recommended Hayden Island Plan Changes

The City of Portland Planning Commission in its decision to recommend this plan to the City Council made the following comments:

- The parcel at the eastern terminus of North Tomahawk Island Drive, owned by Columbia Crossings, in the height opportunity area permitting additional height to 80 feet, have a pedestrian walkway in the along the edge of the property adjacent to North Portland Harbor. This easement may be provided in the 25 foot setback from the river's edge.
- Once the Columbia River Crossing (CRC) improvements are constructed the transportation system will change in the vicinity of the new interchange. At that time, additional street designation amendments are warranted. These amendments are previewed in Appendix C-4, "Other Transportation System Plan Amendments", and displayed as Exhibits I through O. These amendments are not part of the plan to be adopted as part of the Comprehensive Plan at this time through the Hayden Island Plan process, but will be subject to a separate adoption process following the federal Record of Decision for the CRC project. These future amendments to the Transportation System Plan will be referred back to the Planning Commission for approval.

The Portland Planning Commission recommends that City Council take the following actions:

Adopt the ordinance that:

- Adopts the Hayden Island Plan (this report)
- Amends the Portland Comprehensive Plan Map and Zoning Map as shown in this report;
- Amends Title 33, Planning and Zoning Code, as shown in this report;
- Amends the Transportation System Plan, as shown in this report; and
- Adopts the commentary in the report, and the report itself, as further findings and legislative intent.

At the Portland City Council hearing on June 18, 2009, the Council recommended that the following changes be made to this document, all of which are included in the following text:

1. Change bullet points to numbers or letters.
2. Page 9, first bullet under "Provide for better access to and from Hayden Island" is changed to "Provide direct access to and from Hayden Island by the CRC without getting on the interstate."
3. Page 9, next bullet point down is changed to "Consider building a West Hayden Island bridge if found appropriate in the West Hayden Island planning process."
4. Page 35, changed the second bullet point under Leadership to "Work with stakeholders including Hayden Island Neighborhood Association, river community groups, environmental and business interests and the Port of Portland, to explore transportation connections to potential development on West Hayden Island."
5. The Office of Healthy and Working Rivers was added to the Accountability list under Leadership for each of the Implementation Actions on pages 34 and 35.
6. On page 57, the plan district code section 33.532.270 Drive-Throughs was amended to provide for drive-throughs as a permitted development on North Jantzen Drive.
7. On page 64, commentary was incorporated to explain that the replacement of manufactured homes does not trigger the upgrade to nonconforming development standards of manufactured home parks. Additional commentary was added to state that issue of noise insulation standards for land based manufactured homes will be addressed through the City of Portland and Port of Portland Airport Futures Project. This project will be investigating and determining appropriate noise mitigation for all areas impacted by Portland International Airport, including Hayden Island.
8. On page 65, section 33.470.030 adds regulations for manufactured housing parks that are severely damaged by natural disasters.
9. There are other changes throughout the code language, but they are improvements to clarity and consistency and do not change the effect or meaning of the regulations.

An Island Community Concept

This Hayden Island Plan builds on the elements that the residents and businesses on the island value most – the river lifestyle, a close-knit community, access to the water and improved access to the mainland. It also envisions growth in ways that create a resident population that is large enough to support local-serving businesses and amenities. This plan accomplishes this vision by preserving existing uses while promoting new mixed-use development to meet the future needs of the community.

RIVER LIFESTYLE COMMUNITY

Residential Development

The plan preserves the variety of residential communities on the island, including single-family, multifamily, floating and manufactured homes. Building on this diverse residential flavor, the plan provides for residential development on vacant lots on the eastern portion of the island with proposed zoning changes. The plan seeks to help preserve the large manufactured home community on the island. The only changes for the floating home communities on the south shore would be some reduction in the number of homes in the Jantzen Beach Moorage as a result of the construction of the CRC project.

Two new residential communities are proposed for the eastern end of the island on land owned by Columbia Crossings, with plans for approximately 800 new dwelling units. As part of the planning for these residential areas, additional height is being recommended. With the added height, a pedestrian walkway will be required on the south side of the Tomahawk Bay Development site. This walkway will be located at the top of the bank along North Portland Harbor.

Industrial Development

There is a range of industrial uses on the island, including transportation related businesses for the auto auction facility and shipping facilities. Most of the industries on Hayden Island are located there in order to be close to the water and are marine-related, including boat building and sales, boat repair and storage, and boating supplies and marinas. The island contains industrial uses and land on its western edge that would be unchanged in this Hayden Island Plan.

New Transit-Oriented Development

The plan works with the proposal by Jantzen Beach SuperCenter to

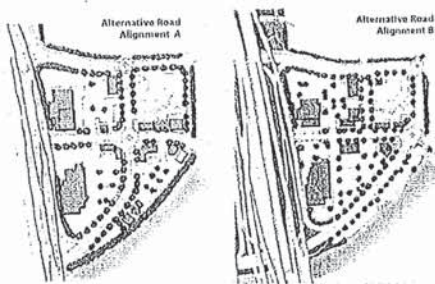
modernize and improve the center while incorporating long-term options for more intense mixed-use development. In the first phase, the existing mall would be demolished, and new retail outlets that are designed around an urban grid street pattern would be constructed. This new street grid would provide for a walkable block pattern that over time would allow the center to become a mixed use, mid-rise center with residential retail and commercial uses. An additional 2,000 new dwelling units could be constructed under the proposed development pattern.

The plan for the Jantzen Beach SuperCenter responds to the future light rail station that would be built as part of the CRC project. Redeveloping the shopping center in a fashion that supports transit-oriented development and incorporates the new light rail station creates an opportunity for a plaza and gateway, both physical and symbolic, to Hayden Island. It is important that the new station is constructed to be a landmark along the highway and to serve as a focal point of Hayden Island.

A New Center

A walkable mixed-use community needs a center. Today, Hayden Island's center is filled by freeway and ramps. With the proposed CRC construction of the new freeway and new interchange, there will be land east of I-5 that could become available for redevelopment. This plan calls for the land to be used for a neighborhood retail center that will serve the local community and be accessible via new sidewalks and a better local street system.

In the new center, roads providing for freeway access will be north and south of a new local east-west main street in the alignment of Tomahawk Island Drive. The freeway-related road will loop around the center, with Tomahawk Island Drive bisecting the center to provide a Hayden Island main street. Two eastern alignments for this loop road were considered – one through the neighborhood retail center using North Jantzen Drive, and a second around the eastern edge of the center on a new road. The community expressed a clear preference for the first option, which places the freeway-related road farther away from existing residences, although there are unresolved freeway design issues regarding the minimum distance between freeway ramps and local roads and driveways.



Two road networks were proposed for the east neighborhood; one coming through the center shown on the left, A, and the second alternative, B, on the right, showing the road circling the neighborhood on a new road to the outside.

Comprehensive Plan and Zoning Code Amendments

SUMMARY OF THE PROPOSED ZONING

The proposed zoning embraces the Hayden Island Plan's overall concept for the island as an island community with a range of housing choices and commercial and industrial areas to support residents and the marine industries, while creating a walkable community to support the proposed extension of light rail. The following are summaries of the proposed zoning.

General Commercial (CG) is the most prevalent zone on Hayden Island, because it provides for the flexibility to develop residential units supporting transit-oriented development and to build a sizable residential community to support local commercial enterprises.

This plan proposes to change the eastern half of the manufactured home park from CG to R2 to reflect the residential nature of the existing development and to protect an affordable housing choice on the island.

There are no changes proposed for the zoning of Jantzen Beach and Lotus Isle floating home moorages. The moorage is considered a multi-dwelling use and is permitted in the CG zone.

Neighborhood Commercial (CN2) is proposed for the area east of I-5 north of North Tomahawk Island Drive, currently zoned CG, to encourage neighborhood commercial uses within walking distance of a large portion of Hayden Island's residential community and within the pedestrian district.

General Industrial (IG2) is the most typical industrial zone on Hayden Island. The only proposed change to

Industrial zoning is on sites proposed for residential development where there are existing residential development rights under the X-overlay provisions. These sites are small and isolated for industrial use and facilitate more appropriate waterfront development. Some of the floating home moorages are zoned IG2, which allows for floating homes as a conditional use. At this time, no changes for the zoning of West Hayden Island and Tomahawk Bay moorages are proposed.

Open Space (OS) is proposed for Lotus Isle Park and the tennis court park on North Fir Avenue adjacent to the manufactured home park.

Medium-density, Multi-dwelling, Residential (R1) remains on the Columbia Point condominiums property. Columbia Point West Condominiums is proposed to be zoned R2 to reflect its current development density.

Low-density, Multi-dwelling, Residential (R2) remains for the western half of the manufactured home park and the lot at the northwest corner of the island at the end of North Hayden Island Drive. The R2 zone is proposed for the eastern half of the park, as described in the CG description. Columbia Point West, Waterside, Jantzen Beach Village, Riverhouse and Riverhouse East Condominiums are proposed to be zoned R2 to reflect the current development density of 5 to 20 dwelling units per acre.

Low-density, Multi-dwelling, Residential (R3) remains on the southern portion of the manufactured home park and is proposed for the Hayden Bay Condominiums.

Single-dwelling, Residential (R7) remains for the Lotus Isles Homes.

Single-dwelling, Residential (R10) is proposed for the Hayden Bay Marina homes. This is a change from R3 and is being proposed to reflect the current development density.

Residential Farm/Forest (RF) remains for the eastern tip of island and along the railroad corridor.

Changes in Land Use >

The table at right indicates the changes in land use from what is the existing land use pattern on Hayden Island to the proposed changes in the Comprehensive Plan and Zoning Map

Zoning Classification	Existing Zoning Total Area (square foot/acres)	Existing Zoning Total Area (acres rounded)	Proposed Zoning (square foot)	Proposed Zoning (acres rounded)
CG	14,323,999	328	14,310,695	328
CN2			476,091	11
IG2	8,390,218	192	4,835,865	111
R1	202,347	5	68,176	2
R2	905,416	21	3,112,510	71
R3	1,851,883	43	1,991,171	46
R7	300,713	7	300,713	7
R10		0	839,367	19
RF	432,229	10	432,229	10
OS			40,097	1
TOTAL	26,406,805	606	26,406,804	606

Zoning Commentary

Chapter 33.470, Portland International Airport Noise Impact Zone

33.470.050 Additional Residential Regulations

The only substantive change to this section is to allow transfer of residential density in the Hayden Island Plan District, as outlined in section 33.532.240. However, we have significantly rewritten it to improve clarity without changing the content or effect of the regulations.

A.1.b Replacement housing. This language is now in .050.A.2.

Natural Disasters. This language is added to address the potential impact of a large natural disaster. Here damage to multiple units and the infrastructure in the community is adversely impacted, the replacement of manufactured dwelling units in a manufactured home park requires finding new dwelling units-- and their owners--to occupy the spaces. Based on a similar situation in Florida, where a park was destroyed by a hurricane, 15 years is a reasonable length of time.

A.1.c. Exemption. There has been some question about the Multnomah County F2 zone, which applied to portions of Hayden Island on January 1, 1981. Specifically, there is concern about whether it is a "County Residential Comprehensive Plan designation or zoning." Planning staff research, confirmed by Multnomah County planning staff, County Counsel, and Portland's City Attorney has established that the F2 zone was indeed a County Residential Comprehensive Plan designation or zone.

Note: The issue of noise insulation standards for land based manufactured homes will be addressed through the City of Portland and Port of Portland Airport Futures Project. This project will be investigating and determining appropriate noise mitigation for all areas impacted by Portland International Airport, including Hayden Island.

Proposed Zoning Code Language

Amend Chapter 33.470, Portland International Airport Noise Impact Zone

33.470.050 Additional Residential Regulations

A. Restrictions on residential use and density.

1. ~~Prohibition of new residential uses within the Ldn 68 noise contour. Where any part of a site is within the Ldn 68 noise contour, it is subject to the following:~~

a. ~~New residential uses prohibited.~~ New residential uses are prohibited within the Ldn 68 or higher noise contour, except as allowed specifically by this subsection. If a site is divided by an Ldn 68 noise contour, ~~divides a residential property, the building site including all dwelling units, accessory structures, and required side and rear setbacks must be located entirely outside the Ldn 68 noise contour.~~

b. Replacement housing.

(1) Existing housing within the Ldn 68 noise contour may be replaced within 5 years if it is damaged or destroyed by fire or other causes beyond the control of the owner. A houseboat that is intentionally removed from its slip by the owner may be replaced within 5 years. A manufactured dwelling that is intentionally removed from a manufactured dwelling park may be replaced within 5 years.

(2) Natural disasters. The replacement time of 5 years is extended to 15 years for manufactured dwelling parks on Hayden Island if:

- Manufactured dwelling units are damaged or destroyed by a natural disaster such as a flood, earthquake, fire or other causes beyond the control of the manufactured dwelling park owner.
- At least 30 percent of the manufactured dwelling units in the manufactured dwelling park are either destroyed or significantly damaged. A unit is significantly damaged if the repair cost is 75 percent of the value of the unit.

c. Exemption. Sites that had a Farm and Forest, Limited Single Family, Low Density Single Family, or Medium Density Single Family Comprehensive Plan Map designation on January 1, 1981 or a County Residential Comprehensive Plan designation or zoning on that date are exempt from this prohibition requirements. Dwelling units added to those sites must meet the requirements of this chapter for residential development within the Ldn 65 contour.

103128

Zoning Commentary

33.470.050 Additional Residential Regulations, cntd.

Note: There has been some discussion of whether replacing a manufactured dwelling unit would trigger upgrades to nonconforming development in manufactured dwelling parks. The current threshold is \$ 131,050 and the typical value of a permit to replace a unit is approximately \$ 10,000 based on the value of the site preparation work. It is highly unlikely—and certainly not intended—that replacement of individual units would trigger upgrades. The threshold is adjusted annually for inflation.



Note: While some state statutes use the term "floating home," the term "houseboat" is used in Portland's Zoning Code. If we use the term "houseboat" in this chapter, we are inconsistent with state terminology, but if we use the term "floating home" we will be inconsistent with other parts of the Zoning Code, including Chapter 33.236, Floating Structures. Because of the scope of this project, we will continue to use the term "houseboat" in this chapter, but note that a code-wide revision to "floating home" should be made in the future.

CHAPTER 33.470

PORTLAND INTERNATIONAL AIRPORT NOISE IMPACT ZONE

(Amended by: Ord. No. 164244, effective 7/1/91; Ord. No. 165376, effective 5/29/92; Ord. No. 174263, effective 4/15/00; Ord. No. 176469, effective 7/1/02; Ord. No. 178509, effective 7/16/04; Ord. No. 182429, effective 1/16/09; Ord. No. 183124, effective 9/18/09; Ord. No. 184521, effective 5/13/11)

Sections:

- 33.470.010 Purpose
- 33.470.020 Short Name and Map Symbol
- 33.470.030 Where These Regulations Apply
- 33.470.035 Corrections
- 33.470.040 Regulations for Residential Uses

33.470.010 Purpose

The Portland International Airport Noise Impact Overlay Zone reduces the impact of aircraft noise on development within the noise impact area surrounding the Portland International Airport. The zone achieves this by limiting residential densities and by requiring noise insulation, noise disclosure statements, and noise easements.

33.470.020 Short Name and Map Symbol

The Portland International Airport Noise Impact Overlay Zone is also referred to as the PDX Noise zone, and is shown on the Official Zoning Maps with a letter "x" map symbol (for PDX).

33.470.030 Where These Regulations Apply

The regulations of the chapter apply within the Portland International Airport Noise Impact Overlay Zone. There are several contours within the zone. The boundaries of the 65 DNL and 68 DNL noise contours are based on the 1990 Portland International Airport Noise Abatement Plan. The 55 DNL noise contour is based on the 2035 50th Percentile Forecast Noise Exposure Map in the 2010 Portland International Airport Master Plan Update.

A set of quarter-section maps, known as the PDX Noise Zone Maps, is available for viewing at the Development Services Center. The maps are the official reference maps for the PDX Noise Zone regulations. The maps show the 55 DNL noise contour and each successively higher noise contour in one DNL increments.

33.470.035 Corrections

An owner may request that the Planning and Sustainability Director initiate a correction to the location of the noise contours shown on the PDX Noise Zone Maps for their property. The owner must show, and the Director must find, that the noise contours do not conform with the location shown in the 1990 Portland International Airport Noise Abatement Plan Update for the location of the 65 and 68 DNL contours, or the 2010 Portland International Airport Master Plan Update for the location of the 55 DNL contour. Corrections are processed as stated in Section 1.01.037 of the Portland City Code.

33.470.040 Regulations for Residential Uses

- A. **Noise disclosure statement in the 55, 65, and 68 DNL.** The regulations of this subsection apply to sites in the 55, 65, and 68 DNL contours. Before a building

permit is issued for new residential construction or reconstruction where the total cost of improvements is 75 percent or more of the total assessed improvement value of the site, the owner must sign the City's noise disclosure statement. The noise disclosure statement acknowledges that the property is located within the 55, 65, or 68 DNL noise contour and signifies the owner's awareness of the associated noise levels. The noise disclosure statement must be recorded in the County records by the owner. A packet containing the noise disclosure statement is available at the Development Services Center.

- B. Noise easement in the 65 and 68 DNL.** The regulations of this subsection apply to sites in the 65 and 68 DNL contours. Before a building permit is issued for new residential construction or reconstruction where the total cost of improvements is 75 percent or more of the total assessed improvement value of the site, the owner must dedicate a noise easement to the Port of Portland. The easement authorizes aircraft noise impacts over the grantor's property at levels established by the DNL noise contour. Any increase of the DNL noise level above that stated on the easement will not void nor be protected by the easement. The easement forms are available at the Development Services Center.
- C. Noise insulation required in 65 and 68 DNL.** The regulations of this subsection apply to sites in the 65 and 68 DNL contours. New dwelling units allowed by this chapter within the 65 and 68 DNL contours must be constructed with sound insulation or other means to achieve a day/night average interior noise level of 45 dBA. Reconstructed dwelling units where the total cost of improvements is 75 percent or more of the total assessed improvement value of the site must also meet this standard. Garages and similar accessory structures that do not include living area are not subject to this requirement.
1. Certified by acoustical engineer. An engineer registered in Oregon who is licensed in acoustical engineering must certify that the building plans comply with the performance standard for sound insulation prior to the issuance of a building permit.
 2. City provides list. The City, in consultation with the Port of Portland, will provide a list of at least three registered engineers licensed in acoustical engineering.
 3. Port of Portland pays for sound insulation certification. At an owner's request, the Port of Portland is responsible for the costs of the noise insulation certification of dwelling units submitted by an engineer on the City list. The Port of Portland will pay for the cost of the certification required by this section, but not design, materials, or labor costs associated with installing the sound insulation. The owner has the option to retain any registered engineer licensed in acoustical engineering not on the list, at the owner's expense.
- D. Residential use and density.**
1. Within the 68 DNL noise contour. Where any part of a site is within the 68 DNL noise contour, it is subject to the following:
 - a. New residential uses.
 - (1) New residential uses prohibited. New residential uses are prohibited within the 68 DNL or higher noise contour except as allowed specifically by this subsection. If a site is divided by a 68 DNL noise contour all dwelling units must be located entirely outside the 68

DNL noise contour.

- (2) Exemption. Sites that had a Farm and Forest, Limited Single Family, Low Density Single Family, or Medium Density Single Family Comprehensive Plan Map designation on January 1, 1981 or a County Residential Comprehensive Plan designation or zoning on that date are exempt from this prohibition. Dwelling units added to these sites must meet the requirements of this chapter for residential development within the 65 DNL contour.
- b. Replacement housing.
- (1) Existing housing within the 68 DNL noise contour may be replaced within 5 years if it is damaged or destroyed by fire or other causes beyond the control of the owner. A houseboat that is intentionally removed from its slip by the owner may be replaced within 5 years. A manufactured dwelling that is intentionally removed from a manufactured dwelling park may be replaced within 5 years.
 - (2) Natural disasters. The replacement time of 5 years is extended to 15 years for manufactured dwelling parks if:
 - Manufactured dwelling units are damaged or destroyed by a natural disaster such as a flood, earthquake, fire or other causes beyond the control of the manufactured dwelling park owner; and
 - At least 30 percent of the manufactured dwelling units in the manufactured dwelling park are either destroyed or significantly damaged. A unit is significantly damaged if the repair cost is 75 percent of the value of the unit.
2. Within the 65 DNL noise contour. Where a site is within the 65 DNL noise contour, it is subject to the following:
 - a. Sites that have a residential Comprehensive Plan Map designation are prohibited from developing to a residential density higher than that of the R10 zone.
 - b. Except as provided in paragraph D.3, sites that have a commercial Comprehensive Plan Map designation are prohibited from developing to a residential density higher than that of the R1 zone.
 3. In the Hayden Island plan district, residential density may be transferred as specified in 33.532.240.

Hello, my name is Carol McCarthy. I live in Portland at 4311 SW Freeman St. I was reelected last month to a second term as chair of the Multnomah Neighborhood Association and I am here today to testify in that capacity.

Our membership submitted hundreds of comments on policy language and asked for changes to the Zoning Map in the first Draft Plan and I was pleased to see that some of the requests were incorporated into the Recommended Draft. I would like to thank the PSC and BPS for that.

We have now submitted over 400 more letters **to you** requesting three additional changes that we think are critical to maintaining Multnomah as the vibrant place that it is. These three requests are consistent with positions voted on and passed by a vast majority of our membership and endorsed by the SWNI Board that represents 17 southwest neighborhoods:

- 1) The first request is that you designate Multnomah Village as a “Neighborhood Corridor” rather than as a “Neighborhood Center.” This would be a change in the Zoning Map. We are requesting this to preserve our neighborhood’s character.

The sentiment that the Village needs protection was expressed by people from all over Portland and the US, in fact, from around the world, in the almost 700 written comments submitted as part of the attached online petition that was signed by over 1,800 people.

- 2) The second and related request is that you limit building heights in the Village to three stories. Specifically, we would like you to zone the Village CM1 with a 35-foot building height limit. Buildings higher than three stories will dwarf the existing historic buildings, most of which are one or two stories high.

Capitol Hwy through the Village is a very narrow street. Four story buildings would make it feel more like a canyon than the comfortable place it is now to take a stroll, look in the shops, get something to eat, watch the sun set or just look at the sky. Please require that future development be in scale with this place that we love.

- 3) Our third request is for “Truth in Zoning.” We would like the Zoning Map to define lot sizes, so that, for example, if a person buys a house in an area zoned “R5”, their expectation that their neighbors’ lots would not be divided into lots smaller than 5,000 ft² without a Zoning Map amendment would be met.

Specifically, we are requesting that the sentence shown below be removed from the general description of land use designations on page GP10-3 of the Recommended Draft:

Land use designations - Amendment

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

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

As part of this request, Section 33.110.240.E of the zoning code would need to be amended when the Comprehensive Plan is adopted to require that corner lot sizes be consistent with the maximum general density stated in the Plan.

In summary, Multnomah is a wonderful neighborhood. It is full of engaged residents and local business owners, many of whom come together for two hours a month at neighborhood association meetings to discuss pressing issues of mutual concern. Many also volunteer countless hours serving on committees, writing letters, circulating petitions, and as today, testifying. We do so out of a love of place and out of a commitment to our neighborhood.

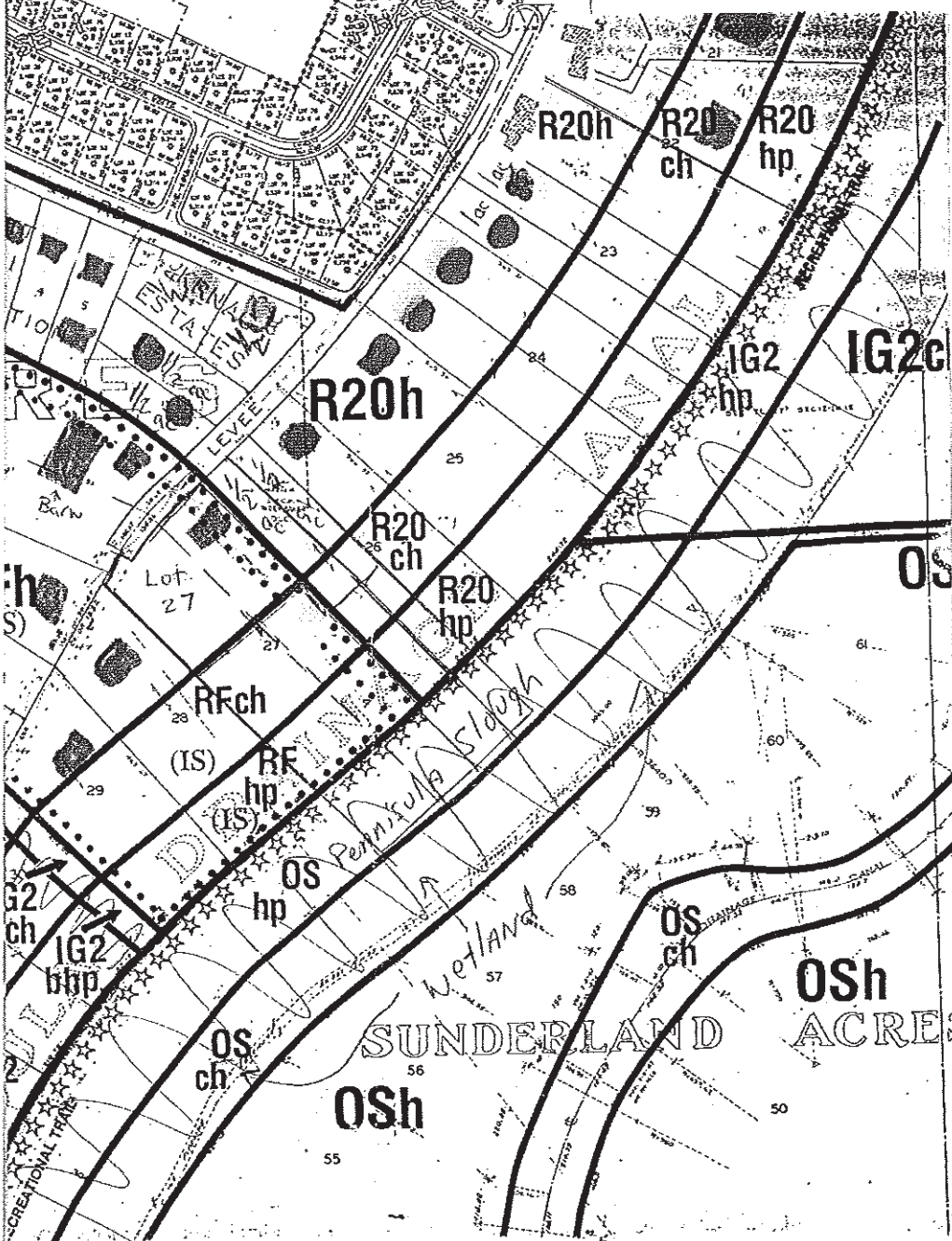
Thank you.

priority
106 homes

DE SPACE (TRUCK "A")

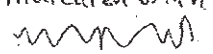
PROTECTED SOLAR SHADING LINE

PHASE LINE



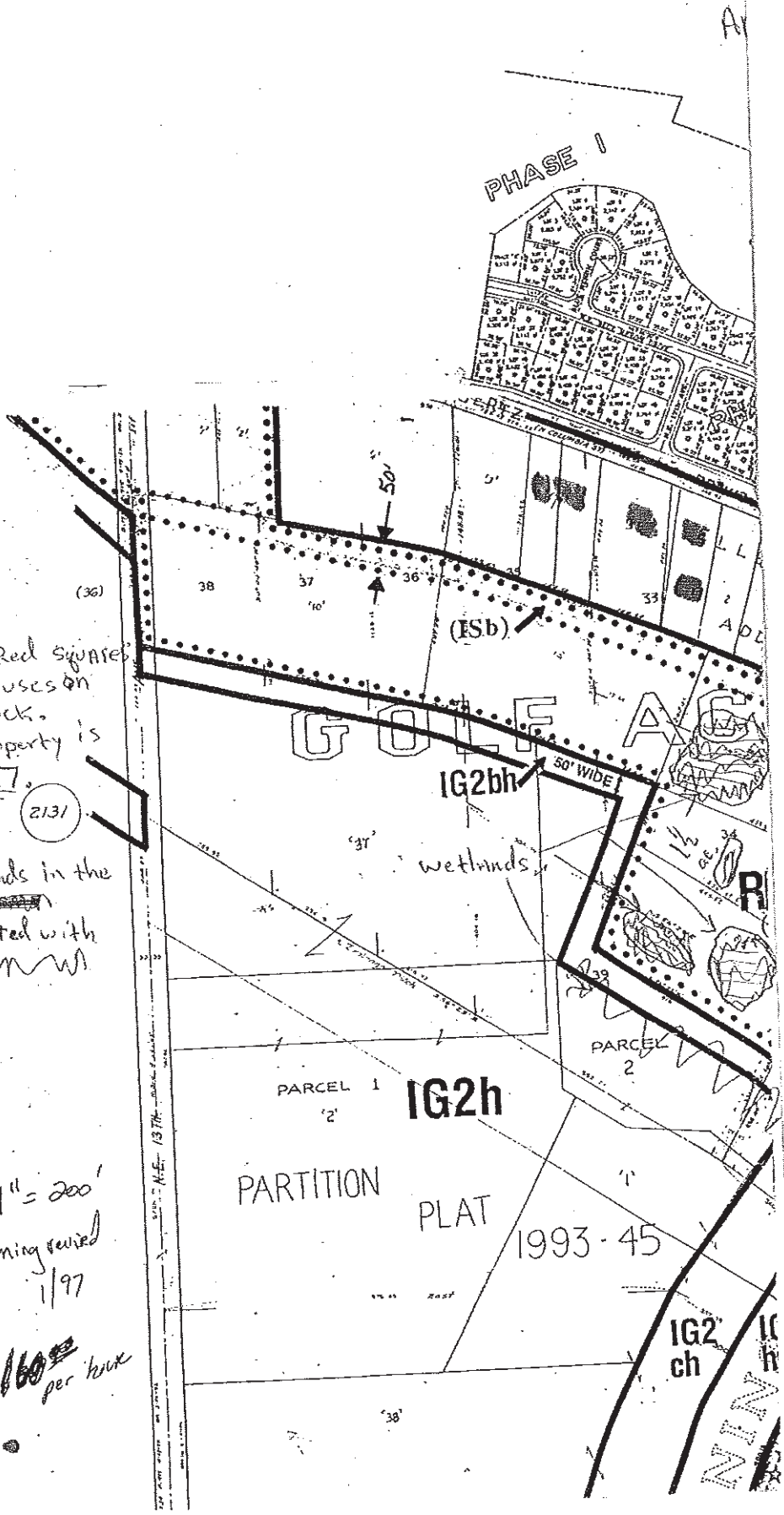
The red squares are houses on my block. My property is Lot 27.

2131

Wetlands in the area indicated with 

1" = 200'
Zoning revised
1/97

~~160~~ per acre



Arevalo, Nora

From: Doug X <dougurb@gmail.com>
Sent: Thursday, November 19, 2015 10:23 PM
To: BPS Comprehensive Plan Testimony
Cc: Christopher Eykamp; Manning, Barry
Subject: Isolated Commercial sites

Follow Up Flag: Follow up
Flag Status: Flagged

Doug Klotz
1908 SE 35th Place
Portland, OR 97214
11-19-15

At today's Comp Plan testimony, Chris Eykamp from the HAND neighborhood testified about the concerns his neighborhood had about rezoning isolated commercial buildings to a Mixed Use zone, usually CM-1, with a Land Use designation of Mixed Use-Dispersed.

I agree Chris had some good points about the concerns about late night noise, early morning trash pickup, etc. But the experience in the Richmond neighborhood has been different. In 20 years of neighborhood board meetings, I have never heard any neighbors complaining about any adverse impacts of the 34th Ave. Market, at 3400 SE Clinton St., nor about the "Area 41" vintage store at 4039 SE Clinton St.

I would agree that perhaps some limits like "no outdoor seating", or "no business hours past 11" could be added on, where these sites are completely surrounded by R-5 or R-2.5, but it is important for the viability of these businesses, their ability to get improvement loans, etc., to have zoning that reflects their use.

Thank you.

Doug Klotz

WAS No. 72 ON TESTIMONY LIST

Written Testimony* to Portland City Council, Nov. 19, 2015 re Draft Comprehensive Plan

Dear Mayor Hales and Commissioners,

I'm Rob Mathers. I work for a company and with many others that depend upon a viable working harbor... supported, at least policy-wise, by the city, state and region.

Portland's BPS & PSC have changed & artificially-reduced the cargo forecast in the EOA. It's my contention that this was done to avoid having to provide an adequate inventory & supply of realistically-developable industrial land, as required by the state, in the city's Comprehensive Plan. It represents yet another intentional effort by some individuals & groups, using BPS and PSC, to thwart industrial vibrancy & severely limit traded-sector activity in & thru Portland's working harbor. It's wholly-inconsistent with other "high aiming" aspects of the city's Plan. And it's self-defeating in many ways.

As currently targeted, the low cargo forecast is (among other things):

- Dismissive of the working harbor's contribution to the economic prosperity of the city, state, and region,
- Discouraging of investment in the working harbor, and
- Disrespectful to many low-barrier-to-entry, living-wage workers who cannot be here today, and who are too busy doing their jobs & supporting their families to mount e-mail or social-media campaigns.

Please send the EOA and cargo forecast back to PSC and BPS for appropriate, corrective action. A more realistic, balanced and impartial effort is required of the Commission and the Bureau. They work for all us and should act accordingly.

*if unable to deliver in person

Rob Mathers
5880 NW ST HELENS RD
PORTLAND, OR 97210

Oregon Historical Photo: Intersection of North Williams Avenue & North Russell Street

In the heart of the Albina district, the corner of North Williams and North Russell was once the center of a small yet thriving business district. These businesses were torn down in the early 1970s as part of large-scale urban renewal projects. Photo ca 1962.

The Oregon Historical Society. #bb009732



by [Jen Bodendorfer OPB](#) | April 20, 2015 8:42 a.m. | Updated: April 21, 2015 10:26 p.m.

Every week, Oregon Experience shares a photo highlighting the state's diverse, exciting history. All photos are courtesy of The Oregon Historical Society. At the turn of the last century, Portland's small African American community of about 2,000 lived near the train station on the west side of Portland. During World War II, more than 20,000 African Americans moved to Portland to work in the shipyards. Many of these workers lived in Vanport, a hastily constructed public housing project. When the Columbia River flooded in 1948, Vanport was destroyed. Due to Portland's discriminatory real-estate and banking practices, most of Vanport's African American residents were forced to relocate across the Willamette River to the inner-northeast district of Albina. Over time, the corner of North Williams and North Russell had become the thriving heart of the Albina business district. However, in the 1960s an urban renewal project to expand Emanuel Hospital displaced many of those living in Albina's central core. Once again, African Americans were forced out of their homes and funneled to neighborhoods further north and east. To learn more about the history of African Americans in Portland, watch the Oregon Experience documentary "Portland Civil Rights: Lift Ev'ry Voice."

Arevalo, Nora

From: Moore-Love, Karla
Sent: Thursday, November 19, 2015 8:14 PM
To: BPS Comprehensive Plan Testimony; Hales, Mayor; Fritz, Amanda; Commissioner Fish; Commissioner Saltzman; Commissioner Novick
Subject: FW: Land Use Zoning proposal 190 - comment

Follow Up Flag: Follow up
Flag Status: Flagged

From: Rachel Hill [mailto:hill.rachel@gmail.com]
Sent: Thursday, November 19, 2015 1:10 PM
To: Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>
Subject: Land Use Zoning proposal 190 - comment

Hello Ms. Moore-Love,

I would like to submit this to the Council for the Land Use Zoning Change Proposal for N. Lombard Street.

It is proposed change 190, from medium density multi-dwelling to single family 2500.

My name is Rachel Hill.

I live at 9515 N. Lombard Street, Portland, OR 97203

Phone number: 503.849.8337

Email: hill.rachel@gmail.com

I believe the proposed zoning is incompatible with the land use and transportation plans for N. Lombard.

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.

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.

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.

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.

--
rachel hill
hill.rachel@gmail.com
Portland, OR
503.849.8337

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Kirk W. Smith
Direct Dial: 503-226-8443
E-Mail: kws@aterwynne.com

November 19, 2015

(Via US Mail and e-mail: cputestimony@portlandoregon.gov)

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

Re: Comprehensive Plan Testimony
City Bible Church 9200 NE Fremont Street, Portland, Oregon

Dear Portland City Council Members:

We represent the interests of City Bible Church. City Bible Church is located at 9200 NE Fremont Street, Portland, Oregon ("Property") is currently zoned R7 and the Existing Comprehensive Plan Designation is Low Density Multi-Dwelling -- R2.

We understand that there are discussions and a proposal (Proposed Change #760) by the Portland Bureau of Planning and Sustainability to change the Comprehensive Plan designation from Low Density Multi-Dwelling -- R2 to the proposed Institutional Campus designation for the total area of the Property.

City Bible Church has requested that we advise you that City Bible Church opposes changing the Comprehensive Plan designation from Low Density Multi-Dwelling -- R2 to the Institutional Campus designation for the total area of the Property.

As we understand the proposed draft for the Campus Institutional zoning project, the Campus Institutional designation applies to Portland's colleges and hospitals, medical institutions, and public high schools and attempts to address their impacts on the regional economy. For Lewis and Clark College, Portland Community College, Reed College and University of Portland, the Institutional Campus may provide some advantages in the land use review process for the future development of these campus institutions. However, City Bible Church currently only utilizes approximately 50% of the Property. Of the utilized 50%, only a portion of it is used for educational purposes. Furthermore, City Bible Church has plans to update the master plan for the Property and sell the portion not used for church purposes for residential use. In this light, a blanket Institutional Campus designation for the total area of the Property is not appropriate.

City Bible Church has plans to update the master plan for the Property. The existing dorm and classrooms on one portion of the Property are over 60+ years old and need to be

ATERWYNNE_{L.L.P.}

Council Clerk
November 19, 2015
Page 2

replaced with updated facilities. City Bible Church envisions constructing new buildings closer to the domes and selling the area not used for church and educational purposes. The proceeds of a future sale of a portion of the Property with a higher residential density will be used to upgrade the remaining domes and adjacent buildings.

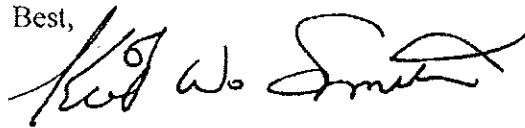
City Bible Church needs as much residential land from a portion of the Property that can be sold for replacing the existing dorms and classrooms and improving the remaining church and educational portion of the Property.

City Bible Church's consultants have projected that the proposed change from Low Density Multi-Dwelling -- R2 to the Institutional Campus designation for the total area of the Property will have a financial impact on the Church in excess of \$15 million.

City Bible Church requests that the City keep the residential zoning in the Comprehensive Plan to allow the Church to replace and update the educational facilities and improve the remaining church and educational portions of the Property.

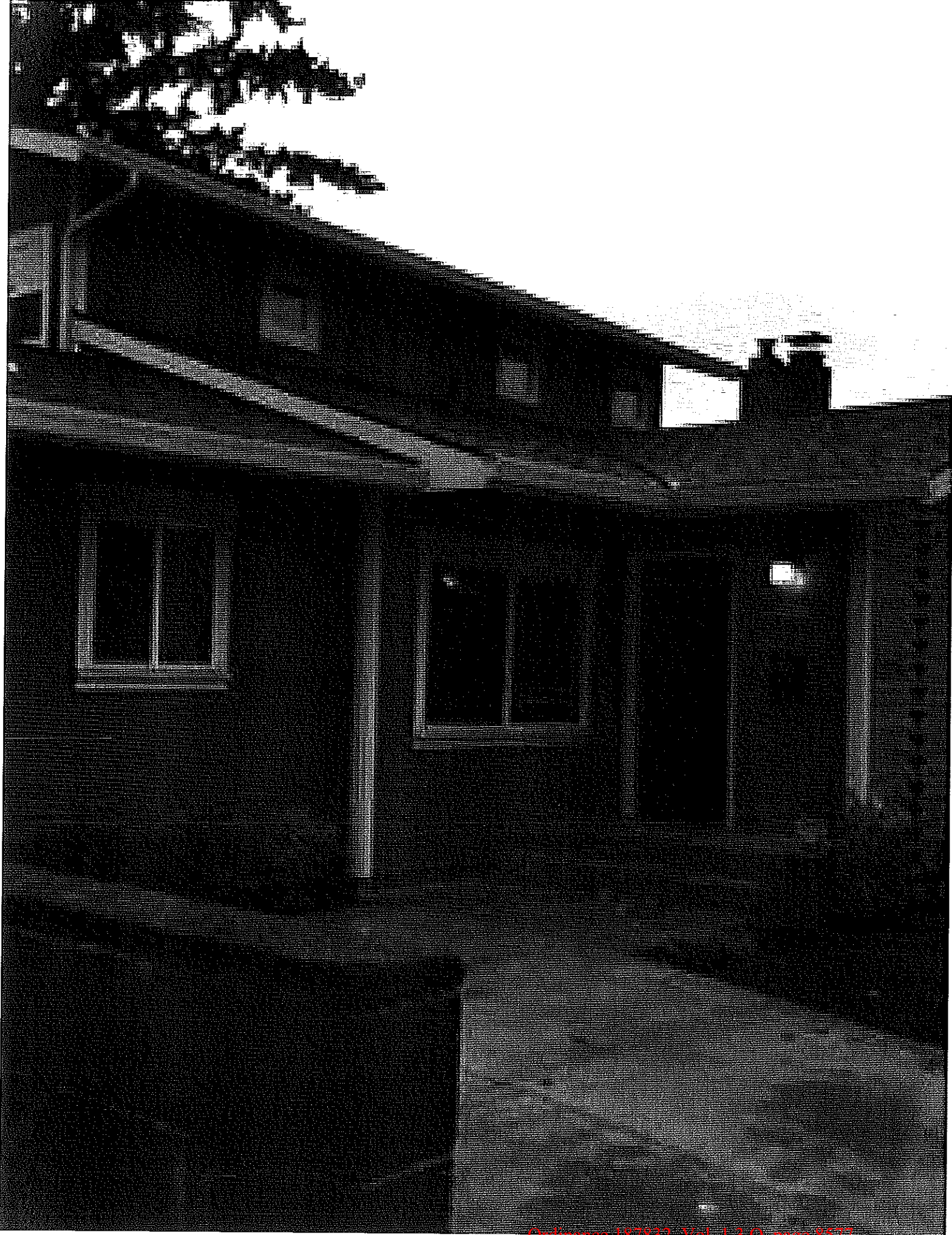
Thank you for the opportunity for City Bible Church to raise its concerns, objections and requests. Please do not hesitate to contact us to further discuss this matter.

Best,

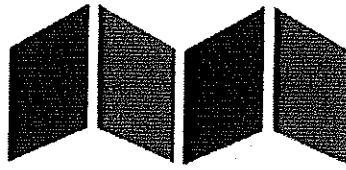


Kirk W. Smith

cc: Pastor Marc Estes
Pastor Robert Jameson







BRUMMELL
ENTERPRISES

November 17, 2015

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

CC:

Susan Anderson, Director, BPS;
Marty Stockton, SE District Liaison, BPS;
Joe Zehnder, Chief Planner, BPS;
Deborah Stein, Principal Planner, BPS
Eric Engstrom, Principal Planner, BPS.
Tom Armstrong, Supervising Planner, BPS;
Barry Manning, Senior Planner, BPS

RE: Comprehensive Plan Testimony

Dear Council Clerk:

This document serves as written testimony to request designation and zoning changes that will positively impact the Sellwood Community and support the City's goals as envisioned in the Recommended Comprehensive Plan. The family businesses, started by my grandparents almost 50 years ago, today own and operate over ninety residential and commercial units largely concentrated in the Sellwood neighborhood. We understand the need for the proposed changes to focus on the livability and well-being of the community while also considering the long term growth and broader context of Portland as a city.

Our employee, Rodney Pfeiger, has been involved in the neighborhood for over a year, working both with the Sellwood – Moreland Improvement League (SMILE) and the Sellwood Westmoreland Business Alliance (SWBA). His involvement and interest in the community helps us understand and address neighborhood concerns, especially during this period of intense development in the area. On November 4th, Rodney and our architectural firm, OTAK, Inc., met with the SMILE Land Use Committee specifically to discuss the following proposed changes and also to foster a continued collaborative relationship with SMILE and the community. Most of

P. O. Box 820133 • Portland OR 97282 • Phone: 503.236.7755

the requests below fall within the SMILE area, however, #5 is in the Brooklyn Neighborhood. We plan to contact the Brooklyn neighborhood association and share our proposed changes in the near future.

Map Change #	Property Address	Current Zoning	Requested Designations/Zones
1	7640-7644 SE Milwaukie Ave., Portland, OR 97202	R1d	CM2 / Mixed Use – Neigh. Corr.
2	1665 SE Spokane St., Portland, OR 97202	R2.5ad	CM2 / Mixed Use – Neigh. Corr.
3	1646-1648 SE Tenino St., Portland, OR 97202	R2ad	R1d
3	1743-1745 SE Tenino St., Portland, OR 97202	R2ad	R1d
4	1623 SE Sherrett St., Portland, OR 97202	R2.5ad	R1d
4	1653 SE Sherrett St., Portland, OR 97202	R2ad	CM2 / Mixed Use – Neigh. Corr.
4	1663 SE Sherrett St., Portland, OR 97202	R2ad	CM2 / Mixed Use – Neigh. Corr.
4	1735 SE Sherrett St., Portland, OR 97202	R2ad	CM2 / Mixed Use – Neigh. Corr.
4	1624-1626 SE Sherrett St., Portland, OR 97202	R2.5ad	R1d
4	1674 W/ SE Sherrett St., Portland, OR 97202	R2ad & R1d	R1d & CM2 / Mixed Use – Neigh.
4	East Portion of 8500 SE 17 th Ave., Portland, OR 97202	R2ad	CM2 / Mixed Use – Neigh. Corr.
4	1617-1625 SE Clatsop St., Portland, OR 97202	R2.5ad	R1d
4	1725 SE Clatsop St., Portland, OR 97202	R2ad	CM2 / Mixed Use – Neigh. Corr.
5	3216 SE 13 th Ave., Portland, OR 97202	R2.5	CE / Mixed Use – Civic Corr.
5	3226 SE 13 th Ave., Portland, OR 97202	R2.5	CE / Mixed Use – Civic Corr.

*(Please refer to the attached maps)

I. Requested Comprehensive Plan Changes Summary

The attached maps illustrate our proposed Comprehensive Plan designation and zoning changes to the Portland Bureau of Planning and Sustainability Recommended Comprehensive Plan & Mixed Use Zones Project. The designation change boundaries, as shown on the map with dashed lines, illustrate the larger zoning concepts that are informing the requests. However, we are only requesting changes to the properties under Brummell ownership. The following is a summary of each requested change:

1. Extend the Mixed Use – Neighborhood designation at the SE corner of the SE Milwaukie Ave and SE Rex intersection. The change would bring balance and needed density to the corridor by reflecting the commercial uses across the street and to the north.
2. Extend the Mixed Use – Neighborhood designation at the NW corner of the SE 17th Ave and SE Spokane St intersection. The change allows for use and density that matches the surrounding CM2 properties to the north, east and south.
3. Extend / add Multi-dwelling 1,000 (R1) at the SE Tacoma & SE 17th node. The change would help to reinforce the SE17th & SE Tacoma neighborhood node, connect existing higher density residential zones, and providing a smoother transition between CM2 and R5 zones.

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4. **Establish a vibrant and significant neighborhood node at the SE 17th & SE Sherrett intersection.** The node would serve as the south gateway into Portland as well as a significant new neighborhood activity place. With ownership at all four corners, the proposed changes are making the most out of a rare opportunity. Greater flexibility in this location would allow more development creativity and flexibility, also opening up opportunities for more community amenities such as open space and plazas. The final result would be a vibrant, high-density and cohesive place for the community to enjoy and also marking the passage into Portland.
5. **Extend the Mixed Use – Civic Corridor designation at the intersection of SE 13th Ave & SE Franklin.** This designation change would help establishing a clean block separation between CE and adjacent R2.5 zone. Currently, these properties are adjacent to CE on both the North and East sides. By including them within the CE designation the zoning line occurs at the street and provides a cleaner break between the two zones.
6. **Mixed Use Zones Project comment: Extend “m” overlay from SE Harney St to SE Clatsop St.** The overlay extension would provide greater ground floor fenestration standards, ground floor commercial activity, pedestrian friendliness and neighborhood-oriented uses.

II. Community Well-Being Summary

The proposed designation and zoning changes promote a community-focused vision for Sellwood that supports the goals set forth by the Portland Bureau of Planning and Sustainability Recommended Comprehensive Plan. The following is a list of positive community improvements that the proposed changes would help foster and which also align with our companies' personal development values.

1. **Ensure that design fits the context and that the neighborhood is involved** - we are members of the neighborhood and are committed to its well-being.
2. **Focus on specific neighborhood nodes and gateways** – provide neighborhood-oriented activity centers that provide vibrancy, amenities and act as markers for appropriate key community locations.
3. **Focus density where it makes sense** – added density is focused on locations that are best suited for additional capacity, with close amenities, and frequent transit service (both bus & MAX).
4. **Provide a wider range of retail/commercial uses** that allow for a more flexible footprint and size and provide a variety of services to the community.
5. **Provide affordability** – increase allowable density in key locations to make supplying affordable housing and affordable retail spaces more feasible.
6. **Focus on the pedestrian** – provide walkable, vibrant places by providing active ground floor uses, paying close attention to the interface between building and public realm and encouraging semi-public gathering places such as plazas and shared courtyards.

7. Provide additional neighborhood amenities - such as car share, bike share, play areas, landscaping, storm water treatment, and parking.
8. Provide buffering for single family residential areas - providing transition areas with compatible zoning.
9. Provide better fitting and well-organized parking – providing deeper mixed-use lots allows for greater development flexibility, making parking and active ground floor uses more feasible.

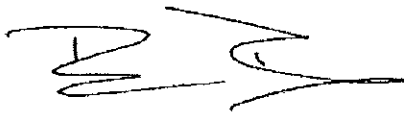
III. Additional Considerations

The Brummell businesses own a property located at 1635 SE Insley St., currently located in an RH zone and anticipated to be down-zoned to R1 according to the Recommended Comprehensive Plan. While this down-zoning will significantly decrease the value and potential density of the site, we understand the City's rationale to promote higher density redevelopment in more appropriate locations. Our proposed changes are an excellent opportunity to encourage development in appropriate Sellwood nodes where it can be more beneficial to the neighborhood.

The Brummell family and its companies strive to be responsible community members because our focus is on the long-term growth and well-being of our community. Our roots are deep in Sellwood and will be for generations to come. We understand that the 2035 Comprehensive Plan Draft is a long-range development plan that will guide Portland's growth to achieve the city's goals and also provide a better future for our community over the next twenty years. Our requested changes support both of these aspirations and would allow us to participate more fully in the future of our neighborhood.

We appreciate your time and attention to these items.

Sincerely,



Bhree Roumagoux, Manager
Brummell Enterprises, LLC
1717 SE Clatsop St., Ste. B
Portland, OR 97202

cc. Marty Stockton, Joe Zehnder, Susan Anderson, Deborah Stein, Tom Armstrong, Eric Engstrom, Barry Manning

BRUMMELL PROPERTIES

Requested Comprehensive Plan Zoning Changes

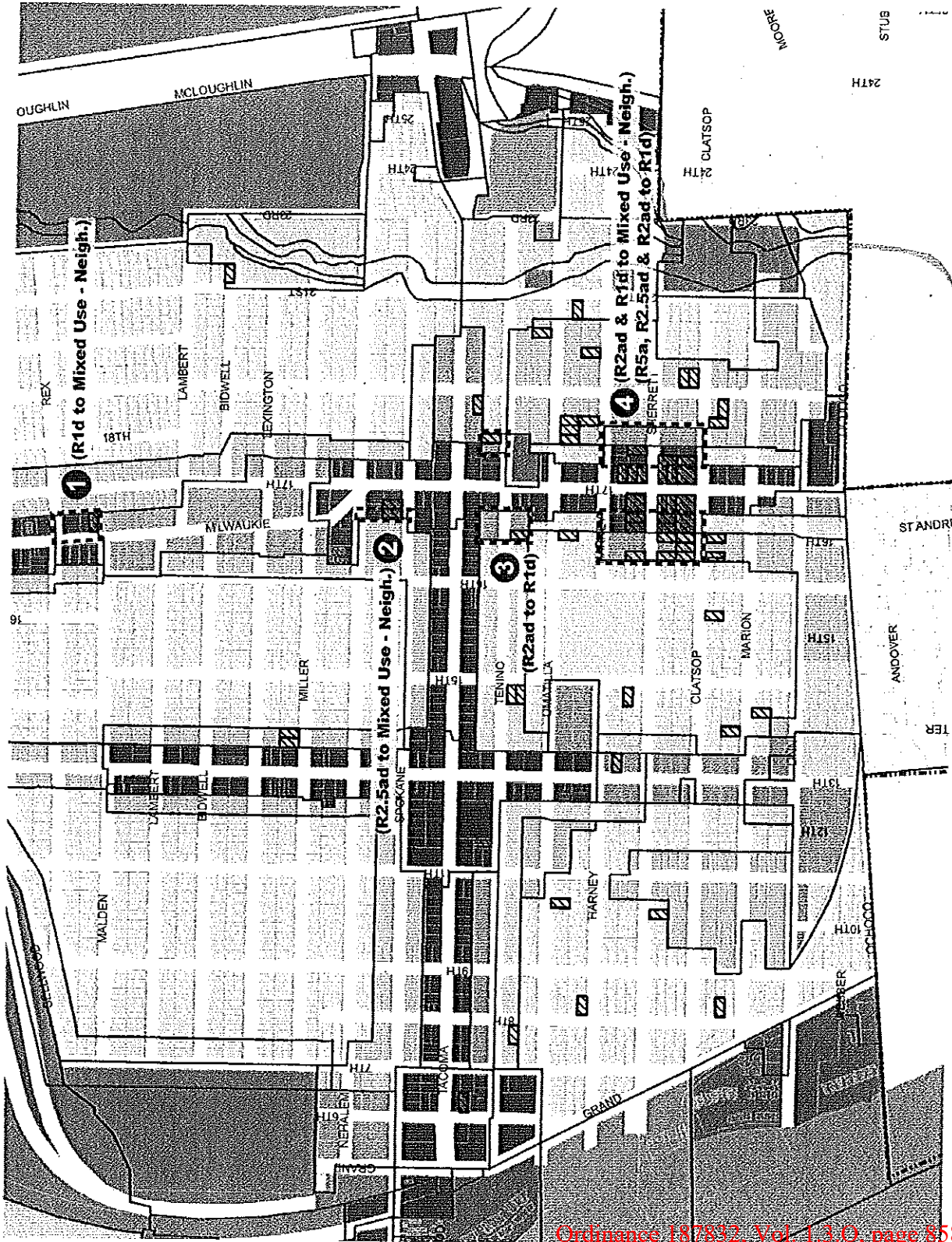
LEGEND

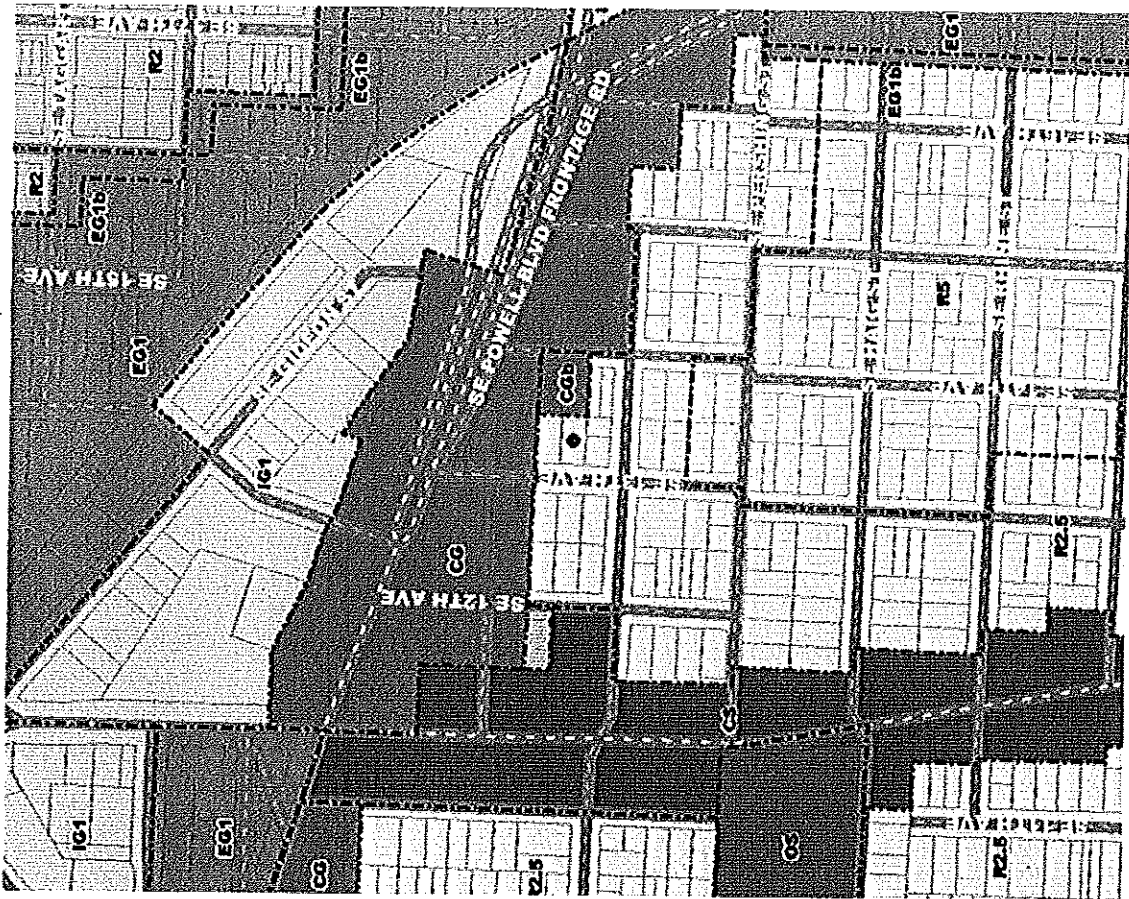
- Brummell Properties
- Open Space
- Farm and Forest
- Single-Dwelling 10,000
- Single-Dwelling 5,000
- Single-Dwelling 2,500
- Multi-Dwelling 2,000
- Multi-Dwelling 1,000
- High Density Multi-Dwelling
- Mixed Employment
- Mixed Use - Neighborhood
- Mixed Use - Dispersed
- Zoning Lines
- City Boundary

REQUESTED CHANGES

- 1** Extend Mixed Use - Neighborhood at SE Rux & SE Millwaukie
- 2** Extend Mixed Use - Neighborhood at SE Spokane & SE 17th
- 3** Extend / Add Multi-Dwelling 1,000 at SE Tacoma & SE 17th Node
- 4** Create Gateway to Portland by Expanding Mixed Use - Neighborhood and Multi-Dwelling 1,000 at SE Sherret & SE 17th Node

Requested Change Boundary












PORTLANDMAPS.COM • ZONING



BRUMMELL PROPERTIES

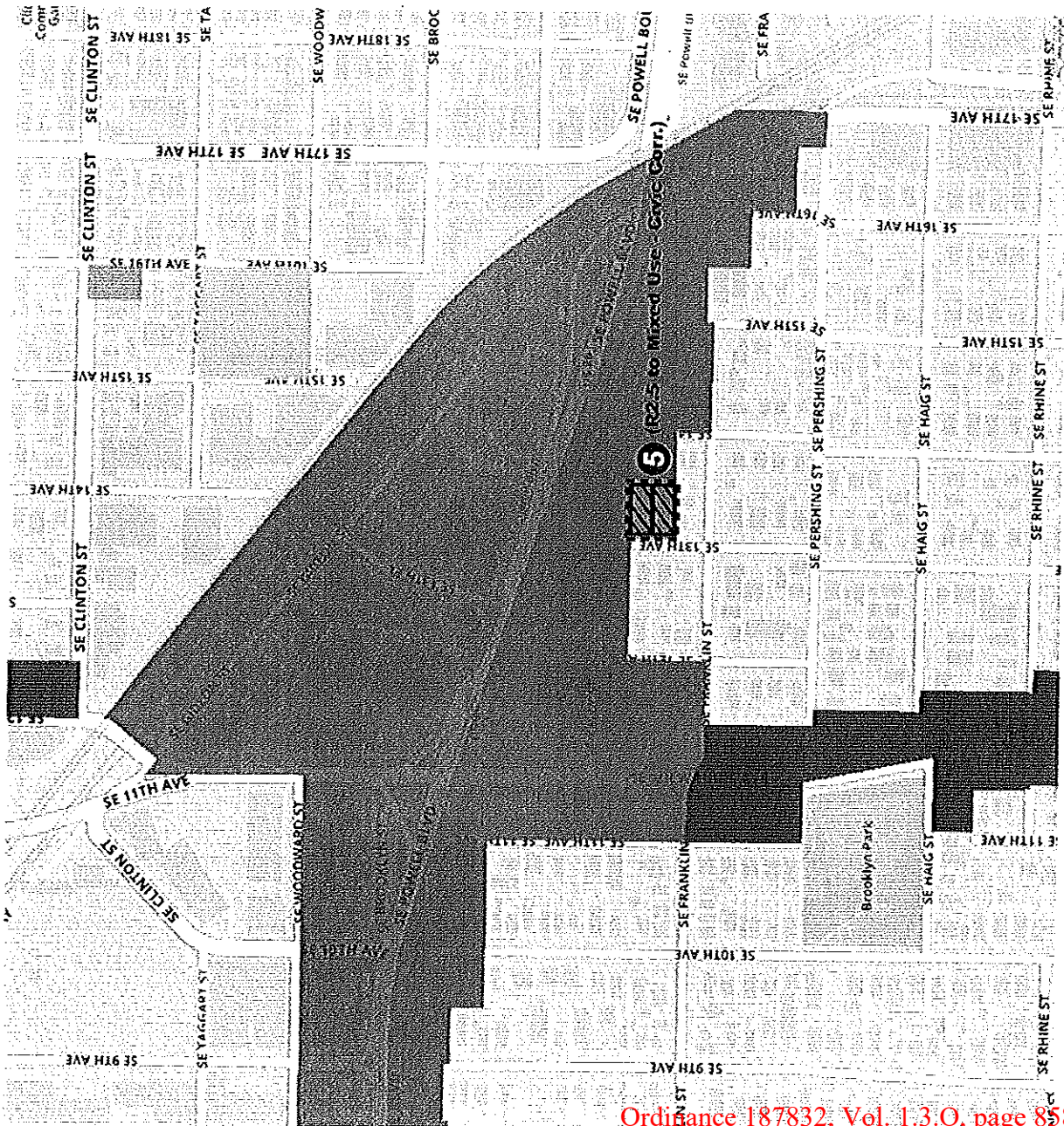
Requested Comprehensive Plan Zoning Changes

LEGEND

-  Brummell Properties
-  Multi-Dwelling 2,000
-  Central Employment
-  Mixed Use - Urban Center
-  Mixed Use - Civic Corridor
-  Mixed Use - Neighborhood
-  Mixed Use - Dispersed

REQUESTED CHANGES

-  5 Extend Mixed Use - Civic Corridor at SE 13th & SE Franklin
-  Requested Change Boundary



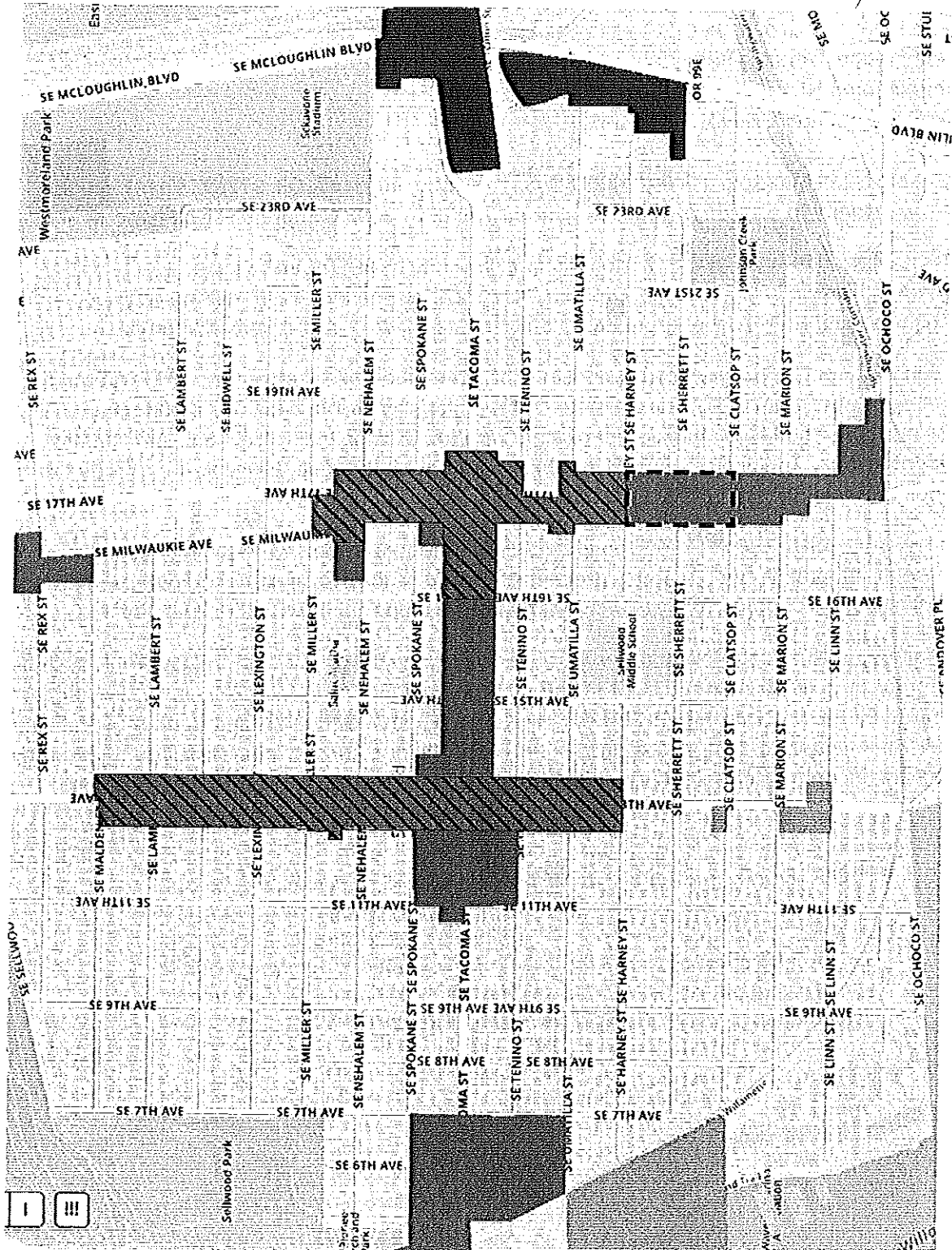
COMPREHENSIVE PLAN MAP APP



Overlays Added or Expanded - Design (d) and Centers Main Street (m)



Commercial Mixed Use 2 (CM2)



Arevalo, Nora

From: Windy Lyle <windylyle@gmail.com>
Sent: Thursday, November 19, 2015 6:03 PM
To: BPS Comprehensive Plan Testimony
Subject: Proposed Buckman Neighborhood changes

Follow Up Flag: Follow up
Flag Status: Flagged

November 19, 2015

To Members of Portland City Council:
Regarding : Proposed Buckman Neighborhood Comp Plan Changes

The two areas of proposed changes I am commenting on are:

- 1) the 1900 block between Alder and Washington and
- 2) the blocks from 15th to 19th between Belmont & Morrison

Portland Oregon , our home, historically a place of gentle open spaces, filled with historic homes, new scattered construction , a place that encouraged a flair for creative individualism and people with generous spirits and kindness in their community. Now , our arterial streets are being developed in record speed - to make 4 story apartment buildings to house the influx population that is seeking everything that made the Buckman neighborhood (and Portland Neighborhoods) inviting. This PROGRESS and protection of boundaries is creating high density canyons in the neighborhoods.

STOP. NO MORE DENSITY on my block. The suggestion to changes the zoning from R5 to R2.5 is destructive to livability.

This is the second time I have made a statement about the zoning being proposed. Three of the five properties (612 & 624 SE 19th & 1915 SE Alder) currently have single family or single family with an attic ADU uses on 5000 SF lots, and would be out of conformance with the new underlying zoning.

Two of the properties could not be subdivided to meet the new density requirements, unless flag lots were created. This would destroy the open space shared visually by all properties on the block and would not match the existing neighborhood patterns of building.

There is a vast body of literature that reveals the extent to which our external environment plays a role in community health ... open spaces have a profound impact on the relationship between physical and mental health, immunity and the reduction of stress and anxiety (Academy of Neuroscience for Architecture, NIH researcher , Esther Sternberg, MD) . STOP trying to encroach on the inner neighborhoods, which now begin to surround the fast developing arterial streets --- PORTLAND CITY COUNCIL - PLAN. Don't just react. PLEASE consider healthy urban planning and architecture ... and stay away from trying to squeeze more housing into every space available.

Regarding Blocks from 15th to 19th between Belmont & Morrison

AGAIN – Stop By intensifying development of several stories to this area there will be 4 blocks of canyon-like, high rent, small apartments unsuitable for families with no allowance for grocery stores, or other neighborhood amenities. We are already experiencing this canyon effect at the corner of 20th & SE Morrison. Creating this canyon effect along the lengths of Belmont and Morrison will divide the Buckman neighborhood visually and functionally in half, making a perceptual barrier between north and south Buckman. This will only reinforce the splitting of the neighborhood that occurs because these streets are designated collector streets and form a couplet.

Again – if more development is needed -- there is still some space west of 12th zoned Ex.

AND -- related to family and livability and an environment that supports a health thriving city consider the neighborhood elementary school, which is in north Buckman. With the enhanced density more issues will arise regarding the safety of the children, they need to be able to walk and ride their bikes safely to school.

The best zoning change would be to support the existing single and multi-family housing by leaving their zoning intact, implementing zoning which will allow for a mix of residential and commercial for a truly walkable neighborhood that supports families and renters of all incomes and limiting new development to 3 stories to ensure a more open view environment.

There is a very humanly important issue that needs to be addressed in the development of cities. An understanding, that the spaces we live in, space, colors, sounds, density effect our health, so city planners, please keep our density down and promote healing and health for all.

Thank you

Ed and Windy Lyle

1904 SE Washington

Portland, Oregon 97214

windylyle@gmail.com

Allison Reynolds and Terry Webber
2651 NW Thurman Street #104
Portland, OR 97210
reynolda@gmail.com

November 19, 2015

Via email (cputestimony@portlandoregon.gov)

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

Re: Comprehensive Plan Recommended Draft Change to Avoid Split-Zoning and
Down-Zoning New Townhouse Property

Dear City Council Members,

We are the prospective purchasers of a new townhouse located at 313 NE Morris Street (the "Townhouse"). As detailed below, we ask that the City Council not approve the proposed Comprehensive Plan Recommended Draft map changes for this property, which will split zone the site and make a brand new development non-conforming. We request that the full property either remain designated High Density Residential or be changed to another designation (such as the proposed Mixed Use - Urban Center) that allows multi-dwelling use and development by right.

The Townhouse is part of a new 11-unit development by Caliber Homes located on a single site (the "Property"), as shown on the attached Figure 1. The Property is currently zoned High Density Residential (RH) which allows development of multi-dwelling structures.

The proposed Comprehensive Plan map changes will divide the 11 homes into two zones as shown on Figure 2. The Townhouse and five other homes will be down-zoned to R 2.5 with a Single Dwelling 2,500 Comprehensive Plan designation. The R 2.5 zone does not allow development of multi-dwelling structures, and these homes will become non-conforming developments. The other five homes are proposed to be up-zoned to CM3 with a new Comprehensive Plan designation of Mixed Use - Urban Center. We are concerned that we may have difficulty selling the Townhouse in the future due to the home's non-conforming status. We are also concerned that a zoning split between the 11 homes could create friction within the new homeowner's association.

We ask the City Council to avoid down-zoning the Townhouse and avoid splitting the Property into two zones. Many solutions that maintain the Townhouse's conforming status would be acceptable to us, including: no change for full site (zoning remains RH) or changing the full site CM3/Mixed Use - Urban Center.

We discussed this split-zoning issue with City Staff and were told that the split zoning was likely accidental. As shown in the attachments, the Property is larger than sites around it and may have been mistaken for two separate lots. The Property was vacant at the time initial Comprehensive Plan changes

{00457783;1}

were proposed. We did not acquire an interest in the Property until October 2015, and did not become aware of this split zone issue until that time. Therefore we were not able to raise this issue before the Planning and Sustainability Commission, and are bringing this matter to the City Council now.

Thank you for your consideration of our request.























Sincerely,

Allison Reynolds and Terry Webber

Figure 1

Existing Comprehensive Plan Designation: High Density Multi Dwelling (RH)

Legend

- City Boundary
- Urban Service Boundary
-  Open Space
-  Residential Farming
-  Limited Single Dwelling (R20)
-  Low Density Single Dwelling (R10)
-  Medium Density Single Dwelling (R7)
-  High Density Single Dwelling (R5)
-  Attached Residential (R2.5)
-  Townhouse Residential (R3)
-  Low Density Multi Dwelling (R2)
-  Medium Density Multi Dwelling (R1)
-  High Density Multi Dwelling (RH)
-  Central Residential (RX)
-  Institutional Residential (IR)
-  Neighborhood Commercial (NC)
-  Office Commercial (OC)
-  Urban Commercial (UC)
-  General Commercial (CG)
-  Central Commercial (CX)
-  Mixed Employment (ME)
-  Central Employment (EX)
-  Industrial Sanctuary (IS)
-  Unincorporated Multnomah County Pocket (City Zoning)

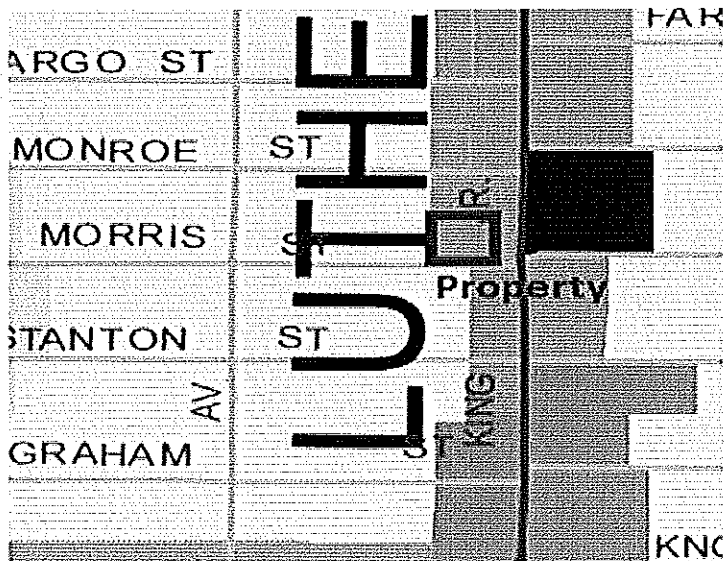























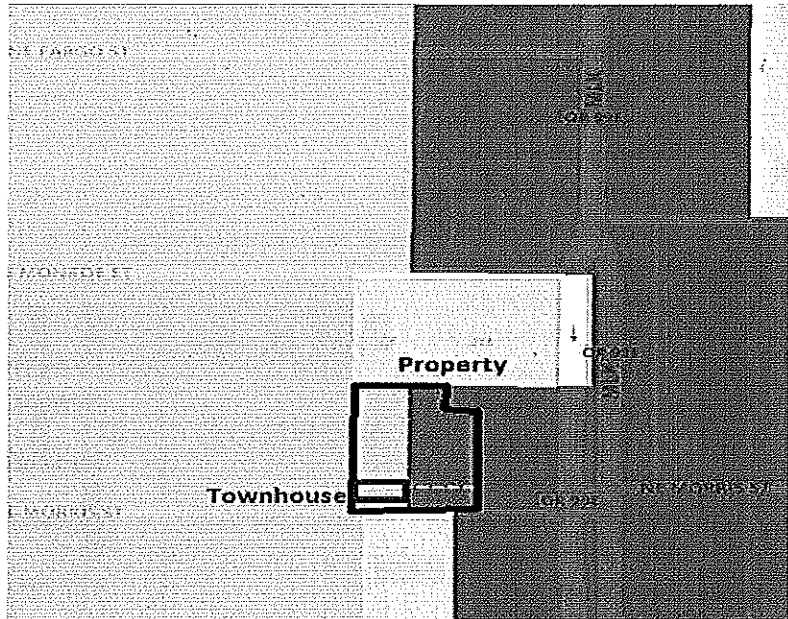
Figure 2

Proposed Comprehensive Plan Designation: Split Single Dwelling 2,500 and Mixed Use – Urban Center

Legend

Land Use Designations

-  Open Space
-  Farm and Forest
-  Single-Dwelling 20,000
-  Single-Dwelling 10,000
-  Single-Dwelling 7,000
-  Single-Dwelling 5,000
-  Single-Dwelling 2,500
-  Multi-Dwelling 3,000
-  Multi-Dwelling 2,000
-  Multi-Dwelling 1,000
-  High Density Multi-Dwelling
-  Central Residential
-  Institutional Campus
-  Mixed Employment
-  Industrial Sanctuary
-  Central Employment
-  Central Commercial
-  Mixed Use – Urban Center
-  Mixed Use – Civic Corridor
-  Mixed Use – Neighborhood
-  Mixed Use – Dispersed



Arevalo, Nora

From: Joseph Bradford <JoeB@architraction.com>
Sent: Thursday, November 19, 2015 3:58 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: TSP Draft: Bikeway through Eastmoreland Optional alignment not approved by ENA: Comments to TSP DRAFT Comp Plan Element
Attachments: image001.png; image002.png; image003.png; image004.png; image005.png
Follow Up Flag: Follow up
Flag Status: Flagged

See below public testimony

On 11/19/15, 3:46 PM, "Transportation System Plan" <TSP@portlandoregon.gov> wrote:

For The Record: Public Record for Comp Plan Transportation System Plan

The TSP Draft does not match the Map App. Currently The City is showing an "alternative" bike path down 32nd ave (in Eastmoreland) for the 20's Bike Way project but the map app is not showing that same alignment. It is important that the public be able to comment on these alignments, and when the map app in fact is not matching the "draft" Bike Plans, it is a problem. Further, the ENA board has not endorsed the 32nd ave plan, but the city is continuing to go forward with the alignment. The ENA board in fact Endorsed Reed College Place. The City said that since Reed College place does not have a traffic signal it would like to use 32nd Ave. In a compromise of costs, ENA board approved an alignment that utilized the red flashing light at Woodstock to get into the neighborhood, and then a cut across to Reed College in a letter that the ENA board voted on and went through multiple discussions in the Bike Committee headed by Kurt Krause. I would also like to point out that the City decided to show the "alternative plan" along 32nd ave against the wishes of the 32nd ave neighbors. I polled over 32 residents and they did not think it was a good idea to mix buses and bikes where they cannot pass each other without pulling off to the side of the road. Currently buses take up the entire width of the road and no cars or bikes can pass when a bus is present. 32nd ave also has curb cuts on both sides of the street, making it even harder to traverse w/ cars backing out. Reed College place makes sense because it is one way traffic and cars and bikes move in the same direction without confronting each other as they would if they were on 32nd ave..

Please listen to the Eastmoreland Neighborhood Association. Reed College place is the best route. If 32nd must be used due to cost reasons, ENA agreed that a cut across would be appropriate but not ideal. The ideal would be to spend the money on the 27th street crossing or Reed College Place crossing correctly. Please refer to the ENA letter of record that was voted on and approved by the Board. I don't believe Rich Newlands has any record of this, based on email from him, so there is definitely a lack of communication somewhere on this.

It is unfortunate when a Neighborhood association spends the kind of time to study something and perform outreach, and the City Disregards it or it simply gets lost in the shuffle (I'm not sure which). Please help the City Staff understand that we all respect what everyone does, but everyone has a right to be heard as well, especially when its a well respected neighborhood association such as Eastmoreland.

Best Regards,
Joseph Bradford
7525 SE 32nd Ave



Former ENA board member and resident

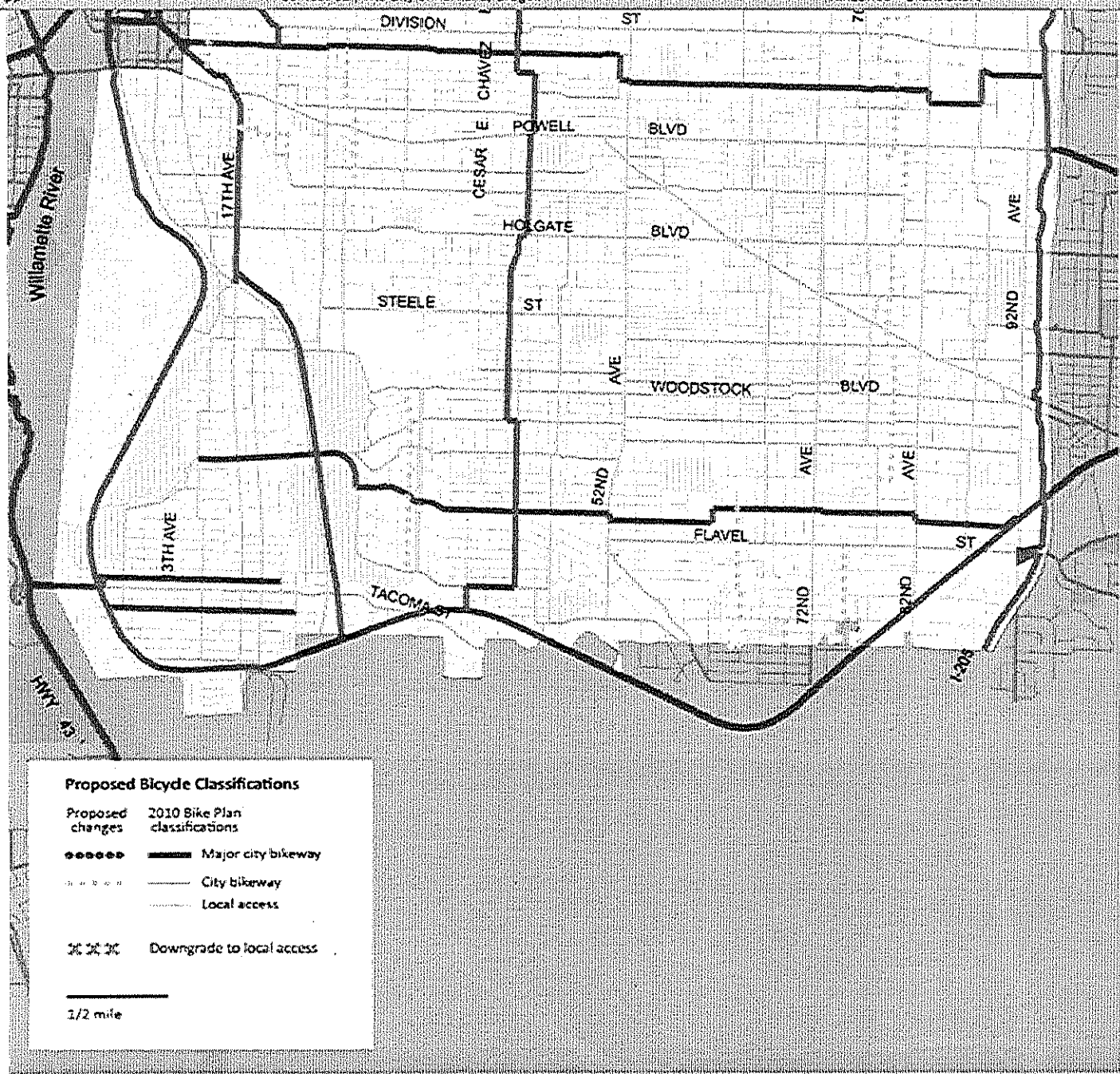


on

32nd



ave.





Address Search

Map Proposal

TRANSPORTATION SYSTEM PLAN (TSP)

The TSP is the City's long-range plan to guide transportation in Portland. The TSP update will also ensure that Portland is aligned with the Regional Transportation Plan (RTP). The TSP meets state and local requirements and addresses local transportation needs for all modes of transportation, including pedestrian, bicycle, transit, freight, and street improvements. The TSP update will include a list of major transportation projects, update the street classification system, and propose changes to city code to implement the new Comprehensive

TIMELINE



The Recommended Plan will be reviewed by City Council, with public hearings during the fall and winter 2015.

FOR MORE INFORMATION, VISIT THE TSP WEBSITE:

www.portlandoregon.gov/transportation/63710

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, November 19, 2015 3:56 PM
To: Bob Wilson
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Bob,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email inbox. They will review your testimony.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Bob Wilson [mailto:bdcw@comcast.net]
Sent: Thursday, November 19, 2015 11:13 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Comprehensive Plan

Dear Mayor Hales—

I am writing in support of the draft Comprehensive Plan's treatment of natural areas and industrial land.

Please protect important natural areas—like West Hayden Island—from industrialization. Such areas (many along our rivers and waterways) are vital components of Portland's livability.

Instead, focus on cleaning up and reusing existing industrial lands, while enforcing strong environmental regulation.

Thank you.

Bob Wilson
8333 SE 23rd Avenue
Apt. D
Portland, OR 97202

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, November 19, 2015 3:48 PM
To: Cheryl Baker
Cc: BPS Comprehensive Plan Testimony
Subject: RE: I support the current draft of the Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Cheryl,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard you concerns and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email inbox. They will review your testimony.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Cheryl Baker [mailto:cheryl74074@gmail.com]
Sent: Thursday, November 19, 2015 1:09 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: I support the current draft of the Comprehensive Plan

Dear Mayor Hales,

I fully support the approach to industrial lands outlined in the current draft of the Comprehensive Plan. This approach focuses on cleaning up more than 900 acres of contaminated sites, intensifying use of the existing industrial land base, and limiting conversions of industrial land to other uses, rather than converting irreplaceable natural areas to industrial use.

- Portland has over 900 acres of contaminated sites. The Draft Comp Plan takes the right approach in focusing on cleaning up contaminated sites and restoring them to productive use rather than converting natural areas to meet industrial land demand;
- The Draft Comp Plan takes the right approach in focusing on intensification of use of the existing industrial land base rather than converting natural areas to meet industrial land demand;
- The Draft Comp Plan takes the right approach in limiting conversion of industrial lands for non-industrial uses rather than destroying the last remaining natural areas along our rivers. Industrial interests should not be

allowed to cash out their industrial land holdings and then turn around and demand cheap new industrial acres in critical natural areas.

- West Hayden Island should NOT be included in the industrial lands inventory; much of the land is liquefiable and subject to major destruction in the event of a large earthquake.
- Environmental regulations on industrial lands should not be restricted or rolled back—industrial lands along our rivers are also some of our most important and degraded natural resource lands and industrial landowners should not be exempted from protecting our rivers.

I fully support the current draft of the Comprehensive Plan.

Thank you,

Cheryl Baker

1719 N Jantzen Ave

Portland, OR 97217

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, November 19, 2015 3:40 PM
To: James Ryan
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Our Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear James,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email inbox. They will review your testimony.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: James Ryan [mailto:jimryan1@gmail.com]
Sent: Thursday, November 19, 2015 1:35 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: Our Comprehensive Plan

Dear Mayor Hales,

I fully support the approach to industrial lands outlined in the current draft of the Comprehensive Plan. This approach focuses on cleaning up more than 900 acres of contaminated sites, intensifying use of the existing industrial land base, and limiting conversions of industrial land to other uses, rather than converting irreplaceable natural areas to industrial use.

- Portland has over 900 acres of contaminated sites. The Draft Comp Plan takes the right approach in focusing on cleaning up contaminated sites and restoring them to productive use rather than converting natural areas to meet industrial land demand;
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allowed to cash out their industrial land holdings and then turn around and demand cheap new industrial acres in critical natural areas.

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- Environmental regulations on industrial lands should not be restricted or rolled back—industrial lands along our rivers are also some of our most important and degraded natural resource lands and industrial landowners should not be exempted from protecting our rivers.

I fully support the current draft of the Comprehensive Plan.

Thank you,

James Ryan

1719 N Jantzen Ave

Portland, OR 97217

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, November 19, 2015 3:24 PM
To: Stuart Ellis
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Proposed four story development in Multnomah Neighborhood

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Stuart,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard you concerns and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email inbox. They will review your testimony.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Stuart Ellis [mailto:stu100us@yahoo.com]
Sent: Tuesday, November 17, 2015 8:23 AM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov.onmicrosoft.com>
Subject: Proposed four story development in Multnomah Neighborhood

Dear Mr. Mayor and City Council members:

I am writing to you to request your assistance in opposing the proposed four story development on Capitol Hwy in Multnomah. I was born in Portland and I went to school at Multnomah School across the street from the proposed development. I live in the neighborhood and am very connected to it. It is my home. I vote in every election. This proposed development does not fit within the character of Multnomah and will damage the neighborhood. It is too tall and too big for this neighborhood. The commercial space will not be conducive to the types of small independent businesses currently in Multnomah. In addition it is utter madness that the city allows and even requires developers to not put in enough parking in their developments. Not providing parking does nothing to reduce the number of cars. All it means is that people cram more cars in front of other peoples houses making it more difficult for anyone to find a place to park. Not providing parking is an enormously short sighted and stupid idea.

I would like each of you to respond to me and let me know your position on this development. In your response, if you do not intend to do everything in your power to stop this development, I would like you to specifically address the reasons why you want to destroy the neighborhood where I grew up, the neighborhood where I live and the neighborhood where I am raising my children.

Thank you for your consideration and I look forward to hearing from each of you.

Stuart Ellis
2774 SW Moss St
Portland, OR 97219

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, November 19, 2015 3:14 PM
To: Leigh Schelman
Cc: BPS Comprehensive Plan Testimony
Subject: RE: I support all plans that prevent industrial development in wildlife habitat in Portland.

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Leigh,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concern and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email box. They will review your concern.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Leigh Schelman [mailto:newbike@teleport.com]
Sent: Tuesday, November 17, 2015 3:26 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Subject: I support all plans that prevent industrial development in wildlife habitat in Portland.

Mayor Charlie Hales,

I've lived in Portland for 18 years, and own a house in SE Portland. The reason I love this city is that it has places like West Hayden Island, and that we continue to set new regulations in protecting our environment and wildlife.

I support the approach taken on industrial lands in the recommended draft of the Comprehensive Plan. I would like to see the last remaining natural areas along our rivers kept that way, including West Hayden Island. Please focus on cleaning up contaminated sites and leave natural sites alone.

Thanks,
Leigh Schelman
3577 SE Caruthers
Portland, OR 97214
503-234-6593

Arevalo, Nora

From: Michael Molinaro <molinaroarchitect@gmail.com>
Sent: Thursday, November 19, 2015 3:07 PM
To: BPS Comprehensive Plan Testimony
Subject: Alfred Webb National Historic Landmark 822 SE 15th

Follow Up Flag: Follow up
Flag Status: Flagged

Property address: 822 SE 15th

I strongly supporting the owner's proposal to change from R1 to CM zoning

I strongly support National historic landmark preservation

--

Michael J. Molinaro AIA
Molinaro Architect
4007 SE Taylor St.
Portland, OR 97214
molinaroarchitect@gmail.com
1-312-391-9098
1-503-306-5398 Fax
Licensed in OR, IL, WA.

Arevalo, Nora

From: Sermin Yesilada <sermin_yesilada@yahoo.com>
Sent: Thursday, November 19, 2015 2:35 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

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

Testimony regarding the 2030 Comprehensive Plan provisions for Multnomah Village

I would like to add to my previous testimony regarding Multnomah Village. In addition to requesting a classification of Neighborhood Corridor, I request the zoning be designated as CM1 instead of CM2. Although I think a well designed 4 story building could fit in the historic Multnomah Village neighborhood along Capitol Highway, I am concerned that a 5 story building will be wildly out of scale. I support the CM1 designation with a height limit at 35 feet or 3 stories. This will be respectful of the quaint neighborhood character of the historic strip. I would support a height/FAR bonus for a 4th story for affordable housing. Please also retain the D overlay, as it is important that any building over 2 stories be carefully designed to be consistent with the scale and character of the neighborhood context.

My neighbors have also sent testimony regarding "truth in zoning." I do NOT support this proposal. Please retain the language under Land use designations - Amendment stating, "In some cases, the alternative development options allowed in single dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below." Please also retain the language in section 33.110.240.E of the zoning code that allows corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50x100 feet. I think these two strategies are important to create greater density within single family residential areas, and create more affordable options and a diversity of housing types at a low density scale. Removing this language would be short sighted and make sure only higher middle class people can afford to live in Multnomah Village.

Thank you,

Sermin Yesilada
7342 SW 28th Avenue
Portland, OR 97219
503-922-9099
sermin_yesilada@yahoo.com

Sermin Yesilada How do you pronounce my name? audioname/serminyesilada

Arevalo, Nora

From: Jan Edwards <clayjan@me.com>
Sent: Thursday, November 19, 2015 2:16 PM
To: Mayorcharliehayles@portlandoregon.gov; Commissioner Saltzman; Commissioner Fritz; novic@portlandoregon.gov; Commissioner Fish; BPS Comprehensive Plan Testimony savemultnomahvillage@gmail.com
Cc:
Subject: Multnomah Village

Follow Up Flag: Follow up
Flag Status: Flagged

To you honored City Officials...

I'd like to weigh in on plans for development of Multnomah Village.

Issue # 1... Apartment buildings with no parking.

My concern is that we have very little public transportation infrastructure in place here in the Village. The streets are crowded and parking is challenged, as is. Tho I agree with the concept that we should use our cars less... HOW?

How will new or established villagers even get groceries when the stores are all a mile or more away & our two busses run infrequently at many times of day & weekends, & are overcrowded Mornings & Evenings?

This idea is impossible, without adequate public transportation.

Issue #2... Erosion of community as a whole.

The trend for building large apartment complexes & expensive "Mc Mansions" to replace our small and medium size homes, erodes the opportunity for a community of people with diverse economic situations... Ghettoizing the rich and the poor & dropping out those in the middle, making it difficult or impossible for all but the wealthy to stay. How can people age-in-place, enjoy growing up with the neighbor kids, or continue to have an excellent functioning community or small business with this kind of development? This says nothing about how it is also a conflict with the desires of our own Urban Forestry Department. Needs re-thinking, I think

Erosion of "Cultural Community". Portland is very proud of it's Cultural Community. It is one of our great rich resources. But as the cost of living goes up, the ability of most "Culturally Creative" people to stay here and function well, or function at all becomes threatened or impossible. Most of us know that a neighborhood that can house Artistic types, is a neighborhood in the first step of the "Gentrification Process". This is a sad reality & I think it is an intelligent community that can grow and change without driving out it's own. This can happen here.

There is so much more...

But I think that some of this planning is "PANIC PLANNING" as Portland grows. I say we need to replace "Panic Planning" with a slower, more thoughtful approach to how we grow.

Respectfully Submitted,
Jan Edwards
Artist / Art Educator
clayjan@mac.com /www.clayjan.com
2650 SW Custer St./ Portland 97219

Arevalo, Nora

From: Hannah Holz <hholz@pdx.edu>
Sent: Thursday, November 19, 2015 1:40 PM
To: mnaLandUseCommittee@gmail.com; Hales, Mayor; Commissioner Fritz; Fish, Nick; Commissioner Saltzman; City Auditor Griffin-Valade; Council Clerk – Testimony; BPS Comprehensive Plan Testimony; Anderson, Susan; Commissioner Novick
Subject: Multnomah Village CS Zones

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Portland City Council Members:

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). **I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.**

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. This is what makes this such a charming area to live and shop in and part of the reason my family chose to live here when we moved to Portland 12 years ago.

The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City...

Please add this to the record.

Thank you,

Hannah Holz

7251 SW 33rd Ave

Portland, OR 97219

Arevalo, Nora

From: Daniel Pirofsky <danielpirofsky@comcast.net>
Sent: Thursday, November 19, 2015 1:29 PM
To: BPS Comprehensive Plan Testimony
Subject: Testimony on the Portland Comprehensive Plan 2035

Follow Up Flag: Follow up
Flag Status: Flagged

Testimony on the Portland Comprehensive Plan 2035

November 19, 2015

Submitted by: Daniel Pirofsky, 2173 N.E. Multnomah Street, Portland, Oregon 97232

I oppose the Comprehensive Plan proposal to change the Land Use Designation for the south side of N.E. Multnomah Street between 16th and 21st Avenues to *Urban Center – Mixed Use*, with a proposed zoning as *Commercial Mixed Use 3*. I urge City Council to retain the current designation for this area as *High Density Multi-Dwelling* and its current zoning as High Density Residential (RH). While I oppose future mixed use developments in this area, most especially at the “large-scale”, intense level of CM3 zoning, I fully support high density residential development.

This testimony is comprised of two parts: 1) the potential for negative impacts of this proposal on the Sullivan’s Gulch neighborhood; and 2) the process of citizen outreach involved in this major planning effort.

1) Potential for negative impacts on the Sullivan’s Gulch neighborhood

Two issues concern me with the proposed zone change for this property: the need for high-density housing versus the need for mixed use; and design of appropriate transition from commercial to residential use.

The south side of N.E. Multnomah Street between 16th and 21st Avenues is part of Sullivan’s Gulch, a residential neighborhood with a healthy mix of single-family and multi-dwelling styles, which is surrounded by commercial districts on all sides. Sullivan’s Gulch already approaches City targets for residential density; however, increased residential density will not, in and of itself, harm the existing character or livability of the neighborhood.

Sullivan’s Gulch is blessed with convenient, walking access (five to twelve blocks at most) to commercial areas on all sides. At the same time, traffic and parking have in recent years already increased significantly, so future commercial activity in this particular area will only put additional pressure on the neighborhood, especially along NE Multnomah, which serves as a local service street, and 21st Avenue, which serves as a neighborhood collector street with critical access south across the Banfield Freeway. Considering these facts, applying the mixed use concept to this particular area is both unnecessary and potentially harmful of livability in Sullivan’s Gulch.

This area does not meet the City’s criteria for a *Mixed Use – Urban Center* designation. Access to MAX or “very frequent bus service” (with 15 minute headways) are at least 5 blocks away. Commercial space is already available on all four sides of Sullivan’s Gulch: Broadway to the north, Lloyd District to the west, Kerns neighborhood to the south, and Fred Meyer /Grant Park Village to the east. This area on Multnomah Street is adjacent to, but not within any existing ‘Civic Corridor’ or ‘Center’ planning area. Essentially, the Comprehensive Plan is carving out a new corridor from an existing residential neighborhood, yet this new corridor is restricted to the south side of Multnomah Street.

A Plan goal is to design appropriate transitions from commercial to residential use. According to the Plan proposal for the *Mixed Use - Urban Center* designation for this area, this would “...facilitate[s] a more continuous street frontage of shops, restaurants, offices, and residences to provide residents and others with a variety of desired goods and services within walking distance. Existing residences are allowed to remain.” Mixed use would provide a more integrated approach, certainly appropriate for existing corridors in the City.

However, there is already a very compatible, attractive, and welcoming transition from a commercial area (Lloyd Center and Regal Cinemas) to this residential area along N.E. Multnomah Street: the Marriott Residence Inn and the apartment building with Property ID R316808. Since Sullivan’s Gulch contains a mix of single-family detached homes with apartment complexes, these two properties already fit in nicely. Indeed, across Multnomah are single-family homes and small multi-unit buildings, behind which are several blocks of homes in Sullivan’s Gulch. In other words, once you are past The Residence Inn, all buildings on Multnomah are residential.

Under the proposed *Mixed Use - Urban Center* designation for this area, the proposed allowable zoning would be *Commercial Mixed Use 3* (CM3). According to the Mixed Use Zoning Project Discussion Draft (p. 2), a number of fundamental changes to Commercial Mixed Use Zones are proposed. Among them is to “improve[s] transition to neighboring residential areas through a height ‘step down’”. From the existing commercial area west, including The Residence Inn, building heights are well below the 65’ height of a CM3-style building. Therefore, if CM3 zoning were applied

to this area, instead of a 'step-down' in height, there would be a step-up. Both the height and intense use of development allowed by this zoning would be jarring, aesthetically and functionally, and an inappropriate application of the mixed use concept to support an elegant transition. Aesthetically, mass and height would be clearly out of character from the immediately surrounding residential area. Functionally, the more intense commercial plus residential activity at this location would necessarily increase traffic and parking pressures on this area. It is obvious that CM3-style development would mar an already elegant transition from commercial to residential activity.

However, neighbors may anticipate the benefits of having new, locally-owned, storefronts within a walkable distance from their homes. *Commercial Mixed Use 1 (CM1)* zoning could satisfy this perceived need. CM1 is described in the Mixed Use Zoning Project Draft as follows: "This small-scale commercial mixed use zone is intended for sites ... on neighborhood corridors, and at the edges of neighborhood centers, town centers and regional centers. This zone allows a mix of commercial and residential uses. Buildings in this zone are generally expected to be up to three stories. Development is intended to be pedestrian-oriented and generally compatible with the scale of surrounding residentially zoned areas." Clearly, CM1 is a more appropriate application of the mixed use concept to the south side of Multnomah Street than CM3. However, it is not clear from this definition whether mixed-use developments must actually include residential uses. Any CM1-style development would have to include residential use.

In addition to the "step-down" objective in the mixed-use concept, the Mixed Use Zoning Project Draft also includes the following objectives, which are especially appropriate for this particular area on Multnomah Street:

- Provides incentives for public benefits through bonuses that earn additional floor area;
- Reduces building mass by articulating façades and limiting building length at the street;
- Enhances street-level environment by increasing ground-floor window requirements;
- Requires outdoor area for new residential units;...

I would support a mixed-use concept for this area *only* with the following conditions:

- Zoning as *Commercial Mixed Use 1 (CM1)* with mandated residential use within any mixed use development (including a bonus for affordable housing);
- Re-engineering of the intersection of N.E. Multnomah Street with 21st Avenue to facilitate greater flow of north-south traffic; and
- Applying all the appropriate mixed-use objectives mentioned above.

2) The process of citizen outreach involved in this major planning effort

I applaud the Bureau of Planning and Sustainability for its significant efforts (SACs, MapApp, neighborhood meetings, etc.) at citizen outreach during the development of the Comprehensive Plan. However, the complexity of both the planning issues and the planning process have nevertheless created difficulties for citizens and neighborhoods to respond effectively.

With particular reference to the proposals for the south side of NE Multnomah Street between 16th and 21st Avenues, the Comprehensive Plan adopted these from the N/NE Quadrant Plan. One of its Study Areas is the so-called "North Banfield Portal," for which the plan proposed the following:

"Apply CXd zoning to the sites south of Multnomah St. and west of NE 21st Avenue. Existing environmental conservation (c) overlay zoning will remain.

Background: Two sites at the corner of NE Multnomah and NE 21st Avenue are currently occupied by a courtyard apartment building and several older single-family homes. *Stakeholders are interested in seeing redevelopment in the area with a mix of uses, but much of the area is zoned for residential and one of the sites is currently split-zoned with a mix of residential and commercial office zoning, complicating redevelopment. The staff proposal is to rezone the site to better meet future redevelopment desires.*"

(What the N/NE Quadrant Plan designates as "The North Banfield Portal," is better described as part of the Sullivan's Gulch neighborhood.)

I raise two objections to the planning and outreach process conducted during the development of the N/NE Quadrant Plan:

- 1) Potential conflicts of interest arising from the composition of the Stakeholder Advisory Committee; and
- 2) Outreach through the Sullivan's Gulch Neighborhood Association.

Again, I applaud BPS for the transparency in their report, documenting both the composition of the SAC and the events conducted with project staff and members of the community. The record of discussions regarding this property shows three distinct consultations between the single property owner of lots at NE 21st/Multnomah and city planners. (See references to E. John Rumpakis in the N/NEQP plan, pp. 138, 139.) While it is certainly appropriate for property owners not serving on the committee to testify before the committee, individualized meetings such as this give the appearance of special interests involved in development of the plan. Clearly, a property owner's "future redevelopment desires" is served by an upscaling of zoning to allow for commercial use. But how is this discussion of this particular area in our neighborhood informed by broad neighborhood discussion? Do the interests of a single property owner trump the interests of the surrounding residents?

In addition, the SAC included Carol Gossett, citing her interest as representing the Sullivan's Gulch Neighborhood Association (SGNA). Clearly, if the report suggests that "stakeholders are interested in seeing redevelopment in the area with a mix of uses", it must rely on the fact that this member of the SAC was the sole point of contact with the neighborhood. However, Carol Gossett, Chair of the SGNA Land Use Committee, has never been empowered by the SGNA Board of Directors to support or oppose any BPS proposals without an explicit Board decision. SGNA Bylaws establish the Land Use Committee as purely advisory, with all recommendations requiring Board approval.

In fact, no formal request for a change in land use designation or zoning has ever been made by the SGNA, as demonstrated by an exhaustive review of their meeting minutes. It is clear that inclusion of this area in the current Plan was conceived as part of the N/NE Quadrant Plan, which named this area the 'North Banfield Portal', based on meetings of city planners with a property owner and/or with the approval of this member of the SAC. Again, the SGNA has never offered the City a letter of support for or opposition to any proposal in the Comprehensive Plan. I applaud other neighborhood associations that have engaged this process in an open, representative, and formal manner; our neighborhood association has effectively foreclosed our neighborhood voice by allowing exclusive attendance and comments at SAC meetings by its Land Use Chair and arrangements to support the interests of a single property owner. This behavior violates the stated objectives in the planning process for citizen outreach and fair representation, effectively introducing a clear conflict of interest.

It is also important to point out that the residents of Sullivan's Gulch have generally been uninformed regarding the proposed designation and zoning changes for this area. While charettes were held by our neighborhood association with BPS planners, these presentations and discussions were conducted without mention of concrete planning proposals. Later, repeated attempts by neighborhood residents to gain more specificity in our discussions of the Comprehensive Plan and to raise this as an issue for broad public discussion among residents of our neighborhood—to offer the City our collective voice on the Comprehensive Plan proposals—have been repeatedly stymied by the SGNA Board, which continues to insist on managing the affairs of the association without broad public discussion. Currently, the Sullivan's Gulch Neighborhood Association Board in general and its Land Use Committee in particular, lacks an accessible and representative process through which to discuss and deliberate on issues such as these, which is an issue of great contention in the neighborhood at the present time.

I respectfully submit that applying the *Urban Center - Mixed Use* with CM3 zoning to this area in the future will degrade rather than improve the livability of Sullivan's Gulch. We ask City Council to amend its Comprehensive Plan to retain the residential character of our neighborhood, which is one step away from the vibrant commercial areas it borders.

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, November 19, 2015 12:57 PM
To: pdxfan@gmail.com
Cc: BPS Comprehensive Plan Testimony
Subject: FW: The Port will try to change the Planning Commission's West Hayden decision; do NOT let them!

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Tim,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard you concerns and appreciates your feedback. Your email has been forwarded to the comprehensive plan testimony email box. They will review your testimony.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Tim Davis [mailto:pdxfan@gmail.com]
Sent: Tuesday, November 17, 2015 3:57 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Novick <commissioner-novick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov.onmicrosoft.com>
Subject: The Port will try to change the Planning Commission's West Hayden decision; do NOT let them!

Hi City Council!

I hope you don't mind the "tough love/getting straight to the point" email--not my usual style. :)

I'm relieved that the Planning Commission got it right; the draft comprehensive plan/ economic opportunity analysis leaves West Hayden Island out, and it rightfully tells industry to clean up their HUGE amounts of contaminated sites and be more EFFICIENT with their bloated industrial land base.

However, we ALL know that the Port and other industrial interests are lobbying you to change the Planning Commission's recommendations. Do not even THINK about saying anything to them other than a resounding "NO WAY!!" Don't let the Port's propaganda and highly paid attorneys sway you one single bit. Any benefits of "developing" West Hayden are outweighed many times on multiple levels; it just is not needed at all.

With everything we've learning about transportation, environmental, planning, brownfields, land use, efficiency

and other issues around the world lately, it's utterly depressing that that anyone in power would even THINK about letting the Port get away with obliterating 300 acres of the best, largest, most sensitive natural land left in the entire city.

Why do we still subscribe to 1950s thinking? PPS *seriously* wants to build a PARKING STRUCTURE under Lincoln High School? It's *already* way too easy to drive to school. And we STILL can't even start to build a north-south cycle track downtown that's already *paid* for? I wish I knew what was happening to our city and how we used to lead the way in transportation issues.

I've been to over 50 major cities in the past two years, and it's just shocking how much we're falling behind other cities in every modern transportation measure, especially *people-friendly* infrastructure. Can we please, please, please take a stand against ridiculously nonsensical proposals by the Port and our very own major school district?!?

Thank you so much, as always... :)

--Tim Davis



DIVISION MIDWAY ALLIANCE FOR COMMUNITY IMPROVEMENT

November 19, 2015

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

RE: Comprehensive Plan Designations

Respected Council Members,

Division Midway Alliance for Community Improvement (DMA) is a 501 (C) 3 dedicated to revitalizing the commercial corridor along Division Street between 117th & 148th Avenues.

DMA staff has been honored to serve on the Mixed Use Zones Project Advisory Committee. Committee members were deeply committed to addressing the best possible Mixed Use Zones configuration that will allow for the anticipated growth and density the City of Portland expects in the next 30 years. Likewise, staff was committed to working with committee and community members to make adjustments as requested.

However, the Mixed Use Zones Project only applies to properties if they have a Mixed Use Comprehensive Plan Designation, and we would like to address an area within the DMA boundary that currently does not have that designation.

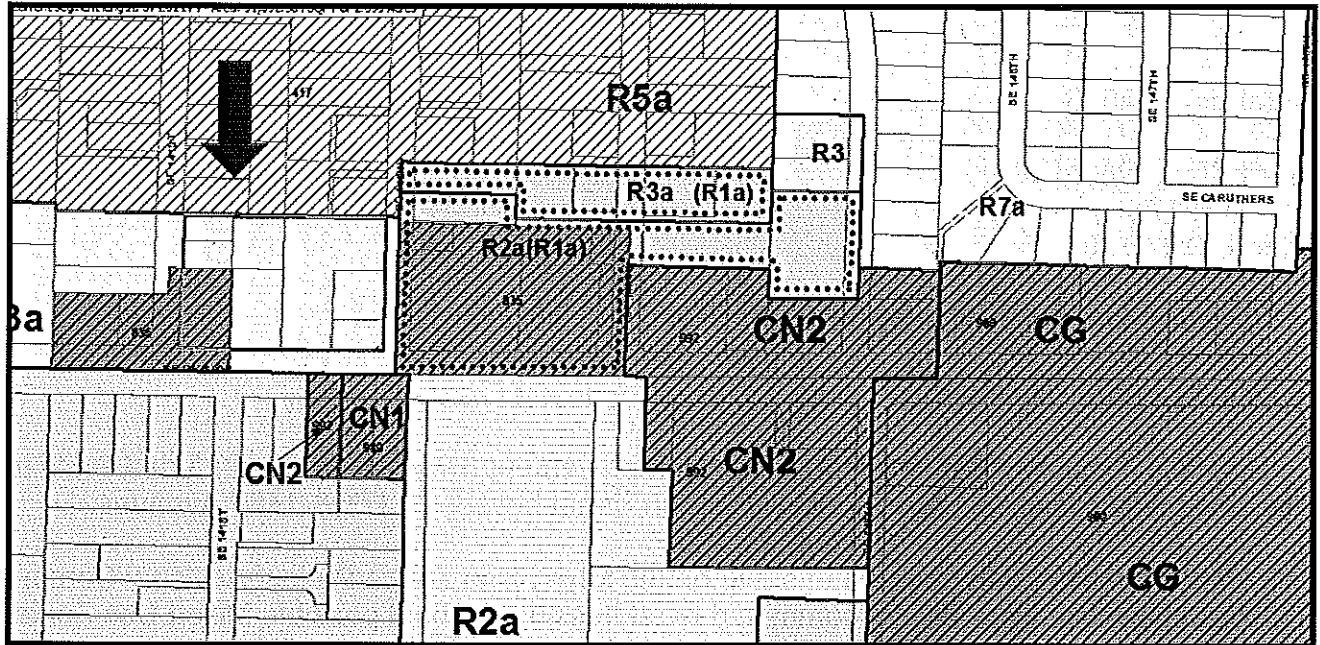
Specifically, DMA would like speak out in support of Human Solution, Inc.'s (HSI's) proposal to establish a Mixed Use Zone designation for the entire block surrounding its property at 2405 SE 142nd Avenue. By allowing the Mixed Use Zone designation in the Comprehensive Plan, HSI will have the opportunity to explore the acquisition of additional lots in this block to establish a mixed use zones development that would equally serve residents and businesses. The establishment of a mixed use development would create 100% commercial infill along SE Division Street between 141st and 148th Avenues, and further eliminate a commercial tooth gap in the district, which is core to DMA's mission.

Division-Midway Alliance for Community Improvement
11918 SE Division Street, PMB 386
Portland, OR 97266

www.divisionmidwayalliance.com Ordinance 187832, Vol. 1.3.O, page 8615



DIVISION MIDWAY ALLIANCE FOR COMMUNITY IMPROVEMENT



Please consider changing the properties identified inside the red box on the map shown above to R3 (MU/Civic Corridor), that is, zone R3, Comprehensive Plan Designation Mixed Use/Civic Corridor.

The comprehensive plan proposes a mixed use town center status in the Midway district centered at 122nd & Division so DMA has a vested interest in getting this project right. In addition, as one of Portland's six Neighborhood Prosperity Initiatives, DMA views the Comprehensive Plan project in how well will this plan serves to revitalize the NPI commercial corridors, as well as the rest of East Portland's commercial districts.

DMA thanks the Council for its dedication to establishing the best locations for the Comprehensive Plan Mixed Use Designations to serve Portland's needs in the coming years and hopes the final project includes the above recommendation.

Best Regards,

Division-Midway Alliance for Community Improvement
11918 SE Division Street, PMB 386
Portland, OR 97266

www.divisionmidwayalliance.com 187832, Vol. 1.3.O, page 8616



DIVISION MIDWAY ALLIANCE FOR COMMUNITY IMPROVEMENT

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

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

Division-Midway Alliance for Community Improvement
11918 SE Division Street, PMB 386
Portland, OR 97266

www.divisionmidwayalliance.com 187832, Vol. 1.3.O, page 8617

November 19, 2015

(Via US Mail and e-mail: cputestimony@portlandoregon.gov)

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

Re: Comprehensive Plan Testimony
City Bible Church 9200 NE Fremont Street, Portland, Oregon

Dear Portland City Council Members:

We represent the interests of City Bible Church. City Bible Church is located at 9200 NE Fremont Street, Portland, Oregon ("Property") is currently zoned R7 and the Existing Comprehensive Plan Designation is Low Density Multi-Dwelling -- R2.

We understand that there are discussions and a proposal (Proposed Change #760) by the Portland Bureau of Planning and Sustainability to change the Comprehensive Plan designation from Low Density Multi-Dwelling -- R2 to the proposed Institutional Campus designation for the total area of the Property.

City Bible Church has requested that we advise you that City Bible Church opposes changing the Comprehensive Plan designation from Low Density Multi-Dwelling -- R2 to the Institutional Campus designation for the total area of the Property.

As we understand the proposed draft for the Campus Institutional zoning project, the Campus Institutional designation applies to Portland's colleges and hospitals, medical institutions, and public high schools and attempts to address their impacts on the regional economy. For Lewis and Clark College, Portland Community College, Reed College and University of Portland, the Institutional Campus may provide some advantages in the land use review process for the future development of these-campus institutions. However, City Bible Church currently only utilizes approximately 50% of the Property. Of the utilized 50%, only a portion of it is used for educational purposes. Furthermore, City Bible Church has plans to update the master plan for the Property and sell the portion not used for church purposes for residential use. In this light, a blanket Institutional Campus designation for the total area of the Property is not appropriate.

City Bible Church has plans to update the master plan for the Property. The existing dorm and classrooms on one portion of the Property are over 60+ years old and need to be

ATERWYNNE LLP

Council Clerk
November 19, 2015
Page 2

replaced with updated facilities. City Bible Church envisions constructing new buildings closer to the domes and selling the area not used for church and educational purposes. The proceeds of a future sale of a portion of the Property with a higher residential density will be used to upgrade the remaining domes and adjacent buildings.

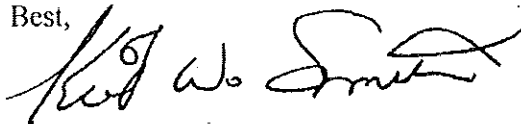
City Bible Church needs as much residential land from a portion of the Property that can be sold for replacing the existing dorms and classrooms and improving the remaining church and educational portion of the Property.

City Bible Church's consultants have projected that the proposed change from Low Density Multi-Dwelling -- R2 to the Institutional Campus designation for the total area of the Property will have a financial impact on the Church in excess of \$15 million.

City Bible Church requests that the City keep the residential zoning in the Comprehensive Plan to allow the Church to replace and update the educational facilities and improve the remaining church and educational portions of the Property.

Thank you for the opportunity for City Bible Church to raise its concerns, objections and requests. Please do not hesitate to contact us to further discuss this matter.

Best,



Kirk W. Smith

cc: Pastor Marc Estes
Pastor Robert Jameson

Arevalo, Nora

From: Sermin Yesilada <sermin_yesilada@yahoo.com>
Sent: Thursday, November 19, 2015 11:42 AM
To: BPS Comprehensive Plan Testimony
Subject: Portland 2030 Plan proposal for Multnomah Village

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City of Portland Bureau of Planning and Sustainability,

I urge the City to define Multnomah Village as a Neighborhood Corridor instead of center. Multnomah Village has functioned as a corridor from its early streetcar suburb origins. We have a gem in Portland with the Village. The historic buildings and small shops along Capitol Highway have made the Village a walkable, distinctly local, and quiet place to live. I love Multnomah Village's strong sense of place. I am greatly concerned that by classifying the Village the same as North Williams/Vancouver and Division, we will see a rapid densification of the neighborhood moving immediately from a make-up of single family homes, a few townhouses, and 2-3 story buildings to 5-6 story mid-rise development. This will be a drastic change not respectful of Multnomah Village's character and the local context.

Capitol Highway is a narrow 2 lane street in Multnomah Village. 5+ story buildings will create a canyon environment, blocking access to light and views from the street that currently make it such a pleasant place to walk. Mid-rise development will dwarf our historic buildings. It would be in keeping with the neighborhood's character and the scale of the street to classify us as a Neighborhood Corridor. We are a corridor linking Hillsdale with Tigard and Beaverton. This designation will encourage development in keeping with the neighborhood's sense of place. We can accommodate a population increase with density in between what we have now and a neighborhood center. 3 story buildings with retail on the ground floor and apartments or condos above, 2 story townhouses, and encouraging ADUs to be built on single family lots will increase Multnomah Village's density without destroying our precious historic strip. This kind of development will support our pedestrian friendly street without overcrowding and blocking light. Another appropriate method of increasing density and providing affordable housing would be pocket neighborhoods of two story duplexes, single family homes, and walk-ups on smaller lots with a network of open green spaces.

I moved to Multnomah Village from Westmoreland last December. My family and I were priced out of the East side, and were fortunate to find somewhat more affordable housing in Multnomah Village. I recently graduated from the University of Oregon's Architecture program with a focus on sustainable urban architecture. I now work for a local developer and design/build architecture firm, SolTerra. In graduate school, I conducted research with professors on development and place-making. What's wonderful about Multnomah Village is its organic growth over time. We have a diversity of building types, architectural styles, and open spaces. A Neighborhood Corridor designation will allow us to continue this organic growth at an appropriate pace and scale.

Thank you,

Sermin Yesilada
7342 SW 28th Avenue

Portland, OR 97219
503-922-9099
sermin_yesilada@yahoo.com

Sermin Yesilada How do you pronounce my name? audioname/serminyesilada

Arevalo, Nora

From: Cora Potter <cpotter@rideconnection.org>
Sent: Thursday, November 19, 2015 10:43 AM
To: BPS Comprehensive Plan Testimony
Subject: Comments on Policy 9.6 - Page GP9-8

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I'm writing because it was brought to my attention by our COO here at Ride Connection that there was a change in the August release of the Comp plan recommended draft to one of the main policy goals – 9.6 – that concerned herI was hoping to get some clarification and maybe try to find a way to keep the policy from being implemented in a way that is counter to the actual goal – which is our concern.

Page GP9-8

The policy reads [bolding is my emphasis]:

Policy 9.6 Transportation Strategy for People Movement Design the system to **accommodate the most vulnerable users, including those that need special accommodation under the Americans with Disabilities Act (ADA)**. Implement a **prioritization of modes for people movement by making transportation system decisions according to the following ordered list:**

1. Walking
2. **Bicycling**
3. **Transit**
4. Taxi/commercial transit/shared vehicles
5. Zero emission vehicles
6. Other single-occupancy vehicles

... and it continues on

Our main concerns is that this is a hierarchical prioritization that places bicycling before transit. Intuitively, our staff reaction here is that the bulk of the population that uses bike facilities is not nearly as vulnerable as a senior or a person with a disability who is transit dependent – and that there are far more of these transit dependent users than there are people who use a bike as their primary mode.

We're really concerned that this order of prioritization could result in decisions about transit stop placement and transit amenities being subordinated to the placement of bicycling facilities. This is a big concern for the users we primarily work with on the transit system, which are seniors and people with disabilities. Distance between stops is a big concern. Availability of shelters and lighting and benches are a big concern. And, of course, as with any sort of ordered prioritization by mode, there's also going to be unforeseen conflicts that will only become evident as we start to plan and engineer projects.

It also seems like this priority order is working counter to the ADA accommodation. Transit and pedestrian facilities have ADA requirements. As far as I know, there are very few requirements or ways to accommodate ADA compliant use on a bicycling facility – A multi-use path yes, but bike alone facilities, no.

So, I think it's safe to say our recommendation would be to not place Bicycling before transit in any priority order.

Cora Lee Potter

Grants/Outreach Manager

Ride Connection

9955 NE Glisan

Portland, OR 97220

Direct: 503.528.1727

Fax: 503.528.1755

cpotter@rideconnection.org

www.rideconnection.org

www.theridersvoice.org

"To link accessible, responsive transportation with community needs"



Arevalo, Nora

From: Christine Stock <stock.christine@gmail.com>
Sent: Thursday, November 19, 2015 10:32 AM
To: Hales, Mayor; Commissioner Fritz; Fish, Nick; Commissioner Saltzman; City Auditor Griffin-Valade; Council Clerk – Testimony; BPS Comprehensive Plan Testimony; Anderson, Susan; Commissioner Novick; mnaLandUseCommittee@gmail.com
Subject: Re: Multnomah Village CS Zones
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Portland City Council Members:

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan's proposes to change the Commercial Storefront properties to Commercial Mixed Zone 2 (CM2). I request City Council change this designation to CM1, to which limits building height to 35 feet in the business district of Multnomah Village with a D overlay, in the 2035 Comprehensive Plan.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. This is what makes this such a charming area to live and shop in and part of the reason I chose to live here when I moved to Portland for work at OHSU 12 years ago.

The Village has a design district overlay under the current Comprehensive Plan and this overlay states that new development must be consistent with the scale and character of the existing businesses. The new CM1 designation is a better fit for the historic Village, which appears to be the last remaining cluster of locally-owned businesses in the City..

Please add this to the record.

Thank you,

Christine Stock

7251 SW 33rd Ave

Portland, OR 97219

Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, November 19, 2015 10:28 AM
To: Randy Kiyokawa
Cc: BPS Comprehensive Plan Testimony
Subject: RE: Portland Harbor Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Randy,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard you concerns and appreciates your feedback. Your email has been forwarded to the comp plan mail box. They will review your testimony.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Randy Kiyokawa [mailto:randykiyo@gmail.com]
Sent: Wednesday, November 18, 2015 2:05 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>
Cc: Commissioner Novick <novick@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Gail Greenman <Gail@oregonfb.org>; Jean Godfrey <cgfg@hrecn.net>
Subject: Portland Harbor Comprehensive Plan

Nov. 18, 2015

Dear Mayor Hales and Commissioners:

I'm a third generation Apple and pear grower here in the beautiful Hood River Valley. My orchard is 80 miles from City Hall, but the decisions you make on SW 4th Ave have major implications for the rest of our state.

It has come to my attention that the blueprint for the future growth and development of the City of Portland does not assign much of that growth to the Portland Harbor. In fact, the Draft Comprehensive Plan and the Ordinance 187832, Vol. 1.3.O, page 8625.

supporting Economic Opportunities Analysis shows little future growth in the harbor. For the future of my business, and the farming families of Oregon, this does not make sense.

Forty-five percent of the Hood River Valley's #1 crop gets exported and much through the port. Last years "slow-down" severely hurt our prices and has effect how I'm farming this year.

I urge you to recognize the impact that this can have on one of the most trade dependent states in the nation. If you care about working families and understand the impact your decisions have for the entire health of our state you should ensure that there is adequate growth in the harbor.

Have the vision to set the Portland harbor forecast back to the "most likely" moderate growth as originally recommended by Bureau of planning and sustainability staff, and preserve the future for farms and Oregon.

(A signed letter is attached)

Sincerely,

Randy Kiyokawa
541-806-7115
www.kiyokawafamilyorchards.com



Thank you for voting Kiyokawa Family Orchards one of the top five USA Today's Reader's Choice 10Best Apple Orchards in the country!

"Do not go where the PATH may lead; go instead where there is not path and leave a trail."
—Ralph Waldo Emerson

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Arevalo, Nora

From: Christine Stock <stock.christine@gmail.com>
Sent: Thursday, November 19, 2015 10:26 AM
To: Council Clerk – Testimony; BPS Comprehensive Plan Testimony; Hales, Mayor; Fish, Nick; Commissioner Fritz; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnaLandUseCommittee@gmail.com
Subject: Truth in Zoning

Follow Up Flag: Follow up
Flag Status: Flagged

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

Land use designations - Amendment

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

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

I also
request
Section

33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add these to the record.

Thank you,

Christine Stock

7251 SW 33rd Ave

Portland, OR 97219

Arevalo, Nora

From: Christine Stock <stock.christine@gmail.com>
Sent: Thursday, November 19, 2015 10:21 AM
To: Council Clerk – Testimony; BPS Comprehensive Plan Testimony; Hales, Mayor; Commissioner Fritz; Commissioner Fish; dan@portlandoregon.go; City Auditor Griffin-Valade; Susan.Anderson@PortlandOregon.go; mnaLandUseCommittee@gmail.com
Subject: Multnomah Village as a Neighborhood Corridor

Follow Up Flag: Follow up
Flag Status: Flagged

I request City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

I have been living in Multnomah Village for 12 years since I moved to Portland for a job at OHSU and am deeply concerned about the classification of Multnomah Village as a Neighborhood Center in the 2035 Comprehensive Plan. Capitol Highway is anything but a highway and it will become a traffic nightmare should this area remain classified as a Center. Unlike the surrounding Neighborhood Centers of Hillsdale and West Portland, and the Barbur Blvd Corridor, Capitol Highway will always be one lane in either direction. There are areas without sidewalks and most of the side streets have no sidewalks. The Neighborhood Corridor designation better fits the design and character of the Village.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this to the record.

Thank you,

Christine Stock

7251 SW 33rd Ave

Portland, OR 97219

Arevalo, Nora

From: Sydney Mead <sydney@habitatepropertymanagement.com>
Sent: Thursday, November 19, 2015 10:12 AM
To: BPS Comprehensive Plan Testimony
Cc: Nettekoven, Linda; 'Heather FlintChatto'
Subject: Division Clinton Business Association Support of DDI Top 10.
Attachments: DCBA Support Letter Top 10 Policies DDI.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mayor and City Council members:

On behalf of the **Division Clinton Business Association**, I am submitting the attached Top Ten Policy Recommendations developed by the Division Design Initiative to the City of Portland. These policies have the unanimous support of the Division Clinton Business Association Board and have also been endorsed by the Hawthorne Area Business Association, and the Richmond Neighborhood Association and the Division Design Committee.

Respectfully,

Sydney Mead
Habitat Property Management
Division/Clinton Business Association Board President
Portland, OR 97214 | (503)358-5773 | <http://www.habitatepropertymanagement.com>
t: [@HabitatPDX](#)
Questions about Airbnb? We can help! Habitat is now managing Airbnb's!

Recommendations to City Council

Dear Mayor and City Council members:

On behalf of the Division Clinton Business Association, I am submitting the attached Top Ten Policy Recommendations created by the Division Design Initiative to the City of Portland. ***These policies have the unanimous support of the Division Clinton Business Association Board*** and have also been endorsed by the Hawthorne Area Business Association, and the Richmond Neighborhood Association and the Division Design Committee.

These policies represent a response to extensive community outreach, research, and stakeholder engagement over the past 18 months to create proactive approaches to engage community members in the planning and design of their neighborhoods.

The redevelopment of SE Division St can be viewed as a pilot effort or a prototype of what is being proposed in the Comprehensive Plan. Although the changes have brought benefits, our experience during the past three years of growth and change has led us to summarize the accompanying concerns of the community as follows.

Concerns Frequently Expressed by Division Neighborhood Residents, Property and Business Owners:

- A reduction in safety on adjacent neighborhood streets due to increased traffic speeds and volumes, and congestion on Division
- New development that creates discontinuity with existing neighborhood patterns, style, materials and building form.
- Loss of solar access for nearby residents
- Decrease in availability of parking for residents and customers
- Lack of access to green space and public gathering spaces to serve residents
- Dramatic neighborhood socio-economic changes, gentrification, and increasing lack of affordability of housing and loss/lack of neighborhood-serving businesses
- Lack of information, notification, or meaningful ability to participate in the planning process
- Lack of adequate design standards, and planning/design review criteria to ensure compatibility

We would like to highlight that the attached Top Ten Policy Recommendations are applicable city-wide and are not intended to reduce overall density, but simply to advance quality urban infill density that is more compatible, with fewer development impacts. We believe that we can accommodate our increasing population and long-range planning and sustainability goals if the following are better analyzed and incorporated into our Comprehensive Plan Update.

Growth Scenarios are Incomplete & Need Additional Analysis & Refinement:

We encourage the City Council not to approve the Draft Comprehensive Plan without directing further assessment of some important missing components not fully analyzed as part of the published Growth Scenarios Report.

We respectfully request the City Council to direct the Bureau of Planning & Sustainability (BPS) staff to conduct the following additional analysis:

1. **Study Growth Scenario Alternatives for Increasing Infill Density with Fewer Development Impacts:**

- o Higher density on wider streets, North-South corridors and major arterials, higher density at major intersection nodes to balance the reductions proposed below.
 - o Reduce/refine scale of development on narrower streets and older street-car era main streets with special character.
2. **Evaluation of a more comprehensive “Missing Middle” Neighborhood Infill Scenario** in addition to the “Centers & Corridors” growth scenario. This would mean further assessment of existing and potential increased neighborhood units achieved through additional Accessory Dwelling Units (ADU’s), conversions of existing houses into duplexes, and more small-medium infill housing types like courtyards, rowhouses, etc on major arterials and narrow streets that when balanced with the suggestions in item two below could achieve our density goals in a more context-sensitive manner.
3. **Evaluate sustainability Impacts of focusing more density on N-S corridors** (including environmental, social and economic impacts), and likely reduced shading impacts, as well as the value of maintaining reasonable fair and equitable solar access in order to:
- o Economic: retain existing economic value of residential and commercially developed properties.
 - o Social: contribute to public health, well-being, and thermal comfort; and
 - o Environmental: reduce costly energy consumption, generate alternative energy sources, and foster community resilience and sustainability.

Continue Portland’s Leadership in Sustainability with more aggressive goals, programs and incentives

4. **Direct staff to research and return with a recommendation to Council for a set of further incentives and programs that support greater innovation, climate resiliency and sustainability including:**
- a. Application of a “Green Factor” Program (used in Germany and Seattle) for the City of Portland or similar program that sets higher performance criteria and requirements for sustainable site and landscape requirements in new buildings. These programs help reduce urban heat island effect, advance resilient cool cities, and improved air quality benefits.
 - b. Assess impacts and value of tree preservation related to urban heat island protection, create recommendations and incentives for preserving large mature trees, and establish design goals and standards for maintaining spaces where large trees can be planted in the future.
 - c. Create relevant Incentive programs (Top 10 Policy #7,#8,#9) for:
 - “Zero Energy” verified buildings
 - Incentives for Beneficial Projects: waive transportation impact fees (SDC’s) for beneficial community uses such as affordable housing, senior housing, daycare, and alternative transit-oriented businesses.
 - Adaptive reuse of older commercial buildings with special character (see report by preservation Green Lab, “Older, Smaller, Better” on the key value that mixed vintage buildings bring to communities)
5. **Close the Residential Floor Area Ratio Code Loophole in Mixed Use Buildings (Top 10 Policy #2)**
 Community members have expressed extensive concerns about the overly built-out, boxy nature of recent developments, the creation of large blank walls, flat facades, the lack of context-sensitivity, and buildings with significant impacts on adjacent residents and neighboring buildings.

Direct staff to come back with a recommendation for how to implement the residential FAR requirement now, in an expedited manner that does not require the community to wait for code improvements until 2017. The floor area ratio requirement will help restore a

more reasonable building envelope and create better code consistency and parity for the residential development in mixed use buildings.

We encourage you to consider the concerns, goals and pro-active solutions presented by the Division Design Committee. They highlight important policy opportunities that can help Portland to grow into a more compact, livable city through innovative design that is both dense and sensitive to community context.

Respectfully submitted on behalf of the Division Clinton Business Association,

Sydney Mead, Founder & President of Habitate, LLC
President of the Division Clinton Business Association, Division Design Committee
member

ATTACHMENT

About the Division Design Initiative

The Division Design Committee is the implementing committee of the Division Design Initiative (DDI), a community grassroots project to help give a greater voice in the future of design, planning and evolution of Division Street. This work began in December 2013 with the unanimous authorization by the Richmond Neighborhood Association to form an inter-neighborhood committee to a) respond to community design issues and concerns and to b) make further recommendations for implementation of the Division Green Street/Main Street Plan.

The Division Design Initiative maintains a Design Committee of elected and appointed members representing seven neighborhood and business associations including the Richmond Neighborhood Association, Hosford, Abernethy Association, Mount Tabor, South Tabor, Southeast Uplift, Sustainable Southeast, and the Division Clinton Business Association. The boundaries of the project are the existing Division Green Street/Main Street Plan extents which span Division Street from 11th through 60th Street.

How much effort has been put into the Division Design Initiative

- **Extensive Community Engagement & Research:** Listening to the community over 18 Division Design Committee meetings open to the public to discuss community goals and design priorities; through surveys, tabulating results and priorities and translating into DDI documents. The DDI has held large public events to map community priorities, organized public forums on infill and managing growth, and walking tours to engage neighbors and get feedback. In May 2015 the DDI also held a stakeholder workshop with City planning staff, City Bureau of Housing, neighborhood and business association leaders, affordable housing buildings, Division property owners, architecture and real estate professionals, local developers, and building efficiency nonprofits to discuss strategies to address affordable, green and adaptive reuse.
- **Development of Tools including a Working Draft of Division Design Guidelines + Draft Toolkit for Neighborhood Design:** DDI products are intended to guide policy makers, developers, and give the community specific tools, strategies and, importantly, language that allows them to describe the issues and be constructively involved in the ongoing discussions about development on Division.
- **Policy Recommendations:** DDI work has not only clearly identified the issues, but most importantly, has proposed solutions, through Design Guidelines and now a Policy Framework including:
 - a. Community Notification & Engagement Recommendations (supported by RNA, DCBA, HAND, HBBA, Laurelhurst NA, and others)
 - b. Top Ten Policy Recommendations – Community-wide application (Endorsement of all 10 received by the Division Clinton Business Association, Richmond Neighborhood Association and the Hawthorne Area Business Association).
 - c. Comprehensive Plan Recommendations
 - d. Mixed Use Zoning Recommendations - City-wide and specific to Division
 - e. Division Perception Survey

These recommendations for additional clear and objective development standards improve upon Portland's current system by establishing a finer level of control over shape and size of

buildings and are tailored, in a sensible way, to the context of main street environments like Division.

Extra Stuff we have written that could be drawn from as background...

Since 2012, the Division corridor has undergone a rapid transformation unparalleled in the history of Eastside development and well beyond what was envisioned in the Green Street Main Plan. The area between SE 30th and 50th Avenues has seen the arrival of close to 400 new residential units with accompanying commercial spaces. On one hand, the street has become a vibrant commercial corridor attracting visitors from other parts of the city and the region. However, for many long-residents, the dramatic transformation of the corridor represents a tsunami of growth that has been quite traumatic, causing a deep sense of loss for the small, locally-serving, "village-like" atmosphere, special streetcar/main street character, eclectic street identity that has shifted seemingly overnight to serve a higher-end level of business and rental market, making it less affordable to local businesses. This loss of affordability has also impacted the housing rental prices, making the new developments out of reach for many renters and causing concerns about gentrification, increased traffic congestion on traditionally quiet residential streets, parking problems and other impacts such as loss of solar access, privacy and displacement of residents. Of great concern is that the majority of this private development of eight blocks of the Division corridor is in direct contradiction to broad community concern expressed in the media, in public testimony and in neighborhood surveys responses. With few avenues to help shape the changes occurring all around them, there is a good deal of anger and frustration in the Division community, some of it perhaps masking a sense of grief and loss, even of despair. Citizens have deep connections to their neighborhoods and "psychology of place" is important consideration for planners and designers when areas of our city are experiencing rapid growth and change.

For Division, some of the breaks in our civic fabric may have happened with the Mt Hood Freeway project that, when ultimately abandoned, led to a fragmentation, displacement, and later disinvestment of public and private improvements for next 40 years. The impacts of this legacy of disinvestment further led to ongoing decline of street and land conditions. It should also be recognized that this history has also contributed to the identity of Division as a small scale, affordable, funky and eclectic, blue collar "maker" street with a collection of scattered historic buildings. With the rapid redevelopment of Division from both public investments in the Division Streetcape project and extensive new private large development projects over the span of 18-24 months, the long-standing neighborhood character and identity as well as social fabric of the neighborhood has been significantly altered. This has left many residents without either the policy or political framework to have a voice in the evolution of their neighborhood. This has caused a crisis within the local Division community that some may paint as growth/no growth, density/anti-density. We see this same crisis reflected citywide. In an effort to help shift the dialogue away from complexities that polarize communities when discussing issues of density to the fundamental importance of DESIGN, ideally focusing less on where we may be divided towards what we can agree upon as shared goals. By creating design guidelines that help us connect to our history, sense of place, and unique identity we hope to help heal some of these impacts and collectively shape a common vision for the future evolution of Division.

Arevalo, Nora

From: Aaron Cronan <ajcronan@gmail.com>
Sent: Thursday, November 19, 2015 10:04 AM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Council,

My family owns a home on SE 46th Ave at Woodstock. New Seasons is my back neighbor and Key Bank is the block across the street (which we assume will become apartments in a few years). We moved into the area with planned density because we like the convenience and energy well balanced mixed use can provide.

Our major concern is the threat of lack of parking brought on by apartment developments. With no meaningful parking requirements, apartments are going to bring people with cars with no place to put them. I lived in both San Francisco and West Los Angeles for a few years. The single biggest impact on quality of life was lack of parking. Sure traffic was a pain, but not having access to parking was awful and stressful.

Without sufficient parking visiting friends would have to hunt for 20 minutes for a space. We had to schedule when to leave and return home because after a certain hour there would literally be no place to park within a mile.

The current requirement for parking with new apartment developments is woefully too low. Refusing to build vehicle infrastructure is not going to make cars go away. It will increase the environmental, time and financial costs of using cars. Systemic lack of parking will make the city less livable. Families need cars. They are going to have cars. Not having parking is going to make them less happy.

I know I am not alone in my concern. All of my neighbors share this fear. I believe it is reaching a tipping point where parking will be voting issue. It is for me.

Thank you for your consideration.

Aaron Cronan
6019 SE 46th Ave

COMPREHENSIVE PLAN AND TSP COMMENTS

TO: Portland City Council
FROM: Keith Liden, 4021 SW 36th Place, Portland, OR 97221
RE: Portland Comprehensive Plan and Transportation System Plan (TSP)
DATE: November 19, 2015

I have been extensively involved in transportation planning and implementation in the city including: Portland Bicycle Advisory Committee (current), TSP Technical Expert Group (current), Comprehensive Plan/TSP - Policy Expert Group, West Quadrant Plan - Stakeholder Advisory Committee, and Portland Bicycle Plan for 2030 - Steering Committee. My comments below are my personal views and do not represent those of the committees upon which I am serving or have served.

I have the following comments and recommendations.

Overall Policy Direction

I support the overall policy direction found in the proposed Portland Comprehensive Plan and the Transportation System Plan. One concern I do have is it is not clear how the *Portland Bicycle Plan for 2030* is incorporated into the TSP. Considerable effort was made to develop this plan, and the policy recommendations and project priorities should be reflected in the Comprehensive Plan and TSP.

Recommendation: The staff should provide a memorandum explaining how and where the bike plan elements are contained in the Comprehensive Plan and TSP before the public comment period is closed and these plans are adopted.

Funding Assumptions

The “reasonably aggressive” funding scenario, used to create the “constrained” project list, is really aggressively optimistic. It assumes that over the next 20 years, the city will maintain today’s funding level (approximately \$800 million over 20 years) plus an additional \$500 million (again over 20 years) for a total of \$1.3 billion. With a dysfunctional U.S. Congress, unsettled state government, the acrimony of the Portland street fee debate, and unfunded maintenance backlog (e.g., Portland Building, parks, and other infrastructure in addition to streets), how do we really think we’ll get 65% more transportation project funding than we have today?

Recommendation: The TSP should assume that only existing funding levels will be available in the future. Given the unfunded costs of simply maintaining public infrastructure and the uncertain political climate, even this assumption will be optimistic. A second tier of priority projects could be included for funding consideration in the “constrained” list once the new funding assumed in the “reasonably aggressive” scenario actually materializes. This needs to be a plan – not a fantasy!

Constrained Project List Based on High Cost not Importance

Perhaps fueled by the rosy assumptions behind the “reasonably aggressive” funding scenario, the candidate project list was created by focusing on the most expensive projects (generally > \$0.5 million) listed in existing plans. To identify the candidate projects and develop the “constrained” project list, major projects were equated only with highest cost – not highest benefit. As a result, many critical low cost projects were never considered, except to be dumped into “programmatic” purgatory with little prospect of being funded.

Using bicycle infrastructure as an example, it could draw from three of the proposed programmatic funding pots including the “Bikeway Network Completion” fund (\$24 million), the “Neighborhood Greenways” fund (\$19.5 million), and probably a portion of the “Safe Routes to School” fund (let’s say 1/3 of the \$71.5 million) for a total of around \$67 million over 20 years. That would mean that several thousand small bike improvement projects, no matter how critical, would be competing citywide for about \$3 million annually with the 65% increase in current funding levels. This annual figure would be closer to \$2 million if funding doesn’t increase and all budget categories are reduced proportionately.

Recommendation: The city should do several things:

- ***Assume no increased funding. Base future funding on an assumption that current funding levels will not rise as noted above.***
- ***Comply with project priorities in adopted plans. The Portland Bicycle Master Plan for 2030 clearly identified high priority (Immediate and 80% Strategy) and second priority (World Class Strategy) projects. However, the selection process for the TSP’s constrained project list only prioritized the most expensive projects – not those of the highest priority. High priority projects in the bike plan were not considered if they were not sufficiently expensive. At the same time “World Class” or icing on the cake projects were considered for the constrained list simply because they would cost a lot.***
- ***Include low-cost projects on the constrained project list. Small improvements (generally <\$0.5 million) were never considered for the constrained project list. Rather, they are all piled into the amorphous “programmatic” project list. With probably thousands of projects in this category and annual funding for active transportation of probably less than \$5 million, these projects will languish for decades. The constrained project list should emphasize small projects (many of which are in the “programmatic” category) and re-scoping expensive projects to focus on strategically valuable improvements that will leverage investments already made.***
- ***Don’t throw babies out with the bath water. Several large candidate projects in SW Portland, which were rejected, include critical elements that should be high priorities. I appreciate the staff’s re-scoping of several projects in SW to make them more affordable and competitive, but this didn’t go far enough.***
- ***Provide an equitable distribution of active transportation projects throughout the city. The “constrained” project list on the Map App shows how active transportation projects are concentrated in the eastern portion of the city, while the west side (including many areas of substantial need) has relatively few.***

TSP Project Evaluation Criteria

The project evaluation criteria in the draft TSP represent a positive step toward creating a more transparent decision-making and project prioritization process. I applaud this effort. While I believe the city is on the right track, refinements are needed in several areas:

- **Comparing completely different projects with the same criteria.** Evaluating totally different projects (e.g., comparing a \$42 million rail bridge project with a modest pedestrian/bike project) while using the same criteria is awkward at best.
- **Clarifying how the evaluation criteria fit into the entire project prioritization process.** The PBOT staff has indicated the criteria are intended to guide decision-making, to inform final decisions about which projects are placed on the “constrained” list, and to help determine how they are prioritized. However, this evaluation with the criteria has formed the constrained project list with minimal public input, vague project descriptions (regarding the type and level of improvement), and extremely preliminary and inconsistent cost estimates.
- **Fitting one size to all situations.** Certain types of projects and areas of the city will always score poorly, regardless of the true need. Examples include active transportation projects of smaller neighborhood scale, safe routes to school, and gap filling projects, which are at a disadvantage because they will have few categories to score points (e.g., not on a high crash corridor, lower population density, limited economic benefit, no freight benefit, etc.). This appears to be a big reason for the relatively small number of active transportation projects shown in the Map App for the west side of the city.
- **Enhancing the existing transportation network.** The analysis is heavily focused on evaluating individual projects using criteria that primarily consider social, economic, and environmental issues. The criteria don’t give sufficient consideration to the strategic transportation value of individual projects for making our pedestrian/bike/motor vehicle/freight system whole. At least from the public perspective, the evaluation of candidate projects did not include mapped information about the existing network to determine which new projects might best enhance the existing active transportation network. This apparently led to several active transportation projects on the constrained list for SW Portland that do a poor job of connecting with and/or complementing existing facilities.
- **Conform to plan policies.** The project selected for consideration didn’t follow the priorities in in the *Portland Bicycle Plan for 2030*. If the question is asked if the constrained project list for SW Portland supports the goals and policies of the Comprehensive Plan, TSP, and *Portland Bicycle Plan for 2030*, the honest answer would be “sort of.” As it stands, the proposed TSP will provide an active transportation system in SW that is largely disconnected and dysfunctional. For an alleged “Platinum” bike city, which prides itself in progressive and cutting-edge planning - we can do better.

Recommendation: The city should do several things:

Adjust the evaluation criteria. Despite frequent claims from the staff that the unique circumstances of different neighborhoods should be recognized, the one-size-fits-all approach was imposed uniformly in the application of the evaluation criteria. The criteria should be refined to allow a more nuanced approach to enable projects in different areas of the city to be competitive for needed transportation improvements or program assistance.

Create outcomes consistent with plan policy. The evaluation process should do a much better job of assuring compliance with goals and policies, such as:

- Comprehensive Plan, Goal 9.B that aspires to create a transportation system, which is “safe, complete, interconnected, multimodal...”
- Comprehensive Plan, Goal 9.E, which calls for transportation investments that “are responsive to the distinct needs of each community.”
- Portland Bicycle Plan for 2030, 6.23 Objective B to “provide continuous bicycle facilities and eliminate gaps in the bikeway network.”
- Portland Bicycle Plan for 2030, 11.10 Objective T to “utilize interim bicycle facility improvements where the preferred design treatment is not currently feasible.”

Amendments to the Constrained Project List – SW Portland

The Constrained Project List in SW Portland leaves a lot to be desired based on the discussion above. I have two basic recommendations.


Recommendations:

- **Promptly adopt SWIM into the TSP.** The SWIM (Southwest in Motion) transportation planning project is scheduled to begin shortly. The City Council should commit to promptly adopt the outcome of the SWIM and to modify the constrained projects list for SW Portland accordingly. It shouldn't sit on the self for 6 years like the bike plan has.
- **Refine the constrained projects list in SW.** The refinements in the following table are intended to enhance the consistency of the constrained projects list with plan policy and keep the total SW project budget roughly the same by deleting and modifying projects.

TSP Constrained Projects List - Proposed Amendments for SW Portland

TSP #	Street/Route	Recommendation
<i>Connections in Northern SW Neighborhoods</i>		
90096	US 26 Multi-use Path	Move to unconstrained list due to limited value with no westbound connection into Goose Hollow/Downtown.
90095	Montgomery Bikeway	Re-scope to focus on critical ped/bike needs between SW 16 th and Vista to reduce cost.
90054.2	Patton Rd. Ped/Bike Improvements	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.
NA	Hewett Ped/Bike Improvements	Include in the constrained list in conjunction with Patton above. Consistent with Portland Bicycle Plan for 2030 project #8061 Hewett.
<i>SW Dosch Road</i>		
90031.1	Dosch Interim Safety Improvements	Retain on the constrained list. A great approach that should be considered for many more SW streets.
90031.2	Dosch Ped/Bike Improvements	Re-scope as the Dosch segment above to provide a continuous and useful interim connection between B-H Hwy. and Patton Rd.
<i>SW Vermont Street</i>		
90067.1	Vermont Ped/Bike Improvements	By SW standards, this street segment is in great shape except for the WB bike lane gap between 30 th and 36 th . Re-scope to only address this gap.
90067.2	Vermont Ped/Bike Improvements	Re-scope to focus on critical ped/bike needs between SW 45 th and SW 52 nd to greatly reduce cost. Consistent with Portland Bicycle Plan for 2030 project #8137 Middle Vermont (\$365,000).
<i>Gabriel Park – Multnomah Village Connection</i>		
90092	Inner Canby Neighborhood Greenway	Re-scope to include a connection to Idaho/Illinois within the park or on SW 45 and to Multnomah Village.
<i>Barbur Boulevard Barriers</i>		
90026/90027	Capitol Hwy. Improvements	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.
90004	26 th Ave. Ped/Bike Improvements	Re-scope to include a connection to SW 30 th /Hume (#90100) and to Multnomah Village. Consistent with Portland Bicycle Plan for 2030 project #8095 Lancaster.
90007	Outer 35 th Ped/Bike Improvements	Re-scope to include Taylors Ferry between 35 th and 26 th . Otherwise, this improvement is of limited value north of Huber.
90002	19 th Ave. Ped/Bike Improvements	Re-scope to emphasize safe and convenient crossing of I-5/Barbur. Consistent with Portland Bicycle Plan for 2030 projects #8021 Capitol Hill Rd. and #8268 SW 19 th .

David Douglas schools bursting at seams

Created on Thursday, 19 November 2015 01:00 | Written by [Shasta Kearns Moore](#) | 

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East Portland district braces for an influx of new students



TRIBUNE PHOTO: JONATHAN HOUSE - David Douglas School District Superintendent Don Grotting speaks in his new office about the districts plan for growth.

The David Douglas School District is bracing for a baby boom as growing families and migration from the inner city continues to grow East Portland.

Officials there say they are already over capacity and if predictions from the Portland State University Population Research Center come true, the small district will soon run out of rooms to put kids.

“We do not have one available classroom in any of our elementary schools,” says Superintendent Don Grotting. “If 3,000 students do really materialize here within the next 15 years, we’re going to be in trouble.”

The author of the Population Research Center’s [report](#) — Charles Rynerson — notes that several variables could alter the official forecast of 2,900 new students over the next 20 years. But he does say that during the past 20 years, the district added students at more than

five times the statewide rate. He predicts that due to higher-than-average fertility rates and net migration, the district will see 500 new elementary students by 2018.

The district is mocking up a facilities management plan and tentatively estimates going out — pending board approval — for a \$120 million bond in 2017, in part to build two new elementary schools.

Adding more capacity won’t be easy though.

David Douglas faces three major challenges in its long-term strategy for a construction bond: space, money and politics.

More growth, more kids

School board member Frieda Christopher says gentrification has long played a part in the area’s growth, but even David Douglas homes are getting expensive these days.

“The gentrification — the whitening of Portland as they like to call it — was a driver,” Christopher says. “I don’t know how affordable we are now, but we were more affordable.”

Christopher, who has been on the board for more than two decades, says that a rezoning process in 1996 led to more multifamily units being built there. This year’s city land use process will alter the landscape as well.

“You have to be very forward-thinking in school districts because nothing goes fast,” Christopher says. “I can’t declare a state of emergency on our capacity and have it resolved in six months. It doesn’t work that way.”

It will likely be an uphill climb to get a bond measure passed in lower-income and politically conservative David Douglas School District, though.

“The board’s very cognizant of we have, you know, a high population of early retirees,” Grotting says, “and in addition the poverty in this school district is unbelievable ... Parents, grandparents, how much can they stand to have their taxes go up?”

Bite taken out of tax base

But even if voters do approve the bond measure, the school district has another hurdle: urban renewal districts.

Ordinance 187832, Vol. 1.3.O, page 8641

Urban renewal districts are areas where local governments freeze property taxes and skim off the annual growth to put back into commercial development. The idea is to catalyze economic development — such as what happened in the Pearl's River District — which in turn generates more tax revenue.

The Gateway and Lents Urban Renewal Districts so far have been less effective than the Pearl, but still take a bite out of the school district's tax base to the tune of about \$400 million in assessed property value.

That affects the amount of annual tax money it gets, as well as how much the district can reasonably ask voters for in a bond measure. District spokesman Dan McCue says that if the board does decide to go out for a bond, it has a difficult decision to make.

“Either we ask for a smaller bond measure than we really need, or we ask for a higher tax rate than we would want our residents to bear, or we would push the principal repayment back much longer than is ideal,” McCue says.

Once the money piece is squared away, David Douglas still has to find space for its new schools. The district is just 12 square miles of land that has long been built out. Each elementary school needs at least seven acres to have enough room for athletics and transportation, officials say. There are few parcels large enough that fit the bill. The district bought a 13-acre property near Southeast Foster Road and 122nd Avenue in the mid-2000s, but officials now believe it is too secluded for a school. They hope to swap it for other land, such as with the Portland Parks & Recreation Bureau.

Good schools with poor kids

The district's academic outcomes might also be driving families to move to the area.

For a district with 80 different primary languages spoken and 62 percent of households on food assistance, its success rate surprises many observers. Particularly with students who are low-income, migrant, English language learners or racial minorities, the district's graduation rates are well above state averages.

New America, a digital policy magazine, also [just recognized David Douglas](#) as being a model for pre-kindergarten-to-third-grade integration of dual-language learners. The magazine praises the district's push-in English Language Development model.

DDSD was one of the first Oregon districts to offer full-day kindergarten, but with the statewide rollout of full-day kindergarten this fall, the district closed its doors to nonresident kids. Grotting says that may be a factor as to why elementary school enrollment actually fell this year.

But Grotting doesn't expect it to last.

The middle and high schools have respectively grown 60.8 percent and 14.1 percent over the past 10 years. The district even moved its administrative offices out of the high school in June to free up more space.

“We can do stuff to deal with the growth in the middle and high school level. Not at the elementary schools,” McCue says. “There is literally nowhere to put them.”

JOIN THE CLUB

David Douglas is just the latest East Portland school district wanting to build new schools as the city grows outward.

Reynolds School District passed a \$125 million bond in May to replace three elementary schools and renovate the high school.

Centennial School District is looking at \$100 million in facility needs, including a new middle school at Southeast 172nd Avenue and Southeast Foster Road. The Centennial School Board expects to vote on a proposal for a May 2016 bond measure in the new year.

Parkrose School District passed a \$63 million bond in May 2011 which built a new middle school.

Shasta Kearns Moore

Reporter

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Arevalo, Nora

From: Washington, Mustafa
Sent: Thursday, November 19, 2015 9:52 AM
To: Dawn Smallman
Cc: BPS Comprehensive Plan Testimony
Subject: RE: comment on Draft of Comprehensive Plan re: industrial land and West Hayden Island

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Dawn,

On behalf of Mayor Charlie Hales thank you for contacting the Mayor's office. The Mayor has heard your concerns and appreciates your feedback. Your email has been forwarded to the comp plan mail box. They will review your testimony and reply to you.

Again, thank you for contacting the Mayor's office. We appreciate your advocacy.

Sincerely

Mustafa Washington
Constituent Services Specialist
mustafa.washington@portlandoregon.gov

From: Dawn Smallman [mailto:dawnsmallman@gmail.com]
Sent: Wednesday, November 18, 2015 5:49 PM
To: Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Fritz <amanda@portlandoregon.gov>; Commissioner Novick <commissioner-novick@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov.onmicrosoft.com>
Subject: comment on Draft of Comprehensive Plan re: industrial land and West Hayden Island

Dear Mayor and Commissioners,

I'm writing to urge you to support the approach to industrial lands currently in the Draft of the Comprehensive Plan.

We need to use all industrial land before creating any new industrial sites and land. This approach will protect important natural habitat areas and limit environmental destruction.

Please advocate for maintaining current environmental regulations that cover all industrial lands - especially industrial lands along our rivers.

We need to clean-up industrial sites that are contaminated and work to restore them; and aim at a sustainable and environmentally-healthy future for our city and all of its inhabitants - both human and animal. Industrial

pollution effects all of us in negative ways - it cannot discriminate by species. When we pollute our salmon, we pollute ourselves as well.

Industries should be prevented from cashing-out their industrial lands, and then trying to acquire new lands at cheaper costs - lets create City codes, laws - whatever it takes - to prevent such damaging actions. Any business trying this kind of maneuver only has their monetary interests in mind - we need regulations that prevent this and hold industrial land owners responsible to their land, the condition of their land and if they leave the land - the condition they leave it in, before being released from ownership. Flipping industrial lands only encourages an excess of unused, industrial lands and greater loss of important natural areas and habitat.

West Hayden Island should be excluded from the industrial lands inventory - this is a key natural habitat area for numerous species, including salmon - it needs to be protected from all development. Please formally exclude it from the inventory.

Thank you,
Dawn Smallman
SE Portland

Locally Grown and GROWING STRONG

November 19, 2015

Dear Mayor Hales and Commissioners:

I write to you as a proud family farmer. I also write representing the 7,000 farming and ranching families of the Oregon Farm Bureau. I have been given the great privilege of traveling around, not on the US, but also around the world. My work with the American Farm Bureau Federation and USDA Ag Trade Advisory Committees, Citizens Network for Foreign Affairs Self Help Africa have given me the ability to see first hand that the decisions public officials make have major implications worldwide. The decisions you make on SW 4th Ave are no different and have major implications on our great state.

The blueprint for the future growth and development of the City of Portland does not assign much of that growth to the Portland Harbor. The Draft Comprehensive Plan and the supporting Economic Opportunities Analysis shows little future growth in the harbor.

Oregon Farm Bureau represents growers who produce the more than 220 recognized commodities that are raised in Oregon. The success of the Port of Portland not only is critical to the agricultural, Oregon's second largest industry, but also to the state's overall economy. Oregon agriculture production is valued at \$5.4 billion (2014), making it the second-largest economic driver in the state. Agriculture's direct economic impact in Oregon adds up to 10% of the state's total sales and 7% of its value-added activity. About 12% (1 in 8) of all jobs in Oregon are directly or indirectly connected to farming and ranching.

Our commodities are desired all over the world. 80% of what is produced in Oregon leaves the state and half of that leaves the country. Our top 20 commodities include beef, grass seed, wheat, potatoes, hay, dairy, hazelnuts, pears, blueberries, onions, Christmas trees and apples, just to name a few. These products are enjoyed and cherished all over the world and rely on a viable and functioning port. It isn't only Oregon agriculture that depends on a working port. Product throughout the country makes its way through the Port of Portland making it an international transportation hub. Portland exports more wheat than any other port in the country, and it is the second largest grain exporting center in the world. Wheat, soybeans, barley and other grains arrive at the port both by rail and on barges moving along Columbia and Snake rivers continually.

I urge you to recognize the impact that this can have on one of the most trade dependent states in the nation. If you care about working families and understand the impact your decisions have for the entire health of our state you should ensure that there is adequate growth in the harbor.

I urge you to preserve the future of the Portland harbor for farms and Oregon.

Sincerely,

Barry Bushue,

A handwritten signature in black ink, appearing to read "Barry Bushue".

Bushue Family Farms, Owner
Oregon Farm Bureau, President
American Farm Bureau, Vice-President



Testimony of:

Kristin Meira
Executive Director
Pacific Northwest Waterways Association (PNWA)

Submitted to:

City of Portland City Council
1221 SW Fourth Avenue, Suite 7100
Portland, OR 97201

Consideration of:

Comments on the City's Draft Comprehensive Plan
November 19, 2015
Portland, Oregon

Mr. Mayor, Councilmembers,

Thank you for the opportunity to provide comment. I represent the Pacific Northwest Waterways Association, or "PNWA". PNWA is non-profit based here in Portland, and comprised of over 135 public ports, towboat companies, steamship operators, agriculture and forest products producers, public utilities, manufacturers and others in Oregon, Washington, and Idaho. Our members join together to address navigation, transportation, trade, energy, regulatory and environmental policies. The Port of Portland is a member of our group, and a full list of our membership is attached to this testimony.

The Columbia Snake River System is a critical piece of the nation's navigation portfolio, providing benefits not just to the Pacific Northwest, but far into the heartland of our country. The Columbia River is the nation's number one gateway for the export of wheat, and second for soy. When you consider all the grains moving on our river, we are the third largest grain export gateway in the world. We are also tops on the West Coast for wood exports and mineral bulk exports. We are an export heavy system, including significant quantities of Oregon goods, and play an important role in balancing the nation's trade deficit.

In 2010, the region celebrated the completion of the Columbia River channel deepening project. The federal government, the states of Oregon and Washington, and ports on the Lower Columbia River invested over \$183 million to deepen the Columbia River navigation channel to 43 feet. The purpose of this project was to make the river system more marketable and to bring new business to our region.

www.pnwa.net

It has been five years since the channel deepening project was completed. A recent study found that in those five years, over \$1 billion in new private and public investment has occurred along the lower river. Over \$370 million was invested in the Port of Portland area alone. Channel deepening has truly solidified the Columbia River's position as one of the nation's leading international trade gateways.

The significant federal and state investments that have been made in our river system means that we are positioned to operate more efficiently, move more cargo, and employ more residents in our area. These investments were made because leaders recognized the steady growth in cargo movement which has occurred on our river system for over fifty years. This growth is forecasted to continue, including here in Portland.

The Port of Portland serves a wide variety of bulk cargos which have grown to over 23 million tons a year, valued at over \$13 billion. Those numbers are impressive, but we know what is most important to the people we talk to is what this means to the people who live here. It is critical to note that this river system directly supports over 40,000 jobs in our region, and over half of those jobs are located in the Portland area.

For over 80 years, PNWA has advocated for the region's navigation projects and broader regional economic development. We have supported river system infrastructure since 1934 because of the living wage jobs and economic opportunity it provides for Northwest communities. We know the Port of Portland will continue to play a key economic development role for the City of Portland. We urge you to recognize the trends and economic activity in our area, and change assumptions in the draft Comprehensive Plan from a low forecast to a medium forecast for the Port.

Thank you for considering these comments.

Sincerely,



Kristin Meira
Executive Director
Pacific Northwest Waterways Association

PNWA Membership Roster



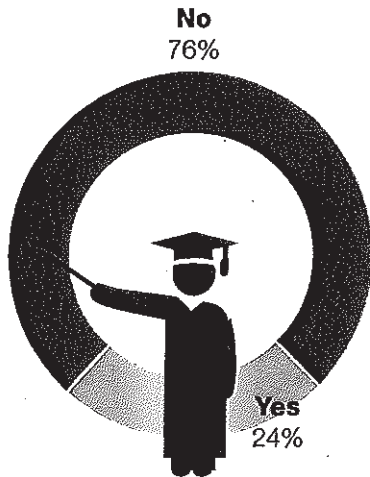
Advanced American Construction
Aimota Elevator Company
American Construction
American Waterways Operators
Apollo Mechanical Contractors
Bell Buoy Crab Co.
Bellingham Cold Storage
BergerABAM Engineers, Inc.
Bergerson Construction, Inc.
BNSF Railway Company
BST Associates
Business Oregon Infrastructure
Finance Authority
Central Oregon Basalt Products
Central Washington Grain Growers
Clark Public Utilities
Clearwater Paper Corporation
Collins Engineers Inc.
Columbia Basin Development
League
Columbia County Grain Growers
Columbia Grain
Columbia River Bar Pilots
Columbia River Pilots
Columbia River Port Engineers
Columbia River Steamship
Operators Association
Columbia River Towboat
Association
Cooperative Agricultural Producers
Dawson & Associates
David Evans and Associates
Dunlap Towing
Dutra Group
East Columbia Basin Irrigation
District
EGT, LLC
Evergreen Engineering
Foss Maritime Company
Foster Pepper
Franklin PUD
GEI Consultants
Gibbs & Olson, Inc.
Global Partners LP
Gordon Thomas Honeywell
Government Affairs
Great Lakes Dredge & Dock
Hart Crowser, Inc.
Idaho Wheat Commission
ILWU Oregon Area District Council
ILWU Puget Sound District Council
J-U-B Engineers, Inc.
Kalama Export Company
Kiewit Infrastructure West Co.
KPFF Consulting Engineers
Lampson International, LLC
Landau Associates
LD Commodities Pacific, LLC
Lewis-Clark Terminal Association
Marine Industrial Construction
McGregor Company
Millennium Bulk Terminals
Moffatt & Nichol
Morrow County Grain Growers
Morrow Pacific Project
Normandeau Associates, Inc.
Northwest Grain Growers, Inc.
Northwest Public Power Assoc.
OBEC Consulting Engineers
OR Public Ports Association
OR Wheat Growers League
Pacific Northwest Farmers Co-op
Pacific Northwest International
Trade Association
Parsons Brinckerhoff
PBS Engineering & Environmental
PND Engineers, Inc.
PNGC Power
Pomeroy Grain Growers
Port of Anacortes
Port of Astoria
Port of Bandon
Port of Bellingham
Port of Benton
Port of Camas-Washougal
Port of Cascade Locks
Port of Chelan County
Port of Chinook
Port of Clarkston
Port of Columbia County
Port of Coos Bay
Port of Everett
Port of Garibaldi
Port of Gold Beach
Port of Grays Harbor
Port of Hood River
Port of Ilwaco
Port of Kalama
Port of Klickitat
Port of Lewiston
Port of Longview
Port of Morrow
Port of Newport
Port of Pasco
Port of Peninsula
Port of Port Angeles
Port of Portland
Port of Ridgefield
Port of Royal Slope
Port of Seattle
Port of Siuslaw
Port of Skagit
Port of St. Helens
Port of Sunnyside
Port of Tacoma
Port of Toledo
Port of Umatilla
Port of Umpqua
Port of Vancouver
Port of Walla Walla
Port of Whitman County
Port of Woodland
PROCESS, Inc.
Puget Sound Pilots
RSEC Environmental & Engineering
Consulting, Inc.
Schwabe, Williamson & Wyatt
Scoular Company
SDS Tug & Barge
Shaver Transportation Company
Stoel Rives LLP
Summit Strategies
Teevin Bros.
TEMCO
Tidewater
United Grain Corporation
USA Dry Pea & Lentil Council, Inc.
Vancouver Energy
Van Ness Feldman
WA Association of Wheat Growers
WA Council on International Trade
WA Grain Commission
WA Public Ports Association
WA State Potato Commission
Westwood Shipping Lines
Whole Brain Creative
Wildlands, Inc.

www.pnwa.net

Portland Harbor Workforce Demographics

31,000 jobs

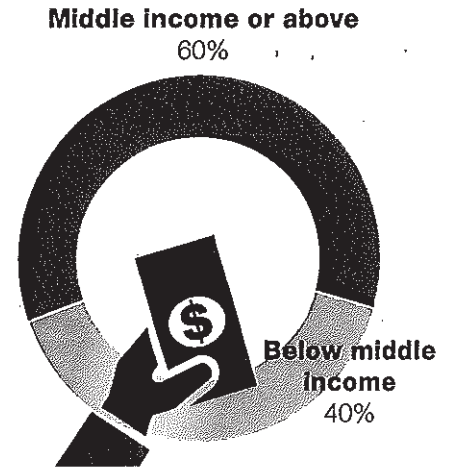
Bachelor's degree or advanced degree Portland Harbor workforce



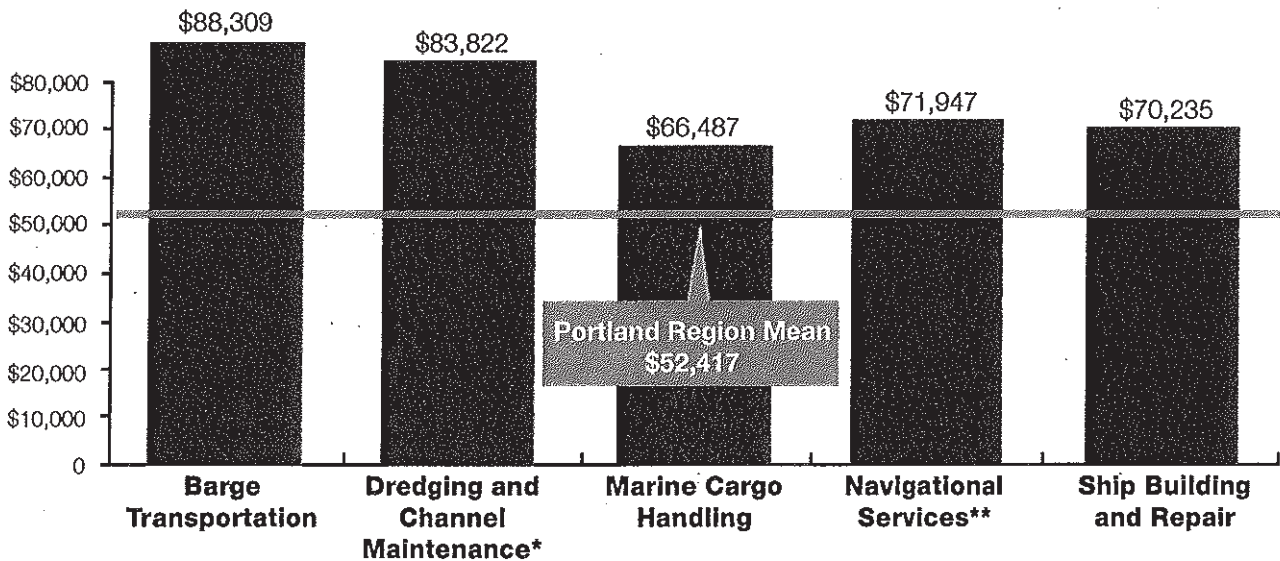
Gender Portland Harbor workforce



Earnings Portland Harbor workforce



2014 Portland MSA wage comparison



Sources: U.S. Census Bureau, ECONorthwest, with data from U.S. BLS 2014

Note: Wages chart based on Average Annual Pay for these NAICS cods (from left to right): 483211 (Inland Water Freight Transportation), 237990 (Other Heavy and Civil Engineering Construction), 488320 (Marine Cargo Handling), 488330 (Navigational Services to Shipping), 336611 (Ship Building and Repairing)

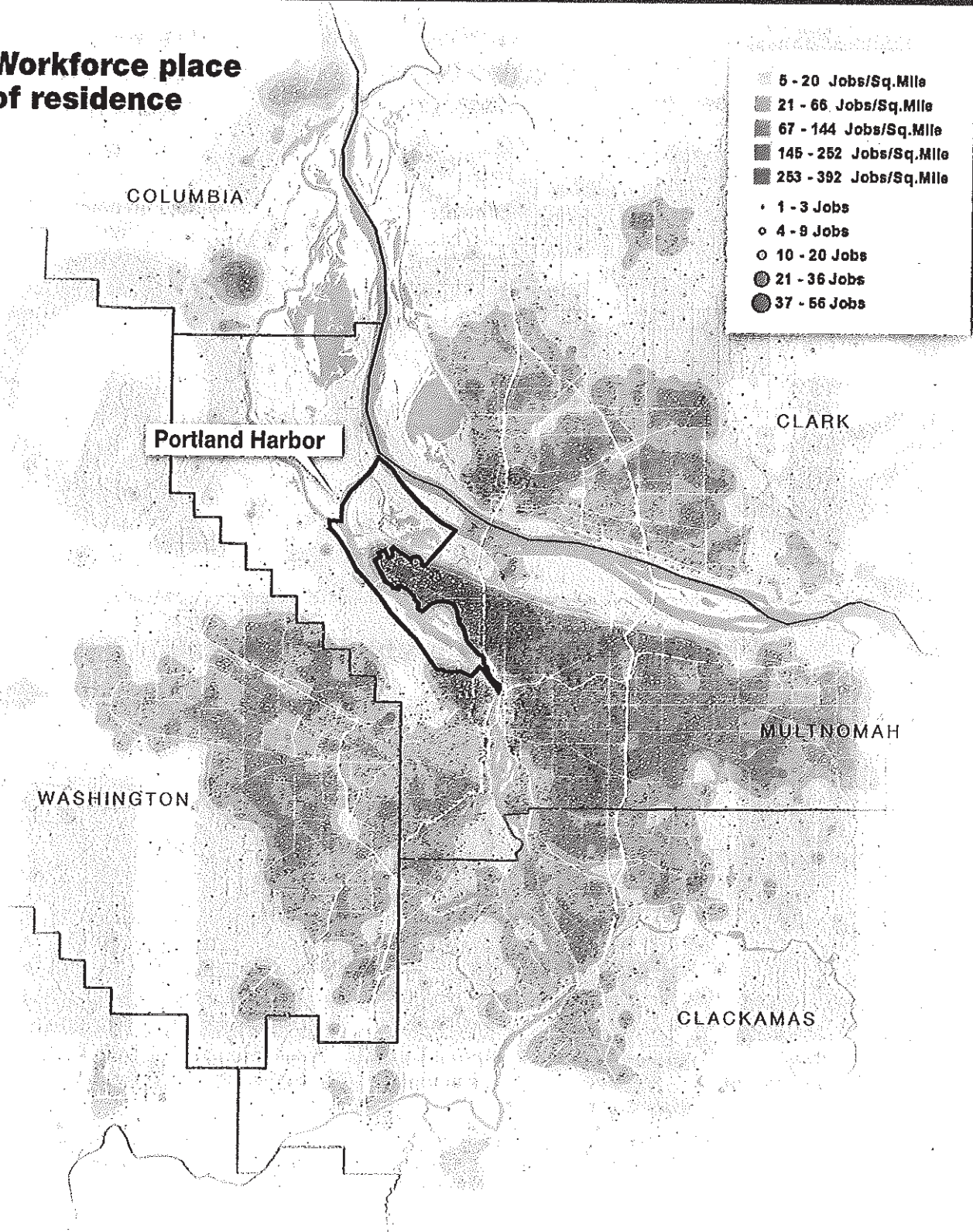
*2013 data used

**2012 data used (current is not disclosed)

Portland Harbor Workforce Demographics

31,000 jobs

Workforce place of residence





The Greenbrier Companies, Inc.

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One Centerpointe Drive Suite 200
Lake Oswego Oregon 97035
503 684 7000 Fax 503 684 7553

November 19, 2015

Mayor Hales and Commissioners
Portland City Hall
1221 SW 4th Avenue
Portland, OR 97204

Dear Mayor Hales and City Commissioners,

As you deliberate, review the facts and decide upon the policies within the Portland Comprehensive Plan and Economic Opportunities Analysis (EOA), I urge you to consider the health and welfare of waterfront businesses such as Gunderson and what businesses like Gunderson bring to the City of Portland.

Gunderson is a homegrown Oregon company located in the City of Portland that originated in 1919 when the Gunderson Brothers formed a steel fabrication company. In 1947, Gunderson began building barges and in 1958 added rail car manufacturing to our portfolio. In 1985, Gunderson was acquired by The Greenbrier Companies and the Gunderson name was restored to the facility on the Portland waterfront. Today, Greenbrier is publicly traded on the New York Stock Exchange. We employ over 1,400 people in Oregon and more than 10,000 worldwide. We are a leading supplier of transportation equipment and services on 3 continents including Europe and South America. Greenbrier's business and those like Greenbrier in the Portland Harbor generate more than 23,000 direct jobs; more than 52,000 if you consider our suppliers of raw material, services and equipment.

As you consider elements of the Portland Comprehensive Plan and EOA, I urge you to take a very close look at The Planning and Sustainability Commission's recommendation to change assumptions in the EOA from a medium forecast to a low forecast for harbor job growth. This is based on several false assumptions:

First, it assumes low growth of harbor-related tonnage across all cargo types. Since 2010, the Portland Harbor has seen \$200 million invested in infrastructure to increase cargo capacity and the Harbor and Columbia River continue to see volume growth—the annual average is about 2.9%.

Second, the plan lays out an unrealistically high amount of projected brownfield redevelopment with limited tools and no additional resources. Brownfields are expensive and complicated to redevelop and are made increasingly problematic by the fact that the land is in the midst of a Superfund site that, after 20 years of study, has yielded no more certainty for businesses than when it began. A low forecast coupled with an unpredictable business climate provides little incentive or pressure to undertake costly and complex brownfield clean-up efforts by the private sector or investors.

Third, the assumption is made that jobs currently located in the harbor can simply move elsewhere in the city. This is as ludicrous as assuming a wheat farmer could simply pick up and move his fields to another region that provides cheaper access to his global markets.

By agreeing to change assumptions in the plan from a medium forecast to a low forecast for harbor job growth, you are seriously underestimating the demand for harbor land and the significance of recent investments. Consider these facts:

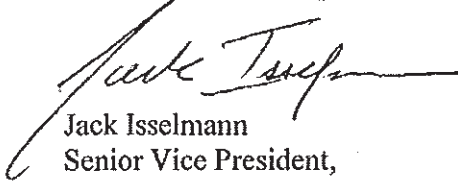
- Since 2010, the Portland Harbor has seen \$200 million invested in infrastructure to increase cargo capacity.
- The deepening of the Columbia River Channel (at a cost of \$183 million) has generated nearly \$1.3 billion in waterborne trade investment.
- The Columbia River continues to see major volume growth—the annual average is about 2.9%.
- The Portland Harbor tonnage has ranged from a high of 32 million tons before the great recession to 23 million today. The high of the proposed low range forecast is 28 million tons in 20 years. That is only 5 million tons more than today.

The businesses in the harbor believe our city and region still have a growing and vital role in creating and facilitating the transport of goods to global markets. Those businesses are going to need room to grow.

The Portland Harbor volume forecast is closer to the 1.8% adopted by City Council in 2012. The 2015 EOA assumption of 1% is off the mark by nearly half. Let's send a clear message that Portland is prepared to employ its citizens, not only the young and highly-educated in targeted fields, but all workers across a range of industry. Let's get this right.

Sincerely,

The Greenbrier Companies, Inc.



Jack Isselmann
Senior Vice President,
External Affairs and Programs

JJ/mv

THE GREENBRIER COMPANIES

One Centerpointe Drive Suite 200
Lake Oswego Oregon 97035

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Mayor Hales and Commissioners
Portland City Hall
1221 SW 4th Avenue
Portland, OR 97204

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TESTIMONY ON 2035 COMPREHENSIVE PLAN

Stewart Rounds
7609 SW 33rd Avenue, Portland, OR 97219
November 19, 2015

Mayor Hales and Council Members,

The 2035 Comprehensive Plan is critical for guiding and shaping development in the next 20 years. Getting the Plan and accompanying zoning “right” should result in sensible development and redevelopment that allows Portland to accommodate growth, but do so in a way that improves upon some aspects of our beloved city and preserves those characteristics that are most dear to its population.

Portland is a city of distinct neighborhoods, and I see that the Comprehensive Plan acknowledges that one size does not fit all, and that it is important to have policies and regulations that “protect the qualities that people value” about these neighborhoods.

That’s great, but have we really taken the time to identify what it is about Portland and its neighborhoods that make them special?

Well, I live in the Multnomah Village neighborhood in SW Portland, and I love the fact that the Village is a distinct and historic neighborhood that feels like a small town. In fact, it is that quaint, charming, and small-town vibe with local small businesses that is so highly valued by Village residents and visitors alike.

I have here the signatures of 1,809 people as well as almost 700 individual comments testifying that these small-town characteristics of Multnomah Village are worth preserving, and that allowing 4-story or higher buildings in the Village core, as allowed in the Comprehensive Plan, would destroy the character of the Village.

Indeed, one size does NOT fit all. Let’s take the time to determine what is special about our neighborhoods, then craft policies and regulations that recognize, promote, and preserve those characteristics while still allowing for sensible development. For Multnomah Village, improvements to the Comprehensive Plan would include the use of CM1 rather than CM2 zoning, designation of the Village as a neighborhood corridor rather than a neighborhood center, and adoption of a plan district for the Village.

Thank you. Please add this testimony to the record.

Rod Merrick, 3627 SE Cooper Street Portland.
Eastmoreland Neighborhood Association Land use Co-chair

First - I would like to point to testimony provided by the Eastmoreland Neighborhood Association in both endorsing and especially in offering constructive criticism of the Comprehensive Plan Document.

The ~~documents~~^{testimony} represent literally hundreds of hours of work from numerous folks participating in the process, attending meetings and work sessions, examining the policy and technical issues, and finally in the preparation and documentation of our testimony. I urge you to read and consider the many issues that are raised for the benefit of our growing and evolving city.

Our testimony was timely submitted for the PSC deliberations and again submitted to each of your offices in preparation for your consideration and deliberation.

In addition to the formal Board approved testimony, many of our neighbors provided individual testimony in letters and on the Map ap specifically supporting the comp plan map change for the neighborhood from R5 to R7 that I will focus on today.

Based on objective standards including existing density and access to services *and* in the interest of preserving viable and in many cases, historically important housing stock and neighborhood character our request to be zoned in the CP map to R7 as we have proposed in testimony, ~~our request~~^{map} should have been supported by the plan as were other requests with less supportive documentation.

In what can best be described as two very confusing PSC work sessions, and I urge you to view the video of the proceedings, the PSC was assured that the ENA concerns around the requested zone designation change would be resolved in an upcoming project.

That Residential Infill Project in which I am an SAC participant is not scoped to address our arguments or concerns. In fact as structured the outcome could make the situation even more open to inappropriate redevelopment.

To date the response that the ENA has received can best be described as non-responsive. For the Planning and Sustainability Commission our communications were filtered, distorted, and the substantive points of our message not heard. In discussing the proposed comp plan zoning map today there is an opportunity to give serious attention to the points we have made and to correct the injustice.

Finally I wish to make a strong plea that the SF residential zoning code not be adopted as is as part of the comprehensive plan as this locks in many of the worst aspects in the code as policy. It locks in a one size fits all legal tangle of confusing and misleading code language that does not have a place in an aspirational Comprehensive Plan. Thank you. *fit and does not*

November 19, 2015

Mayor Charlie Hales
Commissioner Dan Saltzman
Commissioner Dan Saltzman
Commissioner Amanda Fritz
Commissioner Nick Fish
✓ Commissioner Steve Novik

My name is Jan Mawson. I live at 7623 SW 33rd Avenue, Portland, OR 97219. Thank you for the opportunity to provide testimony regarding the draft 2035 Comprehensive Plan.

I was privileged to work at the Oregon Historical Society under Thomas Vaughan, who was a pioneer in historic preservation in Oregon. My concern is the lack of protections in the plan for Portland's older neighborhoods, many of which do not have official landmark status.

I live in Multnomah Village, which is classified as a Neighborhood Center. This designation fails to recognize the unique, historic character of the Village by encouraging the introduction of 4-5 story mixed use buildings that are out of scale with the existing main street and surrounding residential area. The end result will likely be the loss of Multnomah Village as it currently exists, including its vital sense of place and community.

A more appropriate classification would be Neighborhood Corridor, which would result in less intense development, and greater protections for thriving local businesses and older sought after single family homes, many of which combine aesthetic appeal with affordability.

In addition, Multnomah Village deserves historic preservation and design review tools such as are found in policies 3.42 and 3.43 in the plan under Inner Ring Districts. In a 1978 Report Prepared by the Portland Historic Landmarks Commission and the Portland Bureau of Planning titled "An Inventory of Historic Resources: Potential Historic Conservation Districts," the author Alfred Staehli notes Multnomah's unique history and architecture make it worthy of saving:

"With the construction of the Multnomah railway station by the Oregon Electric Railway Company in 1907, Multnomah developed into one of the earliest commercial centers in southwest Portland...The remaining commercial structures retain a great deal of their early 20th century ambiance...Preservation of this nucleus as the community's center is important as an alternative to regional shopping centers."

This opinion is shared by the Multnomah Neighborhood Association, representing a majority of residents who have spoken out in favor of integrating development without sacrificing the quaint appeal of "the Village in the Heart of Portland" which is our claim to fame.

To conclude, designating Multnomah Village as a Neighborhood Center will mean the loss of our neighborhood's architectural heritage and intimate scale. I am asking that you change the designation of Multnomah Village in the plan before you from Neighborhood Center to Neighborhood Corridor with an absolute design overlay, excluding community design standards which have not worked.

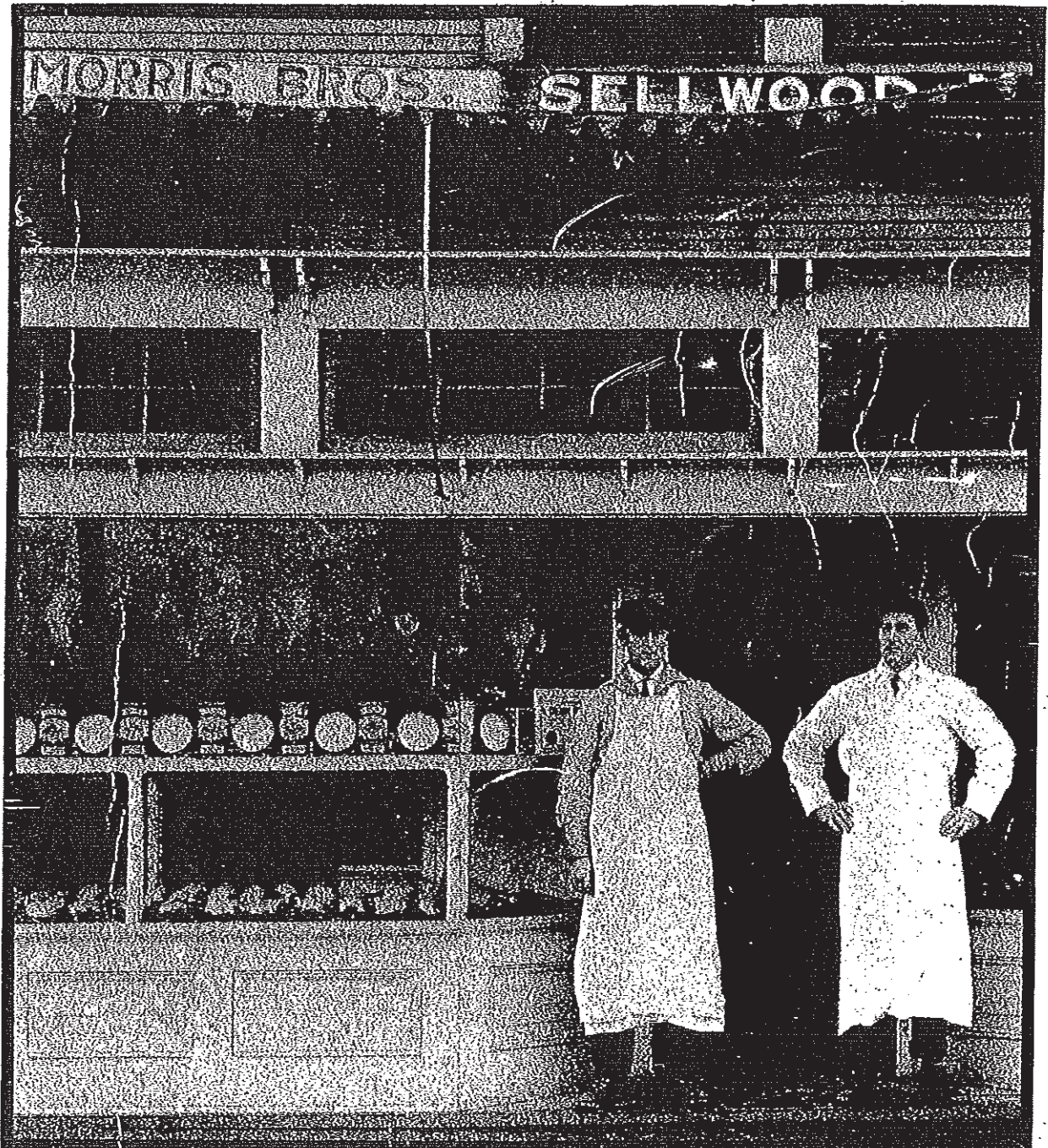
Respectfully submitted,

A handwritten signature in cursive script that reads "Jan Mawson". The signature is written in black ink and is positioned above the printed name.

Jan Mawson

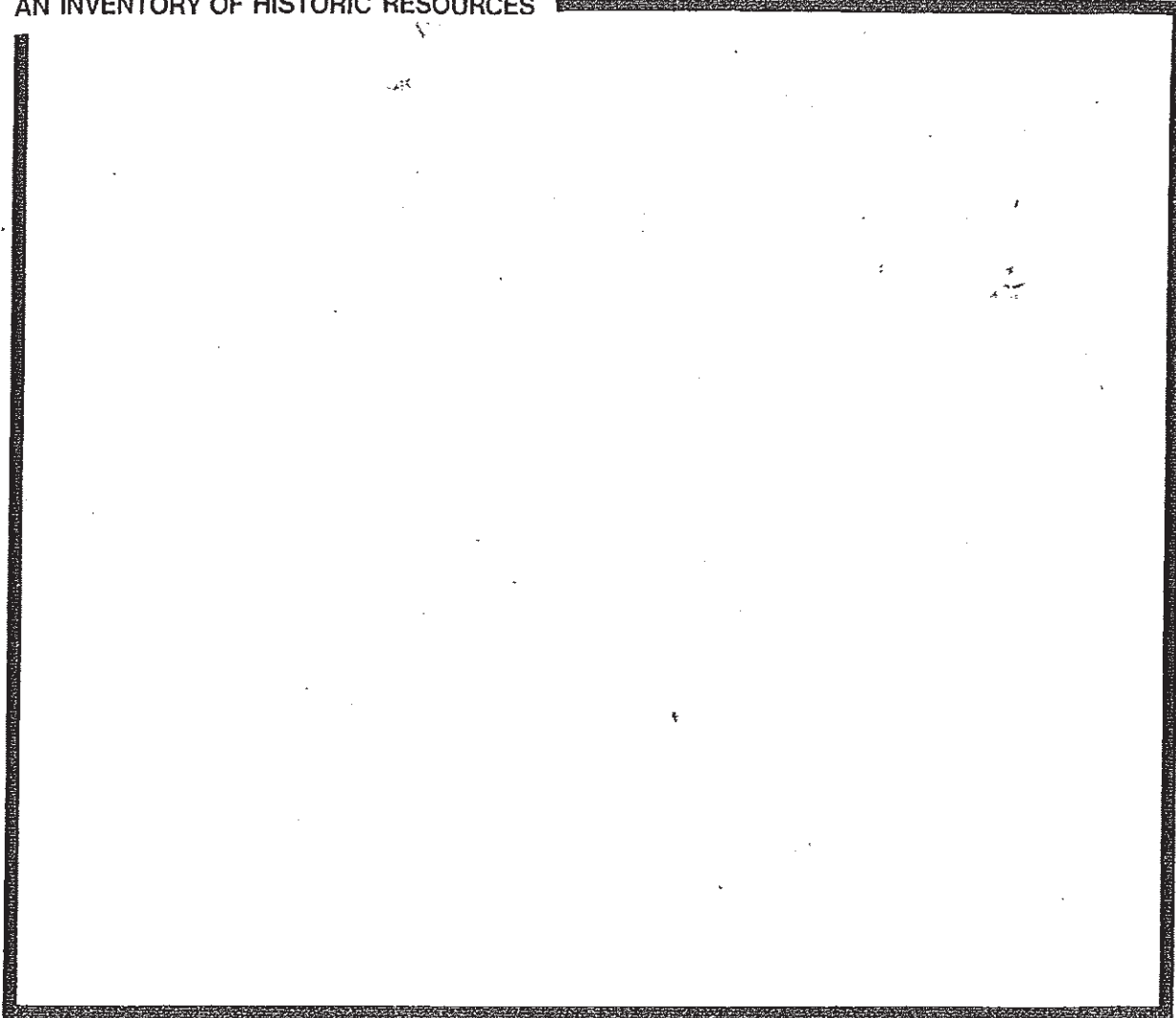
Janmawson25@gmail.com

POTENTIAL HISTORIC CONSERVATION DISTRICTS



POTENTIAL HISTORIC CONSERVATION DISTRICTS

AN INVENTORY OF HISTORIC RESOURCES



Prepared by
the Portland Historical Landmarks Commission
and
the Portland Bureau of Planning
Special Projects Section

October 1978

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MULTNOMAH

Ordinance 187832, Vol. 1.3.O, page 8663

The present community of Multnomah is a prime example of an area which grew and prospered as a direct result of its proximity and direct rail connection to Portland. With the construction of the "Multnomah" railway station by the Oregon Electric Railway Company in 1907, Multnomah developed into one of the earliest commercial centers in southwest Portland.

Multnomah, known previously as Home Addition, was originally a small portion of the 640 acre Donation Land Claim of Thomas and Polly Ann Tice. The Tices arrived in Oregon from Ohio in 1850 and settled on their claim February 10, 1852. Legal title was delayed, but was officially granted October 15, 1873. The present business district of Multnomah lies near the center of this tract.

Ownership of the tract changed hands several times until it was obtained by Finice Thomas, who died leaving no heirs. The Thomas property was then put on the market for public sale. On February 3, 1872, the South Portland Real Estate Association was incorporated for the specific purpose of acquiring Thomas's estate. Despite this corporate venture, the association was unable to gain control of the land and the property was divided up. Title was eventually obtained by Michael and Mary Steffen who platted a central portion as Home Addition on June 16, 1891. Home Addition was then a five block tract running north and south. Presently it is bounded by Canby, Hume, 35th, and 36th Avenues and intersected by Multnomah Boulevard and Capitol Highway.

West Portland Park, a real estate development located to the south of Home Addition, was also being promoted at this time. As Home Addition was sited between West Portland Park and Portland, Home Addition profited from that development's promotion and the development of the West Portland Park Motor Company. Construction of this railway enabled Home Addition to have its first rail connection to Portland and its harbor. During its brief life,

from 1892 to 1899, that railroad brought quite a number of homesite seekers out to Hillsdale, Home Addition, and of course, West Portland Park.

Despite this transportation connection, the area surrounding Home Addition developed rather slowly. Up to 1890 this area was almost exclusively densely wooded farmland. What land that was being cleared by local woodcutters was generally for farmland for a newly developing dairy industry. The ridge forming the West Hills visibly and physically restricted development on the west side of the Willamette. The east side with its abundance of flat, developable land and adequate trolley service held all the attractions for homesite seekers. By 1890, Home Addition was still described as "little more than a cow pasture".

Physical development of the area was not stimulated until April 30, 1907, when several large portions of Home Addition were sold off, including all of Block Three to the newly created Oregon Electric Railway Company. This block was sold for the inconsequential sum of ten dollars as an inducement to the company. It was effective since it was through this block that they ran their railroad and upon which they built a station. The station was named "Multnomah" as it was the company's policy to name their stations with local Indian names. It is by this name that the community has since been known.

Organized by Abbott Mills, Guy Talbot, H. L. Corbett, and spearheaded by C. F. Swigert, the Oregon Electric Railway Company built the city's first electric interurban railroad. Swigert, described as a tireless builder, was an engineer by trade and had already been involved in the construction of the Morrison Bridge and several trolley companies. So with Swigert's skill and Corbett's First National Bank's financing, the company set about to build a railroad throughout the valley.

The line began at Front Avenue and Jefferson in downtown Portland and made intermediary stops at Fulton Park and Capitol Hill before arriving at Multnomah, but the trip only took 15 minutes. Later the line was extended from Garden Home to Forest Grove and down the valley to Salem and Eugene. The completion of an interurban railway to such "suburban" developments sur-

rounding Portland proved to be the key event in the development of the Multnomah community.

As soon as the line was completed, country residents could commute into Portland for shopping and sightseeing and businesses and home seekers could locate along the length of the railroad tracks. The railroad further encouraged people to locate along its length by offering 60 ride commuter tickets priced a 1 1/2¢ per mile and weekend valley excursion rates for two dollars. Promotion was also given to the opportunity for city dwellers to purchase little "orchards" around Multnomah and Garden Home. The western ethic of having a place to call one's own aided the developing communities.

The decade following the introduction of this railway illustrates the growth of Multnomah and the events of these years shaped the community in its present configuration. Residential development was sparse and generally surrounded a rapidly developing business center, actively being promoted by the Multnomah Improvement Club, which was organized in 1911. Later called the Commercial Club, this booster organization succeeded in having sidewalks layed, street lights installed, roads improved, and railroad fares to Portland reduced.

The club also aided in perhaps the second most important development in Multnomah. After a bitter struggle with Portland's city fathers, Bull Run water lines were extended to the community from Portland in 1913. Before 1913, the approximately 40 families in the community depended on poor quality well water and virtually no fire protection. Electric power was next introduced in 1915 by Portland General Electric Company who wondered "why you would build a line through such a wild country where there were no houses". C. F. Swiger happened to be on the company's board of directors.

The business center of Multnomah grew rapidly as a result of its connection to Portland, its station location, and utility improvements. I. E. Pier came to Multnomah in 1912 and built several residences and places of business, including a large general store for Nelson Thomas in 1914 on the cor-

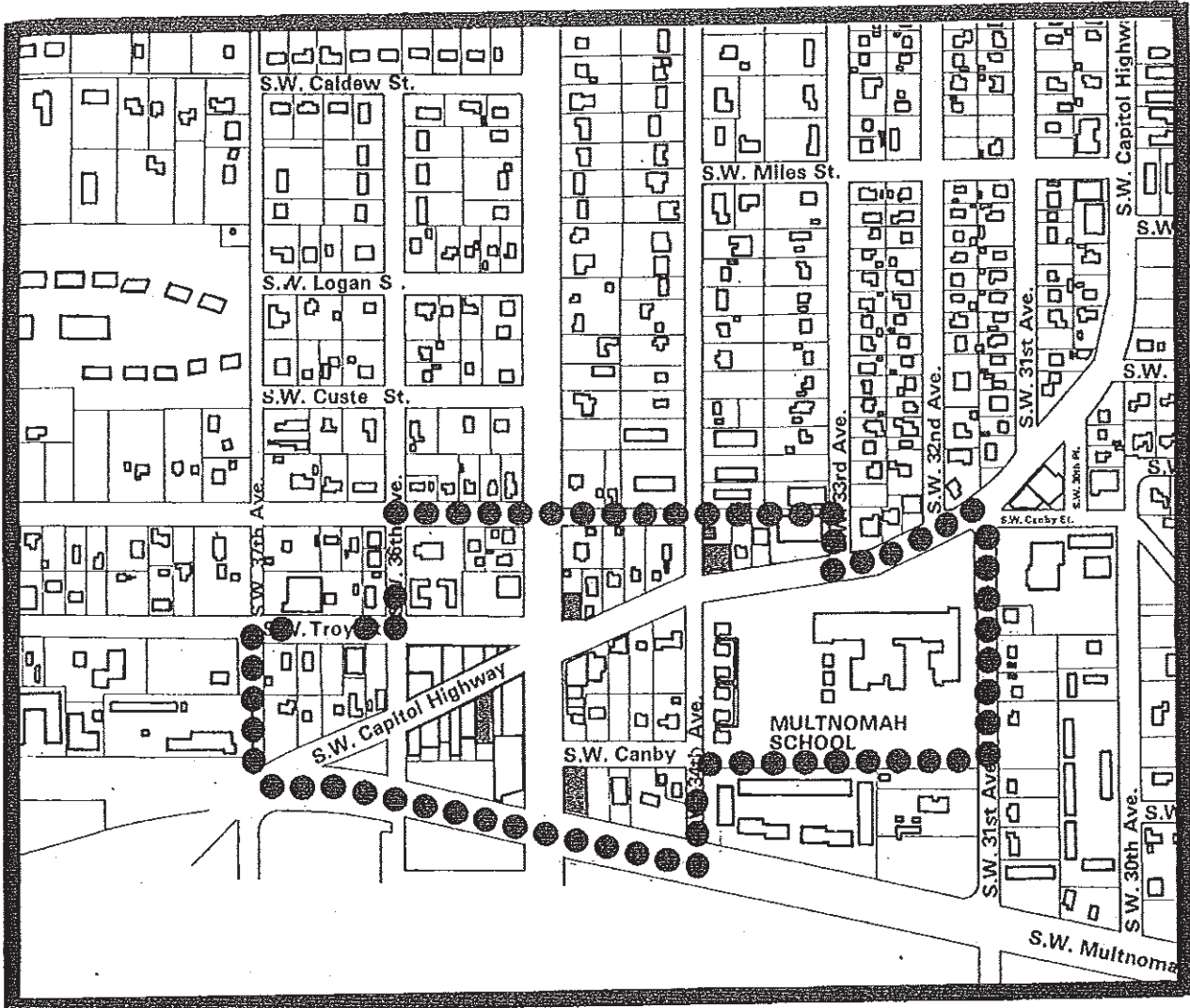
ner of 35th and Multnomah. The Pfeifer Building at 35th and Capitol Highway housed the first drugstore in the area. Both of these buildings were used also as meeting halls for social clubs and public entertainment. Across the street from the Pfeifer Building stands a brick structure which for several years was occupied by Lovejoy and Jackson's General Store.

In 1915 the Macadam Road that had led into Multnomah from Portland, was made part of the paved Capitol Highway. This increased the visibility of the commercial center and led to changes in transportation patterns. Commercial structures began to creep up the hill away from the rail station to take advantage of the increasing popularity of the automobile. Paving the road also introduced bus service of sorts. In 1915 F. M. Reed began his daily jitney service with a 25¢ round trip fare to Portland. Improvements to this system met the rising demand of increasing patronage as the passenger rail service declined.

Practically as soon as Multnomah's phenomenal interurban rail service had been introduced, the national politics of railroad franchises and high finance began to effect the small community of Multnomah. In 1910 the Oregon Electric Railway Company was purchased by James Hill's United Railways Company. Hill's interests in the Willamette Valley's service lines then began to attract the attention of Edward Harriman's Southern Pacific railroad system. As a result, competing routes were added to the valley system that squeezed the passenger service off the interurban lines. Emphasis was placed on the movement of freight over passengers and passenger service was finally suspended.

The introduction of paved streets, popularization of the private auto, and the decline of mass transit all contributed to changing of the physical character of Multnomah. The most influential effect was when in the early 1920's the Oregon Electric Railway right-of-way was acquired and Multnomah Boulevard was constructed along with the Capitol Highway overpass. The businesses which had been located near the station were either relocated or demolished and the entirety of the Multnomah business center was now centered on Capitol Highway.

The remaining commercial structures retain a great deal of their early 20th century ambiance. A large number now contain antique stores attracting customers city-wide, but the majority still serve as the community's commercial center. Preservation of this nucleus as the community's center is important as an alternative to regional shopping centers. A map delineating this district and an inventory of significant structures follows.



N

Legend:

- Proposed District Boundaries ●●
- Areas of Historical Significance ■

MULTNOMAH

Ordinance 187832, Vol. 1.3.O, page 8669

Preliminary Inventory
Structures of Historical or Architectural Significance

<u>Building</u>	<u>Address</u>	<u>Date</u>
Multnomah School	7688 SW Capitol Highway	1923
Wooden Commercial Structure	7739 SW Capitol Highway	
Wooden Stable	SW 34th/Canby	
Barron Building	7783 SW Capitol Highway	
Brick Commercial Structure	7822 SW Capitol Highway	
Wooden Commercial Structure	7912 SW Capitol Highway	

BLYTHE OLSON • 2719 SW Old Orchard Road • Portland, Oregon 97201 • (503) 294-7141

November 19, 2015

Re: City of Portland 2035 Comprehensive Plan
Updated with additional signatories since electronic submission of 11-18-15

Dear Portland City Council Members,

The undersigned neighbors of the historic "Strohecker's Market" wish to have our voices heard with respect to any zoning changes/language changes relative to the sole commercial property in the midst of our residential neighborhood.

Our attached comments are submitted for your consideration.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Blythe Olson", with a long horizontal line extending to the right.

Blythe Olson
503-294-7141
503-849-9616 cell

Attach: Comments with 73 endorsers (4 pages)

Comments for the City of Portland 2035 Comprehensive Plan

Hearing scheduled for November 19, 2015

For Portland City Council consideration

These comments are intended to address Proposed Change #1128 (formerly #644) relating to the property located at 2855 SW Patton Road, Portland 97201, historically referred to as Strohecker's Market.

We are all neighborhood residents/owners with homes in close proximity to this property.

Whereas we value having a neighborhood grocery store near us along with its ancillary services (pharmacy, liquor store, postal service), we are strongly opposed to additional commercial development that would add more traffic and parking stress to our residential neighborhood. The through street, SW Patton Rd, that borders this property, is routinely gridlocked due to commuter traffic that has increased in recent years and safety for drivers and pedestrians is compromised on a daily basis. Entrance and egress for Strohecker's is already dangerous because the 2-way left turn lane into the parking lot forces cars to use the same lane from opposite directions simultaneously. The adjacent crosswalk is routinely ignored by speeding vehicles.

We ask that the 1984 Ordinance No. 155609 allowing Strohecker's to expand to its current size remain intact with the new zoning name changes relative to any future use of this property so that we can maintain the livability and safety of our residential neighborhood.

Thank you. The following individuals endorse these comments:

Blythe Olson	2719 SW Old Orchard Rd
J. Mary Taylor	2718 SW Old Orchard Rd
Faith Emerson	2730 SW Old Orchard Rd
Dan Rogers	2730 SW Old Orchard Rd

Sarah Anderson	2770 SW Old Orchard Rd
Steve Anderson	2770 SW Old Orchard Rd
Joanne Klebba	2766 SW Old Orchard Rd
Betsy Rickles	2754 SW Old Orchard Rd
Norm Rickles	2754 SW Old Orchard Rd
Christine Colasurdo	2776 SW Old Orchard Rd
Thomas Scanlan	2776 SW Old Orchard Rd
Maryann Mackinnon	2792 SW Old Orchard Rd
Frances Barnes	2731 SW Old Orchard Rd
Susan Corso	2721 SW Old Orchard Rd
Brian McDonagh	2710 SW Old Orchard Rd
Megan McDonagh	2710 SW Old Orchard Rd
Kent Weaver	2736 SW Montgomery Dr
Peter Miller	2775 SW Montgomery Dr
Sally Miller	2775 SW Montgomery Dr
Anthony Mantione	2842 SW Patton Rd
Kelly Mantione	2842 SW Patton Rd
Elisa deCastro Hornecker	2959 SW Montgomery Dr
Jeanne Windham	2753 SW Roswell Ave
Wilmer Windham	2753 SW Roswell Ave
Janet Conklin	2635 SW Montgomery Dr
Bob Conklin	2635 SW Montgomery Dr
Kathryn Scribner	2707 SW Homar Ave
Dan Scribner	2707 SW Homar Ave

Doug Coates	3040 SW Periander St
Marcia Hille	3040 SW Periander St
Jordan Lubahn	2907 SW Periander St
Jessica Lubahn	2907 SW Periander St
Barbara Wagner	2720 SW Montgomery Dr
Susan Dierauf	2783 SW Roswell Ave
Tim Dierauf	2783 SW Roswell Ave
Luis (Ed) Valencia	2738 SW Old Orchard Rd
John McFee	2930 SW Periander St
Jerome Schiller	2742 SW Old Orchard Rd
Juliet Ching	2742 SW Old Orchard Rd
Eric Butler	2851 SW Montgomery Dr
Alice Rogan	2724 SW Old Orchard Rd
Lauren Jacobs	2933 SW Periander St
Zach Fruchtengarten	2933 SW Periander St
Joan L. Kirsch	4610 SW Greenhills Way
Jill Mitchell	4404 SW Warrens Way
Darren Mitchell	4404 SW Warrens Way
Michael Gann	2906 SW Periander St
Susan Gann	2906 SW Periander St
Christopher Gann	2906 SW Periander St
Louise Brix	2741 SW Old Orchard Rd
Joe Laqueur	2741 SW Old Orchard Rd
Elaine Tanzer	4405 SW Warrens Way
Jake Tanzer	4405 SW Warrens Way

Nancy Lee	2833 SW Periander St
Susan Kirschner	2444 SW Broadway Drive
Aubrey Russell	4921 SW Hewett Blvd
Molly Spencer	4232 SW Greenhills Way
George Spencer	4232 SW Greenhills Way
Mark von Bergen	4200 SW Greenhills Way
Marilyn von Bergen	4200 SW Greenhills Way
Jim Ruyle	2714 SW Sherwood Dr
Joanne Ruyle	2714 SW Sherwood Dr
Angela Clark	2793 SW Old Orchard Rd
Khashayar Farsad	4622 SW Greenhills Way
Denielle Farsad	4622 SW Greenhills Way
Kathleen Brookfield	2738 SW Old Orchard Rd
Jason Gifford	2738 SW Old Orchard Rd
Robeson Kitchin	2799 SW Montgomery Dr
Leigh Kitchin	2799 SW Montgomery Dr
Bennett Goldstein	2925 SW Montgomery Dr
Patricia Clark	2925 SW Montgomery Dr
Catherine Wise	2751 SW Old Orchard Rd
Kester Wise	2751 SW Old Orchard Rd

Submitted by Blythe Olson on November 18, 2015
2719 SW Old Orchard Rd
Portland, OR 97201
503-294-7141 503-849-9616 cell
blytheolson@gmail.com

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

November 19, 2015

Portland City Council
1221 SW Fourth Ave
Portland, Oregon 97204

Re: Growth Scenarios Report

The projected growth of 124,000 housing units that the City of Portland is planning for in the 2035 Comprehensive Plan has some flawed assumptions. The Metro is using a capture rate of 72 % in their forecast, when their historically the capture rate has been 62 %. That is 8.6 % higher rate than has been achieved. The City of Portland is planning is also planning for 60% share of the new housing units with in the Metro UGB. The largest share of housing units that the city of Portland has achieved has been 36%. Thus the more likely number of housing units should be 68,000 housing units. The city of Portland has been averaging 2,700 housing units per year. The best years of 2003 and 2014 it produced a little over 5000 units. This is far from the average of 6,000 housing units it would take to get to 124,000 housing units.

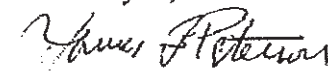
It should be noted that Clark County Washington has been producing close to the same number of housing units with 56% of the growth out side the UGB. Most of the housing units planed in the Portland will be apartments and condos. The 2014 Housing Preference Study found another flaw in Portland's plan because 80 % of respondents preferred single family detached housing. Will Portland's growth then happen in Clark County?

The Bureau of Planning and Sustainability has projected an increase in capacity of 28% in Multnomah Neighborhood in their proposed changes to the Comprehensive Plan. They have stated that there is more than enough with the current zoning thus the increase capacity would be considered Market Factor which is prohibited. The neighborhood is also slated for a misappropriate 11% growth of SW Portland due to the proposed changes in the plan

The increase in housing capacity in excess of the projected growth will put undetermined loads on an underfunded transportation system which is inconsistent with the State Transportation Rule.

Please add this to the record of the Comprehensive Plan

Thank you,


James F Peterson

Encl: Development Potential Urban Centers April 14, 2015

Urban growth management decision topic paper: Development potential in urban centers

Topic paper purpose

Policy makers have indicated an interest in further discussion of topics raised in the draft Urban Growth Report (UGR). This topic paper is intended to summarize relevant portions of the UGR as well as present additional summary information to inform policy dialogue. This topic paper relates to the likelihood of development of housing in urban centers such as Portland's.

Background

Communities in our region have decided that most new housing should happen in existing urban areas. That policy direction is reflected in the draft UGR, which includes a forecast of how the market may respond to existing policies and plans over the next twenty years.

Based on existing state, regional and local plans and policies, the draft UGR estimates that, over the next 20 years, about 60 percent of the new homes inside the urban growth boundary (UGB) will be built in the City of Portland. Most of these new homes will be apartments and condos, particularly those in Portland.

MPAC, Council, and others have expressed an interest in discussing this forecast and its implications. While achieving this level of growth in urban centers such as Portland's will present challenges, it is also clear that building sufficient housing at appropriate price levels will be difficult in any location, including any potential urban growth boundary expansion areas.

Policy questions

- What are the risks and opportunities of relying on locally-adopted plans, which focus most of the region's residential growth in urban centers and corridors?
- What additional actions or investments may be needed to support Portland's plans?
- If sustained development in Portland appears unlikely over the next 20 years, where might that development occur instead? What policies and investments would be adopted to achieve more growth elsewhere? Or, should the region as a whole plan for lower growth rates?

What are some of the reasons why the draft UGR forecasts substantial growth in Portland?

- Demographic factors favor apartments and condos, which are most appropriate and likely in urban locations:
 - Most of the region's new households (60%) will include one or two people.
 - Half of the region's new households will be headed by someone over the age of 65. Most of those households won't include kids.
 - Most of the region's new households (60%) will make less than \$50,000 per year.

- Nationwide, there is a clear trend of urban areas attracting new residents. The 2014 Residential Preference Study identified strong preferences for neighborhoods with amenities and services within walking distance. The study also indicated that people are willing to accept longer commutes to live in their preferred neighborhood type. Today, Portland's neighborhoods offer many of the amenities that people prefer.
- There are constraints to growth in all locations – inside the Metro UGB, in potential UGB expansion areas, and in neighboring communities. Some of those constraints include:
 - Federal funding for new infrastructure has been decreasing for the last few decades.
 - State growth management laws in Oregon and Washington place limits on outward growth. The draft UGR reflects those constraints and forecasts that the Metro UGB will “capture” a greater share of future households than in the past.
 - The adoption of urban and rural reserves signals clear policy direction to focus most growth inside the existing UGB. In this policy context, over 75 percent of the region's long-term residential growth capacity is already inside the UGB (with the remaining 25 percent in urban reserves). Under these adopted plans, much of the region's growth capacity is in the City of Portland.
 - The state Metropolitan Housing Rule requires that cities and counties provide at least half of their residential capacity on buildable land for multifamily housing or single-family attached housing. This type of housing is most likely to occur in urban centers such as those in Portland.
 - There are ongoing infrastructure finance and governance challenges in UGB expansion areas. Though there have been over 32,000 acres added to the UGB since its adoption in 1979, those expansion areas have produced little housing, particularly housing that would be affordable to households making less than \$50,000 per year.

What are some of the reasons why it will be challenging to produce this much housing in urban centers?

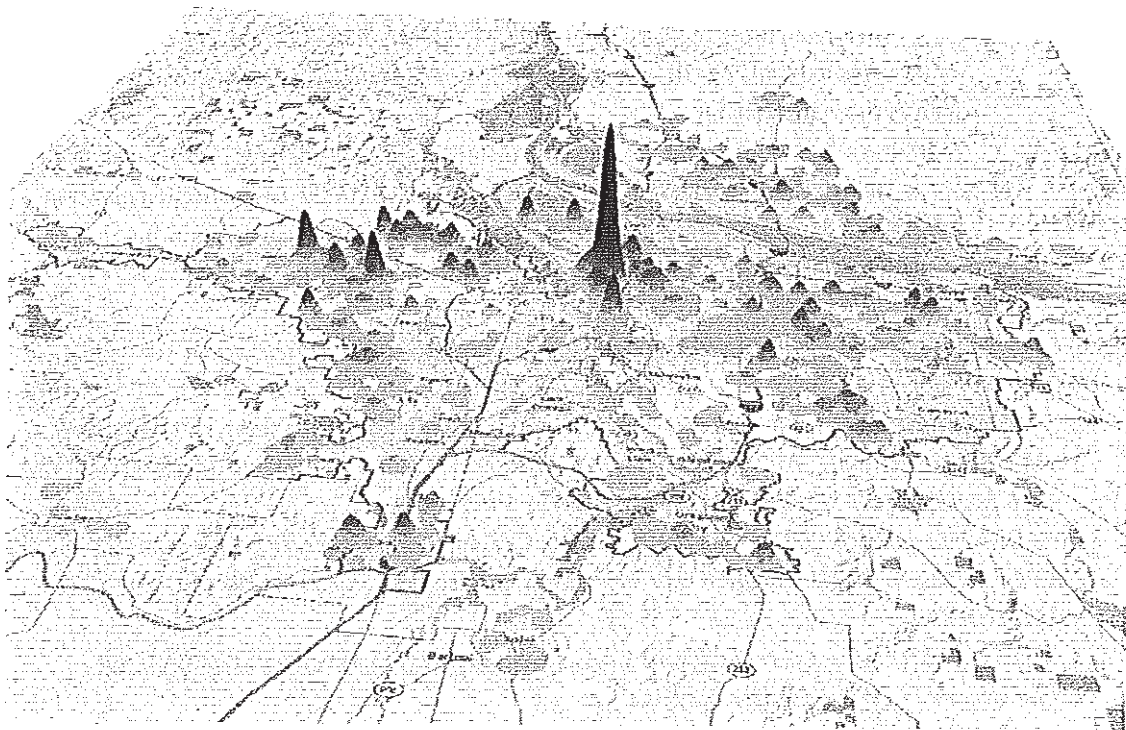
- On a per-square-foot basis, mid-rise and high-rise construction tends to cost more than lower density housing types. This is particularly the case when multifamily housing includes structured parking, which can add about \$25,000 to the cost of each unit.
- As a consequence of higher costs-per-square foot, multifamily units tend to be smaller than single-family detached homes. This poses challenges for producing family-friendly housing in urban areas.
- The region's mixed-use corridors sometimes pass through neighborhoods. Neighborhood associations often oppose new construction.
- Most of the expected housing in Portland will be apartments and condos. Questions remain about how well this will match people's housing preferences. The 2014 Housing Preference Study found:

- o Without asking for respondents to make tradeoffs such as price, neighborhood type, and commute time, 80 percent of respondents preferred single-family detached housing.
- o Accounting for tradeoffs such as price, neighborhood type, and commute time, 62 percent of respondents chose single-family detached housing (comparable to the share that live in this housing type today).
- The draft UGR indicates that the city would see about 124,000 new households over the next 20 years. This amounts to an average of about 6,000 new homes every year, which exceeds average annual housing production for the city.

What are some of the recent development trends around the region?

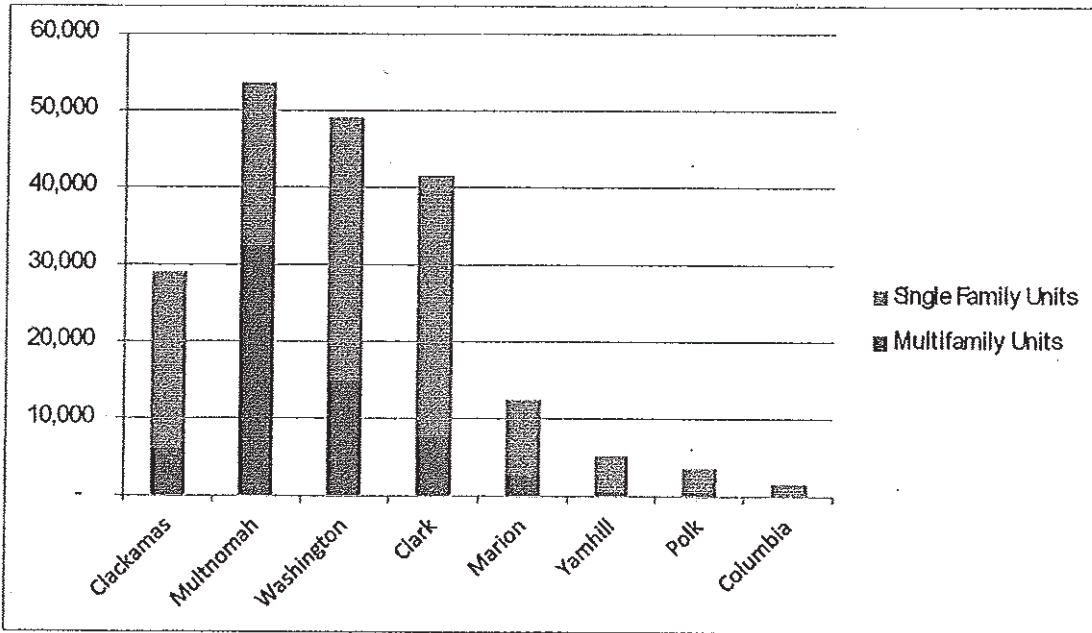
Growth management decisions are an exercise in planning for the future. However, what has happened in the past can inform discussions about what might happen over the next 20 years. Below are data on past residential development activity from 1998 through the third quarter of 2014.¹

Figure 1: New residential permit activity (total new residences 1998 through 3rd quarter 2014)



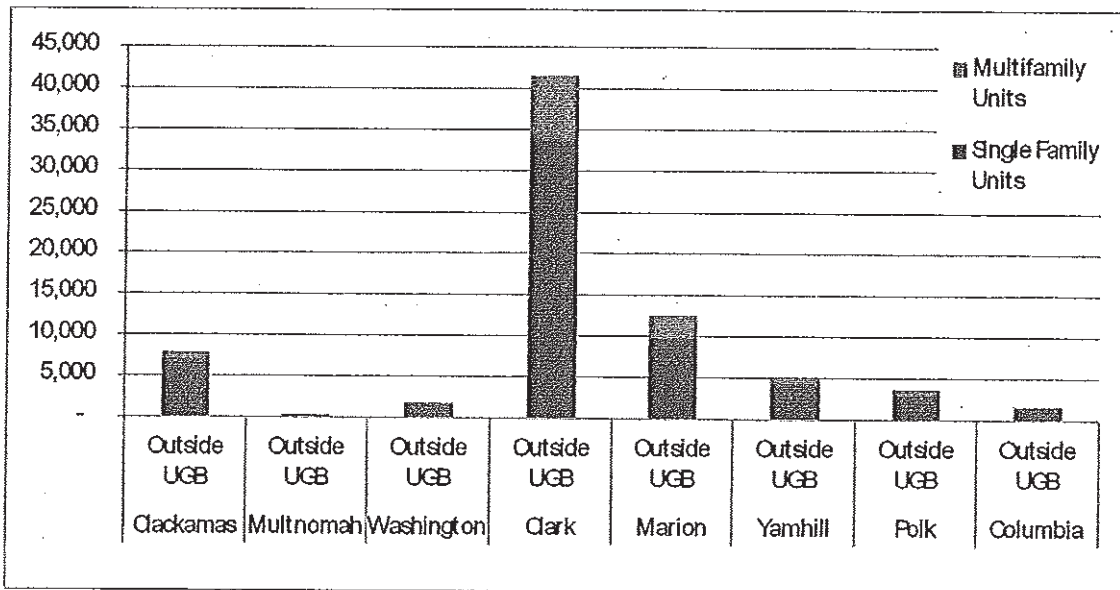
¹ Data source: Construction Monitor. These data are for approved permits for new residential construction. Pending permits and renewed permits were excluded. These data were compared with and found to closely match U.S. Census Bureau permit data. Though this is the best available data, there may be some instances when approved permits did not get built.

Figure 2: Permitted new residences by county and housing type (1998 through 3rd quarter 2014)



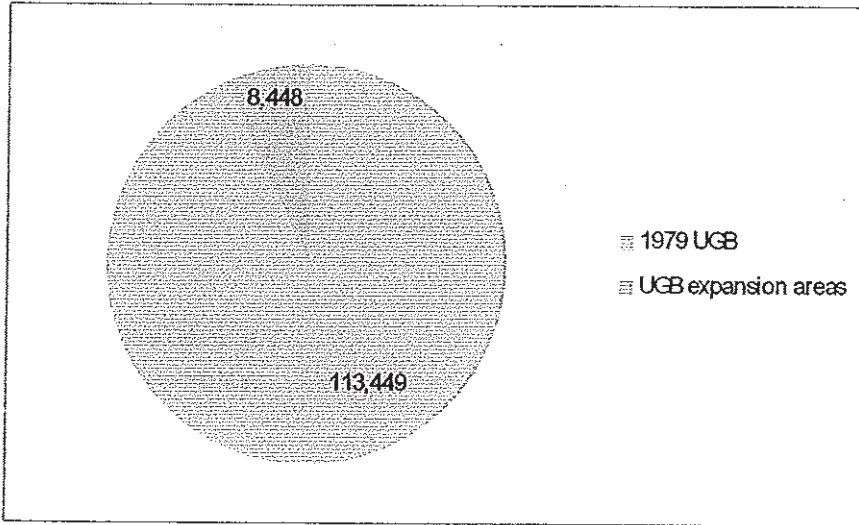
As depicted in Figure 2, there were about 196,000 new residences permitted in the eight counties shown. These new residences are evenly split between single-family and multifamily units.

Figure 3: Permitted new residences outside the Metro UGB by housing type (1998 through 3rd quarter 2014)



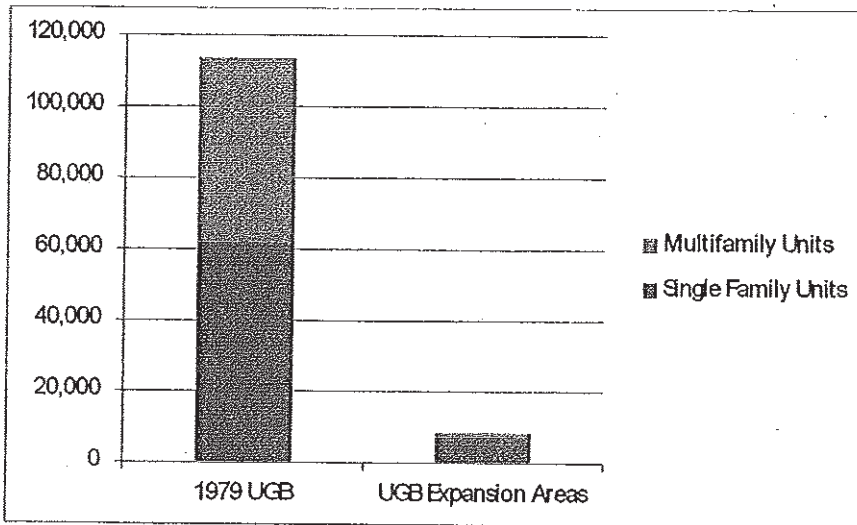
As depicted in Figure 3, most (56 percent) of the residential growth happening outside the Metro UGB has occurred in Clark County. Washington State also manages growth through its Growth Management Act.

Figure 4: Permitted new residences in original 1979 UGB and expansion areas (1998 through 3rd quarter 2014)



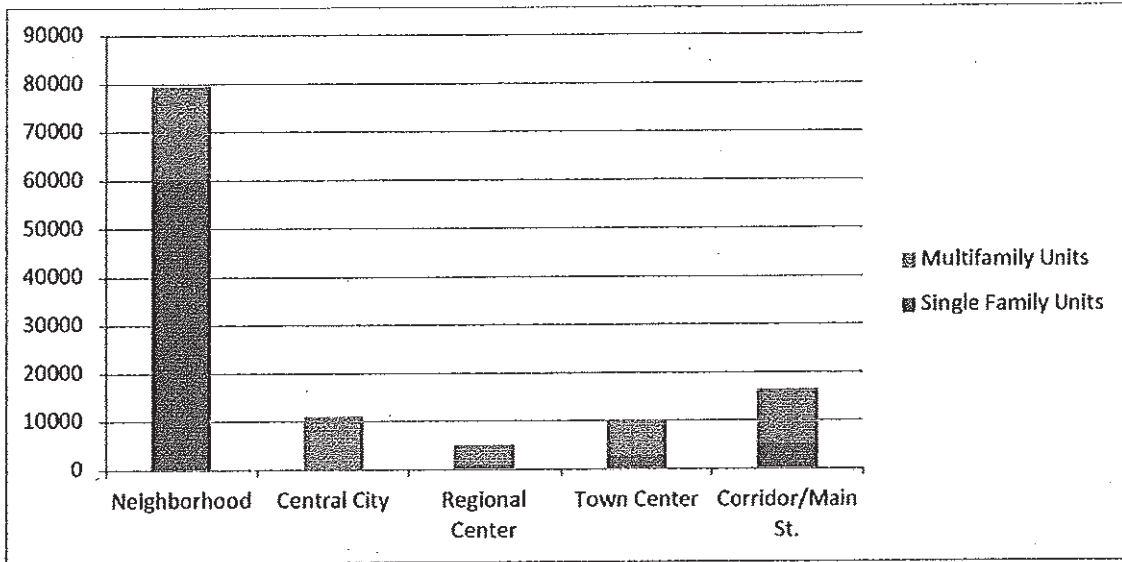
There are approximately 260,000 acres inside the Metro UGB, including about 32,000 acres that have been added since the UGB's adoption in 1979. As depicted in Figure 4, 93 percent of the new residences were permitted inside the original 1979 Metro UGB. UGB expansion areas contributed seven percent of the region's new housing.

Figure 5: Permitted new residences by type in the original 1979 UGB and expansion areas (1998 through 3rd quarter 2014)



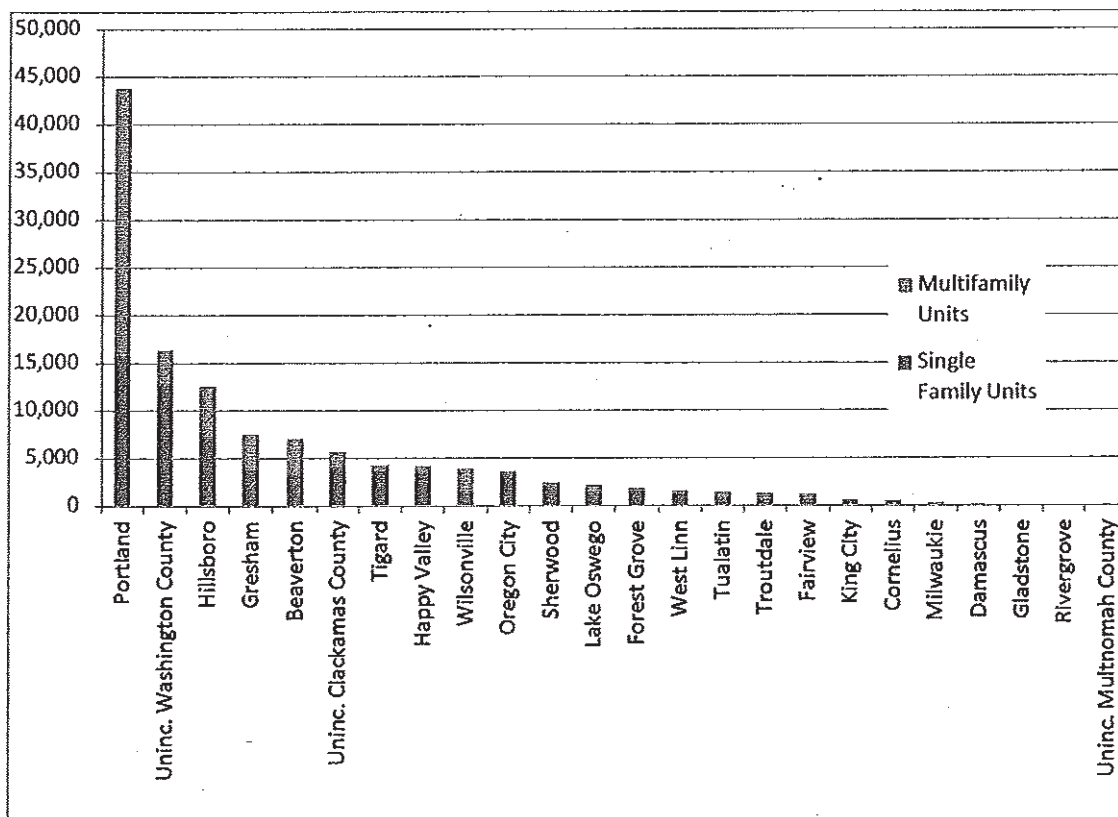
As depicted in Figure 5, 54 percent of the new housing permitted inside the original 1979 UGB has been single-family housing. In UGB expansion areas, single-family housing represents 87 percent of the new housing.

Figure 6: Permitted new residences in the Metro UGB by 2040 design type and housing type (1998 through 3rd quarter 2014)



The regional vision for growth, the 2040 Growth Concept, identifies several different design types. The Neighborhood design type is the most ubiquitous and, as depicted in Figure 6, accounted for most (65 percent) of the new residences in the Metro UGB.

Figure 7: Permitted new residences by city inside the Metro UGB (1998 through 3rd quarter 2014)



As depicted in Figure 7, over the last 16 years, the City of Portland led residential construction in the Metro UGB with 36 percent of the new residences. This represents an average housing production in Portland of over 2,700 units per year, which is about half of the average annual housing production forecast for the City of Portland in the draft UGR. In its best years (2003 and 2014), Portland produced over 5,000 units of new housing per year. Portland's lowest housing production occurred during the Great Recession. From 1998 through the third quarter of 2014, 64 percent of Portland's new housing was multifamily.

November 19, 2015

Daniel R. Holland, MD
East Portland Eye Clinic
Eye Health Northwest
10819 SE Stark Street
Portland, OR 97216

(503) 261-7273 (office)
(503) 805-1661 (cell)

Email: hollandd@ehnpc.com

To the Honorable City Council Members of Portland, Oregon,

The East Portland Eye Clinic was established in 1962 by Drs. Neal and Stodd on SE 122nd between Glisan and Burnside streets. We moved to our current location at 108 & SE Stark in 1989. We have grown from a two doctor practice to now 10 providers and soon to add an 11th doctor next month.

We currently see over 200 patients a day at our Stark location. Our clientele range from the very young to the very old and everyone in between. We provide premium services such as custom cataract surgery and LASIK as well as services for Care Oregon, Family Care, Medicare as well as discounted care to the uninsured. We also work with the Elks to provide free cataract surgery with our Mission Cataract program. Originally known as the East Portland Eye clinic, we are now part of Eye Health Northwest serving the Portland Metro area.

As we have grown, parking at our SE Stark location has become a problem. Many of the area nursing home buses including Providence Elder place and Trimet have to navigate our busy parking lot picking up and dropping off elderly patients. Often our lot is full which requires patients and employees to park on the neighborhood side streets. We also have a shortage of disabled parking spaces.

Just recently, the single family residential property just behind our current building became available for sale and we made a purchase offer in hopes of adding more parking. This would also allow us to add more disabled parking close to the building. It would also allow safer access into and out of our parking lot by creating an additional exit onto the side street rather than patients having to exit directly onto busy SE Stark street.

In order to accomplish this it is our request that the zoning be changed from residential to commercial for the lot at 412 SE 108th. The lot under consideration would provide up to 25 additional parking spaces for those seeking eye care. These

spaces will allow us to accommodate our current patient volume and also position us for future growth.

It has been a privilege to serve the people of East Portland and we look forward to many more years of continued service to the community. We believe we have the support of the surrounding neighbors and businesses for this change as many of them have been and continue to be our patients and additional parking will alleviate some of the congestion of parked cars on the neighborhood streets.

We also have plans to relocate the current home on the lot to a different vacant lot in the area and have been in contact with a builder who specializes in moving houses. We would even consider donating this house if it would help a family find more affordable housing in our neighborhood.

Thank you for your time.

Sincerely,

Dr Daniel R. Holland

2035 Comprehensive Plan Testimony

November 19, 2015

Daniel R. Holland, MD
East Portland Eye Clinic
Eye Health Northwest
10819 SE Stark Street
Portland, OR 97216

(503) 261-7273 (office)
(503) 805-1661 (cell)

Request:

Land use change to include 412 SE 108th Street, Portland, OR 97216 in Proposal #1000, Mixed Use – Civic Corridor, on the north side of SE Stark street between SE 104 and SE 109.

To allow for parking expansion of existing physician offices.

Also could include 402 SE 108th Street.

Current zoning is Residential.

Thank you,

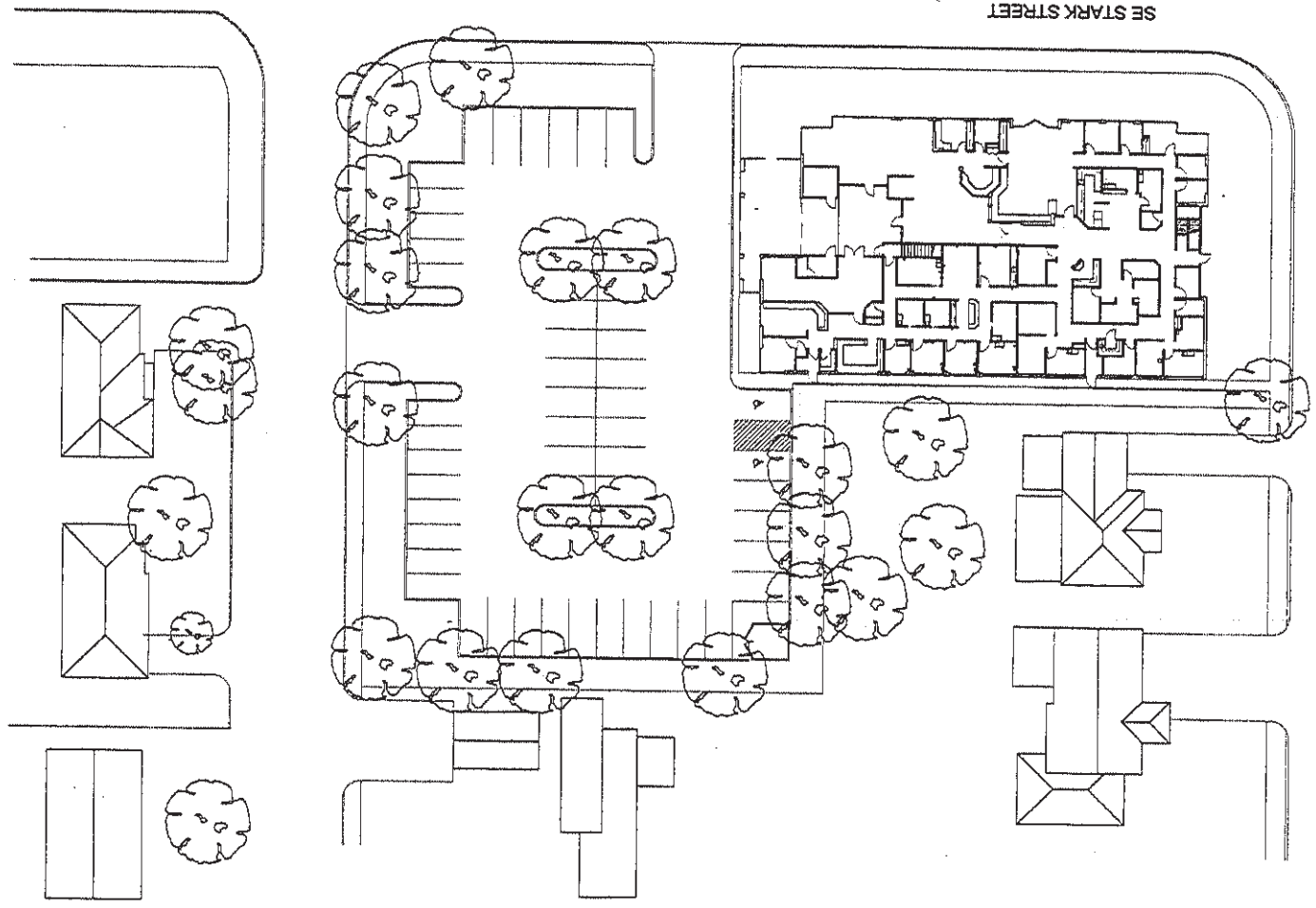

Daniel R. Holland, MD



1

SE STARK STREET

SE 108TH AVE



Sheet No. A3.1
 PROJECT
 2018 PLAN

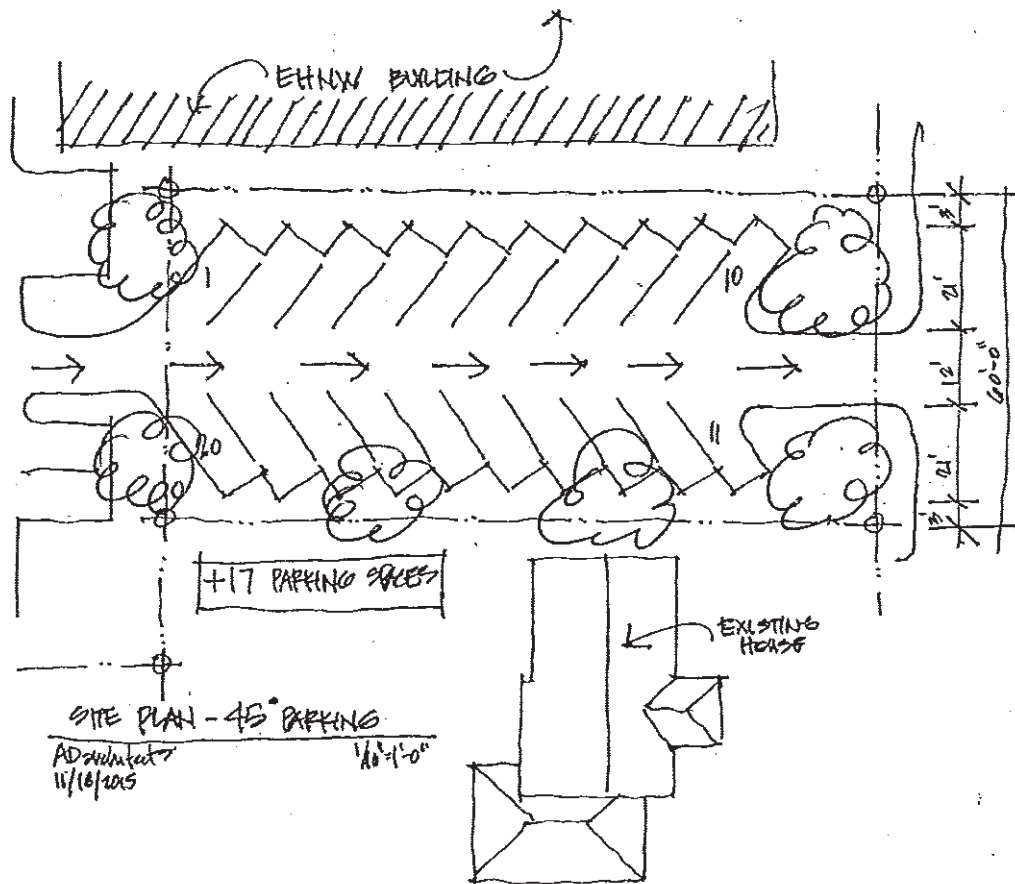
Author: Anderson
 Checked By: [blank]
 Drawn By: [blank]
 Project No.: [blank]
 Date: 04/27
 Scale: 1"=20'

Anderson Architects
 1400 SE 3rd Avenue
 Suite 200
 Portland, OR 97214
 Tel: (503) 224-7277
 Fax: (503) 224-7277
 www.andersonarch.com









To whom it may concern,


We support the city in approving a zone change allowing EyeHealth Northwest medical clinic more parking. This change would give them the ability to add additional handicap spaces, as well as easier drop off & pick up for the elderly and patients using medical transportation. With the limited parking, employee's park curbside in front of neighboring homes. Even with their efforts to allow patients priority parking they remain short on spaces. This shortage leaves elderly clientele struggling to find a spot or having to walk further than they are able. We support EyeHealth Northwest's efforts to be a thoughtful neighbor and a good steward of the community.

Christine Spring

Elmer's Restaurant-Mall 205
9660 SE Stark St.
Portland, OR. 97216
503.256-0333

To whom It may concern,

We support the city in approving a zone change allowing EyeHealth Northwest medical clinic more parking. This change would give them the ability to add additional handicap spaces, as well as easier drop off & pick up for the elderly and patients using medical transportation. With the limited parking, employees park curbside in front of neighboring homes. Even with their efforts to allow patients priority parking they remain short on spaces. This shortage leaves elderly clientele struggling to find a spot or having to walk further than they are able. We support EyeHealth Northwest's efforts to be a thoughtful neighbor and a good steward of the community.

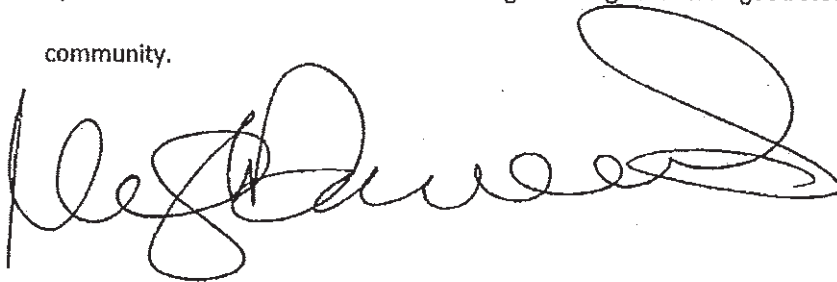


Corp. Pres.

Saylor's Old Country Kitchen
10519 SE Stark St.
Portland, OR, 97216
503.575.1775

To whom it may concern,

We support the city in approving a zone change allowing EyeHealth Northwest medical clinic more parking. This change would give them the ability to add additional handicap spaces, as well as easier drop off & pick up for the elderly and patients using medical transportation. With the limited parking, employee's park curbside in front of neighboring homes. Even with their efforts to allow patients priority parking they remain short on spaces. This shortage leaves elderly clientele struggling to find a spot or having to walk further than they are able. We support EyeHealth Northwest's efforts to be a thoughtful neighbor and a good steward of the community.

A handwritten signature in black ink, appearing to read "Greg Duvall". The signature is fluid and cursive, with a large loop at the end.

Retirement Community
Russellville Park
20 SE 103rd Ave.
Portland, OR. 97216
503.575.1775

November 19, 2015

Re: Testimony to Portland City Council on the Economic Opportunities Analysis, Growth Scenarios Report and other supporting documents for the current draft Comprehensive Plan.

To: Mayor Charlie Hales and Members of the Portland City Council

From: Mike Rosen, Principal
Ecoliteracy Collaborative
6005 SE 20th Ave.
Portland, OR 97202

I have a BA in Chemistry and a PhD in Environmental Science and Engineering. I've worked in natural resource cleanup, protection, and program management for the last 27 years, the most recent 13 as the Portland Watershed Division manager. I currently run the Ecoliteracy Collaborative, a non-profit dedicated to providing project based, K-12, sustainability education to under-represented communities.

I am here to express my support of the Planning and Sustainability Commission's supporting documentation for the draft Comprehensive Plan. In short, I believe it accurately reflects the ^{marine projections} cargo demand for the region and therefore appropriately sets the stage for protection of Portland's limited natural habitat, such as West Hayden Island.

Over the past 13 years the city's watershed group created three powerful tools to accurately assess, protect, and restore Portland's critical environmental habitat and water quality,

particularly for riverine environments: the Portland Watershed Management Plan, the comprehensive watershed monitoring strategy, and the Watershed Health Index and associated Watershed Report Cards. Each of these tools, based on decades of science and local and national natural resource work, show that in order to protect and enhance local water quality, the natural environment, and environmental health, Portland must continue to take bold steps to protect our remaining natural resources, in balance with sensible economic development. We know:

1. That for the continued restoration of endangered salmon runs we must protect shallow water habitat,
2. That the accurate cargo projections contained in the Economic Opportunities Analysis shows, that through the reclamation of Brownfields and more effective use of existing Port property, Portland can meet the needed industrial land supply ^{demand} in order to support ongoing economic development and generation of middle-income jobs,
3. And, unfortunately we know that even after millions of dollars spent, over two decades, to refute credible science that supports the protection of critical habitat such as West Hayden Island, the Port is intent on the industrial development of West Hayden Island and its habitat destruction.

In the most recent process, to determine the feasibility of the industrial development of West Hayden Island, even when given the opportunity to provide only the most minimal habitat protection and mitigation, the Port walked away from the table claiming the cost was too high.

The draft Comprehensive Plan does what it needs to: it sets a solid policy framework that will require the restoration and use of

available industrial land, while providing economic growth and adequate protection for critical habitat.

I encourage Council to adopt this plan and continue to show the exemplary environmental leadership it has in the past several weeks.

TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503

**Subject: Testimony to the Portland City Council on the comprehensive plan,
November 19, 2015.**

Over the next 20 years, the Portland-Metro area is estimated to grow by 400,000 people. Per figures gathered by the Portland Business Alliance, car trips are expected to increase by 49 percent and truck trips are expected to increase by 76 percent regardless of how much transit service is added. Per the city's own studies, 72 percent of the households in new multi-unit developments on the eastside have one or more cars. Utilizing those figures along with infill, that equates to approximately 45,000 more cars by 2040.

In Chapter 3 Urban Form; under Corridors 3.45 - 3.47 the plan addresses accommodating growth and mobility needs for people of all ages and abilities, accommodating multi-modal uses and balancing all modes of transportation.

In Chapter 4 Design and Development: under Off--site impact 4.32 and 4.33 the plan addresses mitigation of off-site impacts to residential areas and storage areas on adjacent residential uses.

In Chapter 9, Parking Management policies 9.54 - 9.57 that seek to encourage lower car ownership and limit adequate parking for car storage in new multi-unit residential development are contradictory to accommodating multi-modal uses for people of all ages and abilities. Proposing more paid on-street parking permit areas is contradictory to the mitigation of off-site impacts to residential areas. Additionally, policy 9.57 places more of the financial burden for new development on existing residents and businesses when it should be paying for itself. Adequate off-street parking needs to be required when new development is adjacent to established residential neighborhoods.

Policy 9.6 Transportation strategy for people movement is simply discriminatory and needs to be legally challenged. Given the privileges and immunities clause in the Oregon Constitution, equity requires the users of vehicle modes near the top of the list should be paying higher taxes and fees for the privilege as opposed to extorting drivers at the bottom of the list. Policy 9.66 Funding enhances this line of financial reasoning.

Finally, if the afore mentioned policies are adopted without major equitable changes; even though it may be an inconvenience, the city and city leaders must set the example and lead the way. This must include lower car ownership by eliminating the entire city fleet of automobiles, many of which are primarily used for single occupancy vehicle trips and take up two floors of car storage parking in the 1st and Jefferson parking structure.

Respectively submitted,

Terry Parker
Northeast Portland

Charles Richard
4216 SW Pendleton Street

Portland, OR 97221

503-293-8836 11/19/15

Presentation To:

Hon. Mayor Charlie Hales
Mbrs. Portland City Council

A. Charles Richard

^{Northern California}
1. retired grape grower/winemaker presently
residing with wife at above address since
2011.

2. Choice of home purchase there included
walking distance to Multnomah Village

B. Witnessed uncontrolled & mismanaged
land-use policies in California, ^{thought} same

1. I see same here in Portland

C. First Step: maintain "Neighborhood Corridor"
status for Multnomah Village

1. Multnomah Village, a village since 1850 requires
"community planning" pg Page HTU-11

2. Providing some flexibility re Multnomah Village's
long established history is equitable. Pg. GP2-2

Respectfully,

Charles Richard

Testimony of Raihana Ansary
Government Relations Manager
Portland Business Alliance
Before Portland City Council
Regarding Economic Opportunity Analysis
November 19, 2015

Good afternoon, Mayor Hales, Commissioners.

My name is Raihana Ansary and I'm here to comment on the recommended 2015 Economic Opportunity Analysis (EOA) on behalf of the Portland Business Alliance.

The Alliance has been tracking the comprehensive plan update for the last two years and would like to commend staff for their hard work to accommodate our city's future growth. We plan to provide input on the broader plan but this afternoon, I'd like to focus on a few assumptions that have been made to artificially fulfill the state of Oregon's Goal 9 requirements on economic development. In summary, we are concerned about the following:

1. **The proposal to accommodate a low marine cargo forecast** despite recent trends that indicate otherwise. Since the early 1960's, the lower Columbia River Gateway, including the Portland Harbor, have experienced sustained cargo development with an annual growth rate of 3 percent. Recent commodity flow forecasts show continued growth at 3 percent. Yet, the revised EOA projects an annual growth rate of 1.3 percent.

The low forecast is not justified by recent market trends nor is it consistent with existing plans that have been approved by Portland City Council including the city's *Portland Plan*, *We Build Green Cities Campaign*, and the *Greater Portland Export Plan*. These plans all aim to promote our traded-sector economy and yet, the EOA assumes a low marine cargo forecast.

As we have shown in our Value of Jobs reports, export-related jobs pay on average 18 percent more than non-exporting jobs across sectors. Manufacturing jobs that produce traded-sector goods are also found to

provide higher wages and better benefits than non-manufacturing jobs, particularly for communities of color and for those with less than a four-year college degree. A low marine cargo forecast does not promote our traded-sector economy or middle-income job growth.

2. **Aspirational brownfield redevelopment.** The EOA also assumes that 60 percent of brownfields will convert over the next 20 years. This is dependent in large part, however, on the ability of the Oregon Legislature to enact and fund legislation and programs. Additionally, brownfields do not *often* convert to industrial land due to cost burdens and regulations associated with their redevelopment.
3. **Aspirational golf course conversion.** Finally, the EOA relies on golf course conversion to meet its industrial land needs. Golf courses are privately owned and an owner must be willing to sell their property. Not all of the golf courses that are being counted have confirmed an interest to sell.

While we appreciate efforts to meet the industrial lands shortfall, these strategies are aspirational at best. We urge that the EOA reflect market realities to help ensure a prosperous and equitable future for all Portlanders.

Thank you.

to: Portland City Council Nov 19, 2015

My name is Jean-Claude Paris and I live at 7434 SW Capitol Highway Portland Oregon 97219. I am a retired International banker, founder of the French American International School and the Alliance Francaise in Portland, a resident of Multnomah Village, a US citizen and a former Honorary French Consul for the State of Oregon.

In Europe, in every city larger than Portland, Politicians and City Councils have retained small villages within or close to financial and business centers. These villages are protected by classifying them as "historical treasures", any extensions in height and density are limited, while restricting and protecting their architectural design style in any remodeling projects: examples such as: Montmartre in Paris, and any "intra muros" parts of ancient cities such as Old town in Nice and Avignon, the city of Carcassonne, and others. The entire old city of Tallinn, Estonia is so well preserved that it has been classified as a World Treasure by UNESCO, a UN agency.

In America, a number of touristic towns have well known and unique "villages" near by their financial districts, as well. Just to cite a few of them: North Beach in San Francisco, Greenwich Village in New York City, the French Quarter in New Orleans, etc.

The founders of the City of Portland were unique city planners and gave us a great gift: beautiful and large parks along with the creation of so many dwellings, homes with livable yards and reduced heights. This was a great vision for the future of our City that we all enjoy today.

When the City talks about "necessary density" for whatever reason this density already exists and is going to continue growing; it happens within Multnomah Village, with many little bungalows coming down with or without a sizable lot: a small 1940's or earlier bungalow is replaced by 2, 3 or 4 new mega "Dallas style" overpowering dwellings.

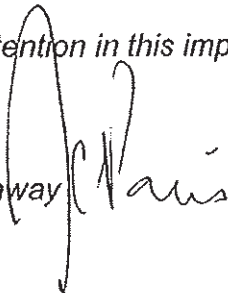
So, it is going to be a nightmare to add more density in the core of the Village where more density is happening every day.

This is already the situation in Beaverton, on our inner city freeways, in the Pearl District and on 23rd Avenue where traffic reaches saturation by 2:30 PM every day and parking is nearly impossible for inhabitants or visitors.

Let's keep and preserve our unique Portland neighborhoods and keep Multnomah "the small village in the heart of the city."

Thank you for your attention in this important matter for our generation and the generations to come.

Jean Claude Paris
7434 SW Capitol Highway
Portland OR 97219
(503) 246-7612



November 19th, 2015

Portland City Council Members and Mayor Hale

1221 SW 4th Street, Portland Oregon

RE: Testimony in Support of Current Comprehensive Plan Recommendations to keep property of 2717 SE 15th Street at SE Clinton Street RESIDENTIAL

Dear City Council Members and Mayor Hale,

I represent a large group of 50+ neighbors living in the immediate area of SE 15th Street and SE Clinton Street. We understand that the property owner Matt Brischetto has come to you to change the zoning on his property from what is currently listed in the well researched draft put together by the Portland Planning and Sustainability Commission for the 2035 Comprehensive Plan. After hearing the requests, hearing the testimony of neighbors back in 2014 the decision was to keep the property as residential. We agree and support that decision and at this exact moment the property is listed as residential.

We strongly urge you to stay with the same and oppose his personal request for rezoning 2717 SE 15th Street at SE Clinton from Residential to Commercial.

We currently have a stable, healthy residential area mixed with plenty of commercial properties. There are more than 25 businesses within 1/2 mile of this location with new businesses opening daily. Rezoning 2717 SE 15th from residential to commercial will add additional businesses, noise and chaos to Inner SE Clinton Street and is simply not needed! Also as local neighbors if zoning is made commercial, we may suffer potential injury by affecting the use and enjoyment of our homes and nearby community. It will create increased noise, traffic, parking difficulties, and exposure to environmental hazards depending on particular businesses added. Since this is the second largest bicycle pathway in the city and just 3 blocks from our local elementary school, there could be safety concerns for bicycles, families with small children and people walking nearby.

This property owner will spent much time, effort, money and promises to assure everyone this will not happen. He has already met with our neighborhood board five times and had numerous discussions with Portland Planning Commission over the past year. Our HAND board has written a general letter to the City Council which opposes change in our area to commercial on any property that has always been zoned residential in the past.

We ask that you base your support of maintaining residential zoning on the zoning change itself and not on the promises made by the property owner. We want to be clear on this.... he does not have our community for support for this zone change. We are not in any way attacking his character, or his attempt to make money on his property. He may be Mother Theresa herself with the best of intentions, but once a zone change is made it is permanent and anything can happen for years and years to come on the property with the current or future owners!

As neighbors with long term investments in our homes, our families and our visions for this great community we cannot take this chance! We agree with current zoning and oppose any change to commercial designation for 2717 SE 15th Street at SE Clinton.

Sincerely,

Lynda Peel, 1417 SE Clinton Street, Portland Oregon, 97202

Inner SE Clinton Area Neighbors Against Rezoning SE 15th and SE Clinton to Commercial

Ordinance 187832, Vol. 1.3.O, page 8704

11/19 /2015

6:03 PM
11/19/2015
ON RECORD

To : City Council Members

From: Bob Foglio- CN2 Landowner

Re: Comp Plan Amendment—Campus Institutional (CI)

Good afternoon council members.

My name is Bob Foglio. I recently purchased a property that is designated to be included in the New Campus Institutional comprehensive plan amendment.

I am very supportive of the concepts behind this proposal. Streamlining the development process for these large institutions that educate our children and create jobs is important.

Portland has a unique populationProviding these institutions a uniform zoning code to grow without a complicated land use process is needed and necessary. With our public transportation options, eclectic dining and vibrant neighborhoods that surround these institutions it is ideal for what PDX has evolved into over the past 20 years and will become in the future.

At face value and a quick read over the proposed zoning code it looks to be a minimal impact. Lower impact at periphery and increase density in center...much like a high school football field using the track as a buffer and the majority of events take place on the field.

Great concept—however the proposed requirements are VERY specific and beneficial only to the large parcel and or institutions. We kind of overlooked the high jump, triple jumper's area and shot putters off to the side lines. We also

forgot about our public transportation running around track with all types of people.

The CN1 Cn2 Co 1 Co2 Cm Cs small parcel owners are the forgotten or Overlooked group. These uses allow private ownership opportunities for coffee shops, bookstores, food carts, deli, small markets, bakery, flower shops, pizza slice etc..... all things Portland. The diversity and unique business that support these areas are largely being taken away in the fine print.

The current proposal takes away uses, decreases density, lower FAR, and is generally restrictive to small parcel owners. It eliminates creative, unique and diverse businesses and business opportunities and devalues property. These supporting retail businesses are in line with the GOALS of this proposed plan.

My simple request would be the city council have a discussion and make request a map of these non owned parcels and see impact.

Then simple amendment that states:

surrounding or adjacent parcels included in this proposal/overlay/designation retain the current Commercial zoning.

Or add Proposed CI 1 or C1 -2 as a conditional use. Problem solved everyone is happy we all retain our current property rights.

Thank you for your time and consideration in this matter. Please inform me of any dialogue in this matter. I would be happy to meet and discuss in detail.

Bob Foglio

POB 120

Gladstone Or 97027

Site= 2626 NE Dekum

Bernadine Bonn
7609 SW 33rd Ave 97219

Thank you for the opportunity to speak. My name is Bernadine Bonn and I live in the Multnomah Village neighborhood. I urge City Council to reconsider the designation of Multnomah Village as a Neighborhood Center. It is much more appropriate as a Neighborhood Corridor as defined by the proposed Comp Plan. I would like to point out several reasons.

First, drastically increasing density in the neighborhood will create serious traffic and safety problems. Many of the streets in the area are unimproved and not maintained by the City. Few side streets have sidewalks. When cars are parked on both sides of the street, the remainder is a single lane width that pedestrians share with traffic. Rather than encouraging residents to walk (a goal of the plan), increased side street traffic and parking will discourage walking. Capitol Hwy (the main street), already has back-ups during peak times and is limited to 2-lanes with no realistic possibility for widening. There are no bike greenways and Tri-Met service is limited. Hoping that the money to develop adequate infrastructure will somehow materialize or that residents will not own cars cannot be considered serious planning.

Second, Multnomah Village is an iconic neighborhood that is beloved throughout the City. The scale of redevelopment that will inevitably occur in the Neighborhood Center scenario will destroy the charm and human scale of the Village. Part of the allure of the Village is that its historic downtown evokes a simpler time. A lot of people love this quality. Certainly there is room in a city the size of Portland for keeping a historic neighborhood mostly intact. For this reason, I would urge a Design District designation to guide future development in Multnomah Village.

Third, Multnomah Village has some of the more affordable housing available in the City, such as small rental homes and older apartment buildings. New rentals will almost certainly be market rate which are unaffordable for many. Increasing rental rates in the neighborhood will push older rentals to remodel and increase their rents. Affordable housing stock will be lost.

Lastly, I would urge the Council to take a pause in the Comp Plan overall. The plan is complex and seems to try to fit the neighborhood into the plan rather than tailor the plan to fit the neighborhood. Portland is rightly celebrated as a city of neighborhoods. It would be tragic to lose that because of inflexible planning.

November 19, 2015

Good Afternoon Mayor Hales and Members of the City Council. My name is Bob Wise, 2715 SW Huber Street, Portland, Oregon. I am an owner of Cogan Owens Greene, a forty+ year old planning, community engagement and sustainability firm. I served, and it was a great honor, for almost ten years as Chair and Co-Chair of the Sustainable Development Commission for Portland and Multnomah County when we did pioneering work on climate change, green building, recycling and food policy.

I am a member of our Community of Practice best practices study group. Our Community of Practice is looking at ways to address and prevent public investment induced gentrification and displacement.

We enthusiastically support the Planning and Sustainability Commission recommendations to include the recommended anti-displacement campaign policies in the proposed Comprehensive Plan. This inclusion has the potential to prevent and possibly reverse some of the historic injustices of displacement that took place in our city over the past century. Your adoption of these policies will help ensure that, going forward, we will be a more just city.

I have a few quick points to make.

1. The Third Leg of Sustainability – This work adds the third leg of sustainability to city policy – economy, environment and now equity. If these policies and investments are enacted, we have a better chance of saying that, for the first time, that Portland has a truly inclusive and functional sustainability policy.
2. Equity as Ownership -- I would encourage you to think of equity as not only fairness and inclusion but also as promoting local/community ownership, wealth, and asset creation. I encourage you to use this lens as a way to review all actions to implement the Comprehensive Plan.
3. Investment is Key -- Please look at all city investments as “seed capital” as ways to create lasting equity and community benefit. Public investment should leverage other public, private, educational, philanthropic, and community CDC investments to create local and community assets. There are many exceptional strategies detailed at the Comprehensive Plan and at the Democracy Collaborative in Cleveland that support the community investment approach.

The anti-displacement campaign recommendations focus, to a great extent, on regulatory and investment policies. I want to encourage us all to remember the important role played by tax policy. We should figure out soon how we can reduce or eliminate the major role the property tax plays as an important driver of displacement. The equation is simple: the more new development and the more dense that development – the greater the increased tax revenues generated to support city services. I challenge us all to figure out how to decouple the increasing need for tax revenues from the processes of displacement.

Thank you to the thousands of citizens, community based organizations, city staff and Planning and Sustainability Commission for bringing us to this point.

Forward together. Thank you.

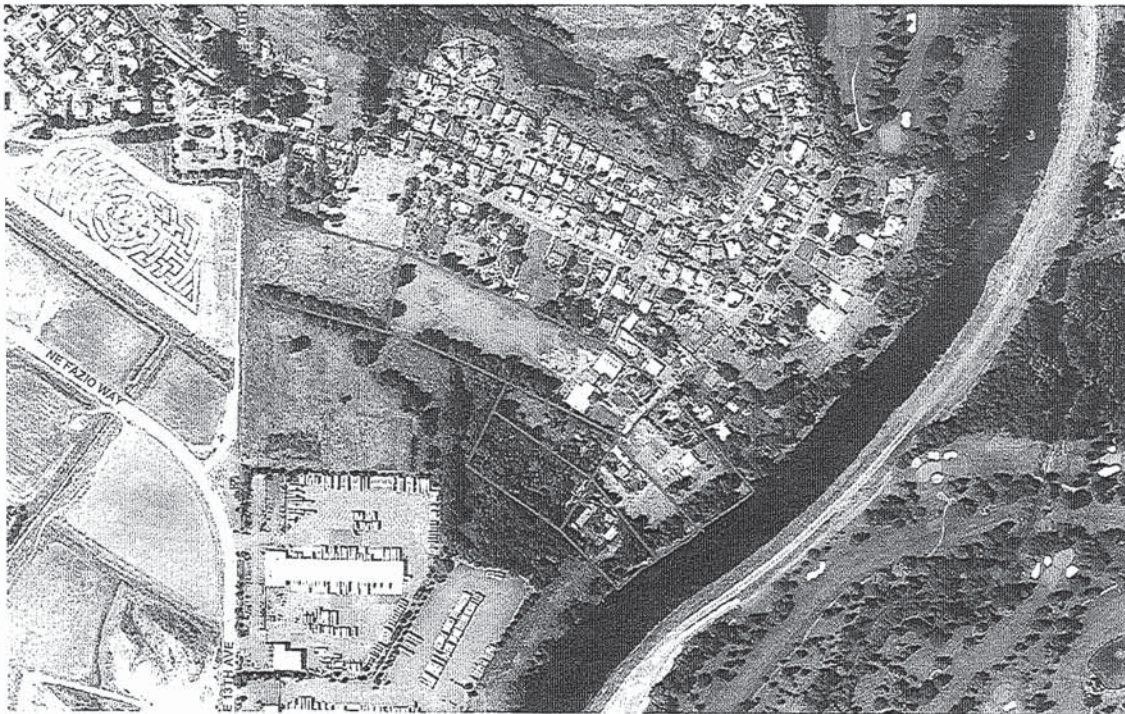


Submitted by Martha
Nov. 19, 2015 Johnston

To: Council Members

11-19-15 - East Columbia NA

Map of Affected (IS) complex
Properties - N.E. Levee Rd,





PORTLAND FREIGHT COMMITTEE

November 18, 2015

Portland Mayor and City Council

Dear Mayor and Commissioners:

The Portland Freight Committee (PFC) appreciates the opportunity to provide our latest comments on the Planning and Sustainability Commission's (PSC) recommended draft of the Comprehensive Plan. We recognize the significance of this plan in providing direction for City decision-making on key land use and transportation issues and setting the framework for future infrastructure investments over the next 20 years. The PFC appreciates all the hard work on the part of Bureau of Planning and Sustainability staff in their efforts to address many of the issues we originally raised in our comments submitted on April 30th 2013 and the improved recognition on freight transportation. We would, however, like to specifically highlight the following policy concerns - many of which were also raised in our March 9th 2015 letter to the PSC and which have not been addressed in the proposed draft Comprehensive Plan:

Family Wage Jobs and Equity

We believe it is critical for a successful city to maintain and encourage middle-income employment opportunities. We often stress the importance of industrial jobs because they pay higher wages and have lower barriers to entry and are accessible for people with less than a four-year college degree. Employers still need welders, machinists, barge builders, truck drivers and other skilled workers. The analysis prepared by the Bureau of Planning and Sustainability on Portland's changing income distribution (*Industrial Middle of Portland's Changing Income Distribution*) shows an increase in high and low wage jobs but a reduction in middle-wage jobs which are held at a higher rate by non-whites. With the City's current emphasis on both equity and affordable housing, we would like to see stronger language that encourages and emphasizes these important sectors of our economy. It is also necessary to provide better transit service in our industrial employment areas to improve access and provide viable transportation options for workers.

Working Waterfront

We understand the unique economic, environmental and cultural assets of the Portland harbor and the challenges associated with balancing these interests. Unfortunately, there appears to be conflicting policies within the environmental and watershed health and economic chapters of the Comprehensive Plan. We understand, for example, that strategies to update environmental zoning in the Columbia Corridor and harbor industrial districts, are estimated to reduce industrial development capacity in these areas by 150 acres. As a result, we would like to see policy support both employment and business growth in this area. If a specific piece of Industrial land is not allowed to continue as Industrial land then an offset should be made to make up for the lost industrial land elsewhere so that we do not further exacerbate our industrial lands shortfall and compromise significant opportunities for economic growth. We should also implement the proposed employment zoning project for example, to help offset environmental policies that may further increase our industrial lands shortfall.

Portland Freight Committee ■ 1120 SW Fifth Avenue, Room 800 ■ Portland OR
97204

The Portland harbor is a vital employment area; home to thousands of valuable middle-income jobs. Many of the industrial businesses in the harbor are conscientious stewards of the environment and they make significant investments to help mitigate adverse environmental impacts while also providing critically needed middle-income jobs. The Bureau of Planning and Sustainability's own *Industrial Middle of Portland's Changing Income Distribution* report finds that communities of color and east Portlanders frequently rely on jobs on industrial lands. The middle-income jobs that industrial and mixed employment areas generate are significant for achieving an equitable city as previously outlined in the adopted Portland Plan. Portland's harbor and working waterfront are critical to the economic success of the city, especially as many Portlanders face growing housing affordability challenges.

Central City Portal Capacity

As the city grows in both population and employment there will be greater strain on our existing transportation system to accommodate increased travel demand for both people and goods movement, particularly in the central city area which is a major regional attractor for jobs and commerce. Since the cost of providing additional freeway capacity in the central city would be prohibitively expensive, it is essential that we maintain existing portal capacity on central city freeway interchanges and bridgeheads to ensure the efficient movement of people and goods and to help mitigate congestion at these regionally-significant areas.

Transportation Hierarchy

While the original draft Transportation Hierarchy policy 9.6 language has been updated to include "Transportation strategies for people movement," it still remains unclear how the updated strategy will be applied at the project development and design levels. Since most Portland street corridors are multi-functional, street design is based on the context sensitivity of the surrounding land uses and connecting transportation network. Unless otherwise clarified, the PFC requests that the "Transportation strategies for people movement" be excluded from designated freight districts and along major commercial corridors.

The PFC also recognizes the need for providing bicycle and pedestrian access to industrial employment areas but encourage the use of safer alternative routes that do not conflict with heavy truck movements along major freight corridors.

Freight and Civic Corridors

The PFC appreciates that Freight Corridors have been included into the policy language and map in the Urban Form and Design chapter. As stated in Chapter 3: "Freight Corridors are the primary routes into and through the city that supports Portland as an important West Coast hub and a gateway for international and domestic trade."

Many proposed Civic Corridors we previously identified as being in conflict with designated Priority and Major Trucks Streets are still included on the map on page 3-29 – i.e., St. Johns Bridge (US 30), MLK south of Lombard, NE Sandy Blvd, NE/SE 122nd Ave, SE Stark, 82nd Ave south of Sandy, Powell Blvd (US 26), SW Macadam Ave (Hwy 43), SW Barbur Blvd, and SW Bertha Blvd/Beaverton/Hillsdale Hwy. The PFC remains concerned that classifying these important freight streets as Civic Corridors will create policy conflicts and compromise their intended function to provide truck mobility and access to surrounding commercial and employment districts along these corridors.

Emergency Vehicles and Over-Dimensional Truck Routes

Portland Freight Committee ■ 1120 SW Fifth Avenue, Room 800 ■ Portland OR
97204

The PFC believes it is essential for Portland's emergency preparedness strategies to be addressed in a specific section in the chapter on transportation. Over-dimensional truck routes are necessary for emergency response vehicles, police, fire, ambulance, tow trucks and other emergency providers to be able to reach their destinations in an efficient and timely manner. They also serve as the main recovery routes in the event of an earthquake or other natural disaster for providing essential supply lines to impacted citizens.

Over dimensional routes are also necessary for transporting over-sized equipment (heavy construction equipment, culverts, transit supports, building materials, etc.) A Regional Over-Dimensional Truck Route Study is currently underway and we request the results be reviewed and policies added or refined as part of the Comprehensive Plan and Transportation System Plan (TSP) Updates.

Truck Parking and Loading

Truck loading zones are an important element in the movement and delivery of goods and services throughout the City. Policy language needs to be included to protect and provide safe loading zones for delivery personnel. As part of implementing the adopted Climate Action Plan, a Central City Truck Parking and Loading Plan is currently being conducted. The PFC requests that recommendations from this Plan be included in the Comprehensive Plan and TSP Updates.

Transportation System Plan Project List

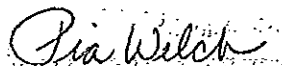
The PFC urges that the TSP continue to reflect our city's 20-year multi-modal transportation needs by including a projects list. The TSP should be used as a resource to commit to funding projects that follow PBOT policies and priorities.

The Portland Freight Committee looks forward to continuing our work together to help ensure a strong multi-modal transportation network that promotes a prosperous economy. Thank you for your consideration of these comments.

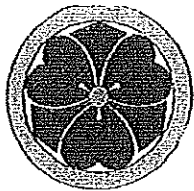
Sincerely,



Debra Dunn
PFC Chair



Pia Welch
PFC Vice Chair



Kiyokawa Orchards, Inc.

8129 Clear Creek Road • Parkdale, Oregon 97041 • (541) 352-7115

Nov. 18, 2015

Dear Mayor Hales and Commissioners:

I'm a third generation Apple and pear grower here in the beautiful Hood River Valley. My orchard is 80 miles from City Hall, but the decisions you make on SW 4th Ave have major implications for the rest of our state.

It has come to my attention that the blueprint for the future growth and development of the City of Portland does not assign much of that growth to the Portland Harbor. In fact, the Draft Comprehensive Plan and the supporting Economic Opportunities Analysis shows little future growth in the harbor. For the future of my business, and the farming families of Oregon, this does not make sense.

Forty-five percent of the Hood River Valley's #1 crop gets exported and much through the port. Last years "slow-down" severely hurt our prices and has effect how I'm farming this year.

I urge you to recognize the impact that this can have on one of the most trade dependent states in the nation. If you care about working families and understand the impact your decisions have for the entire health of our state you should ensure that there is adequate growth in the harbor.


Have the vision to set the Portland harbor forecast back to the "most likely" moderate growth as originally recommended by Bureau of planning and sustainability staff, and preserve the future for farms and Oregon.

Sincerely,


Randy Kiyokawa

541-806-7115

www.kiyokawafamilyorchards.com


Thank you for voting Kiyokawa Family Orchards one of the top five USA Today's Reader's Choice 10Best Apple Orchards in the country!

"Do not go where the PATH may lead; go instead where there is not path and leave a trail."
—Ralph Waldo Emerson

SUITE 1100 PORTLAND, OREGON 97201 P 971 634 0200 F 971 634 0222
111 SW COLUMBIA STREET

Allison J. Reynolds
areynolds@radlerwhite.com
971-634-0205

November 18, 2015

Via email (cputestimony@portlandoregon.gov)

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

Re: Comprehensive Plan Map Change from Medium Density Multi-Dwelling to
Mixed Use – Urban Center to Avoid Split-Zoning Property.

Dear Council Members,

Our office represents Tim O’Leary, owner of the Baker’s Building located at 1403-1415 and 1421 SE Stark Street. The portion of the site located at 1421 SE Stark Street (the “Addition”) contains a 1945 addition to the main building at 1403-1415 SE Street (the “Main Building”). Mr. O’Leary requests that the City Council change the Comprehensive Plan map designation for the Addition to Mixed Use – Urban Center to match the Comprehensive Plan map designation proposed for the Main Building. This change will allow current commercial uses to continue at the property and become conforming under the Zoning Code, and will avoid split-zoning the site and building.

Both the Addition and the Main Building are currently zoned Medium Density Residential (R1) with a Comprehensive Plan map designation of Medium Density Multi-Dwelling. The Comprehensive Plan map designation for the Main Building is proposed to change to Mixed Use – Urban Center. A map showing the property’s location and the proposed change is attached as Exhibit 1. The City’s Mixed Use Zones Project proposes to rezone the property to Commercial Mixed Use 1 (CM1), a small-scale zone which is compatible with the Mixed Use – Urban Center designation.

From conversations with Marty Stockton of the Bureau of Planning and Sustainability, we learned that the proposed Comprehensive Plan map change and zone change for the Main Building was intended to bring the long-time non-conforming commercial uses at the site into conformance under the Zoning Code. Mr. O’Leary strongly supports this change, as it will remove onerous restrictions on rebuilding that make financing and insurance difficult for the property’s non-conforming commercial uses. The Addition is part of the same site and same structure as the Main Building, and was added in 1945 to expand operations of the existing bakery and supporting commercial uses. The Addition was mistakenly not included in Staff’s original Comprehensive Plan map change for the property. We request that the Addition also be re-designated to avoid splitting the property and the building into two conflicting zones.

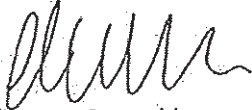
Since the time of Staff’s original Comprehensive Plan map proposal to split-zone the site, Mr. O’Leary purchased the property and has worked with Staff and the Buckman Neighborhood Association regarding proposals to redevelop the site with neighborhood commercial and maker uses. Mr. O’Leary is proceeding with non-conforming use and non-conforming status reviews in order to develop the

property as proposed. The Association fully supports Mr. O'Leary's proposal, which will continue neighborhood-scale commercial use at the property. Although the City Code's non-conforming use regulations will allow commercial use to continue at the property within certain parameters, we request that the City Council approve a comprehensive plan map change for the full property (the Main Building and the Addition) to remove onerous restrictions on rebuilding and avoid-split zoning the building.

In conclusion, we request that the that Addition be designated Mixed Use – Urban Center on the Comprehensive Plan map in order to bring existing non-conforming commercial uses into conformance and to avoid split-zoning the building and property.

Best regards,

RADLER WHITE PARKS & ALEXANDER LLP



Allison J. Reynolds

Attachments:
Exhibit 1

cc: Marty Stockton, Bureau of Planning & Sustainability
Barry Manning, Bureau of Planning & Sustainability
Tom Armstrong, Bureau of Planning & Sustainability
Tim O'Leary, R2C Group
Larry Nutt Design Service

Arevalo, Nora

From: Patrick and Carolyn Brunett <carolynbrunett@comcast.net>
Sent: Wednesday, November 18, 2015 9:51 PM
To: Council Clerk – Testimony; BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; City Auditor Griffin-Valade; Commissioner Saltzman; Anderson, Susan; mnalandusecommittee@gmail.com; Carolyn Brunett
Subject: Amendment to Land Use Designations - 2035 Comp Plan Map

Portland City Council and Council Clerk

1221 SW Fourth Avenue, Room 130, Portland, Oregon 97204

We request that the specific language, shown below, be deleted from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan.

This would preserve neighborhood character and would reduce the number of demolitions. This would also remove the exceptions that allow land divisions less than the base zone. A Comprehensive Map amendment would then be required for a land division less than the base zone.

Land use designations - Amendment

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

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

We also request Section 33.110.240.E of the zoning code, allowing corner lots zoned R5 or R7 to be rezoned to R2.5 if they are larger than 50 feet by 100 feet, be removed from the zoning code in the 2035 Comprehensive Plan.

Please add our testimony to the formal record regarding the 2035 Comprehensive Plan

Ordinance 187832, Vol. 1.3.O, page 8718

Thank you,

Patrick and Carolyn Brunett

7435 SW Capitol Highway

Comments for the City of Portland 2035 Comprehensive Plan

Hearing scheduled for November 19, 2015

For Portland City Council consideration

These comments are intended to address Proposed Change #1128 (formerly #644) relating to the property located at 2855 SW Patton Road, Portland 97201, historically referred to as Strohecker's Market.

We are all neighborhood residents/owners with homes in close proximity to this property.

Whereas we value having a neighborhood grocery store near us along with its ancillary services (pharmacy, liquor store, postal service), we are strongly opposed to additional commercial development that would add more traffic and parking stress to our residential neighborhood. The through street, SW Patton Rd, that borders this property, is routinely gridlocked due to commuter traffic that has increased in recent years and safety for drivers and pedestrians is compromised on a daily basis. Entrance and egress for Strohecker's is already dangerous because the 2-way left turn lane into the parking lot forces cars to use the same lane from opposite directions simultaneously. The adjacent crosswalk is routinely ignored by speeding vehicles.

We ask that the 1984 Ordinance No. 155609 allowing Strohecker's to expand to its current size remain intact with the new zoning name changes relative to any future use of this property so that we can maintain the livability and safety of our residential neighborhood.

Thank you. The following individuals endorse these comments:

Blythe Olson	2719 SW Old Orchard Rd
J. Mary Taylor	2718 SW Old Orchard Rd
Faith Emerson	2730 SW Old Orchard Rd
Dan Rogers	2730 SW Old Orchard Rd

Sarah Anderson	2770 SW Old Orchard Rd
Steve Anderson	2770 SW Old Orchard Rd
Joanne Klebba	2766 SW Old Orchard Rd
Betsy Rickles	2754 SW Old Orchard Rd
Norm Rickles	2754 SW Old Orchard Rd
Christine Colasurdo	2776 SW Old Orchard Rd
Thomas Scanlan	2776 SW Old Orchard Rd
Maryann Mackinnon	2792 SW Old Orchard Rd
Frances Barnes	2731 SW Old Orchard Rd
Susan Corso	2721 SW Old Orchard Rd
Brian McDonagh	2710 SW Old Orchard Rd
Megan McDonagh	2710 SW Old Orchard Rd
Kent Weaver	2736 SW Montgomery Dr
Peter Miller	2775 SW Montgomery Dr
Sally Miller	2775 SW Montgomery Dr
Anthony Mantione	2842 SW Patton Rd
Kelly Mantione	2842 SW Patton Rd
Elisa deCastro Hornecker	2959 SW Montgomery Dr
Jeanne Windham	2753 SW Roswell Ave
Wilmer Windham	2753 SW Roswell Ave
Janet Conklin	2635 SW Montgomery Dr
Bob Conklin	2635 SW Montgomery Dr
Kathryn Scribner	2707 SW Homar Ave
Dan Scribner	2707 SW Homar Ave

Doug Coates	3040 SW Periander St
Marcia Hille	3040 SW Periander St
Jordan Lubahn	2907 SW Periander St
Jessica Lubahn	2907 SW Periander St
Barbara Wagner	2720 SW Montgomery Dr
Susan Dierauf	2783 SW Roswell Ave
Tim Dierauf	2783 SW Roswell Ave
Luis (Ed) Valencia	2738 SW Old Orchard Rd
John McFee	2930 SW Periander St
Jerome Schiller	2742 SW Old Orchard Rd
Juliet Ching	2742 SW Old Orchard Rd
Eric Butler	2851 SW Montgomery Dr
Alice Rogan	2724 SW Old Orchard Rd
Lauren Jacobs	2933 SW Periander St
Zach Fruchtengarten	2933 SW Periander St
Joan L. Kirsch	4610 SW Greenhills Way
Jill Mitchell	4404 SW Warrens Way
Darren Mitchell	4404 SW Warrens Way
Michael Gann	2906 SW Periander St
Susan Gann	2906 SW Periander St
Christopher Gann	2906 SW Periander St
Louise Brix	2741 SW Old Orchard Rd
Joe Laqueur	2741 SW Old Orchard Rd
Elaine Tanzer	4405 SW Warrens Way
Jake Tanzer	4405 SW Warrens Way

Nancy Lee	2833 SW Periander St
Susan Kirschner	2444 SW Broadway Drive
Aubrey Russell	4921 SW Hewett Blvd
Molly Spencer	4232 SW Greenhills Way
George Spencer	4232 SW Greenhills Way
Mark von Bergen	4200 SW Greenhills Way
Marilyn von Bergen	4200 SW Greenhills Way
Jim Ruyle	2714 SW Sherwood Dr
Joanne Ruyle	2714 SW Sherwood Dr
Angela Clark	2793 SW Old Orchard Rd
Khashayar Farsad	4622 SW Greenhills Way
Denielle Farsad	4622 SW Greenhills Way
Kathleen Brookfield	2738 SW Old Orchard Rd
Jason Gifford	2738 SW Old Orchard Rd
Robeson Kitchin	2799 SW Montgomery Dr
Leigh Kitchin	2799 SW Montgomery Dr
Bennett Goldstein	2925 SW Montgomery Dr
Patricia Clark	2925 SW Montgomery Dr

Submitted by Blythe Olson on November 18, 2015

2719 SW Old Orchard Rd

Portland, OR 97201

503-294-7141

503-849-9616 cell

blytheolson@gmail.com

Arevalo, Nora

From: Patrick and Carolyn Brunett <carolynbrunett@comcast.net>
Sent: Wednesday, November 18, 2015 9:35 PM
To: BPS Comprehensive Plan Testimony; Council Clerk – Testimony
Cc: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnalandusecommittee@gmail.com; Carolyn Brunett
Subject: Multnomah Village as Neighborhood Corridor in 20135 Comp Plan

To: Portland City Council and Council Clerk

1221 SW Fourth Avenue, Room 130, Portland, Oregon 97204

Change Multnomah Village designation to Neighborhood Corridor in 2035 Comp Plan

We strongly urge that the City Council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) and the Barbur Boulevard Civic Corridor. The higher-density development in these designations, overlapping with Multnomah, would leave little room for existing single-family zoning as redevelopment continues to occur.

The Neighborhood Corridor designation better fits the design and character of the Village. Both the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted requests to change the designation to Neighborhood Corridor.

Please add this testimony to the formal record in all matters regarding the Comprehensive Plan.

Thank you,

Patrick and Carolyn Brunett

7435 SW Capitol Highway

Arevalo, Nora

From: Edward Dyer <deedsdyer@gmail.com>
Sent: Wednesday, November 18, 2015 8:58 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

I am writing to ask you to seriously consider the requested change in our residential neighborhoods designation from "medium density" to "single dwelling." I live at 5723 SE 15th avenue, state ID # 1S1E14DB 19100, and have participated in neighborhood meetings through the SMILE organization (Sellwood-Moreland Improvement League) on a variety of issues. On this current issue of reducing density in some sections of our neighborhood, residents are very united in wanting development and increased-density to be focused on busy streets and main thoroughfares that are already thriving commercial and mixed residential-commercial districts. By doing so we hope to preserve the character of surrounding residential blocks as lower density living with yards, urban farm plots, playgrounds, and natural areas that harken back to the Sellwood and West-Moreland neighborhoods rural beginnings.

In addition, our neighborhood borders essential and sensitive ecologic zones including the spring-water corridor and watershed, west moreland park which has recently undergone work to restore its natural waterway for bird migration, the willamette waterfront immediately east of ross island, and the oaks bottom wildlife refuge. Due to this proximity, in our neighborhoods we routinely have nesting bald eagles, barred owls, opossums, nutria, deer, coyotes, and occasionally even beavers. Not to mention more common wildlife such as crows, song birds, osprey hawks, and raccoons. These encounters provide invaluable opportunities for education and recreation and are also a bastion of our cities character. Changing the designated properties to single dwelling will help to ensure that such opportunities are available for future generations of Portlanders and visitors.

I am a physician and professor at OHSU in the department of intensive care. In that capacity, I too am required to balance the risks and benefits of multiple possible courses of action. I recognize that such decisions can be challenging and require finding creative solutions to navigate between competing priorities. But I believe that the current proposal changing the designation of these properties to "Single Dwelling-5000" while still allowing development along throughfares and current commercial districts achieves an excellent compromise that will allow our city to grow but preserve its character and livability.

Ed Dyer, MD
OHSU

Arevalo, Nora

From: Rachael Rischar <rachael.rischar@gmail.com>
Sent: Wednesday, November 18, 2015 8:42 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Dear City Council Members

My name is Rachael Rischar and I am a homeowner at 5723 SE 15th Ave (State ID # 1S1E14DD19100) between Reedway and Ramona. Thank you for addressing and revisiting the topic of zoning in my neighborhood. I am 100% in favor of changing the zoning back to Single Dwelling 5000 for various reasons.

First, of course, is the actual redirection of light rail away from this area and thus the absence now of the very reason that inspired the zoning increase in the first place. Second, is the impact that higher density housing will put on the safety of 15th Ave and nearby streets, a designated bike corridor with no bike lanes and minimal off street parking. On most days it is reduced to a one-lane road with cars parked on either side and bikes winding through. Third, is the preservation of the neighborhood itself, with smaller single-family bungalows contributing to the character and sweetness of the neighborhood. And finally, though perhaps most importantly, is the issue of the instability of the bluff along 15th Ave and other streets near Oaks Bottom Wildlife Refuge. This bluff has had numerous slides in the past decade and higher density housing would stress this delicate area further, possibly beyond its capacity.

Again, thank you for considering this matter. I wish I could be present to testify in person but I hope that this email conveys my strong feelings on this matter to change the zoning back to Single Dwelling 5000.

Sincerely,

Rachael Rischar (resident)

Sent from my iPad

Arevalo, Nora

From: Moore-Love, Karla
Sent: Wednesday, November 18, 2015 6:57 PM
To: BPS Comprehensive Plan Testimony
Subject: FW: Zoning Change Request - 3436 NE 47th Avenue, Portland, OR 97213

From: Tamara DeRidder, AICP [mailto:SustainableDesign@tdridder.users.panix.com]
Sent: Tuesday, November 10, 2015 2:18 PM
To: Peter Collins <petercollins99@gmail.com>
Cc: Stark, Nan <Nan.Stark@portlandoregon.gov>; Planning and Sustainability Commission <psc@portlandoregon.gov>; Moore-Love, Karla <Karla.Moore-Love@portlandoregon.gov>
Subject: Re: Zoning Change Request - 3436 NE 47th Avenue, Portland, OR 97213

Hi Pete,

Yes, that is correct. Some will even tell you to also submit your testimony to the City Recorder as then the document will be assured to be in the permanent record.

I use Karla's e-mail for the City Council testimony as she is their clerk. See the CC, above. karla.moore-love@portlandoregon.gov

My best,

Tamara

On 11/10/2015 2:14 PM, Peter Collins wrote:

Hi Tamara -

Thanks for the note. I also have Nan Stark on this email as well as psc@portlandoregon.gov.

I would think the previous email with my name and address would work as public testimony based on the guidelines on the website (<http://cnncoalition.org/?p=645>)? Please let me know if this is official. Thanks!

Pete

On Tue, Nov 10, 2015 at 11:18 AM, Tamara DeRidder, AICP <SustainableDesign@tdridder.users.panix.com> wrote:

Hi Peter,

We cannot accept your testimony, officially. Check out this website to make sure your testimony arrives in the documented material for the City Council to review in their packet prior to the Dec. 19th public hearing on the Recommended Comp. Plan.

See: <http://cnncoalition.org/?p=645>

Thanks,

Tamara

On 11/4/2015 10:52 AM, Peter Collins wrote:

Hi Tamara, Nan & the City of Portland,

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.

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 respectively streets.

Being that our property abuts Fremont, creating this zoning change now, will make for a better Fremont street in the future.

Please confirm you have received this message as formal testimony and the request is understood.

Thank you for your time and consideration.

Pete Collins

Owner of 3436 NE 47th Avenue, Portland, OR 97213

CITY COUNCIL TESTIMONY RE: COMPREHENSIVE PLAN

Area of Proposed Change: 5-Block Area between SE Milwaukie Ave and SE 17th Ave from SE Reedway to just south of McLoughlin Blvd.

Current Comp Plan - Zoning Designation: High Density Multi-Dwelling – RH

Proposed Down Zone in PSC Draft: Single Dwelling – R1 or R2.5

Recommendation to City Council: Keep Multi-Dwelling - RH

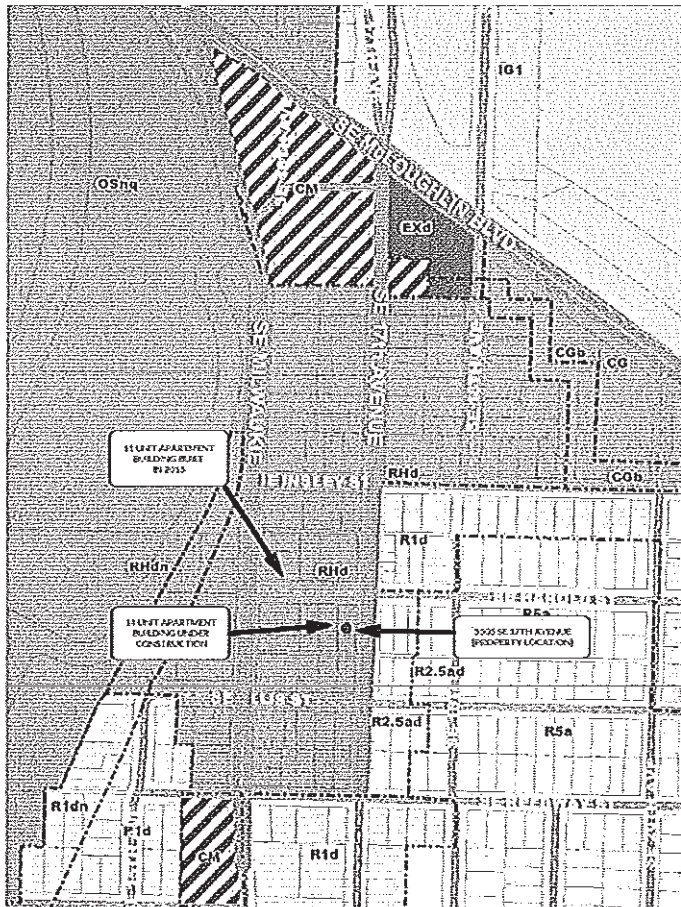
- The area is primarily a mixture of older houses, plexes and small apartments.
- It is well-served by transit. Both SE 17th Avenue and SE Milwaukie Avenue have frequent bus service. The area is less than a half-mile from the new Orange Line transit station at SE 17th and Holgate.
- The area has begun transitioning to the higher-density smaller apartments allowed by its current RH designation. For example, an 11-unit apartment at the corner of SE Milwaukie and Harold was completed this year; a 14-unit apartment is under construction near the corner of SE 17th and Harold.
- The 5-block area addressed in this testimony is part of a larger area that is proposed to be down zoned from RH to R1 or R2.5. There was no evidence or testimony in the record before the PSC (and we are not aware of any submitted to the City Council since) in support of the proposed down zone to a single-dwelling designation for this area.
- The recommendation to City Council, which has been discussed with staff, is to keep the existing multi-dwelling designation for the five-block area on the west side of SE 17th Avenue, and accept the PSC's proposed change to single-dwelling on the east side of 17th Avenue because there is a much higher percentage of single family housing on the east side than on the west side.

For more information regarding this proposal, please contact:

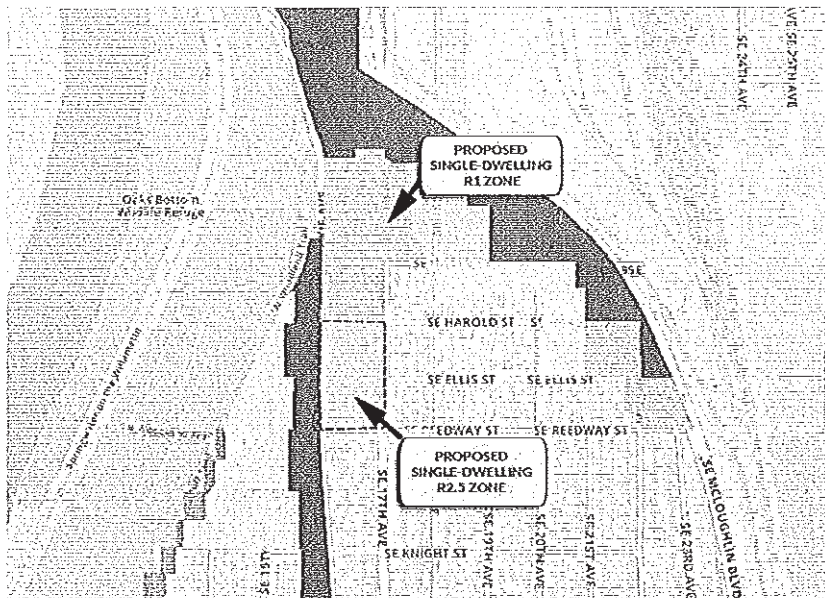
Guenevere Millius
Parachute Strategies
516 SE Morrison #201, Portland OR 97214
gwen@parachutestrategies.com or jeffb@bachrachlaw.com
www.parachutestrategies.com

Proposed Change to PSC Recommendation for 5-Block Area Between SE Milwaukie Ave and SE 17th Ave From SE Reedway to Just South of Mcloughlin Blvd.

Current Comprehensive Plan - Zoning Designations

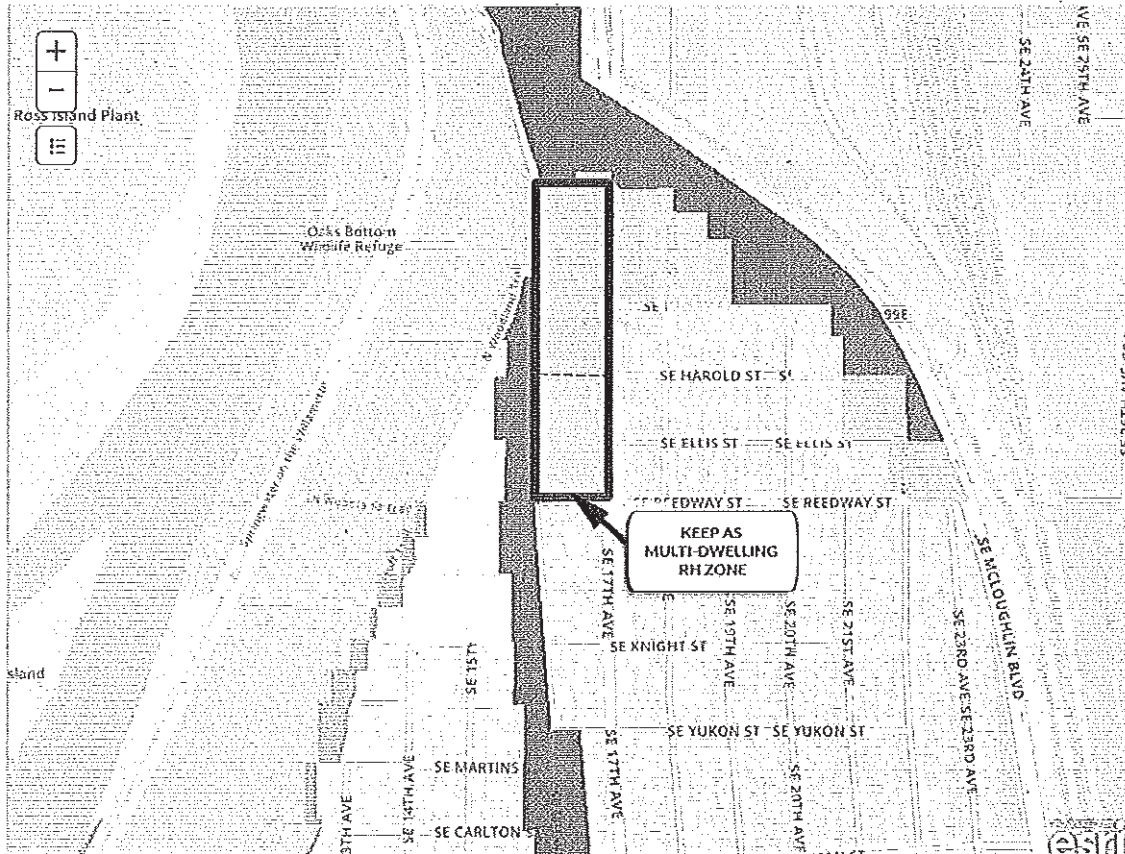


Proposed Down Zone to Single Dwelling



Proposed Change to PSC Recommendation for 5-Block Area Between SE Milwaukie Ave and SE 17th Ave From SE Reedway to Just South of Mcloughlin Blvd.

Recommendation to City Council



Arevalo, Nora

From: Jay Withgott <withgott@comcast.net>
Sent: Wednesday, November 18, 2015 5:54 PM
To: Council Clerk – Testimony; BPS Comprehensive Plan Testimony; Moore-Love, Karla; Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman
Subject: Comprehensive Plan Testimony

Dear Mayor Hales and Portland City Councilors --

Thank you for your important work with Portland's Comprehensive Plan. I am a firm believer in urban growth boundaries and the infill they require. I encourage you to uphold the elements of the Plan that promote careful well-regulated development, natural resource protection, and environmental health.

In its proposed treatment of my own neighborhood of Multnomah Village, however, I feel that the Comp Plan risks undermining its own big-picture aims. The proposed designation of Multnomah Village as a Neighborhood Center with CM2 zoning will result in development that will forever degrade the character of what is today one of the most livable, well-balanced, sustainable neighborhoods of our city. Already two 4-plus-story buildings are proposed, and more would surely follow. Current plans for a proposed mid-rise apartment complex lack adequate parking, and the excess cars would sprawl into the adjacent residential streets. As a 12-year resident of Multnomah Village, I feel our neighborhood has benefited from responsible low-rise infill so far, and that greater density has helped keep local businesses thriving. However, this neighborhood is now at a tipping point. We are witnessing a notable increase in congestion and traffic safety dangers. The recent opening of a single popular evening program one block from my home has resulted in a flood of cars parked along a street without sidewalks (34th Ave.) that is a prime walking corridor for hundreds of community members each day -- all because there was not adequate parking. If the proposed new 4-story apartment goes in, the flood of additional vehicles will directly affect the quality of life of everyone on my street, and will impede and endanger pedestrians each and every day.

Like you, I wish to encourage people to reduce their carbon footprints. But the way to do this in Multnomah Village is to expand bus service, not to encourage hi-rise development with inadequate parking.

While new development under CM2 zoning can help create affordable housing, this argument rings hollow given the ongoing loss of affordable single-family homes in our neighborhood. For several years we have been assaulted by the demolition of smaller affordable homes, the loss of trees and gardens, and their replacement by 'McMansions' that consume entire lots and tower over their neighbors. Working families and the middle class are being pushed out, and income inequality has grown. This socially and environmentally unsustainable trend is beginning to fray our social fabric.

I feel you can help continue to encourage responsible infill in Multnomah Village while preserving the neighborhood's character and promoting health and safety, by:

- (1) Advancing policy to discourage demolitions of affordable small homes -- immediately, before it is too late.
- (2) Mandating that new development include enough parking so that there is no net increase in on-street congestion.
- (3) Amending the Comp Plan to make Multnomah Village a Neighborhood Corridor (a concept that fits it perfectly) rather than a Neighborhood Center.
- (4) Amending zoning proposals by zoning central Multnomah Village as CM1(d), not CM2.

With these actions, I feel the neighborhood of Multnomah Village, which so many of us love, can continue to thrive and serve as a model for the kind of community I think all of us in Portland are aiming for.

Again, thank you very much for your dedication to this process and for working with citizens to help get planning right in our Comprehensive Plan.

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



CIVIL LAND USE PLANNING SURVEY
 P 503.643.8286 F 844.715.4743 www.pd-grp.com
 9020 SW Washington Square Rd Suite 170
 Portland, Oregon 97223

November 18, 2015

Portland City Council
 City of Portland
 1221 SW 4th Avenue, room 130
 Portland, OR 97204

RE: Comprehensive Plan Testimony.
 Pioneer Project No.: 999-177

Honorable Mayor and Council:

This letter is submitted on behalf of the Bruun family, owners of Tax Lot 300, IS1E05CC, the address is 4335 SW Humphrey Blvd. The property contains approximately 12.23 acres. The site is zoned R-10 (Residential) by City of Portland, and also carries (p) and (c) Overlay zones.

The Bruuns are opposed to the proposed Plan Amendment that would down-grade the designation on their property from R-10 to R-20.

Background

There is a significant history associated with this specific property dating back to 1969, when it was then rezoned from R-20 to the current R-10, see attached Staff Summary, date 2-5-07. More particularly, however, in the mid-1990s the Bruuns processed a development plan for a 40-Lot PUD. The Humphrey Heights PUD, was approved, with Conditions, and the approval was upheld on LUBA appeal (CU 121/S47-89 & LUBA 91-178). However, for market reasons the development was not constructed or Final Platted, and that approval expired. The property owners did however construct one dwelling on the site since the original PUD approval. At that time, before the City would release a building permit for the new home, the City required the owners to provide a plan for the location of the house. The plan needed to clearly demonstrate that the location and access would not impede them from completing the subdivision at some point in the future.

Following the PUD approval, the City approved adjustments to the (p) and (c) zone boundaries to more closely align with the approved development plan (95-00427 ZC). That zone change approval included the following Condition of Approval, amended by City Council (LUR 95-00497 ZC):

“C. The changes to the environmental zone boundaries depicted in Exhibit B-2 go into effect on when:

- 1. The applicant has received final plat approval of the tentative subdivision and preliminary PUD development plan approval in CU 121/S47-89 or, a*

new tentative subdivision and preliminary PUD development plan approval be obtained where the area of disturbance will not extend beyond the limits approved under CU 121/S47-89."

The Humphrey Heights PUD was in review when the environmental overlay zones were adopted, so the development was grand-fathered. However, the subsequent 1995 zone change adjusted the environmental (p) protection and (c) conservation overlay boundaries to better reflect this development approval. The boundaries were adjusted so that the roads and lots were within the Conservation overlay, while much of the common open space remained in the Protection overlay zone.

The Bruun family argues that the City has previously determined this property suitable for development under the current R-10 zoning. The substantial history and technical documentation provided in support of the 1995 approval (including LUBA Appeal), more than adequately demonstrated the 40-lot development complied with the R-10 zoning, including appropriate considerations of the environmental constraints associated with steep slopes. There are two detailed geo-technical reports in the record supporting the development, which were upheld on LUBA appeal.

Based on this history, Bruun family finds no reason to justify a down-zoning of the property. In addition to opposing this amendment, the owners have directed Pioneer Design Group to prepare and process a development application for a subdivision based on the current R-10 zoning.

A respectful request is being made to City Council for removal of Tax Lot 300, Map 1S1E05CC from the proposed Plan Amendment.

Sincerely,
Pioneer Design Group, Inc.



Matthew L. Sprague
Principal

Attached: Land Division Appointment Summary – EA 06-176413, date Feb. 5, 2007.

Cc: Kurt Bruun



City of Portland
Bureau of Development Services
Land Use Services Division

1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201
Telephone: (503) 823-7300
TDD: (503) 823-6868
FAX: (503) 823-5630
www.bds.ci.portland.or.us

Land Division Appointment Summary
EA 06-176413

February 5, 2007

Attn: John Pinkstaff - Lane Powell
601 SW Second Avenue, Suite 2100
Portland, OR 97204

On November 27, 2006 you attended a Land Division Appointment regarding the property listed below.

Address: 4335 SW Humphrey
R-number: R326843

Limitation

This summary is advisory and preliminary in nature, and is neither a complete review nor a final decision regarding the proposed project. The summary is based on the plans and other preliminary information about the proposed project you provided before and during the appointment. I have not supplemented or independently verified this information. Additionally, no site visit was conducted, notice was not provided to neighbors, and a full plan check of applicable development standards was not completed. Any future land division review application for your proposed project must include the necessary plans, detail drawings, and a narrative addressing the approval criteria.

The information provided at the appointment was based on the current Zoning Code. It is possible that the code could change before you apply and those changes could affect your proposal. Your land division application will be reviewed based on the Zoning Code in effect when you submit your application.

Summary: Applicant wished to discuss the development potential for the site, given the current zoning and past land use review history. No site plan with a specific lot configuration was provided by the applicant. A site survey showing existing contours and development

The following are key issues applicable to this site:

The natural characteristics of the site present the first layer of challenges and considerations on this site. As you are aware, the site is steeply sloped, and there is a history of slope instability in the area. Moreover, the site is located above a state highway. Any development proposal on this site must be based on detailed geotechnical investigations, including an examination of stormwater disposal feasibility.

In 1997, through LUR 95-00497 ZC, there was a Zone Change Review, which approved subject to various conditions, changes to the environmental overlay zone lines on this site (decision enclosed). That decision has not expired. Condition C.1 of that decision states that the modified zoning boundaries will go into effect only when "The applicant has received final plat approval of the tentative subdivision plan and preliminary PUD development plan approval in CU 121/S47-89 or a new tentative subdivision and preliminary PUD development plan approval be obtained where the area of disturbance will not extend beyond the limits approved under CU 121/S47-89."

That decision would impact a new application in the following ways:

- The preliminary PUD development plan approved in CU 121/S47-89 has expired because the final plat for that PUD was withdrawn in 1997. Obtaining a new tentative subdivision and PUD development plan is now the only pathway to bring into effect the modified zoning boundaries approved in 1997.
- A new subdivision application could be accepted and reviewed using the zoning boundaries approved with 95-00497 ZC, rather than the current mapped boundaries. The City would, in-effect, apply the

sidewalk, an alternate curb design, or an alternate paving material) you must have the variation approved through an appeal to the standards prior to approval of the land division. Please contact George Helm in Site Development at 503-823-7201 for more information on the appeals process.

E. Stormwater Management

- Since no specific lot configuration was proposed at the time of our meeting, there was no discussion of stormwater specifics. The following points are general but may assist you in your consideration of site designs.
- **Individual Lots:** Each lot must have its own method of on-site stormwater disposal for the buildings and other impervious surfaces which must be shown on the preliminary plat. Additionally, the application submittal must show on the preliminary plat how stormwater from the existing development is being handled.
- **New Streets:** Stormwater management must be provided for any new paved street areas in either a public street or private street. You will need to work through the City's Stormwater Management Manual to determine the acceptable method of stormwater disposal. For most new streets, the hierarchy in the Stormwater Management Manual dictates that you must provide water quality treatment/stormwater disposal at the site in a surface method such as swales or planter boxes. Swales occupy area in your land division site. Therefore, these features must be designed to an approvable level during the preliminary land division review. The Bureau of Environmental Services/Site Development requires that you provide soil testing results and sizing calculations to show that your stormwater feature has capacity to serve the proposed impervious areas.
- **UIC devices (sumps, drywells, soakage trenches) for stormwater from streets:** If you are able to demonstrate that your land division can qualify to use an underground injection control (UIC) device for disposal of stormwater from the new street area, the land division cannot be approved until the proposed device is Rule-Authorized by the State of Oregon Department of Environmental Quality (DEQ). For public streets, the City of Portland Bureau of Environmental Services will work with DEQ to Rule Authorize your device. For private streets, you must submit an application to DEQ for Rule Authorization of your device. More information about the Oregon Department of Environmental Quality (DEQ) Underground Injection Control (UIC) Program can be found at DEQ's web site at: <http://www.deq.state.or.us/wq/groundwa/uichome.htm> For technical questions call DEQ-UIC Program at 503-229-5945, and for copies of applications or forms call 503-229-5189.
- **Alternate Disposal Points:** Your site is in an area where surface infiltration is generally not acceptable due to soil composition and slopes (a very likely outcome in this case). The hierarchy in the Stormwater Management Manual still directs you to provide water quality treatment at the site in the form of Water Quality Swales or planter boxes, unless you can demonstrate that these methods are not feasible or there is not sufficient site area. Once the water has been treated and detained, you may be able to release the stormwater into the public storm drain/ditch/drainageway in (describe location), with the approval of the Bureau of Environmental Services. Because the drainageway is located in the "p" zone, your stormwater outfall (disposal point) must be approved through an Environmental Review concurrent with the land division.

The Stormwater Management Manual is available at 1900 SW 4th Ave, or on the internet at <http://www.portlandonline.com/bes>.

F. Utilities

Utilities such as water and sanitary sewer must be provided to each lot by the way of public lines. Your land division proposal must show both existing and proposed water and sewer connections to each individual lot. Utilities were not discussed during this meeting.

- **Water.** For more information please Water Bureau service at 503-823-7400.
- **Sanitary Sewer.** For more information please call BES Development Services (503-823-7721 or -7740) and request development assistance.

G. Tree Preservation

Tree preservation requirements apply on your site, including areas outside of the Environmental zones per Chapter 33.630. You will need to work with an arborist to identify the size, species and condition of the trees on your site, and to have a preservation plan prepared. It is important for the arborist to not only identify the

M. Additional questions you asked:

- At the land division appointment we also discussed the land division regulations, Title 34, in effect in 1989 and provided you with either copies or direction on where to find the text of these regulations.
- Land Use History for this site includes the following reviews:
 - CU 121/S47-89: Final plat withdrawn in 1997.
 - 95-00427 ZC: Approved changes to environmental overlay zoning lines on site. Per Section 33.730.130B.2, that approval has not expired.
 - 97-01049 EN -- Approved plans for development of single family home (Presently developed on the site.)
 - 98-00947 AD -- Application withdrawn - Requested Adjustments for setbacks and height.

When you are ready to submit an application, you may do so in the Development Services Center. The Development Services Center is open Monday through Friday 7:30am to 3:00pm, and Thursday evenings 5:00 to 7:30pm.

Please contact me with questions regarding this letter, or if I can be of further assistance as you move forward with your land division proposal.

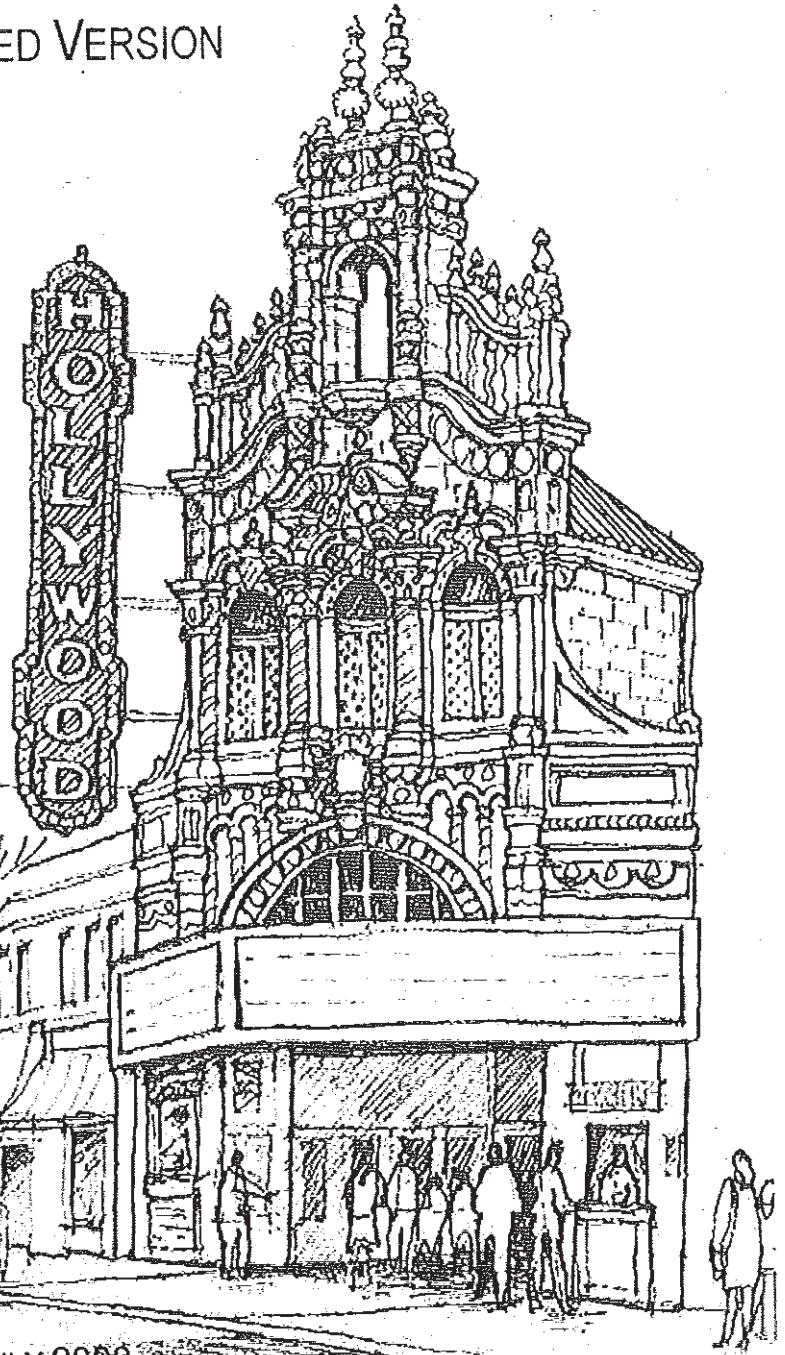
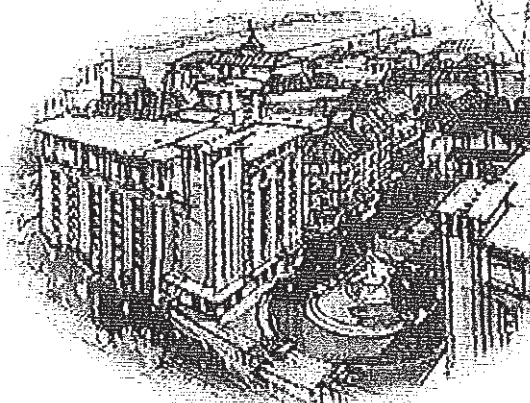
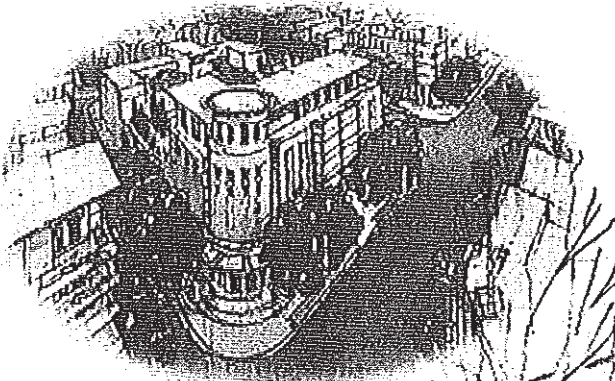
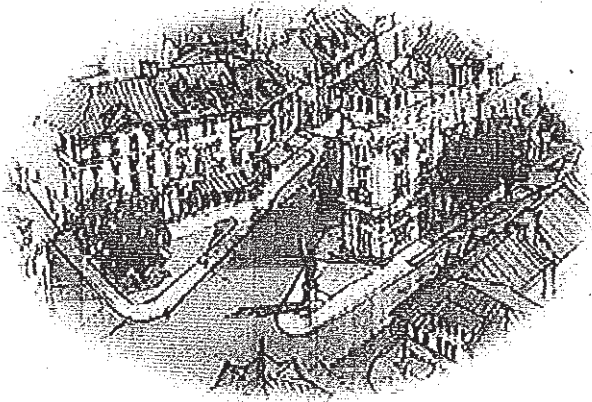
Sincerely,

Joan Frederiksen, City Planner
503-823-6867
jfrederiksen@ci.portland.or.us



HOLLYWOOD AND SANDY PLAN

ABRIDGED VERSION



JULY 2000



CITY OF PORTLAND, OREGON
BUREAU OF PLANNING

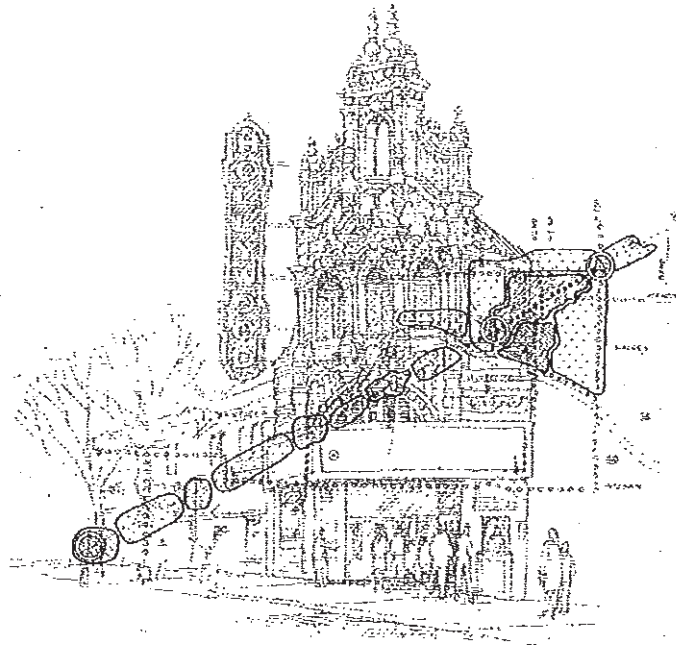
Ordinance 187832, Vol. 1.3.O, page 8739



HOLLYWOOD AND SANDY PLAN

ABRIDGED VERSION

ADOPTED BY CITY COUNCIL, APRIL 5, 2000
ORDINANCE NO. 174325
RESOLUTION NO. 35875



CITY OF PORTLAND, OREGON
BUREAU OF PLANNING



Acknowledgments

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Jim Francesconi, Commissioner
Charlie Hales, Commissioner
Dan Saltzman, Commissioner
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David C. Knowles, Past Planning Director
Cary Pinard, AICP, Chief Planner

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Debbie Bischoff, Senior Planner, Project Leader
John Gillam, Transportation Project Manager
Jeanne Harrison, Senior Transportation Planner
Graham Clark, City Planner
Jill Grenda, City Planner
Barry Manning, City Planner
Brinda Sastry, City Planner
Ramona Ruark, Associate City Planner
Alyssa Isenstein, Community Service Aide
Sloan Schang, Community Service Aide

ADDITIONAL ASSISTANCE FROM

Donah Baribeau, Clerical Specialist; Kirsten Force, Graphics Illustrator; Tien Nguyen, Staff Assistant;
Gary Odenthal, GIS Coordinator; Jim Ann Carter, Graphics Illustrator;
Carmen Piekarski, GIS Analyst; Jessica Richman, AICP, Senior Planner

HOLLYWOOD AND SANDY PROJECT CONSULTANT TEAM

Lennertz Coyle and Associates; DKS Associates; Leland Consulting Group; Urbsworks; Gibbs Planning Group

SPECIAL THANKS TO

Brian Scott, Livable Oregon; Fred Kent, Project for Public Spaces;
Lloyd Lindley, ASLA; Jim Benya, Benya Lighting Design

COVER ART

Hollywood Theater, Judy Galantha; Color Vignettes, Michael Morrissey

CITIZEN WORKING GROUP

Pamela Alegria, at-large member
Bob Anderson, Sandy Boulevard Business Association
Katherine Bang, Grant Park Neighborhood Association
Paul Clark, Hollywood Boosters
JoAnn Griggs, at-large member
Kirsten Jewel, at-large member
Susan Marshall, Kerns Neighborhood Association
Tracy Nichols, Laurelhurst Neighborhood Association
Jill Panches, at-large member
Curtis Robinhold, Rose City Park Neighborhood Association
Terri Spaeth-Merrick, at-large member
Julie Wells-Proksch, Hollywood Neighborhood Association

TECHNICAL ADVISORY COMMITTEE

City of Portland

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Ruth Selid, Office of Planning and Development Review
Lori Graham, Office of Planning and Development Review
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Preface

This is a shortened version of the adopted *Hollywood and Sandy Plan*. It contains key information related to the study area: Sandy Boulevard from 12th to 54th Avenues, the Hollywood District, and NE Broadway from 33rd to 37th Avenues. Sandy and Broadway are designated as main streets in the *Region 2040 Growth Concept Plan* and Hollywood is designated as a town center and station community in the regional plan.

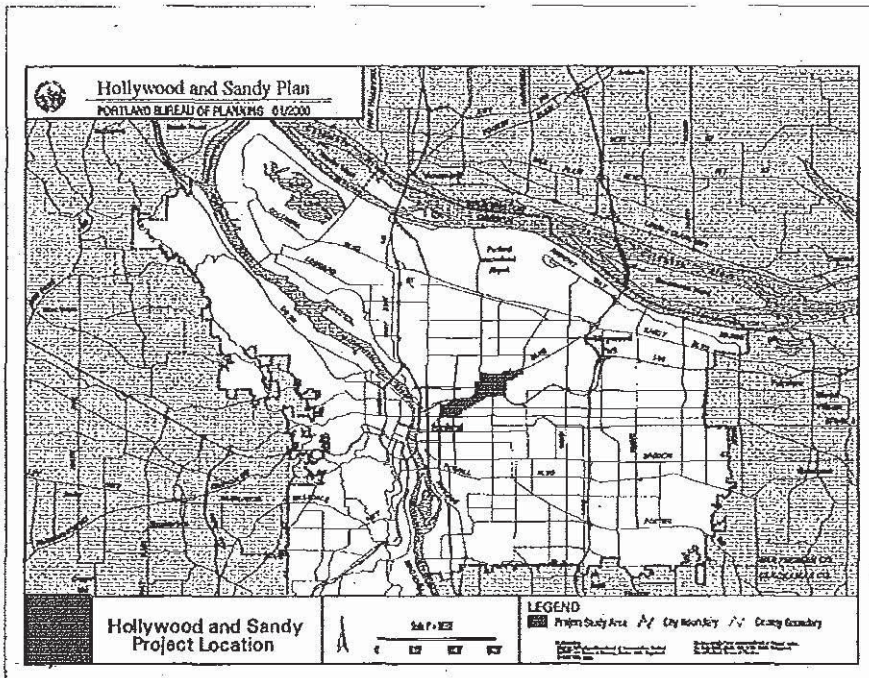
The *Hollywood and Sandy Plan* implements the regional designations through the community's vision which was translated into an urban design concept. The vision and concept for these places focuses on a mix of uses and activities that can be reached by walking, transit and other modes of travel. Implementation regulations, incentives and action plan activities were developed in the plan to achieve the community's vision and concept in the next twenty years.

For a complete version of the *Hollywood and Sandy Plan*, contact the Bureau of Planning, 1900 SW 4th Avenue, Suite 4100, Portland, or call 823-7700. For implementing zoning regulations see *Title 33: Planning and Zoning Code*. For updated zoning designations for this area, see the *Portland Zoning Atlas*.

A. Overview

Sandy Boulevard and the Hollywood District have long served vital functions as centers of activity in Portland's inner and central northeast district. As early as the 1920s, the Hollywood District was developing into a center of community activity - a "town center" - for fast-growing east side neighborhoods like Laurelhurst, Alameda and Rose City Park. Similarly, Sandy Boulevard, with its trolley line and paved auto lanes, served a vital function as both a transportation link with downtown Portland and as a location for community shopping and gathering. Sandy Boulevard was the "main street" for early northeast neighborhoods. Over the years, these places have evolved - the trolley lines are gone, and as population and auto travel has grown the areas serve a much larger market area. They have experienced both a rise and decline in popularity and investment. Yet these places serve many of the same functions that they did when they first developed over 70 years ago. They remain centers of community activity that play an important role in the daily lives of those who live, work or visit the area.

Project Location



How Did This Plan Develop?

The *Hollywood and Sandy Plan* is the final product of the Hollywood and Sandy Project. This two-and-one-half year process explored the features that make Hollywood and Sandy Boulevard great places,

considered issues affecting the areas now, and developed strategies to increase the long term vitality of the areas so that they become better places and community assets in the future. The project examined and analyzed land use, transportation, economic conditions, infrastructure and community facilities and services in the study area. This plan includes strategies designed to implement the community's vision for the area as well as the region 2040-based town center, station community and main street concepts (see descriptions below).

Among other things, the project evaluated existing zoning code and *Comprehensive Plan* map designations and recommended amendments to them in order to promote compact, efficient, mixed-use, transit-supportive, and pedestrian friendly development. Transportation planning activities included circulation and congestion management analyses. Strategies for improving transportation access and circulation for all travel modes - pedestrian, bike, transit and auto - were developed, along with strategies for balancing parking needs in the area. Importantly, a broad-based public participation process and a program of coordinated agency involvement was conducted.

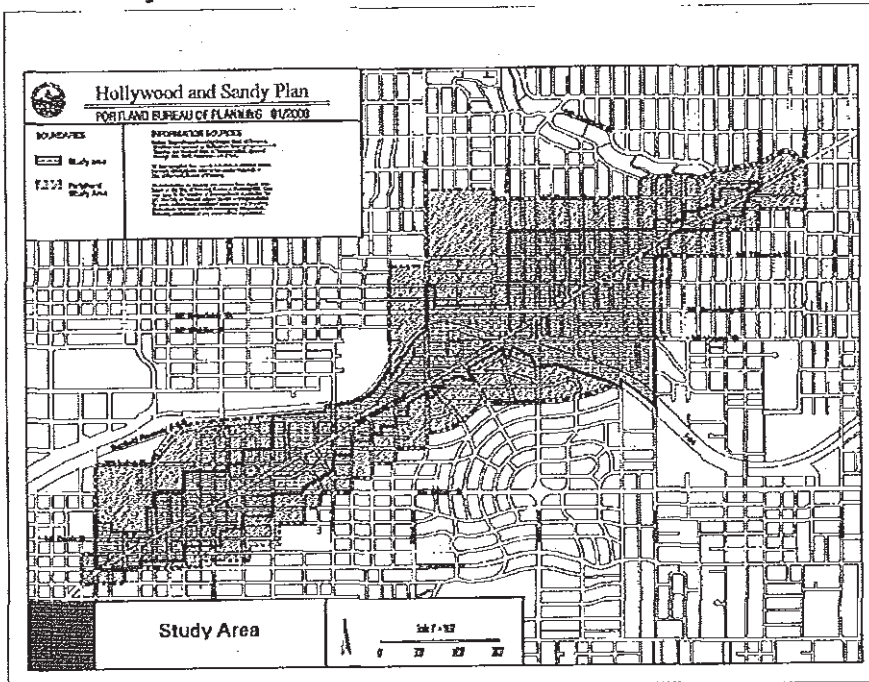
Why Plan for Hollywood and Sandy Boulevard Now?

Hollywood and Sandy Boulevard are important places in Portland's urban fabric with great historic value and many community amenities. Both are currently places valued by the community, but both have the potential to become more vibrant places in the coming years. Hollywood and Sandy Boulevard are specifically highlighted in the *Region 2040 Growth Concept* for their importance in the city and the region. Their importance is based on location and accessibility via multiple travel modes. The *Region 2040 Growth Concept* designates Sandy Boulevard as a "main street," and Hollywood, which is centered on Sandy Boulevard, as a "town center." The project study area also includes a portion of the "station community" that surrounds the 42nd Avenue MAX light rail station. These designations mean that these areas are appropriate for mixed-use development and greater transportation facility and service options.

Project Boundary

The *Hollywood and Sandy Plan* encompasses the Hollywood District, areas north and south of Sandy Boulevard from 12th to 54th Avenues, and NE Broadway between 33rd and 37th Avenues. The plan includes a "study area" where all of the land use, transportation and public services planning efforts are focused, and a "peripheral study area" which was studied for potential impacts.

Plan Study Area



Hollywood and Sandy Plan Goals

- *Identify community needs and desires, and public and private strategies and actions that will improve existing and future conditions of these areas.*
- *Address the quality and impacts of future development.*
- *Enhance the livability of the Hollywood District and Sandy Boulevard (from NE 12th to NE 54th Avenues).*

Plan Objectives

- *Recognize what makes the Hollywood District and Sandy Boulevard great places today.*
- *Identify specific community needs and desires to make these places even better in the future.*
- *Develop strategies and actions that will improve the Hollywood District and Sandy Boulevard.*
- *Make these areas more amenable for walking, bicycling and using transit.*
- *Provide adequate and meaningful public participation throughout the project process.*

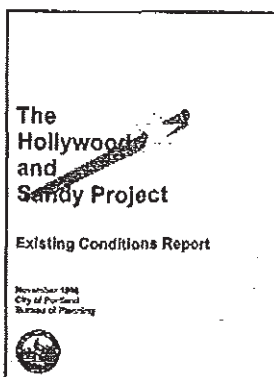
B. Project Process and Products

The Hollywood and Sandy Project was designed to identify the characteristics that make Hollywood and Sandy Boulevard great places, to examine the issues that currently affect the area, and to develop strategies to increase the long-term vitality of the Hollywood District and Sandy Boulevard areas.

Planning was conducted within a framework of state, regional and local policies that guide future land use, key transportation and public facilities planning for this area. This framework can be thought of as a hierarchy in which plans for smaller areas or jurisdictions must comply or be consistent with those for larger jurisdictions or more encompassing areas - from the neighborhood level to the state level. Hence, planning done for Hollywood and Sandy must be consistent with the City of Portland's adopted plans and policies, which must be consistent with regional plans and policies, which in turn must be consistent with state goals, laws and rules. A complete summary of the major rules, plans and policies that guide planning for the area may be found in the adopted *Hollywood and Sandy Plan*.

Early on, the project established a citizen working group (CWG), comprised of community residents, businesspeople and property owners, and a technical advisory committee (TAC), comprised of state, regional, county, and city agencies, as well as private sector utilities. The CWG and TAC worked closely with and provided valuable input and assistance to staff. Throughout the project process, extensive public involvement opportunities were provided to gather public input.

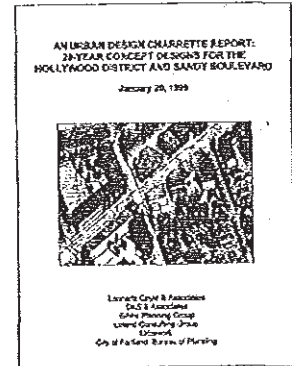
In the first phase of the project, staff focused its attention on collecting information about the existing conditions in the study area. This phase included research and compilation of data related to demographics, land use, and public facilities and services. The public provided key information on current study area conditions. In addition to conducting an open house and several public workshops, project staff held four neighborhood walks with area residents, property owners, and business owners during spring 1998. In the summer of 1998, an extensive canvassing effort was undertaken to gather input specifically from businesspeople and commercial property owners about their needs and desires. Information about the study area was also obtained through public meetings, discussion groups, and project questionnaires.



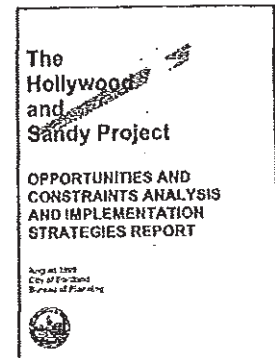
The *Existing Conditions Report* documents the data and input collected during the first phase of the project. The report includes information on transportation, land use, infrastructure, and community facilities and

services in the study area. It also serves as an introduction to policies that guide the planning process, economic and market conditions affecting the area, and community organizations serving the area.

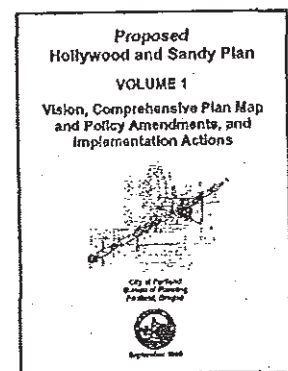
The second phase brought together members of the community and technical experts to discuss ideas regarding how the area might develop in the future. Based on the initial input from the community, the CWG and project staff drafted vision principles for the study area. A community vision workshop was held in September 1998 to further develop the vision principles with interested community members. A four-day urban design charrette was held in October 1998. This well attended public event resulted in the development of future design concepts and drawings that illustrate the future vision for the Hollywood and Sandy study area. The ideas generated in this phase are captured in *An Urban Design Report: 20-Year Concept Designs for the Hollywood District and Sandy Boulevard*.



The third phase of the project analyzed the draft plans for the Hollywood and Sandy areas, and developed implementation strategies to help reach the community's vision and concepts for the future. A first draft of the plan, with options, was presented to the community during a series of events in May 1999. Based on the input that was received, the draft plan was revised into a proposed plan, and implementation strategies were crafted. The updated plan, including future actions, was presented to the community for review and comment at an implementation strategies workshop in August 1999. The *Opportunities and Constraints Analysis and Implementation Strategies Report* documents this phase by compiling analyses of preliminary land use and transportation alternatives considered and describing how they were refined to produce the *Proposed Hollywood and Sandy Plan*.



In fall 1999, the Portland Planning Commission held a public hearing and two subsequent work sessions to consider community testimony on the proposed plan, to make decisions on the plan and then to forward it to City Council for adoption. The Portland Design Commission held a public hearing on design issues during the same time frame. The decisions from the hearings, including the Design Commission's recommendations, were incorporated into the Planning Commission's *Recommended Hollywood and Sandy Plan*.



The Portland City Council listened to testimony on the *Recommended Hollywood and Sandy Plan* at public hearings on March 15, 2000, and March 29, 2000. On April 5, 2000, the City Council held their final public hearing on the *Recommended Hollywood and Sandy Plan*, voting unanimously to adopt it, with certain amendments.

C. Public Input

Public participation has been a cornerstone of plan development since project initiation at the Kickoff Open House in November 1997. Oregon law requires a high level of public participation in land use planning. Broad based participation from community members is essential for developing a plan that reflects the wishes and desires of citizens while balancing public policy objectives.

A list of the formal public participation workshops and events held as part of the Hollywood and Sandy Project follows. However, the scope of public involvement for the project is much broader. Over the two-year process, project staff met with both individuals, and groups of citizens to contact an array of stakeholders in a variety of situations. For a full account of public involvement activities, see the adopted Hollywood and Sandy Plan.

Open Houses

In February 1998, the first of three open houses was held in the project area. Input was gathered from more than fifty community members about the things they liked and disliked in the different geographic sections of the study area.

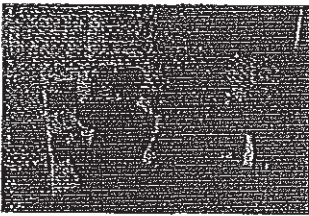
In August 1998, staff presented the public comments and ideas gathered during four neighborhood walks of the study area that were held earlier that spring. Approximately eighty community members attended the presentation and provided additional input on issues and ideas for the project team to consider in their planning efforts for the area.

In December 1998, the community was given the opportunity to review and respond to the work completed during the October 1998 urban design charrette. Approximately 110 community members attended, viewed, and responded to a slide show presentation of urban design concepts and boards displaying the proposed concepts. These urban design concepts are discussed in greater detail later in this section.

Neighborhood Walks

In May and June 1998, residents and businesspeople within the Hollywood and Sandy area participated in four neighborhood walks organized by the project staff and the citizen working group.

Over 120 people attended the neighborhood walks. During the walks, project staff, project consultants, citizen working group members, and volunteer architects and designers accompanied participants to document their ideas and aspects of the built environment they liked



Participants consider issues at a project open house



Neighborhood Walk #2, June 1998

and didn't like. Participants' ideas and visions for the future were also illustrated through sketches. The ideas and visions generated from the neighborhood walks were considered in development of vision principles, urban design concepts and plan proposals.

Community Visioning Workshop

Approximately fifty people participated in a public workshop in September 1998 to review and share their views about draft vision statements developed by the Citizen Working Group and staff. Project staff later revised the statements into vision principles based on comments from the workshop. These principles were then used to create draft urban design concepts generated during the October charrette. The principles and the design concepts were presented at the December 1998 open house for further public review and comment.

Business Canvassing

Between July and October 1998, project staff went door-to-door and visited hundreds of business tenants, business owners, and commercial property owners throughout the study area. In addition to providing information about the project, staff sought opinions about the basic characteristics of area businesses, the advantages of doing business in the area, and ideas for improving the area. A total of 300 businesses responded to the survey, the results of which were used by project staff to help create the initial draft of the plan proposal. A business open house held in September 1998 concluded the process and was attended by over fifty business and property owners from the study area.

Urban Design Charrette

Project staff hosted a focused four-day urban design charrette (workshop) in October 1998. During the charrette, numerous concepts and drawings were created to illustrate visions for the study area's future, including factors such as building and streetscape designs, traffic flow, parking, and public gathering places. Specific urban design ideas and architectural drawings were also created for areas with the greatest potential for enhancing the Hollywood District as a vibrant town center and Sandy Boulevard as a thriving main street.

More than 200 people attended the events during the four days, many of whom returned on consecutive days in order to provide their thoughts and ideas. This document provides a detailed look at the urban design concept that was finalized through this charrette process.



Charrette meeting where early design concepts were discussed, October 1998

Placemaking Workshop

A Hollywood placemaking workshop attended by more than eighty community members was held in March 1999. The focus of the workshop was the development of key public places in Hollywood. Community members were encouraged to provide suggestions on how to make these key locations better for residents, visitors and employees of the district. As a result of this workshop, citizens in the area have begun partnering on projects such as improvements to Harold Kelley Plaza.

Review of Draft Plan and Actions



Presentation of draft plans and options

Project staff held a three-day series of public workshops in May 1999 to review draft plans and options. On the first day, staff presented the draft plans and options, along with a project overview, to a group of approximately seventy citizens. Displays depicting proposed changes to the zoning code and ideas for transportation improvements were also presented in an open house format. The next day, staff made themselves available during the day at two locations in the project area to meet one-on-one with interested property owners and residents. On the final day, small group discussions were held to consider and discuss specific issues related to the draft plan.

In August 1999, the community was given the opportunity to review the revised draft plans and actions. Displays depicting the ideas for proposed changes to the zoning code and transportation facilities, as well as the proposed action and implementation strategies were presented. The workshop, which was attended by approximately eighty community members, was the final major event held by project staff in order to receive public input on the draft plan. Comments received from this event helped shape the proposed plan.

Economic Development Summit

In October 1999, project staff hosted an economic development summit to benefit the Hollywood and Sandy business community. Approximately fifty people attended the summit. Event speakers presented useful information that may lead to future private and/or public actions. Summit participants were asked to identify obstacles in meeting business community objectives and strategize about ways to overcome these issues through projects, activities, and/or partnerships.

D. Vision for the Area

The vision for the Sandy Boulevard and Broadway main streets, and the Hollywood Town Center will guide the future of the area. The vision is the product of an interactive process involving citizens, businesspeople and city and other agency staff. The principles below are the basis of the vision for the Sandy and Broadway main streets and the Hollywood Town Center. The vision is described in detail on the pages that follow.

Vision Principles

- *Enhance business and economic vitality*
- *Reinforce the connection between the Hollywood Transit Center and the business core*
- *Promote housing and mixed-use development*
- *Enhance the pedestrian experience*
- *Enhance building character*
- *Improve and enhance the transportation system*
- *Maintain adequate parking*
- *Promote open spaces/gathering places*
- *Enhance community services and activities*
- *Maintain public and private infrastructure facilities*

Sandy Boulevard and Broadway in the Year 2020

The Sandy Boulevard and Broadway main streets are thriving, well-maintained destinations with a balanced mix of regional and neighborhood serving commercial enterprises. The commercial uses provide a variety of goods and services and employment to nearby residents, while contributing to the diversity and activity of the streets.

Attractive multistory buildings contribute to the vitality of Sandy Boulevard and serve adjacent neighborhoods. Distinct neighborhood-serving commercial “nodes,” or centers, occur at key intersections of Sandy and 12th, 20th, 28th, and 33rd Avenues. These nodes are within a five-minute walking distance of the adjoining residential, employment and office areas. Buildings meet the edges of the sidewalk and special lighting, street trees, curb extensions, and other amenities, including outdoor places for dining, make the nodes friendly for pedestrians.

Between the Sandy nodes and along Broadway, many of the multistory buildings include residential uses that provide a range of housing choices and take advantage of frequent transit service along these streets. Some of these buildings have commercial uses on the ground level. Other developments are solely commercial or employment uses.

On Sandy Boulevard, some triangular parcels have been consolidated and redeveloped by vacating certain east-west streets. Newer buildings are designed with ground levels that contribute to the pedestrian environment. Existing light industrial, employment, and commercial uses continue to flourish or have expanded.

The north side of Broadway has a mix of neighborhood-serving commercial uses and residential uses, while the south side allows a broader range of activities, including employment and commercial uses and some larger-scale developments that contribute to an enhanced pedestrian realm. The scale and character of developments along Broadway are generally compatible on both sides.

In addition to an active business environment and mix of housing choices, Sandy and Broadway main streets include areas for shoppers, residents and employees to gather, such as small plazas, and pocket parks created as part of new development. An example might be a small park created as a triangle formed by intersecting streets at Sandy. The public and private infrastructure facilities and services support the community's needs.

Both Broadway and Sandy Boulevard main streets are vital transportation routes that balance the needs of transit riders, pedestrians, wheelchair users, and bicyclists with the needs of auto and truck traffic. Pedestrians along these corridors feel safe as they cross the streets and walk along wider sidewalks with well-placed amenities, attractive storefronts, and landscaped areas. In most areas, pedestrians are separated from auto traffic by on-street parking that serves shoppers and businesses. On-site parking is easily available and accessible to people working, visiting or shopping in the area.

Buildings are set close to the streets and have frequent sidewalk-oriented entrances, to enhance the sense of connection between each main street and developments that support it. Newer developments with innovative designs and architectural appeal blend with the existing older buildings. Commercial buildings located next to residentially zoned areas are designed to transition well into the adjacent neighborhoods.

A strong sense of community pride and spirit is fostered along Sandy and Broadway by the active participation of neighborhood, business, and community organizations in activities that enhance these places.

Hollywood in the Year 2020

Hollywood is a distinct and thriving mixed-use center with a compact urban scale that includes a variety of housing and employment choices, as well as other recreational and community activities. The variety of services and activities, including arts and entertainment, attracts people from the surrounding neighborhoods as well as from around the region.

Developments in Hollywood provide a pedestrian-friendly façade, and car-oriented facilities like drive-throughs are prohibited. The tallest buildings contain individual uses or a mix of commercial, office and residential uses. These urban scale buildings are focused around the transit center/station, creating a vibrant mixed-use, transit-oriented neighborhood. Buildings transition in scale to relate to existing residential uses along 46th Avenue, south of Halsey. Access and visibility to and from the light rail transit station is improved. Moving north from the transit center node to Hollywood's commercial core, building heights diminish slightly while the mix of uses continues to make it a pedestrian-friendly area. In the areas surrounding the commercial core, the building heights echo the scale of adjacent residential neighborhoods.

Gathering places are safe, attractive, comfortable, accessible, and encourage interaction between people of all ages, promoting a sense of community. A public plaza called "Station Square" is located in the transit center node area and is used by area residents, employees, and other visitors. It contributes to the identity of the Hollywood District and is the focal place for community activities. Small plazas and pocket parks created as part of new development also serve as places for people to gather. The public and private infrastructure facilities and services in the town center also support the community's needs.

There is a strong physical and visual connection between the transit center node area south of Sandy Boulevard and the business core of the district north of and along Sandy Boulevard. This has been achieved by enhancements to the streetscape along 42nd Avenue between Tillamook and the transit center. This street and Sandy Boulevard between 37th and 47th Avenues have attractive buildings of multiple stories oriented to the street. They include shops, offices, building lobbies, and large windows at the ground level that create a visual connection between the inside and the outside. Wide sidewalks, landscaped areas, pedestrian

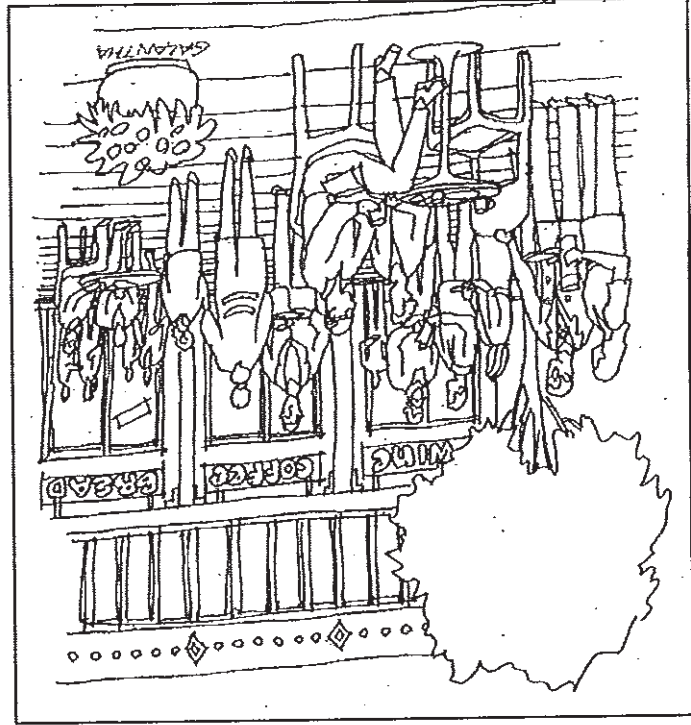
amenities, urban parks and “greenspaces,” and on-street parking enhance the pedestrian routes that serve the district. The pedestrian amenities include seating, street trees, enhanced street crossings, and limited driveways for vehicle access. The mix of uses and amenities provide for a safe, clean, convenient, and pleasant experience for pedestrian, bicycle and automobile travel. Bikeways along Tillamook-Hancock, 42nd, and 47th Avenues have been a priority. Transportation into and around Hollywood has improved for transit patrons, bicycle riders and automobiles, as well as for pedestrians. Safe, visible, accessible, and well-placed, on-site parking facilities support all the uses in the town center.

The physical environment in Hollywood is an attractive mix of architecturally diverse buildings. They include older, well-maintained, and preserved buildings of historic significance, and well-designed newer development that reflects and enhances the character of the district. Structures along Sandy Boulevard around the 39th and 46th Avenue intersections function as gateways and enhance the entrance into the Hollywood Town Center.

Buildings that emphasize Hollywood as an active arts and entertainment district are found along Sandy Boulevard between 39th and 43rd Avenues. Dance studios, art galleries, small theaters, restaurants, cafes, and other district supportive retailers build upon the entertainment activity generated by the Hollywood Theatre and create a unique identity for this area. Street lighting provides ambient light along the sidewalks, and the architectural features of buildings are highlighted using a variety of accent lighting. The area is bright, well lit, safe, festive, and full of pedestrian activity.

Physical connectivity in Hollywood is complemented by a strong sense of community spirit and common purpose. Neighborhood, business and community organizations support facilities, services, and events that enhance Hollywood’s diversity and emphasize its special qualities.

In the future, pedestrians enjoy the wider sidewalks with well-placed amenities, attractive storefronts, and landscaped areas envisioned in the plan.

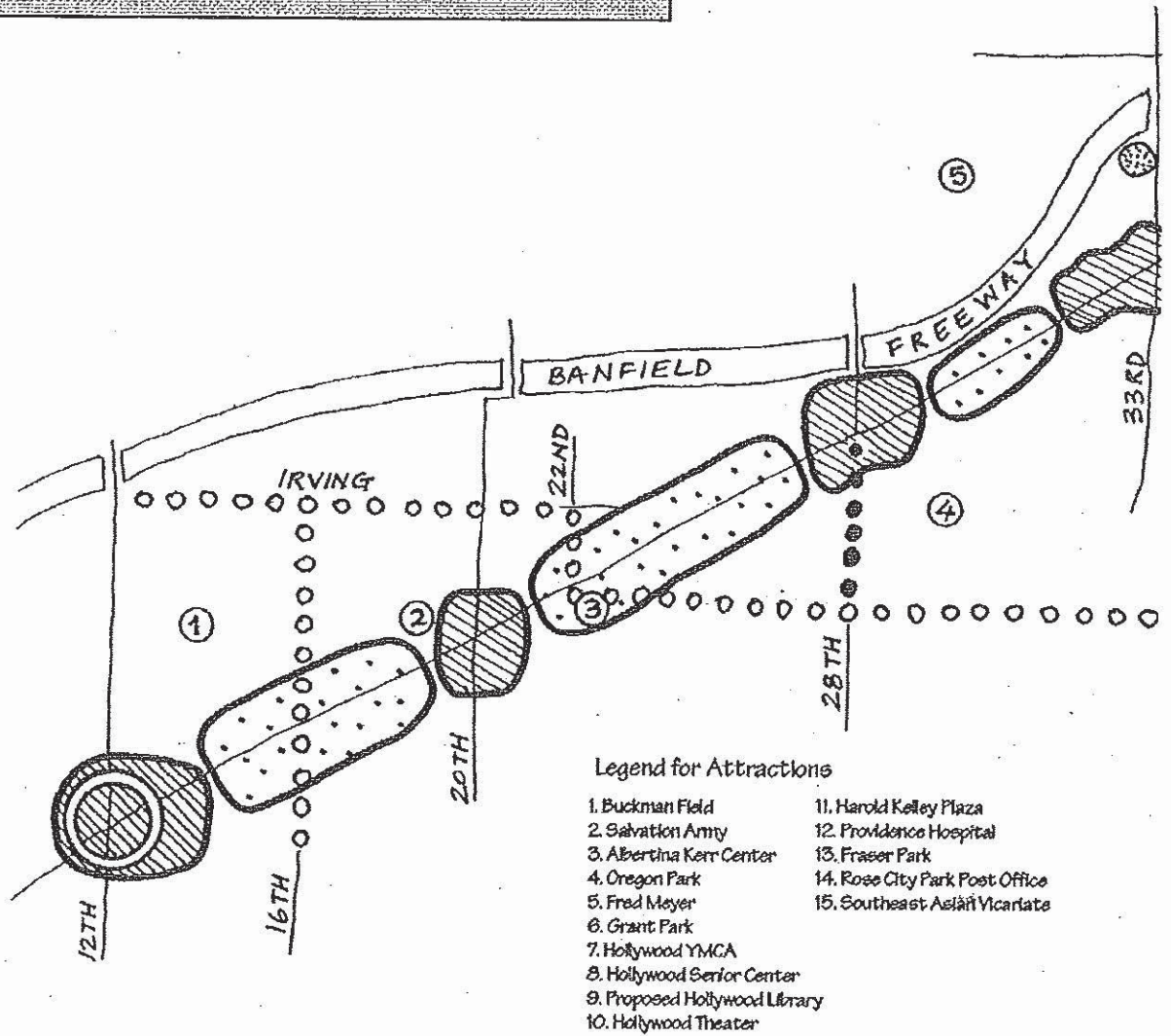


The urban design concept illustrates graphically the vision for the Hollywood and Sandy Plan area. The concept is the basis for the Hollywood and Sandy Comprehensive Plan map, as well as implementation tools such as the main street node and main street corridor overlay zones, and the Hollywood Plan District. The urban design concept for the Hollywood and Sandy Plan area was developed over time through multiple interactions between city staff, property owners, and interested members of the public.

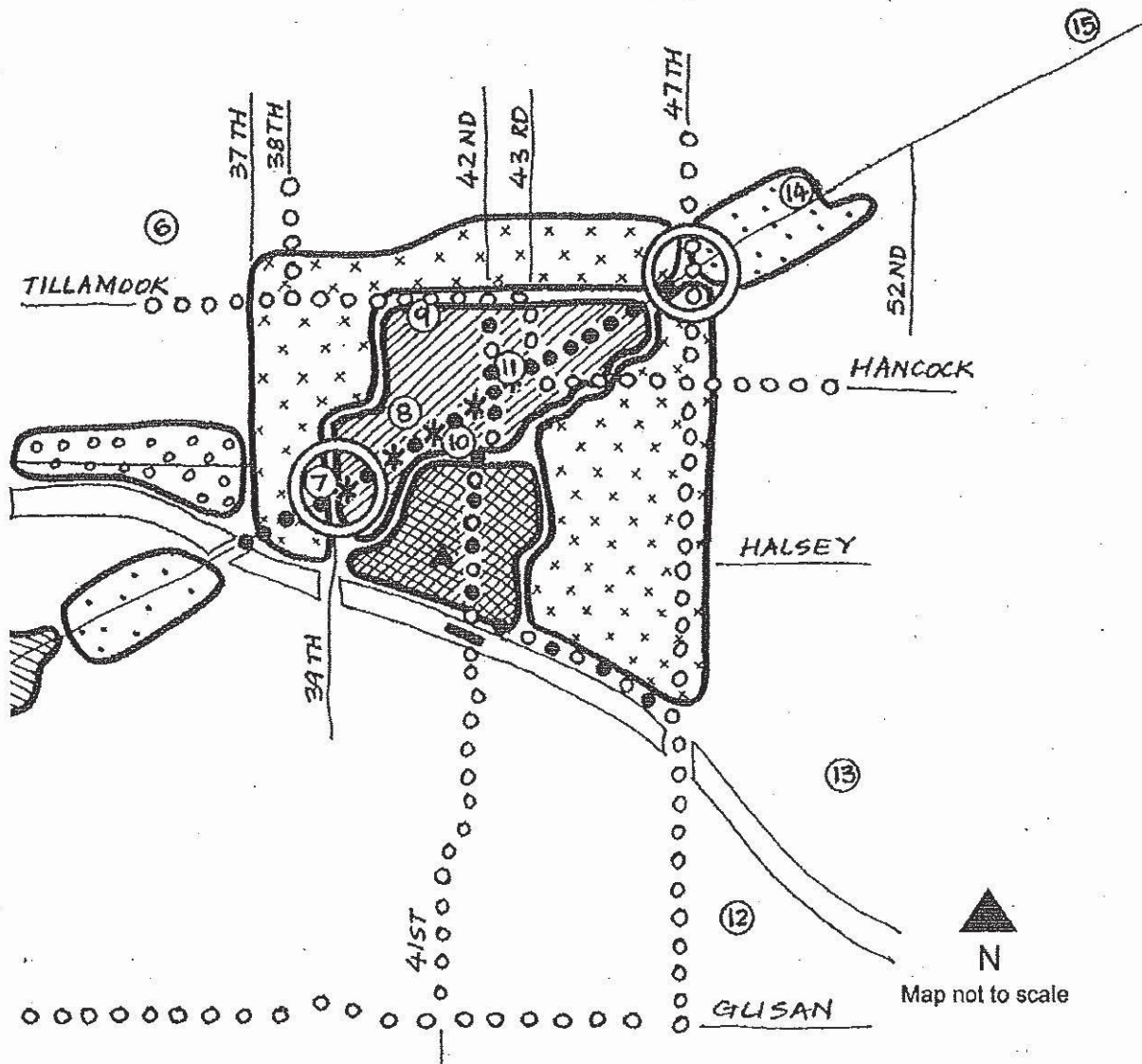
E. Urban Design Concept

Urban Design Concept

Please refer to the following pages for a detailed concept description.



HOLLYWOOD AND SANDY PLAN



LEGEND			
	Neighborhood serving nodes along Sandy Boulevard		Hollywood's commercial core and enhanced pedestrian streets
	Sandy Boulevard between the nodes		Transit station node
	Areas along Broadway		Station square
	Significant view corridor		Areas supporting the commercial core
	Pedestrianways and bikeways		Light rail transit station
	Bright lights area		Major district gateways

City of Portland, Bureau of Planning, April 2000

Concept Plan Features: Sandy Boulevard and Broadway Main Streets

The vision for the Sandy Boulevard and Broadway main streets calls for making these more desirable places for neighborhood-serving and regional commercial, employment, and residential uses in an environment that makes it enjoyable to walk, use transit, and bicycle while accommodating motorized traffic.

The following describes the features that implement the concept for the Sandy Boulevard Main Street.



Sandy Boulevard Nodes

The neighborhood-serving nodes along Sandy Boulevard are a series of pedestrian-friendly centers located within a five-minute walk of the surrounding neighborhood subareas. They are distinct places where a mix of retail uses is located to serve the adjoining residential, employment and office areas. Buildings meet the edges of the street and special lighting, street trees, curb extensions, and other pedestrian amenities make the "nodes" friendly for pedestrians. Newer commercial development transitions in scale when located adjacent to residentially zoned areas.



Sandy Boulevard Corridor

Well-designed residential and mixed-use developments with ground levels contributing to a pedestrian-friendly environment are located along the corridor. Newer commercial development transitions in scale when located adjacent to residentially zoned areas. Established businesses of local and regional significance continue to play a key role in the corridor areas.



Areas along Broadway

The north side of Broadway has a mix of neighborhood-serving commercial uses and residential uses, while the south side allows a broader range of activities including commercial and employment uses and some larger-scale developments that contribute to an enhanced pedestrian realm.



Major District Gateways

The node at 12th Avenue and Sandy Boulevard serves as a gateway between the central city area and the Sandy Boulevard Main Street. Developments adjoining this intersection contribute in scale and character to the sense of entry by orienting their entrances towards the intersection.



Significant View Corridor

The view of downtown Portland, with the west hills serving as a backdrop, from 57th Avenue looking southwest along Sandy Boulevard right-of way is preserved.



see legend

Public Attractions

Major Attractions: Places that draw people from throughout the city and beyond. No major attractions exist along Sandy Boulevard and Broadway main streets.

Minor Attractions: Several uses/buildings near the Sandy Boulevard Main Street attract patrons from the surrounding neighborhoods. They include existing churches and other community facilities, e.g., the Salvation Army.



pedestrian

Pedestrianways and Bikeways



bikeways

As designated in the Bicycle Master Plan, Glisan Street and 16th Avenue are made priority routes for bicyclists crossing Sandy Boulevard. Twenty-eighth Avenue also serves as an enhanced pedestrianway connecting the neighborhood focal point on Sandy Boulevard to the Burnside Main Street.

Concept Plan Features: Hollywood Town Center

The vision for the Hollywood District strengthens its role as a town center by recognizing and enhancing Hollywood's local and regional commercial focus while encouraging more residents. To achieve this, the concept plan calls for a compact core of retail, commercial and mixed-uses along and north of Sandy Boulevard. It also focuses commercial and residential activity to create a pedestrian-friendly area around the Hollywood Transit Center. It creates an enhanced connection between the transit center and the commercial core to provide easy access to people living in the vicinity and those visiting the area by transit, bicycle, foot and the automobile. A public gathering space near the transit center becomes the focus of community activities.

The following describes the major elements that implement the concept for the Hollywood Town Center.



Hollywood's Commercial Core



Commercial activities are focused along Sandy Boulevard from 37th to 47th and along 42nd Avenue (dotted lines) where the height of buildings is less than in the area close to the transit center. The area offers a variety of attractive commercial and recreational services that include pedestrian-friendly facades. New commercial development transitions in scale when located adjacent to residentially zoned areas.



Transit Station Node

The district's most highly developed mixed-use area is the transit station node. Additional residential and office uses to encourage pedestrian activity and take advantage of the high quality transit service. New commercial development transitions in scale when located adjacent to residentially zoned areas.



Station Square

This public plaza/open space near the transit center is an active, pedestrian-friendly, gathering place, the focal point for community activities and enhances the identity and quality of life in Hollywood.



Areas Supporting the Commercial Core

Developments in these areas support a mix of commercial and residential uses. New commercial development transitions in scale when located adjacent to residentially zoned areas.



Light Rail Transit Station

The existing light rail transit station is located at the Hollywood Transit Center. Pedestrian access to and within the transit center, and visibility between the platform and the "Station Square" are improved.



Public Attractions

see legend

Major Attractions: The Hollywood Theatre, which draws patrons and participants from throughout the city, is a major attraction in the Hollywood District.

Minor Attractions: Several uses/buildings in the Hollywood Town Center attract patrons from the surrounding neighborhoods. They include existing churches and other community facilities, such as the Hollywood Library, the Hollywood Senior Center and the YMCA.



pedestrian

Pedestrianways and Bikeways



bikeways

The pedestrian realm along 42nd Avenue and Sandy Boulevard is enhanced with active ground levels and pedestrian amenities. A connection is developed between the Hollywood Transit Center and the retail/commercial core along and north of Sandy Boulevard. Bikeways are completed along Tillamook-Hancock, and 42nd and 47th Avenues and they provide bicyclists safer access to and through the town center area.



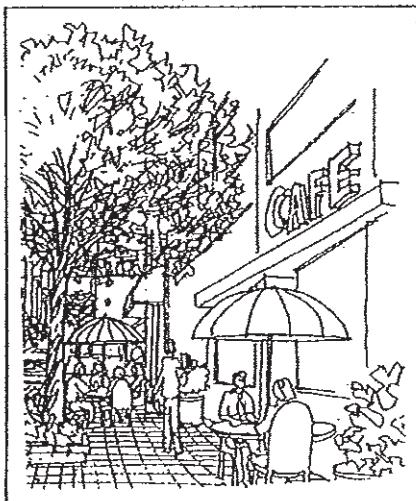
Major District Gateways

Structures along Sandy Boulevard around the 39th and 46th Avenue intersections function as gateways and enhance the entrance into the Hollywood Town Center.



Bright Lights Area

Structures fronting Sandy Boulevard from 39th to 43rd Avenues are designed to include bright lights that help emphasize theater-related entertainment activities along Sandy Boulevard and create a unique identity for this area. Street lighting provides ambient light along the sidewalks and the architectural features of buildings are highlighted using a variety of accent lighting. The area is bright, well lit, safe, festive, and full of pedestrian activity. See Appendix C for Bright Lights Implementation Ideas.



Wide sidewalks with buildings oriented to the street allow for pedestrian amenities.

F. Comprehensive Plan and Zoning

The Hollywood and Sandy *Comprehensive Plan* map is the refinement of the urban design concept into *Comprehensive Plan* designations. The *Comprehensive Plan* map for the Hollywood and Sandy area, shown on pages 30-31, is a component of the citywide *Comprehensive Plan* map.

The Portland *Comprehensive Plan* map guides land use and development patterns. It specifies, by site, where various land uses can be located in the future. The *Comprehensive Plan* map designations both protect community livability and provide certainty for those wishing to develop or redevelop their land. The designations are tied to policy statements in the *Comprehensive Plan*.

Each *Comprehensive Plan* map designation corresponds with one or more “zones,” which are defined in *Title 33: Planning and Zoning Code*. Zoning is a tool that helps implement the *Comprehensive Plan* map. The zoning code contains regulations that specify the permitted development type, scale, and density on a given site. Zones include provisions that regulate the use of land and some aspects of design. Like the *Comprehensive Plan* map, there is also a zoning map that specifies which zone is applied to every site within the city. The *Comprehensive Plan* map is “superior” to the zoning map, meaning the zoning map should not allow development that is more intensive or different than that allowed by *Comprehensive Plan* map designations.

In addition to the “base” *Comprehensive Plan* map and zoning designations, sites may have further regulations through the application of “overlay” zones or plan districts. These regulations supersede the “base” designations, and may be more or less restrictive than the base designation. Overlay zones apply to specific circumstances rather than specific areas of the city and may deal with issues like design review, buffers, scenic resources, and environmentally sensitive areas. In contrast, a plan district is created and applied in only one area of the city to address unique characteristics and development issues. The *Hollywood and Sandy Plan* uses overlay zones as well as a plan district to implement the community’s vision for the area. The overlay zones and plan district are described in further detail in the section titled “Special Features of the Hollywood and Sandy Plan.”

Comprehensive Plan Designations and Zoning for the Hollywood and Sandy Plan Area

The Hollywood and Sandy *Comprehensive Plan* map achieves the urban design concept by applying *Comprehensive Plan* designations and corresponding zones to individual properties.

Sandy Boulevard

Along the Sandy Boulevard Main Street between NE 12th and NE 50th Avenues, the node concept is implemented by applying the Urban Commercial designation and corresponding Commercial Storefront (CS) zone to areas adjoining intersections of Sandy and major cross streets. The corridor concept for the main street is implemented by applying the Urban Commercial designation and corresponding Commercial Storefront (CS) zone in some areas and the General Commercial designation and General Commercial (CG) zone in others. Overlay zones further implement both of these areas (see next section).

The areas adjacent to Sandy Boulevard are primarily a mix of residential and employment areas, with some commercial land uses. Between Sandy and the Banfield Freeway, the Central Employment designation and Central Employment (EX) zone are applied in the area east to NE 31st Avenue. This designation and zone promotes an urban employment-related development pattern, while still allowing for a broad variety of commercial and residential uses. The area between NE 32nd and roughly NE 35th continues to transition from single dwelling to multidwelling residences, and is designated for Medium Density Multi-Family Residential uses, implemented by the Residential 1000 (R1) zone. South of Sandy in the western portion of the study area, Medium- and High-Density Multifamily Residential designations and respective Residential 1000 (R1) and High Density Residential (RH) zones are applied to provide for a variety of moderately dense living situations and to provide a transition to lower density residential areas. In a few instances designations have been changed from General Commercial (CG zone) to Neighborhood Commercial (CN1 zone) to better reflect current and desired future land uses, and access characteristics of the sites.

The eastern portion of Sandy Boulevard, between NE 47th and roughly NE 50th Avenues retains a General Commercial *Comprehensive Plan* designation and corresponding General Commercial (CG) zone. This reflects the current land use pattern and the desire to maintain areas that can support auto accommodating land uses. From roughly NE 50th to NE 54th Avenues the *Comprehensive Plan* designation has been changed from General Commercial to Urban Commercial, implemented with the Commercial Storefront (CS) zone. This designation and zone

better reflects the established building pattern in the area and will encourage pedestrian friendly neighborhood serving development in the future.

NE Broadway

The north side of NE Broadway between 33rd and 37th Avenues carries the Urban Commercial plan designation and Commercial Storefront (CS) zone. This allows for maximum flexibility in commercial and residential development on the small, shallow lots abutting the street. The south side of Broadway, which abuts the Banfield Freeway and has much larger parcels than the north side of the street, is designated Central Employment, and is zoned Central Employment (EX).

Hollywood

In Hollywood, the area generally south of NE Broadway to the Banfield Freeway has a Central Commercial plan designation and Central Commercial (CX) zone. Portions of the area between NE 42nd and NE 45th between Broadway and Halsey are designated and zoned Central Residential (RX). A small area along NE 45th Avenue is designated High-Density Multi-Dwelling Residential, implemented by the High Density Residential (RH) zone. These designations allow this area, near the Hollywood transit station, to become an intensely developed area of commercial activities and housing.

North of Broadway to Tillamook Street, Hollywood generally has an Urban Commercial plan designation, implemented by the Commercial Storefront (CS) zone, reflecting the existing and desired future character of the area. The Urban Commercial designation and corresponding Commercial Storefront (CS) zone is also applied to several lots between NE 46th and NE 47th Avenues between Tillamook and Thompson Streets. Harold Kelley Plaza, located at NE 42nd Avenue and Hancock Street is designated and zoned Open Space (OS). The area adjacent to Tillamook on the north side has an Office Commercial plan designation and is zoned Office Commercial 1 (CO1).

To support the town center and provide a transition, the northern, eastern and western portions of Hollywood are designated residential. Properties just north of Tillamook Street are designated Attached Residential, with the corresponding Residential 2,500 (R2.5) zone. The eastern edges are designated Medium-density Multifamily Dwelling, with a corresponding Residential 1000 (R1) zone. The western edges are designated Low-density Multi-Family Dwelling Residential, with the corresponding Residential 2000 (R2) zone and Attached Residential, with the corresponding Residential 2,500 (R2.5) zone.

G. Special Features of the Plan

To better realize the vision for the plan area, special development incentives and regulatory features have been developed. These are applied to parcels in addition to base *Comprehensive Plan* map and zoning designations, and are incorporated into the *Title 33: Planning and Zoning Code* and the *Community Design Guidelines*.

In the zoning code:

- The “main street node overlay zone” and “main street corridor overlay zone” are applied to portions of Sandy Boulevard to achieve development objectives associated with main street situations;
- The “Hollywood Plan District” is applied to properties in Hollywood to achieve an urban, mixed use, pedestrian-oriented town center.

Special features of the main street overlay zones and the Hollywood Plan District are further detailed on the *Hollywood and Sandy Plan* “Special Features Map” and on subsequent pages.

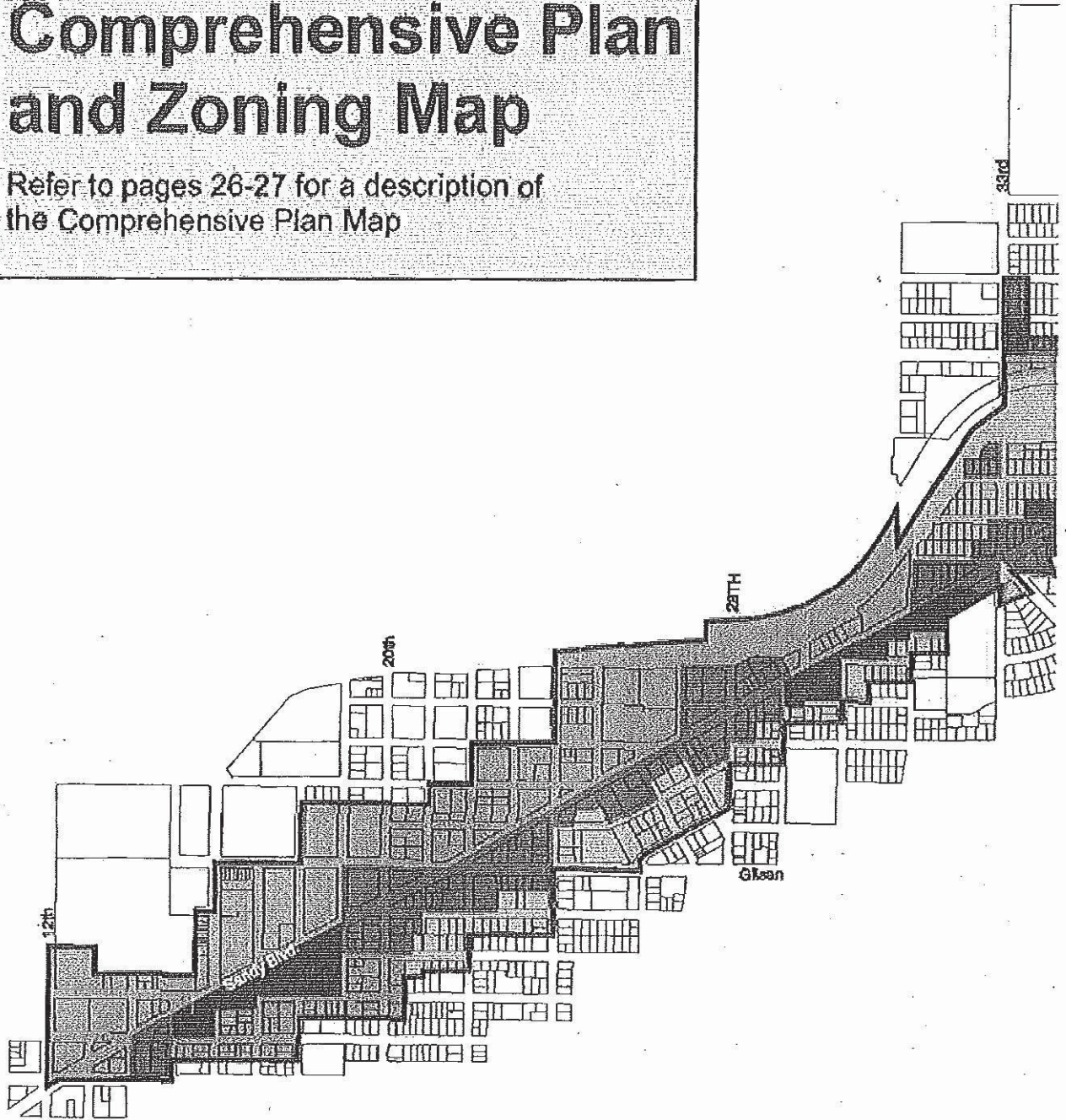
The following chapters of Portland’s zoning code implement the Hollywood Plan District, main street node overlay zone, main street corridor overlay zone, and other special design features, as adopted by City Council on April 5, 2000. A summary of the code changes can be found on page 42.

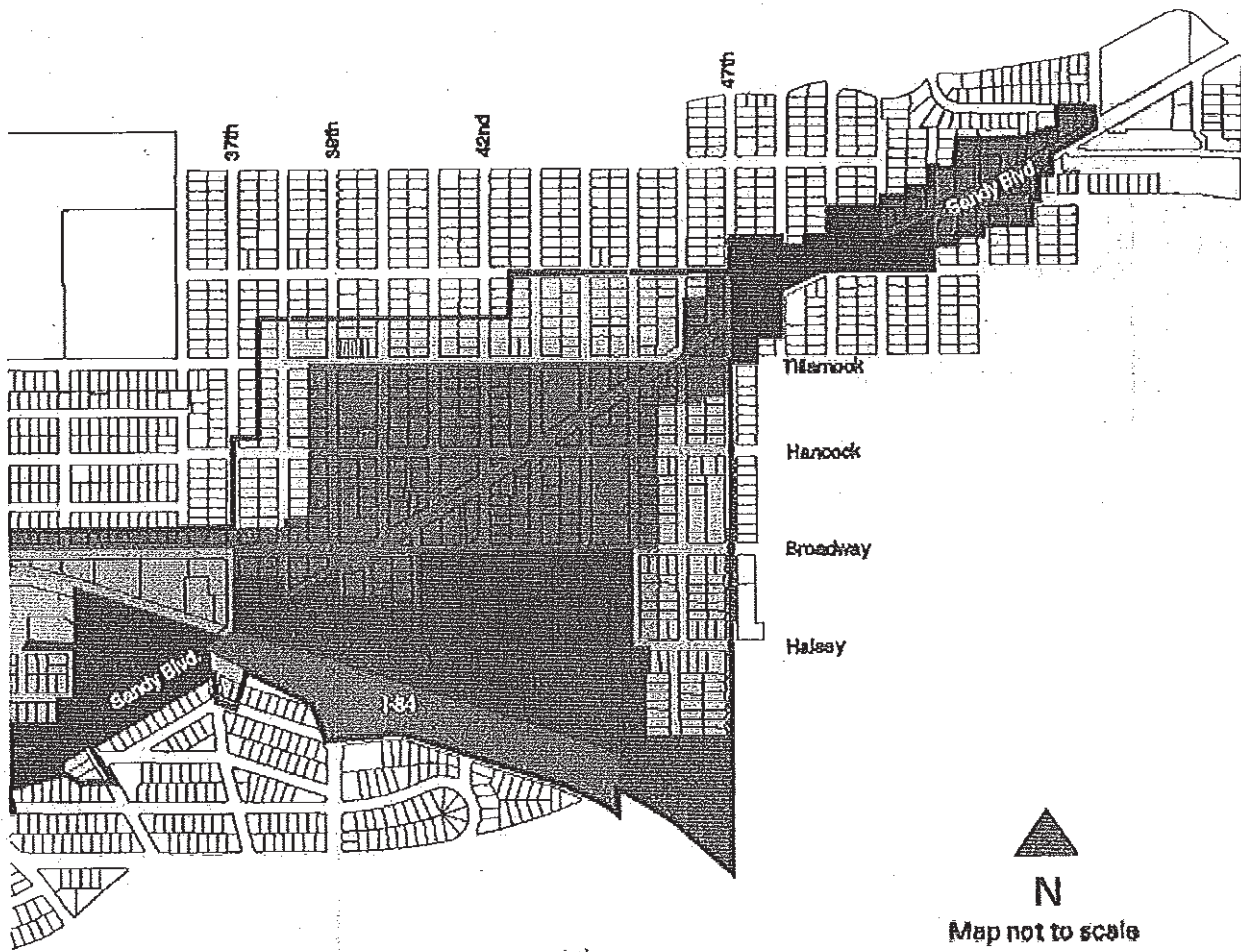
- Add Chapter 33.536, Hollywood Plan District
- Add Chapter 33.455, Main Street Node Overlay Zone
- Add Chapter 33.460, Main Street Corridor Overlay Zone
- Amend Chapter 33.218, Community Design Standards
- Amend Chapter 33.825, Design Review
- Amend Chapter 33.815, Conditional Uses
- Amend Chapter 33.540, Laurelhurst Plan District

In addition to the plan district and overlay zones, required design review is applied to many of the properties within the *Hollywood and Sandy Plan* area. See the map on pages 34-35 for details. To better tailor design review for specific areas, the *Community Design Guidelines* and more specifically the *Portland Personality Guidelines* have also been amended for Hollywood.

Comprehensive Plan and Zoning Map

Refer to pages 26-27 for a description of
the Comprehensive Plan Map





N
Map not to scale

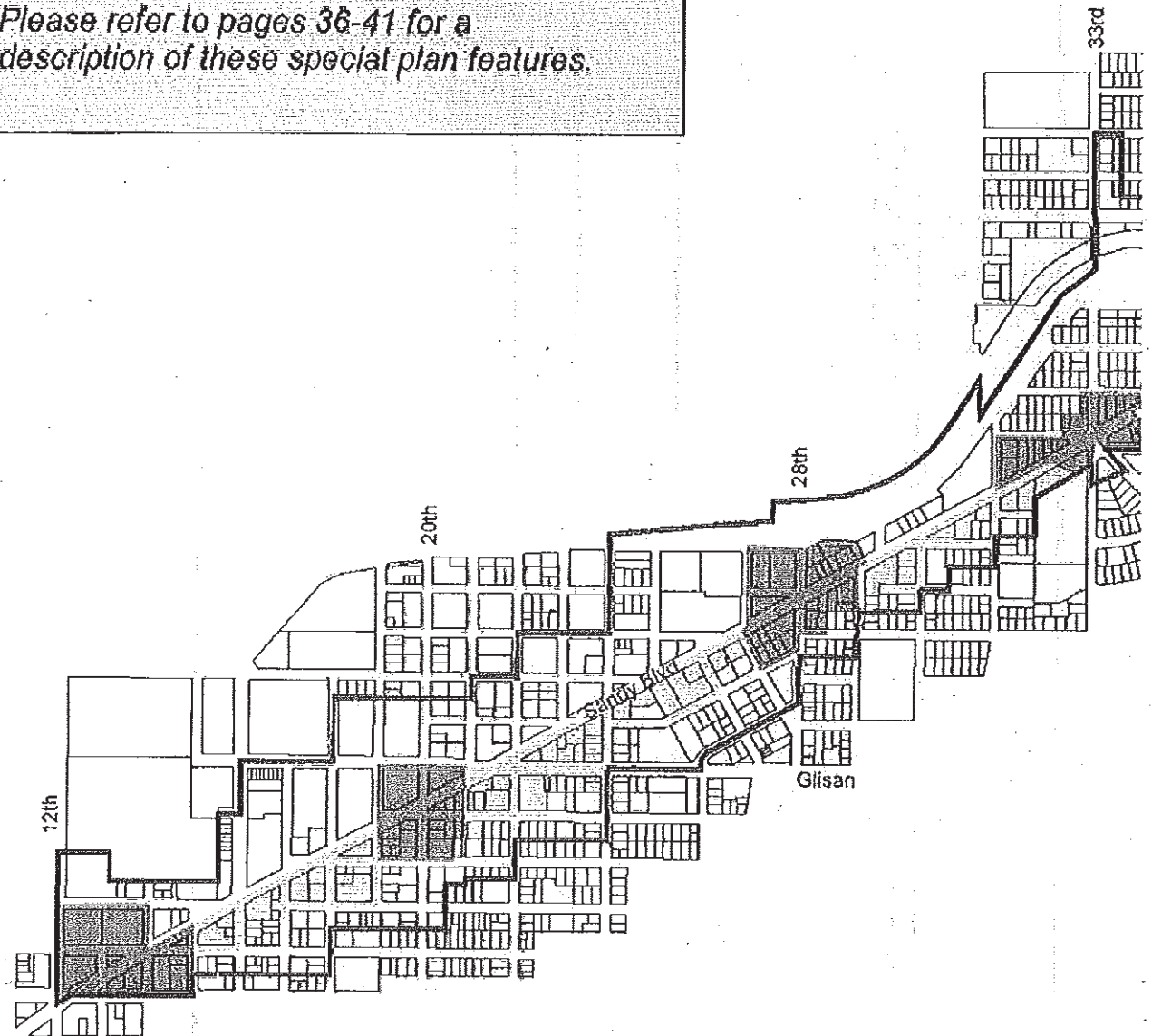
LEGEND			
	Open Space (OS)		Neighborhood Commercial (CN1)
	Residential 5,000 (R5)		Office Commercial (CO1)
	Residential 2,500 (R2.5)		Urban Commercial (C6)
	Low Density MF 2,000 (R2)		General Commercial (CG)
	Medium Density MF 1,000 (R1)		Central Commercial (CX)
	High Density Residential (RH)		Central Employment (EX)
	Central Residential (RX)		

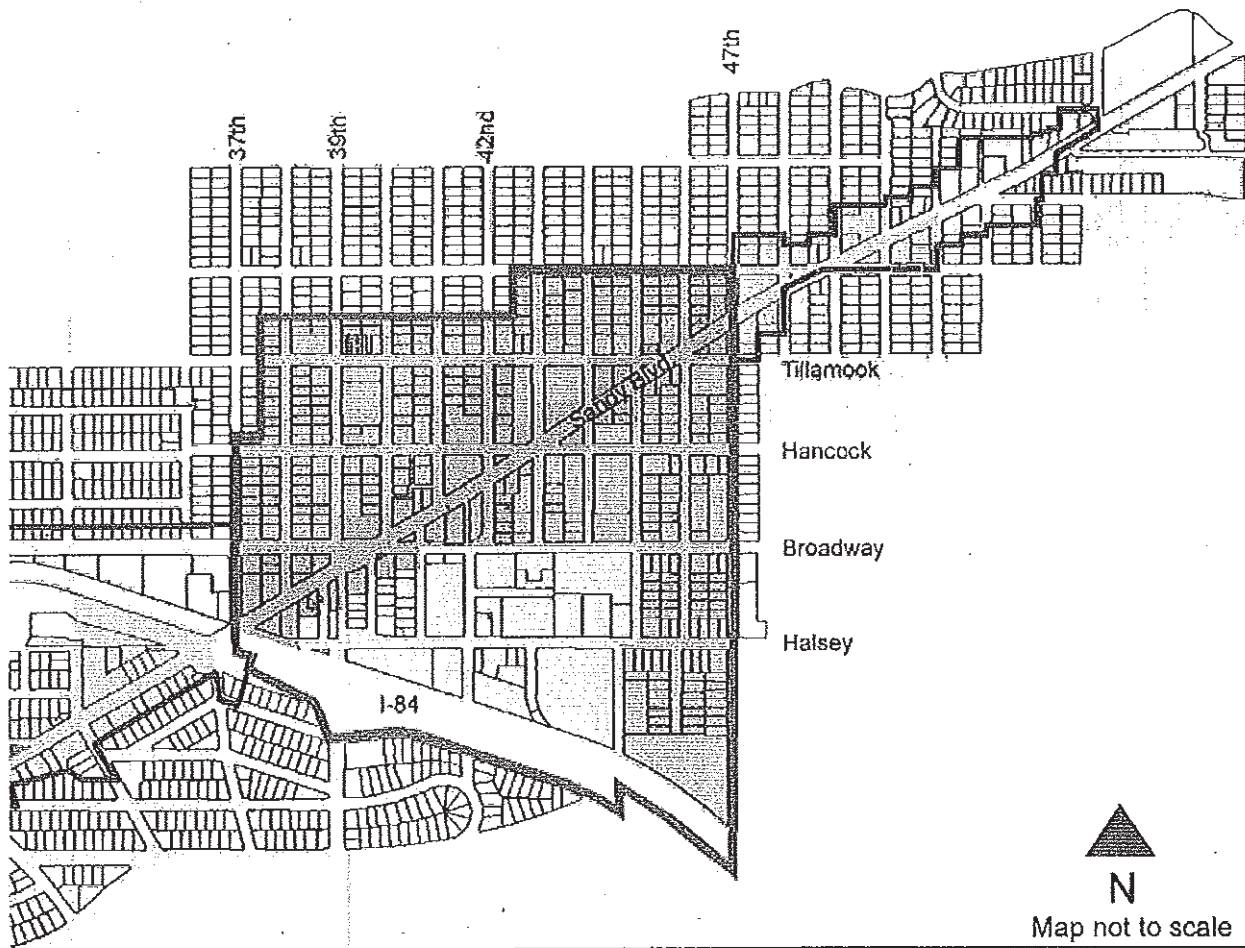
Parentheses () indicate zoning designations

City of Portland, Bureau of Planning, April 2000








Special Features of the Plan

*Please refer to pages 38-41 for a
description of these special plan features.*





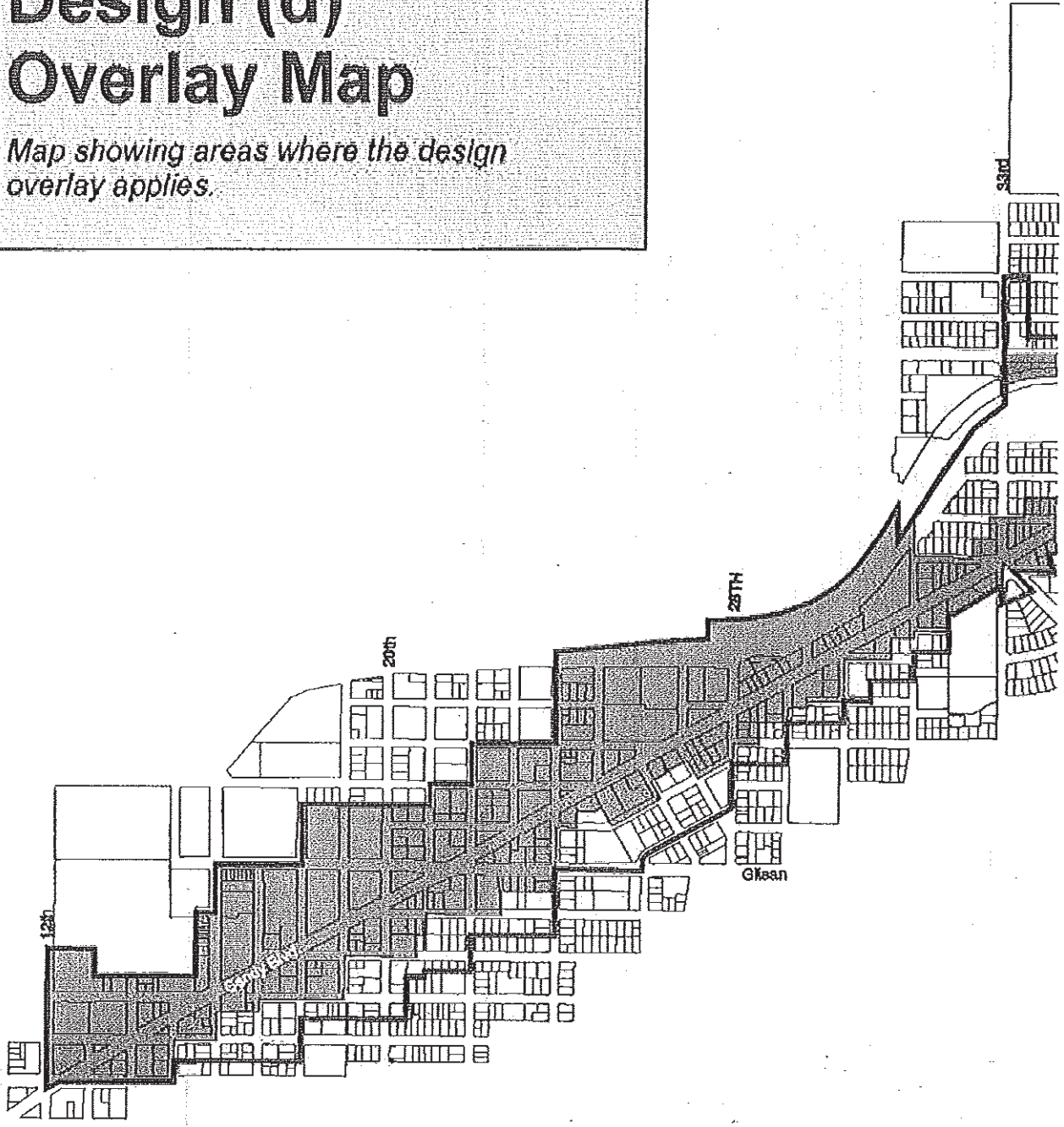
LEGEND

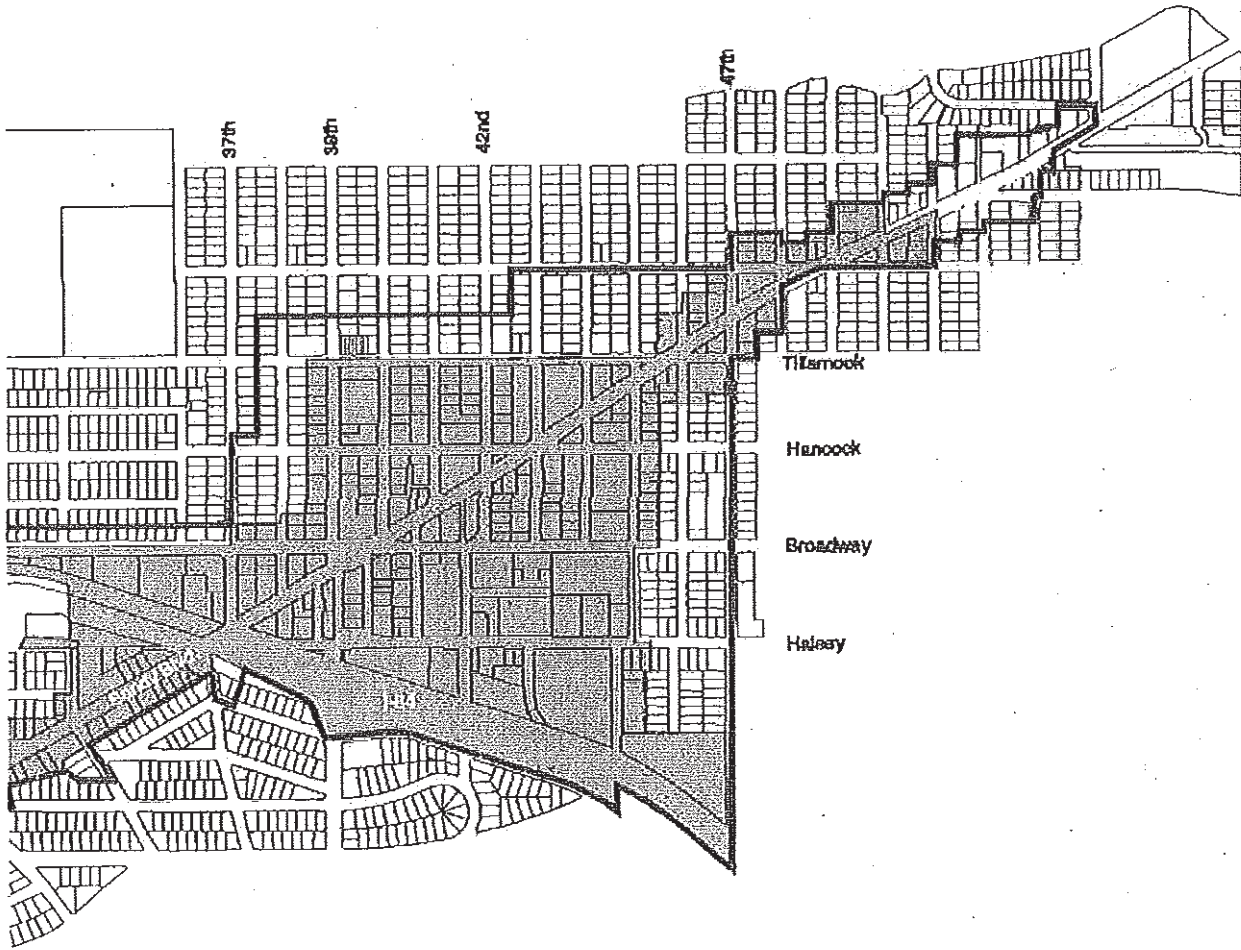
-  Main Street Study Area Boundary
-  Main Street Nodes: A series of pedestrian friendly retail centers within walking distance of nearby neighborhoods, implemented by the mainstreet node overlay zone
-  Main Street Corridor: Mixed use areas that allow a variety of activities and provide incentives for housing, implemented by the mainstreet corridor overlay zone
-  Hollywood Plan District/Town Center Boundary
-  Hollywood Commercial Core: The heart of the Hollywood retail district with special design features
-  Hollywood Supporting Areas: Areas that include housing, retail and other neighborhood commercial activities
-  Hollywood Transit Station Node: A new transit oriented neighborhood that mixes housing, retail and other commercial activities

City of Portland, Bureau of Planning, April 2000

Design (d) Overlay Map



Map showing areas where the design
overlay applies.





Map not to scale

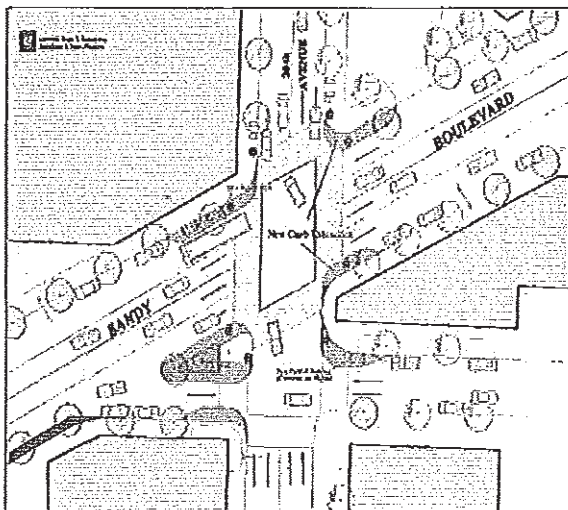
LEGEND

-  Area where the design overlay applies.
-  Plan Boundary

City of Portland, Bureau of Planning, April 2000

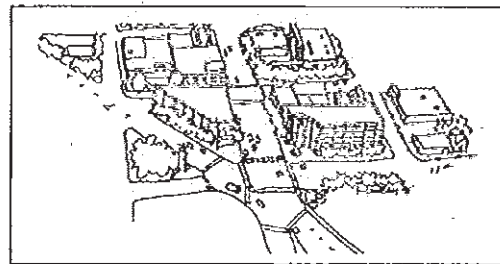
Sandy Boulevard: Main Street Nodes

The main street node overlay zone is applied to properties at the NE 12th, 20th, 28th, and 33rd Avenue cross streets along Sandy Boulevard. It promotes neighborhood serving retail uses on the ground floor of larger commercial and mixed-use buildings.



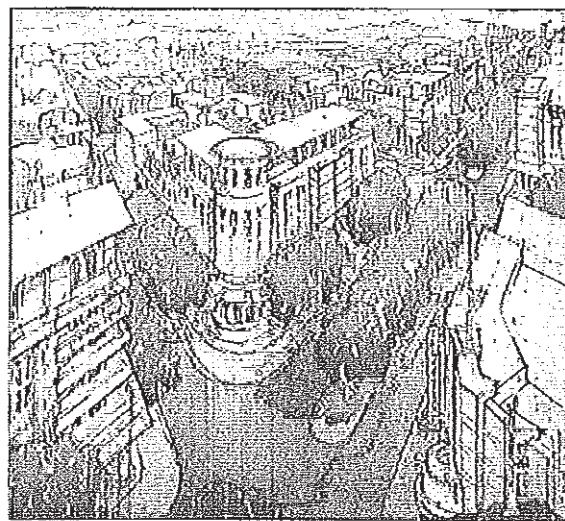
Redesigned intersection at NE 20th Avenue and Sandy provides pedestrian amenities

- At street level, special improvements are envisioned for the right-of-way, including wider sidewalks with curb extensions on Sandy Boulevard to facilitate pedestrian crossings and street furnishings such as benches and decorative street lighting.

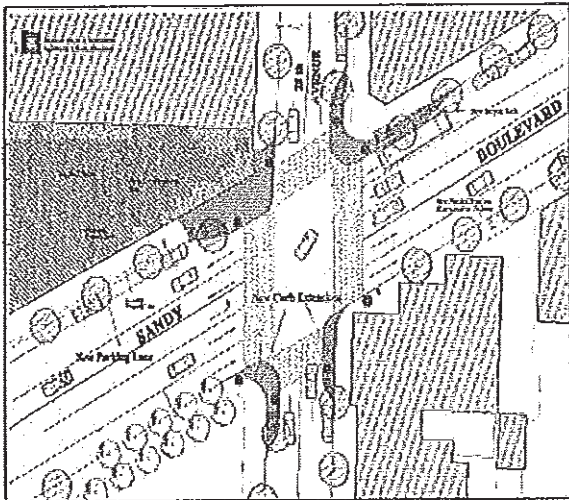


Development envisioned for the intersection of 12th Avenue and Sandy Boulevard frames the street and creates a gateway to the central city

- Buildings may be up to 65 feet tall, with offices or housing envisioned as the principal use above the ground floor.
- Buildings transition to nearby residential areas through a “step down” in height to match the lower height of adjacent residentially zoned properties.

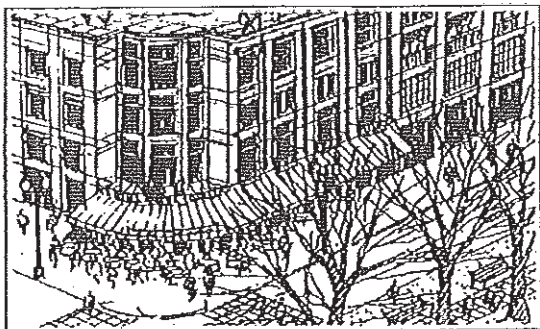


A vision for the area around the NE 20th Avenue node (from the Urban Design Charrette)

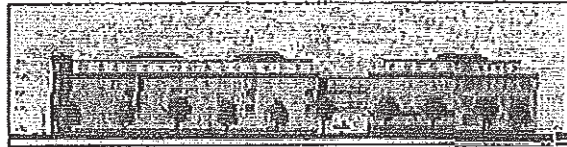


Redesigned intersection at NE 28th Avenue and Sandy provides pedestrian amenities

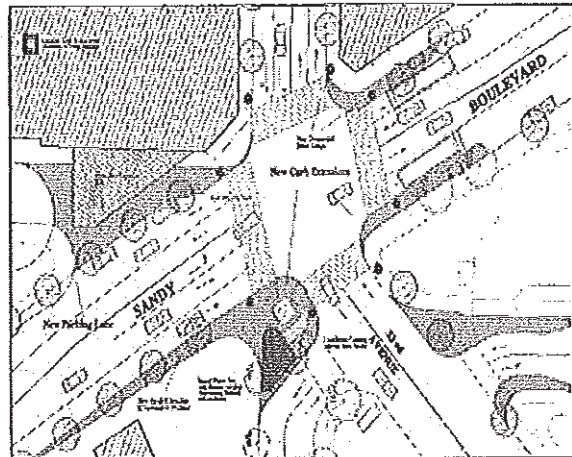
- Buildings respect and reinforce the unique geometry along Sandy Boulevard and the unique triangle shaped sites created by the diagonal street crossing the regular city grid.
- Design review is required for all new development to ensure high quality structures that enhance the character of the area and the pedestrian environment.
- New off-street parking area regulations increase flexibility in design for sites with diagonal frontages in the CS zone.



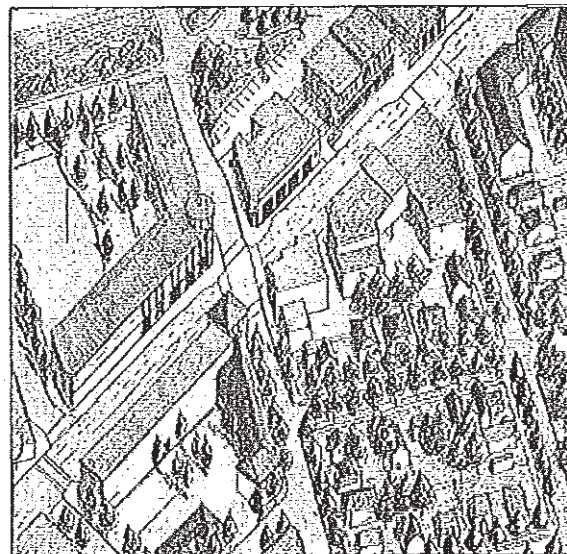
An example of urban scaled development with ground floor retail space



An example of a mixed use building (from the Urban Design Charrette)



Redesigned intersection at NE 33rd Avenue and Sandy provides pedestrian amenities



Future development visions for the NE 26th Avenue node (from the Urban Design Charrette)

Sandy Boulevard: Main Street Corridor

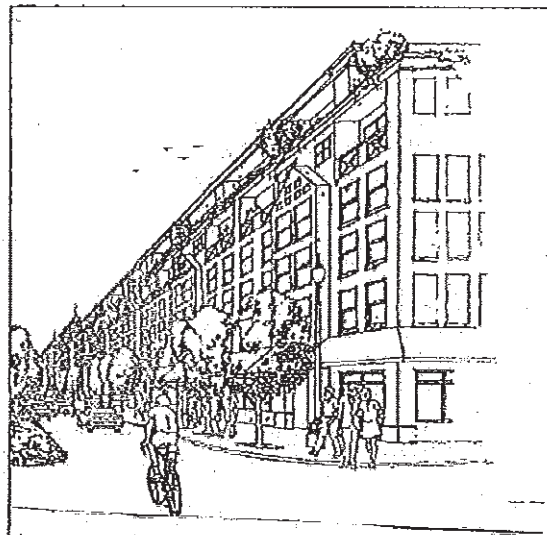
The main street corridor overlay zone is applied to properties between the nodes along the south side of Sandy Boulevard. The overlay is designed to promote additional housing opportunities along Sandy Boulevard, while allowing a variety of commercial enterprises.



Residential development is envisioned for parts of the main street corridor (from the Urban Design Charrette)

- Buildings respect and reinforce the unique geometry along Sandy Boulevard and the unique triangle shaped sites created by the diagonal street crossing the regular city grid.
- Buildings transition to nearby residential areas through a “step down” in height to match the lower height of adjacent residentially zoned properties.
- Design review is required for all new development to ensure high quality structures that enhance the character of the area and the pedestrian environment.

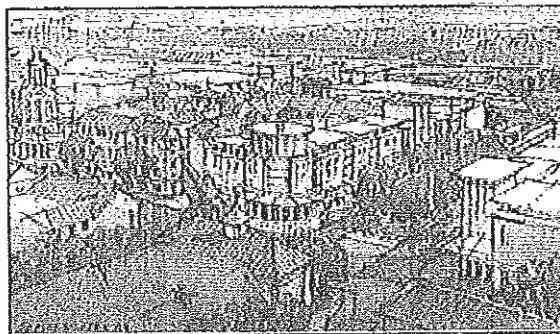
- Maximum building heights for commercial land uses are maintained at 45 feet, however building heights up to 65 feet are allowed when housing comprises at least 25% of the development.



New residential development in the corridor may be built to a maximum height of 65 feet (drawing courtesy of Seattle Commons Draft Plan Map)

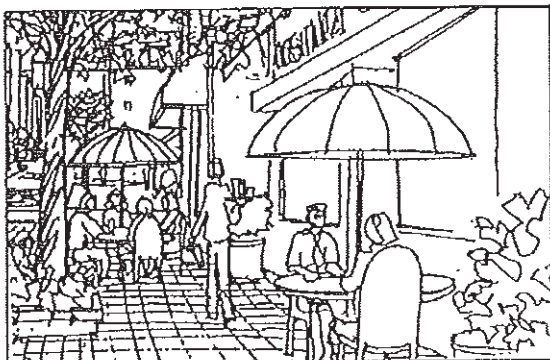
Hollywood: Commercial Core

Hollywood's commercial core, located in subdistricts A and B of the Hollywood Plan District, centers on Sandy Boulevard and NE 42nd Avenue. The area continues as the retail heart of the Hollywood District, with high levels of amenities for pedestrians, and quality storefronts that intrigue and entertain passersby both on foot and in vehicles.



© Michael Morrissey

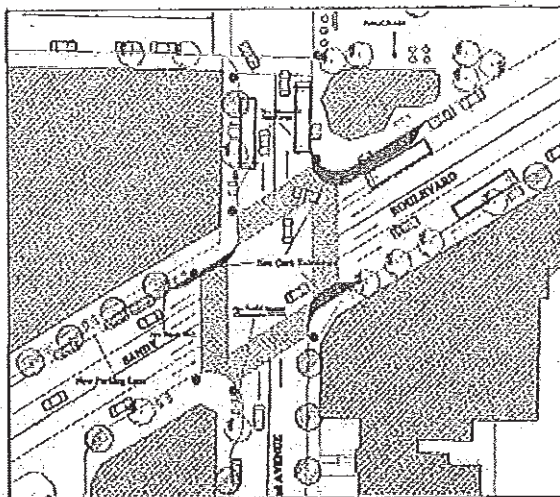
New development envisioned for the heart of the Hollywood District (from the Urban Design Charrette)



Sandy Boulevard and NE 42nd Avenue are designated "Enhanced Pedestrian Streets"

- Sandy Boulevard between NE 39th and NE 43rd Avenues is designated a "bright lights area" with special enhanced lighting guidelines for buildings (Appendix C).
- Design review is required for all new development to ensure high quality structures that enhance the character of the area and the pedestrian environment.

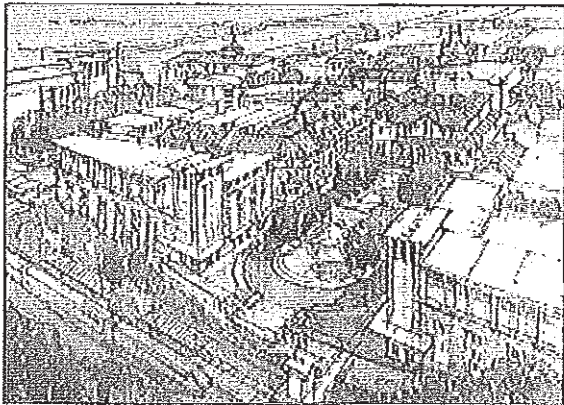
- Buildings in the CX zone are eligible for bonus floor area and building height by providing a minimum level of housing, open space, underground parking, or day care facilities in new developments.
- Additional height is allowed for buildings in the CS zone when housing comprises 25% or more of the development.
- Sandy Boulevard and NE 42nd Avenue are designated as Enhanced Pedestrian Streets, with improved pedestrian features like wider sidewalks, trees, benches and decorative street lighting.



Redesigned intersection at NE 42nd Avenue and Sandy Boulevard provides pedestrian amenities

Hollywood: Transit Station Node

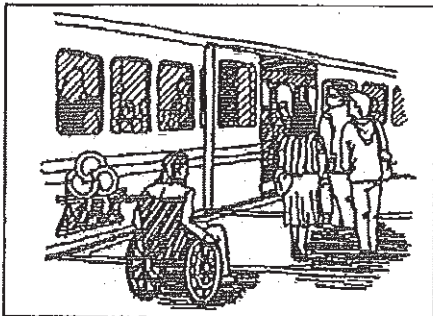
The transit station node, located in subdistrict A of the Hollywood Plan District, is the center of a vibrant new mixed-use neighborhood. The area is envisioned for the most intense future development in Hollywood.



© Michael Morrissey

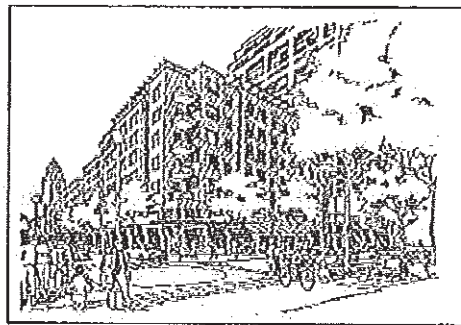
Future vision for the Hollywood Transit Station Node (from the Urban Design Charrette)

- To develop a vital, transit-friendly neighborhood, housing is a required component of most new developments or expansions of existing buildings.



MAX connections make Hollywood a convenient location for a broad spectrum of people

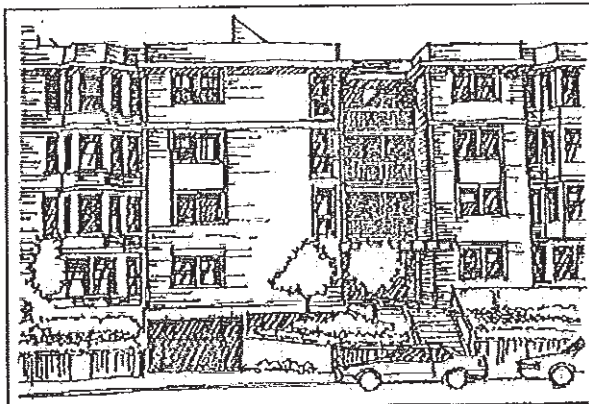
- Buildings in the CX zone are eligible for bonus floor area and building height by providing a minimum level of housing, open space, underground parking, or day care facilities in new developments.
- New auto oriented uses such as gas stations and oil change facilities are prohibited in this pedestrian district.
- Northeast 42nd Avenue is designated as an Enhanced Pedestrian Street, with improved pedestrian features like wider sidewalks, trees, benches and decorative street lighting.
- Station Square - an urban plaza - is envisioned for the area near the transit center to provide open space for residents and visitors in the area.
- Design review is required for all new development to ensure high quality structures that enhance the character of the area and the pedestrian environment.



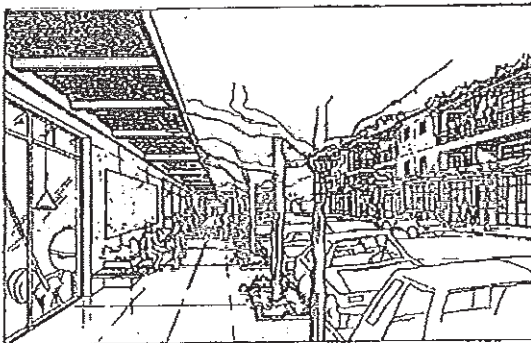
The vision for the Hollywood Transit Center area includes urban scale buildings and more greenery (drawing courtesy of Seattle Comprehensive Plan Citizens' Guide)

Hollywood: Supporting Areas

The supporting areas in Hollywood, located in subdistrict B of the Hollywood Plan District, are designed to provide enhanced opportunity for commercial, residential and mixed-use projects.

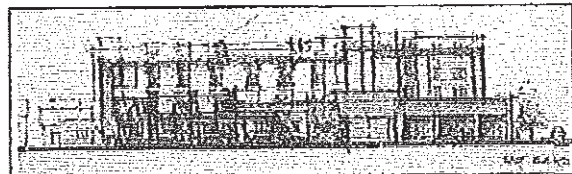


New residential buildings contribute to the vitality of the town center (drawing courtesy of Seattle Design Guidelines for Multifamily and Commercial Buildings)



Development in the supporting areas is less intense and includes residential and commercial development (drawing courtesy of University of Washington: Designing for Density)

- The areas closest to the commercial core allow a broad variety of commercial and residential uses in a traditional pedestrian-oriented storefront setting.
- Buildings in the CS zone are eligible for additional height when housing comprises 25% or more of the building.
- Additional site design flexibility is provided for 100% residential projects in the CS zone.
- Buildings transition to nearby residential areas through a “step down” in height to match the lower height of adjacent residentially zoned properties.
- Design review is required for all new development to ensure high quality structures that enhance the character of the area and the pedestrian environment.
- Farther to the east and west of the commercial core, the area and corresponding designations become increasingly residential.



The plan district provides additional flexibility for residential development in the supporting areas (from the Urban Design Charrette)

H. Summary of Code Changes

This section summarizes the intent of the regulations and the implementing zoning code provisions for both the Hollywood Plan District and the Sandy Boulevard Main Street areas.

HOLLYWOOD PLAN DISTRICT

The following provisions are applicable to the entire plan district:

Objectives	Implementation Measures
<ul style="list-style-type: none"> Limit commercial parking and auto-oriented uses to encourage pedestrian and transit activity. 	<ul style="list-style-type: none"> Prohibit new park and ride facilities. Prohibit accessory parking for uses outside of the plan district.
<ul style="list-style-type: none"> Ensure that new buildings in commercial zones reduce in height to relate to adjoining single family residentially zoned properties. 	<ul style="list-style-type: none"> Require that when new development is located in a commercial zone abutting a RF through R1 zone, for the first 25 feet the maximum height is the same as the abutting residential zone and for the next 25 feet, the maximum height is 45 feet. Require that when new development is located in a commercial zone across the street from a RF through R1 zone, for 15 feet from the lot line across the street from the residential zone, the maximum height is the same as the residential zone across the street.
<ul style="list-style-type: none"> Ensure that there is a transition in height when a commercial site where height bonuses are used is across the street from a less intense commercial zone. 	<ul style="list-style-type: none"> Require that when new development in the CS zone utilizing bonus building height is across the street from a CO1 zone, for the first 15 feet the maximum building height is 45 feet, and for the next 85 feet the maximum building height is 55 feet.
<ul style="list-style-type: none"> Minimize the impact of commercial properties on the pedestrian environment and the adjacent residential properties. 	<ul style="list-style-type: none"> Require that development in a commercial zone across the street from and within 50 feet of a RF through R1 zone have 15% glazing above ground level on the walls facing the residential zones.
<ul style="list-style-type: none"> Allow flexibility in design for sites with diagonal frontages in the CS zone. 	<ul style="list-style-type: none"> Prohibit vehicle areas between the building and Sandy Boulevard. Allow parking between the building and other streets except transit street frontages.
<ul style="list-style-type: none"> Respect and reinforce the unique geometry of blocks along Sandy Boulevard. 	<ul style="list-style-type: none"> Require facades of buildings on the triangular lots fronting Sandy Boulevard to be either parallel to Sandy Boulevard or with outside corners at equal distances from Sandy Boulevard.

Provisions applicable by subdistrict

The plan district contains two subdistricts, each with separate intents and implementing regulations (see Map 536-1: Hollywood Plan District and Subdistricts, page 51). The following is a summary of the intents and regulations for the subdistricts:

Subdistrict A

Objectives	Implementation Measures
<ul style="list-style-type: none"> Encourage residential/mixed-use in addition to commercial uses. 	<ul style="list-style-type: none"> Require a minimum floor area ratio (FAR) of 1:1. Residential development may be used to meet the minimum FAR, and will not count towards meeting the maximum FAR. Parking floor area will not count towards the minimum FAR. Prohibit new single dwellings.
<ul style="list-style-type: none"> Encourage structured parking in appropriate areas. 	<ul style="list-style-type: none"> Exclude structured parking from the FAR calculations.
<ul style="list-style-type: none"> Discourage auto-oriented uses. 	<ul style="list-style-type: none"> Prohibit drive-throughs, quick vehicle servicing and vehicle repair uses.
<ul style="list-style-type: none"> Ensure design quality of new and major redevelopment. 	<ul style="list-style-type: none"> Require the 2-track design review system for all new buildings and exterior alterations.
<ul style="list-style-type: none"> Ensure residential uses that support the commercial core of Hollywood, close to the transit center and the station square. 	<ul style="list-style-type: none"> Require new development or additions of more than 2,500 square feet within the Required Residential Area of Subdistrict A (shaded on Map 536-1 on page 51) to have residential uses for at least 50% of the building floor area.

Subdistrict B

Objectives	Implementation Measures
<ul style="list-style-type: none"> Encourage residential in addition to neighborhood-scaled commercial uses. 	<ul style="list-style-type: none"> Reduce the minimum lot coverage standards in the CS zone to 40% and require 15% landscaping for 100% residential projects.
<ul style="list-style-type: none"> Create limited opportunity for major mixed-use redevelopment to occur on sites while retaining existing drive-throughs under stringent conditions. 	<ul style="list-style-type: none"> Allow drive-through facilities to relocate on sites in the CS zone only if it meets certain conditions including: <ul style="list-style-type: none"> - applicant has proof that a drive-through legally existed at the time of the adoption of the plan; - redevelopment includes a major mixed-use project which has at least 25% of its floor area in residential use; - minimum FAR on the site is 1.5:1; - facility meets certain development standards or is enclosed in a building with useable space above it; - submittal of a complete design review application within 3 years after the adoption of plan; and - submittal of a complete building permit within three years after the adoption of the plan.
<ul style="list-style-type: none"> Ensure design quality of new and major redevelopment. 	<ul style="list-style-type: none"> Require 2-track design review system only in the CS zone for all new buildings and exterior alterations.

Incentives for Residential Uses in the CX, CS and CO1 Zones

Objectives	Implementation Measures
<ul style="list-style-type: none"> Encourage higher intensity new mixed-use development by providing bonus opportunities in the commercially zoned areas. 	<ul style="list-style-type: none"> Provide bonus height for projects in the CS and CO1 zone that include a minimum 25% of the floor area as housing. Bonus heights vary – refer to Map 536-2 on page 53. Provide bonus height and floor area for projects in the CX zone that utilize any of the following bonus options. Bonus heights vary – refer to Map 536-2 on page 53. <ul style="list-style-type: none"> Residential Bonus Option: Provide a bonus of one square foot floor area for each square foot of housing area for projects that includes a minimum 25% of the floor area as housing (75% in required residential area); Below-grade Parking Bonus Option: Provide a bonus of three square feet floor area for every square foot of below grade parking for projects that meet certain requirements for below-grade parking; Open Space Bonus Option: Provide a bonus of five square feet floor area for every square foot of open space provided, if the open space meets certain requirements, including a 1000 square foot minimum area; Daycare Bonus Option: Provide a bonus of three square feet floor area for every square foot of space committed to daycare use under certain requirements for the life of the building.

Enhanced Pedestrian Streets (Sandy Boulevard between NE 37th and 47th Avenues and NE 42nd Avenue between the transit center and NE Tillamook Street)

Objectives	Implementation Measures
<ul style="list-style-type: none"> Ensure a pedestrian-friendly relationship between the building and the street on primary pedestrian streets in Hollywood's commercial core and near the transit center. 	<ul style="list-style-type: none"> Require ground floors of buildings to accommodate windows and active uses such as residential, retail, and other commercial uses, and not allow parking in active use spaces. Do not allow parking and loading access along these streets, unless the site does not abut another street. Require all new development to meet the ground floor window requirements of the CX zone. Prohibit free-standing signs.
<ul style="list-style-type: none"> Ensure design quality of new and major redevelopment along the Enhanced Pedestrian Streets. 	<ul style="list-style-type: none"> Require the 2-track design review system for all new buildings and exterior alterations along these streets.

Commercial Parking Issues in the CX, CS, and RX Zones

Objectives	Implementation Measures
<ul style="list-style-type: none"> • Encourage commercial parking that serves visitors and shoppers in the Hollywood Town Center while providing a limited amount of commercial and accessory parking to encourage pedestrian and transit activity. 	<ul style="list-style-type: none"> • Make commercial parking a conditional use, which must meet the following: <ul style="list-style-type: none"> - The parking must be in a structure; and - A parking demand analysis is required to show a need for Commercial Parking at this location. • Establish certain conditional use approval criteria for commercial parking facilities. • Establish maximum parking ratios for specific use categories for parking accessory to a primary use (implements regional mandate for Hollywood).

Amendments to the Portland Personality Guideline P1 of the Community Design Guidelines

Objectives	Implementation Measures
<ul style="list-style-type: none"> • Enhance the sense of place and identity by incorporating site and building design features that respond to the area's desired characteristics and traditions. 	<ul style="list-style-type: none"> • Provide examples and background information under Guideline P1 to illustrate different ways that the guideline may be accomplished. These include: <ul style="list-style-type: none"> - Promoting a bright lights area along Sandy Boulevard from 39th to 43rd avenues; - Ensuring that structures along the Enhanced Pedestrian Streets contribute to the desired character envisioned in the plan; and - Respecting the character of the Hollywood Theatre and emphasizing it as a neighborhood focal point.

SANDY BOULEVARD MAIN STREET NODE AND CORRIDOR OVERLAY ZONES

Provisions Applicable by Subareas

For zoning purposes, Sandy Boulevard through the study area is considered as three separate subareas:

- Hollywood, where implementing regulations are incorporated into the Hollywood plan district (previous pages);
- Main Street Node, where regulations are intended to encourage neighborhood-serving commercial uses at the major crossroads of Sandy Boulevard and are implemented through a Main Street Node overlay zone (j); and
- Main Street Corridor, where regulations are intended to encourage new housing, commercial, and mixed-use development that takes advantage of and supports the activity at the nodes and the frequent transit service along Sandy Boulevard. This is implemented by a Main Street Corridor overlay zone (m).

Provisions applicable to the Sandy Boulevard Main Street Node and Corridor overlay zone areas

Objectives	Implementation Measures
<ul style="list-style-type: none"> • Allow flexibility in design for sites with diagonal frontages in the CS zone. 	<ul style="list-style-type: none"> • Prohibit vehicle areas between the building and Sandy Boulevard. • Allow parking between the building and other streets except transit street frontages.
<ul style="list-style-type: none"> • Ensure that new buildings in commercial zones reduce in height to relate to adjoining single family residentially zoned properties. 	<ul style="list-style-type: none"> • Require that when new development is located in a commercial zone abutting a RF through R1 zone, for the first 25 feet the maximum height is the same as the abutting residential zone and for the next 25 feet, the maximum height is 45 feet. • Require that when new development is located in a commercial zone across the street from a RF through R1 zone, for 15 feet from the lot line across the street from the residential zone, the maximum height is the same as the residential zone across the street.
<ul style="list-style-type: none"> • Minimize the impact of commercial properties on the pedestrian environment and the adjacent residential properties. 	<ul style="list-style-type: none"> • Require that developments in a commercial zone across the street from and within 50 feet of a RF through R1 zone meet the following standards: <ul style="list-style-type: none"> - Include a 5 foot landscaped area, which complies with at least the L2 standard described in the current code. - Have 15% glazing above ground level on the walls facing the residential zones. • If all frontages are within 50 feet of an applicable residential zone, then one frontage is exempt from the above standards.
<ul style="list-style-type: none"> • Respect and reinforce the unique geometry of blocks along Sandy Boulevard. 	<ul style="list-style-type: none"> • Require facades of buildings on the triangular lots fronting Sandy Boulevard to be either parallel to Sandy Boulevard or with outside corners at equal distances from Sandy Boulevard.

Main Street Node Overlay Zone (j)

Objectives	Implementation Measures
<ul style="list-style-type: none"> Encourage transit-supportive levels of residential uses in addition to commercial uses at the mixed-use activity centers. 	<ul style="list-style-type: none"> Allow a maximum building height of 65 feet for all uses. Allow a maximum FAR of 4:1 for all uses.
<ul style="list-style-type: none"> Ensure design quality of new and major redevelopment along the Enhanced Pedestrian Streets. 	<ul style="list-style-type: none"> Require the 2-track design review system for all new buildings and exterior alterations along these streets.

Main Street Corridor Overlay Zone (m)

Objectives	Implementation Measures
<ul style="list-style-type: none"> Encourage transit supportive levels of residential uses in the areas of the main street between centers of commercial and mixed-use activity. 	<ul style="list-style-type: none"> Allow a maximum height of 45 feet for buildings with commercial uses. Allow a maximum building height of 65 feet for buildings with residential uses for at least 25 % of the floor area ratio. Allow a maximum building height of 65 feet where additions to an existing building are in residential uses. Reduce the minimum lot coverage standards in the CS zone to 40% for 100% residential projects.
<ul style="list-style-type: none"> Ensure design quality of new and major redevelopment along the Enhanced Pedestrian Streets. 	<ul style="list-style-type: none"> Require the 2-track design review system for all new buildings and exterior alterations along these streets.

Document Excerpts relating to parking:

Commercial Parking Issues in the CX, CS, and RX Zones

Objectives	Implementation Measures
<ul style="list-style-type: none"> • Encourage commercial parking that serves visitors and shoppers in the Hollywood Town Center while providing a limited amount of commercial and accessory parking to encourage pedestrian and transit activity. 	<ul style="list-style-type: none"> • Make commercial parking a conditional use, which must meet the following: <ul style="list-style-type: none"> - The parking must be in a structure; and - A parking demand analysis is required to show a need for Commercial Parking at this location. • Establish certain conditional use approval criteria for commercial parking facilities. • Establish maximum parking ratios for specific use categories for parking accessory to a primary use (implements regional mandate for Hollywood).

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Alan Kessler

2725 SE 36th Ave
Portland, OR 97202
503 860 1020
alankessler@gmail.com

November 18, 2015

To Mayor Hales, and the Portland City Council:

I own and reside in a home in SE Portland in the Richmond Neighborhood. I am also a member of the Richmond Neighborhood Association Board, although this letter is on my own behalf.

I would ask you to take the following actions in revising the draft Comprehensive Plan:

Designate SE Caesar E. Chavez between Powell and Hawthorne as Urban Center, to be zoned CM-2.

SE Caesar E. Chavez along this stretch is a blighted auto-focused hole in our neighborhood. R-1 will not provide the density and mixture of uses necessary to create a vibrant street life. I am concerned that if development occurs here before it is up-zoned we will lose out on a valuable opportunity to revitalize the corridor. Providing mixed services here and using the development process to broaden and enhance the public Right of Way, will inject additional life and housing capacity into Richmond. Moreover, Caesar E. Chavez is a transit corridor, so it will provide additional opportunities for no/low-car residents.

Designate the properties along Division between 44th and 51st as Mixed Use - Urban Center, as well as on 50th between Clinton and Division

There is going to be a large amount of additional demand in the next 20 years. Division is not nearly done growing. There should not be arbitrary constraints on building size or density on this important transit corridor. Please let the next stretch of Division have the room to grow that inner Division has had.

Designate SE Powell from SE 26th to SE 53rd as Mixed Use - Urban Center.

This is another important transit street, and ripe for a revitalization. I'm told that ODOT wants this section to be designated as Civic Corridor. ODOT's clear intention is to preserve the freeway and auto-focused character of Powell. Portland can do so much better than this. ODOT should be divested of control over this corridor as quickly as possible; their desire to continue pushing auto-dominant development should be ignored. Powell is no longer a highway between cities, it is a street running through several neighborhoods. ODOT only knows how to build freeways; PBOT could fix Powell and

decrease the death toll. This should go hand-in hand with transforming Powell from a parking lot into a vibrant Mixed Use center.

Fill in the Urban Center gap at 34th and Division

Under residential zoning, these properties create an unnecessary gap in the commercial corridor on Division. It is very important to re-designate and re-zone this now, before the lots are developed and the opportunity to extend the mixed-use corridor is lost. Plans are already in place for a luxury triplex to go on the North side of the street here. This will do little to add housing stock, and will not add very many eyes to the street in this dark section of Division.

Fix the zoning/designation for non-conforming neighborhood businesses.

Sites such as the Clinton Market at SE 34th and Clinton that have been operating as commercial neighborhood businesses for years should have the zoning conformed to their use. Corner stores are key to walkable neighborhoods and should be encouraged.

Add additional density near transit where possible.

I am primarily familiar with opportunities around and near Richmond Neighborhood, but the City should work very hard to provide more opportunities for growth throughout the city. For example, the East side of SE 26th Ave. between Morrison and Stark is proposed to go to R2, even though there's a cemetery on one side of the street (no parking issues) and there are many nearby apartment complexes. Please find opportunities like this and up-zone to dense residential, or better yet, mixed use such as CM2. This additional capacity needs to last us for 20 years!

Sincerely yours,

/s Alan Lloyd Kessler/

Alan Kessler

Arevalo, Nora

From: Kathleen Lefebvre <kath.lefebvre@gmail.com>
Sent: Wednesday, November 18, 2015 3:12 PM
To: BPS Comprehensive Plan Testimony
Subject: I support Division Design Initiative's Top 10 for Portland's Comprehensive Plan

Please implement the Division Design Initiative's Top 10 Policy Recommendations into the new comprehensive plan 2035.

- ~Limits the heights of multi-apartment complexes to 3 stories on Hawthorne, Division and Belmont. Require setbacks that allow light and privacy for surrounding neighbors.
- ~Require a parking spot at the following ratio: 3 parking spots to 4 units ratio.
- ~Involved neighbors before final design
- ~Require privacy (landscape) screens for all new builds that back up to homes
- ~Limit balcony use that overlooks into neighbor homes

Lets keep Portland in the hands of Portland residents! -
Kathleen Lefebvre
1817 SE 49th Ave
Portland, OR 97215

Arevalo, Nora

From: Saeb Alkhatib <205gas@gmail.com>
Sent: Wednesday, November 18, 2015 12:59 PM
To: BPS Comprehensive Plan Testimony
Subject: Fwd: Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

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

From: Saeb Alkhatib <205gas@gmail.com>
Date: Tue, Dec 30, 2014 at 3:47 PM
Subject: Testimony
To: PSC@portlandoregon.gov

To whom it may concern:

Dear Sir/Madam

My name is Saeb Alkhatib. I am contacting you regarding the zoning of 9808 and 9810 SE Division st Portland 97266.

I am requesting a Comprehensive Plan designation and zone that would make my gas station "conforming". As it currently exists in a CO zone, a gas station is a "non-conforming" use.

I am hoping that the MUZ Project gets approved in the public hearings and the zone is changed, with my little knowledge about zones, to CE

If it was not, I would like the Zone, according to the existing zones, to be changed to CS or CG

my contact info

Saeb Alkhatib
9808 se Division st
Portland OR 97266
[\(503\) 432 3738](tel:(503)4323738)
[\(503\) 762 2772](tel:(503)7622772)

205gas@gmail.com

Thanks, and happy holidays

--
Saeb Alkhatib

--
Saeb Alkhatib

From: Amy B-B
To: [BPS Comprehensive Plan Testimony](#)
Cc: [BPS Mailbox](#); info@sunnysideassociation.org; examiner@inseportland.com; njaquiss@wweek.com; editor@portlandchronicle.com; letters@oregonian.com
Subject: Testimony in support of the Division Design Initiative Draft Policy Recommendations for Portland
Date: Wednesday, November 18, 2015 11:24:14 AM

I am writing to give my complete support to the [Policy Recommendations for Portland](#) put forward by the Division Design Initiative.

I own and occupy my home adjacent to a property that will be developed by Green Light Development. Green Light's actions to date have made them the "poster child" for why these very necessary policy recommendations need to be approved.

Green Light Development has planned in secrecy for months to put a 45' high apartment building wall facing my little home. This will remove all south facing light from my home and that of my neighbors. The design that they have been planning on building for months does not have adequate parking (33 spaces) for the number of units (65 units), and is punitive to existing neighboring properties by removing sunlight - and diverting it to a private courtyard for the development's new residents. Green Light Development plans on stacking in tightly as much as they can and including no retail/commercial or any other benefits for the existing neighborhood. Their only gifts to the neighborhood under the current design are equity drain and parking/traffic congestion. It's selfish, greedy and thoughtless design and behavior on their part.

Green Light Development left a note on my door 28 hours before they revealed what their plans were. The letter is so disingenuous, it doesn't address demolition of 3 houses at all, and does not state the date of the meeting they "wanted" me to attend 28 hours later. It doesn't indicate that the meeting was to be held the next day - they stated only "Thursday" hoping I would show up a week late. They had already planned for MONTHS to keep me permanently in the dark. Green Light Development did all of this and then proceeded to tell me they want "collaboration", "communication" and "transparency". Green Light Development's words, yet Green Light Development's actions are the exact opposite of their words.

During the Green Light presentation in the neighborhood association meeting, Mark Desbrow of Green Light described the proposed courtyard in their private real estate development as a "public space". This kind of obfuscating sets a bad precedent for misinformation and ill-will between existing neighbors and the new development neighbors. I will not be allowed to occupy their private courtyard and sing loudly for 3 hours every evening. I will need to continue to access a public space, like a park, to practice my songs. Public spaces are regulated much differently than private property. A real estate developer should know this, and be able to discern the differences between the two. Calling one the other does not change the way the physical space is regulated. It is a game Green Light plays to try to give impression of any small false "benefit" that the neighborhood will get out of their current development plans.

Green Light Development's actions to date speak volumes about their true motivations and intent. Their actions are what defines their integrity and commitment to the neighborhood.

Green Light Development will most likely drain a considerable amount of the equity on my home and the sole property I own. They will own that percentage of the equity of my home,

because they will have become even more wealthy by permanently diverting the daylight that my row house was designed to access to their development's private courtyard. They will do it because they are allowed to turn a blind eye on neighborhood livability and sustainability. They will punish me and my neighbors with their horrible design, simply because they want huge money, don't care about the neighbors, and they can do it. It doesn't have to be that way, they could be intelligent, innovative and caring enough to generate thoughtful and dynamic design that has benefit for all neighbors. They absolutely have the ability to let everyone have some light and some say, but they don't and they won't, because they don't have to.

When they are through my prediction is that they will complete the cycle by selling the development off to a multi-national real estate investment firm. I will be able to follow the equity trail that started in my little home, that I worked for AND paid taxes on for the last 12 years. It will most likely end up Hong Kong or China, but who knows, maybe it will go to Kuwait?

There are big, uncomfortable questions to be addressed here. Who gains from this cycle? Who are the people who lose so much? Why is there no accountability or regulation? How does it help the livability of our city? Why are developers allowed to crush single home owners and sell off Portland to the global real estate investment market?

The developers will do it because they can. How is this allowed? **Because currently money is their only motivator AND their only regulator.** This has to stop if Portland is to remain livable. The consequences of not approving the Division Design Initiative proposals will be devastating to Portland. I believe this is a watershed moment in this city's history. It will be talked about by urban planners and international business experts for years. The choices made here will resonate through the United States. We are setting a precedence for other, small-and-growing-fast cities. The current and future citizens of Portland deserve better than choked neighborhoods full of badly designed international commodity investments, and we want better for our neighbors in other cities too.

I have worked with some incredible professionals in the industry, so I feel confident stating the following as a fact: When there is intelligence, thoughtfulness and creativity involved, there is ALWAYS an alternative to bad design.

Greedy developers won't use good design and development practices unless they are held to that standard. It would make the properties they develop more like neighborhood treasures and less like international commodity hot picks. This is not amenable to the developer's pocket books. A developer knows they won't be able to buy a second vacation home in 24 months by listening to the neighbors and looking at the long term health of the neighborhood.

The result of letting developers operate unchecked and fully on financial motivation is in front of us. We are and will be living in it. Hello, Belmont and Hawthorne, Division Street is your fate too. Hey, North Tabor, you're next! There are a lot of cunning people who want to develop property as fast as they can in the currently under-regulated environment. The example has been set, the piles of money made have been enormous, and so the number of players wanting to profit from the rigged game grows daily. If the economy continues to thrive, and the developers continue to have all the power and design decisions stacked in their favor, the neighborhoods will fall like dominoes.

Approve and implement all of the suggestions outlined in the Division Design Initiative. Stop

the assault on Portland neighborhoods and citizens. Hold developers accountable to a standard of transparency, collaboration and community appropriate design. Give citizens a right to some daylight and some say in the way their neighborhoods are developed. Support and enact the Division Design Initiative's policy recommendations.

Thank you.

--

Amy Brewer
4408 SE Morrison St.
Portland, OR 97215
503.478.1997
amybrewerpx@gmail.com

(note to copied media outlet addressees, if you publish please redact my address, phone number and email address. Thank you.)

From: Patrick and Carolyn Brunett
To: [Hales, Mayor](#); [Commissioner Saltzman](#); [Commissioner Fritz](#); [Commissioner Novick](#); [Commissioner Fish](#); [BPS Comprehensive Plan Testimony](#); [Council Clerk – Testimony](#)
Cc: [City Auditor Griffin-Valade](#); [Anderson, Susan](#); mnalandusecommittee@gmail.com; carolynbrunett@comcast.net
Subject: Portland Comprehensive Plan comment - to be entered into the record for November 19th hearing
Date: Wednesday, November 18, 2015 8:23:14 AM

Dear all,

As property owners in Multnomah Village, we are absolutely opposed to Portland's comprehensive plan for a "new" Multnomah Village. Please enter this into all formal records regarding this matter.

This area should be preserved as a historic district. People come from all over the world to visit it as a tourist destination. It is a human-scale, walkable neighborhood with wonderful local businesses offering first-rate dining and shopping opportunities. It is a livable place that is the envy of other cities who look to it as a model for urban planning. Why fix what isn't broken? Why replace it with the very things that have made places like Los Angeles and San Francisco sad reminders of what mindless development can produce?

This is a part of Portland that all people in the city love, and to be haphazardly tinkering with it is absolutely unacceptable.

1. We oppose the proposed four-story mixed use development across from the Multnomah Arts Center on Capitol Highway. It is not in keeping with the architectural character of the neighborhood.
2. Already limited parking will become even more scarce.
3. We oppose high-density residential development being allowed within a half-mile of the village.
4. We oppose the proposed minimal parking that would accompany such development.
5. Development like this will certainly create fewer affordable houses and rentals.
6. Development in Multnomah Village must be limited to three stories or less.
7. Any new development, residential or commercial, must meet the requirement of one parking space per commercial or apartment unit.

These proposed changes would allow Los Angeles-style, nonhuman-scale developments that are not in keeping with the traditions, values, spirit or character of our beautiful city.

We purchased an expensive property in this area because of the charm and small-town character of Multnomah Village. Because of greed and poor planning, the livable, vibrant beauty of Multnomah Village could be compromised and destroyed

in a very short time.

Seattle has made the mistake of not preserving what is beautiful and good, and the result is a congested, overcrowded city with barely a whisper of its former gracious Northwest character. Are we going to make the same mistakes?

Please act responsibly and preserve historic Multnomah Village as a living legacy to good government. The people of our beautiful city will be forever grateful!

Thank you,

Patrick and Carolyn Brunett
carolynbrunett@comcast.net

From: Gretchen
To: [BPS Comprehensive Plan Testimony](#)
Subject: RE: 2035 comprehensive plan
Date: Wednesday, November 18, 2015 7:44:57 AM

Thank you!

Gretchen A Yost
7800 SW Walnut Lane
Portland, Or 97225
(I shop @ Lambs and get my hair cut in that min-mall, shop in village, exercise@ SW Com. Pool , etc.)

Sent from AOL Mobile Mail

On Tuesday, November 17, 2015 BPS Comprehensive Plan Testimony
<cputestimony@portlandoregon.gov> wrote:

Thank you for submitting your comment. In order for us to include it as public testimony, we will need your physical mailing address. Could you send it to us via this email address?

Thank you,

From: gyostpdx@aol.com [<mailto:gyostpdx@aol.com>]
Sent: Monday, November 16, 2015 3:22 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>; BPS Comprehensive Plan Testimony <cputestimony@portlandoregon.gov>
Subject: 2035 comprehensive plan

If your plan goes ahead it will totally destroy the "village" atmosphere of Mult. Village. Some how the uniqueness of this area is missed by the entire council. Your plan is not progress when it destroys a successful existing community and surrounding areas. The Portland area has other places to construct these mid-high rises, areas with no interference of a community and neighborhoods like in the Mult. Village area. If this area was run down and needing your planned development you would not be receiving such an out cry from the public. If this area needed more housing with limited parking it would be obvious and supported. It does not and it is not supported. The people who live here and close by do not see that type of housing and business development as a plus. This current plan, in the end if continued, will be the end of a very unique community. It will in the end be just another massive housing and basic commercial area. Personalliy lacking, unique draw stopped, it will not develop and grow

naturally, uniquely and independently. Please consider the gem that is Mult. Village and do not continue on this path.

Gretchen Yost

Sent from my Verizon Wireless 4G LTE Tablet

Moore-Love, Karla

From: Jay Withgott <withgott@comcast.net>
Sent: Wednesday, November 18, 2015 5:54 PM
To: Council Clerk – Testimony; BPS Comprehensive Plan Testimony; Moore-Love, Karla; Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman
Subject: Comprehensive Plan Testimony

Dear Mayor Hales and Portland City Councilors --

Thank you for your important work with Portland's Comprehensive Plan. I am a firm believer in urban growth boundaries and the infill they require. I encourage you to uphold the elements of the Plan that promote careful well-regulated development, natural resource protection, and environmental health.

In its proposed treatment of my own neighborhood of Multnomah Village, however, I feel that the Comp Plan risks undermining its own big-picture aims. The proposed designation of Multnomah Village as a Neighborhood Center with CM2 zoning will result in development that will forever degrade the character of what is today one of the most livable, well-balanced, sustainable neighborhoods of our city. Already two 4-plus-story buildings are proposed, and more would surely follow. Current plans for a proposed mid-rise apartment complex lack adequate parking, and the excess cars would sprawl into the adjacent residential streets. As a 12-year resident of Multnomah Village, I feel our neighborhood has benefited from responsible low-rise infill so far, and that greater density has helped keep local businesses thriving. However, this neighborhood is now at a tipping point. We are witnessing a notable increase in congestion and traffic safety dangers. The recent opening of a single popular evening program one block from my home has resulted in a flood of cars parked along a street without sidewalks (34th Ave.) that is a prime walking corridor for hundreds of community members each day - - all because there was not adequate parking. If the proposed new 4-story apartment goes in, the flood of additional vehicles will directly affect the quality of life of everyone on my street, and will impede and endanger pedestrians each and every day.

Like you, I wish to encourage people to reduce their carbon footprints. But the way to do this in Multnomah Village is to expand bus service, not to encourage hi-rise development with inadequate parking.

While new development under CM2 zoning can help create affordable housing, this argument rings hollow given the ongoing loss of affordable single-family homes in our neighborhood. For several years we have been assaulted by the demolition of smaller affordable homes, the loss of trees and gardens, and their replacement by 'McMansions' that consume entire lots and tower over their neighbors. Working families and the middle class are being pushed out, and income inequality has grown. This socially and environmentally unsustainable trend is beginning to fray our social fabric.

I feel you can help continue to encourage responsible infill in Multnomah Village while preserving the neighborhood's character and promoting health and safety, by:

(1) Advancing policy to discourage demolitions of affordable small homes -- immediately, before it is too late.

(2) Mandating that new development include enough parking so that there is no net increase in on-street congestion.

(3) Amending the Comp Plan to make Multnomah Village a Neighborhood Corridor (a concept that fits it perfectly) rather than a Neighborhood Center.

(4) Amending zoning proposals by zoning central Multnomah Village as CM1(d), not CM2.

Ordinance 187852, Vol. 1:3:0, page 8799

With these actions, I feel the neighborhood of Multnomah Village, which so many of us love, can continue to thrive and serve as a model for the kind of community I think all of us in Portland are aiming for.

Again, thank you very much for your dedication to this process and for working with citizens to help get planning right in our Comprehensive Plan.

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



CITY OF PORTLAND

OFFICE OF MANAGEMENT AND FINANCE

Charlie Hales, Mayor
Fred Miller, Chief Administrative Officer
1120 SW Fifth Ave., Suite 1250
Portland, Oregon 97204-1912
(503) 823-5288
FAX (503) 823-5384
TTY (503) 823-6868

Date: November 18, 2015
To: Mayor Hales and Commissioners Fish, Fritz, Novick and Saltzman
From: *FAM* Fred Miller, Chief Administrative Officer, Office of Management and Finance
CC: City Council Chiefs of Staff
Bureau of Planning and Sustainability
Subject: Comprehensive Plan

I appreciated the opportunity earlier this Fall to provide some initial comments and advice on the recommended update to Portland's Comprehensive Plan and the Citywide Systems Plan at the City Council's first Comprehensive Plan worksession. As you begin the hearings process and initiate deliberations on the plans, policies, and goals, I wanted to share a few thoughts for your consideration.

Scope and applicability of Comprehensive Plan to land use decision-making

As a manager charged with implementing a variety of Council policies and priorities, I have some concerns that the scope of the Comprehensive Plan could be misunderstood. As defined in the recommended Comprehensive Plan, the "plans and investments" covered by the Comp Plan include "legislatively adopted land use plans, zoning maps, zoning regulations, comprehensive plan map designations, the Transportation System Plan, and changes to the List of Significant Projects."

The Comprehensive Plan goals and policies – while similar to other City policies in the values and objectives they advance – do not, and should not, apply to non-land use decisions. Other codes, policies and procedures guide City budgeting, City operations, and bureau and Council decision-making, including: City Code, Comprehensive Financial Management Policies, Human Resources and Technology Administrative Rules, bureau strategic plans, and countless others.

I'm concerned that there could be expectations now, or in the future, that some of the Comprehensive Plan policies would apply to non-land use decisions, creating potential conflict with existing City policies and codes and/or creating confusion for City employees and managers and the public. The City Council, Council staff, and bureaus could be put in the difficult position of explaining why particular decisions are not subject to the Comprehensive Plan goals and policies.

Providing clarity now about how these policies will be used in support of land use decision making and for long term planning for the City's public facility systems will be important as the Comprehensive Plan is implemented over the next 20 years.

An Equal Opportunity Employer

To help ensure equal access to programs, services and activities, the Office of Management & Finance will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities upon request.

Ordinance 187832, Vol. 1.3.C, page 8801

Open Data

One of the policies included by the Planning and Sustainability Commission in the Comprehensive Plan draft before you now is “Open Data”. We are supportive of “open data” and “transparency” efforts, but are concerned that the specific language and its inclusion in the Comprehensive Plan could present challenges for the City.

The City has been increasing the openness of data, when it’s appropriate to do so and appropriately managed and screened. As we make data more readily available, we work closely with the City Attorney’s office and with bureaus to ensure that various regulatory, privacy, and confidentiality concerns are addressed.

In order to prevent misunderstandings in the future, the policy should be clarified to explicitly state that the scope is limited, and City data is not “open by default” in other contexts.

“Community Benefit Agreements”

We have been hearing a lot about “Community Benefit Agreements” – in the context of City contracting as well as in the context of the development of the 2035 Comprehensive Plan. In reviewing various documents and hearing from some, but not all, community advocates, there are a range of desired outcomes, goals and objectives, depending on the context.

Community benefits in the context of construction contracting

The 2012 Council Resolution accepting the Model Community Benefits Agreement (Model CBA), and initiating two pilot projects at the Water Bureau with modified CBAs, cited a number of goals, including: decent wages and benefits, employment opportunities for women and minorities, workforce training; participation of MWDBEs on City projects (contracting and subcontracting), apprenticeship and pre-apprenticeship opportunities in construction for women, minorities, and economically disadvantaged residents, and avoiding the potential disruption of strikes/lockouts. The City has taken a number of approaches to advance these goals, including changes to codes, requirements, and programs under the Social Equity Contracting Strategy, the Modified CBAs used on the Water Bureau pilot project, and Community Benefit Plans for two Parks projects. We are still learning from all of these efforts.

Community benefits in the context of the Comprehensive Plan

The Public Facilities chapter of the proposed Comprehensive Plan before you now includes a new policy:

“Policy 8.32 Community Benefit Agreements. Encourage the use of negotiated community benefit agreements for large public facility projects as appropriate to address environmental justice policies in Chapter 2: Community Involvement.”

While we have been told that this is not intended as a requirement for the City to use a specific model “CBA” for the City’s infrastructure projects, we need to better understand what the intention is in order to suggest alternative language that best meets community interests. The Comprehensive Plan, which does

not apply to the City's contracting and procurement decisions, is not an appropriate place for such a policy if intended to guide the City's construction contracting.

The Bureau of Planning and Sustainability is working with OMF, the City Attorney's office, and infrastructure bureaus to engage a broader group of community members to understand their interests in advocating for "Community Benefit Agreements" as part of the Comprehensive Plan.

Some of the stated goals in materials we've reviewed are consistent with the goals stated in the "Model CBA" resolution and consistent with the City's social equity contracting strategies: workforce training, decent wages and benefits, employment opportunities for women and people of color, etc. However, the values, goals and objectives expressed in various documents related to including "community benefit agreements" in the Comprehensive Plan extend beyond construction contracting (to which the "CBA" applies) to broader design, programming, and mitigation components. For example, these goals include: affordable housing, anti-displacement, affordable commercial rents, environmental justice, community involvement, public amenities, environmental cleanup and mitigation, preservation of historic and cultural resources, responsible contractor requirements for public projects, additional green building standards for public projects, long-term quality employment opportunities, etc.

The City has a variety of programs and policies that support these goals and objectives, relating to contracting, housing development, green building, social equity, sustainability, grants, and program funding among others.

BPS is scheduling an opportunity for OMF Policy, Facilities, and Procurement staff, City Attorney's office representatives, and infrastructure bureaus to meet with the Anti-Displacement Coalition to discuss their interests. Several dates and times were proposed in November and December, and we hope to have that meeting occur prior to the end of the year, in time to provide meaningful recommendations to Council for your deliberations.

Doug Klotz
1908 SE 35th Place
Portland, OR 97214

November 18, 2015

Mayor Hales and City Council members:

While I am on the board of the Richmond Neighborhood Association, and am the Land Use chair, I am only speaking for myself here, not the RNA, which has not taken a position on these issues.

I am concerned about the reduction in capacity in Commercial zones that the Mixed Use Zones project proposes. As you know, most multifamily is now being built in Mixed Use zones, as there are size limits, but not unit number limits. The Proposed MU zones would reduce the volume of space for residential units in most of the zones it will be mapped in. The theory was that, in exchange, developers could get additional FAR and a fifth floor by using the Affordable Housing bonus.

However, this fifth floor bonus is only allowed in D overlay areas, and the D overlay is only mapped where the street is in Urban Center designations, or the street itself (not the Land Use Mapping) is a Civic Corridor. This means most of the area mapped as Mixed Use will not have the advantages this bonus was meant to supply. If we are to get more of the population within Complete Neighborhoods, the extra density allowed with the D overlay and bonuses should be extended to more corridors within the the Inner Neighborhoods. Here are a few to start with:

1. Extend Mixed Use - Urban Center Land Use Designation to all Commercial properties on Division from 44th, to 51st, and on 50th from Division to Clinton. (This would replace the Mixed Use - Neighborhood that is proposed to be mapped there). Along with that, retain the CM-2 zoning that's proposed to be mapped on these properties.

The stretch of Division from 44th to 51st is developing quickly. Although there are small gaps along the way, the Division and 50th intersection will soon be denser than many on lower Division or on Hawthorne. In a two-block radius around that intersection, there are 400 units newly built, under construction, or planned, in addition to around 100 older multifamily units. In addition, the intersection has some of the best transit service in Southeast to connect to Downtown. Between the No. 4 and No. 14 lines, in peak hour, buses arrive every 4 minutes!

Extending MU-UC would enable extending the D overlay, and thus allow the use of the optional setback fifth floor to better encourage affordable units to be provided in the CM-2 zone. It would also provide the benefits of Design overlay. The Belmont/Hawthorne/Division Neighborhood Center should be extended Eastward along Division to 53rd.

2. Change the Comp Plan designation on SE Powell Blvd. from SE 8th to SE 53rd, from "Mixed Use - Civic Corridor" to "Mixed Use - Urban Center". This would allow the D overlay to be mapped there, which would then allow that fifth story in the mapped CM-2 zone. It also would allow more intense development in the future along this important corridor. Chavez and Powell and 50th and Powell, for instance, are both major transit nodes under the Powell/Division Transit and Development Project, now well under way.

I understand that ODOT has asked for the Powell area to be Designated Civic Corridor. It should be Mixed Use – Urban Center. But, if the City still wants to designate it Civic Corridor, then the D overlay should still be applied.

3. Map isolated commercial sites as Mixed Use - Dispersed. These sites, scattered throughout the R-5 R-2.5 and R-1 areas, are all non-conforming commercial use situations in residential zones. But these small neighborhood stores can provide the sort of corner grocery store or other business that saves trips and adds a focus for small neighborhoods. Currently these are all Non-conforming uses in R-2.5, R-5 or R-1 zones. Making them conforming means they'll be able to get financing to rehab or improve their old building. I understand that some neighbors oppose this because another business with more neighborhood impact could legally go in on the same site. I would support some safeguards added to the CM-1, such as a prohibition of opening hours past midnight on such isolated sites.

Examples of these sites are the historic Clinton Market at SE 34th and Clinton, and the Salon for Beauty at SE 52nd and Woodward.

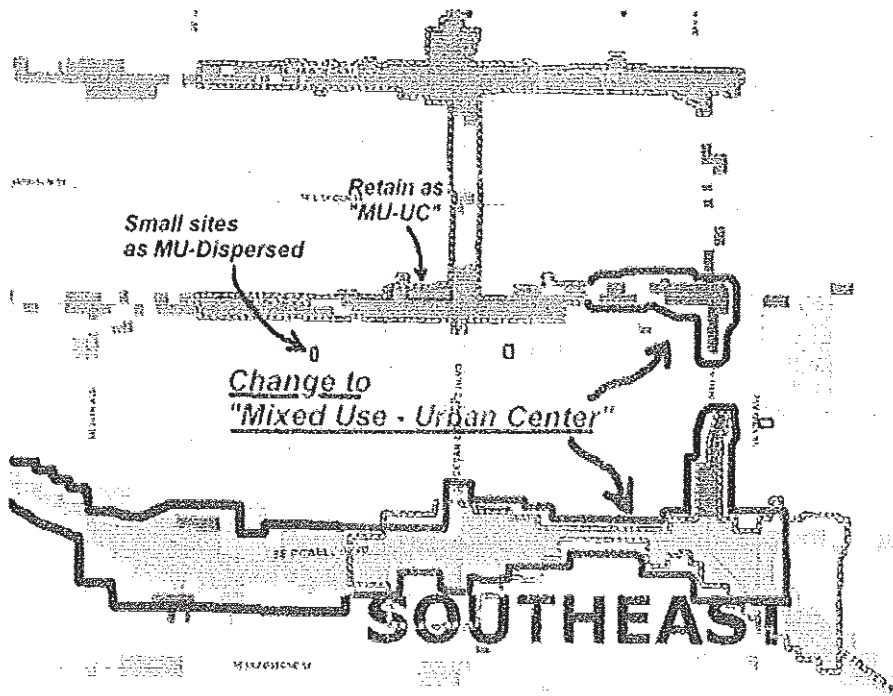
4. Keep the Comp Plan designation of MU-UC for the properties on the south side of SE Caruthers between 37th and 38th, as well as two properties west of 37th, and three on the east side of 38th (3616, 3720, 3728, 3736, 3746, and 3754 SE Caruthers; 3609-3629 SE Division; 2458 SE 37th Ave.; 2405, 2406, 2414, and 2415 SE 38th Ave.). The intersection of Chavez and Division is a "node", with Commercial zoning on Chavez now. This should

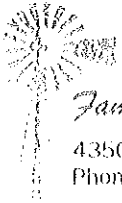
be reinforced, and allowing commercial use in the future to expand from Division onto these lots would facilitate that. The buffering provisions in the Mixed Use zones proposal will preclude retail entrances on the Caruthers frontage of these lots.

Thank you for taking the time to go through the days of testimony and thousands of emails this process has generated.



Doug Klotz





KIRSCH

Family Farms, Inc.

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

November 18, 2015

Dear Mayor Hales and Commissioners:

As a farmer I spend most of my time in the fields rather than in our urban city of Portland. While my soil is miles from City Hall, the decisions you make on SW 4th Ave have major implications for my farm and the rest of our state.

It has come to my attention that the blueprint for the future growth and development of the City of Portland does not assign much of that growth to the Portland Harbor. In fact, the Draft Comprehensive Plan and the supporting Economic Opportunities Analysis shows little future growth in the harbor. For the future of my business, and the farming families of Oregon, this does not make sense.

I farm 1000 acres growing over 11 different crops every year. Crops that include hazelnuts, vegetable seeds, grass seed, and wheat to name a few. Of these crops a large percentage of our straw, seed and nuts leave this country to feed the world via the Port of Portland. Our ability to continue to be a worldwide player in the industry of agriculture is imperative to keeping Oregon farmers strong and viable into the future. My fear of a lack of port planning for that future will put the future of my farm in great danger very quickly.

I urge you to recognize the impact that this can have on one of the most trade dependent states in the nation. 1 in 8 jobs in Oregon is tied to agriculture, so the impact of a port that is not workable for our industry would hurt Oregon far beyond just my farm and those I employ. Please understand the impact your decisions have for the entire health of our state and see the importance of ensuring that there is adequate growth in the harbor is a large piece of that puzzle.

I would ask that you set the Portland harbor forecast back to the "most likely" moderate growth as originally recommended by Bureau of planning and sustainability staff, and preserve the future for farms and Oregon.

Sincerely,

Brenda Frketich
President
Kirsch Family Farms, Inc.

S • M • I • L • E

SELLWOOD MORELAND IMPROVEMENT LEAGUE
8210 SE 13TH AVENUE • PORTLAND, OR 97202
STATION (503) 2343570 • CHURCH (503) 2331497

November 18, 2015

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

Honorable Mayor and City Commissioners:

This testimony is related to a package of proposed Comprehensive Plan map change proposals in N. Westmoreland. SMILE supports the changes as presented on the Comprehensive Plan Land Use Map. In early 2014, Bureau of Planning and Sustainability staff worked with the neighborhood, actually mailing individual notices to affected property owners notifying them of a neighborhood walk through the area, and inviting them to SMILE NA meetings to discuss the various zoning proposals. These meetings were well attended. We have included a map of the area with our testimony, as well as a spreadsheet outlining the existing and proposed changes noting the rationale.

The proposals primarily address downzoning of earlier 1998 upzoning meant to create more density to support a proposed light rail station at the north end of our neighborhood (initially planned for a location along McLoughlin between 17th Avenue and Reedway Street as part of the South-North Light Rail project in the 1990s, and later refined to the intersection of Harold and McLoughlin during the planning of Portland-Milwaukie Light Rail (PMLR). The light rail has been running for a few months and as you know, the Harold Street Station was not built nor is it anticipated to be built in the next 20 years. We therefore support the down-designation of multiple areas east of Milwaukie Avenue in N. Westmoreland. We want to preserve this area as a place where we still have affordable single family homes as well as some lower-density apartment buildings and townhomes along and near Milwaukie Avenue and 17th Avenue.. To encourage use of the PMLR, TriMet has eliminated multiple bus lines adjacent to this area which used to travel along McLoughlin into the City. Thus, the nexus of providing high density development to support transit has been reduced.

Additional proposals relate to downzoning the strip west of Milwaukie Ave along the Oaks Bottom Bluff. These residential properties are primarily well maintained owner occupied single family homes which we would like to preserve. Developing additional density on the bluff is also a landslide hazard as was witnessed in March of 2011. These slides resulted in the closing of the trail leading from the Oaks Bottom north parking lot through the refuge and connecting to the Springwater Corridor for about two months. Additional development could be a threat to the stability of the slope.

An additional area of proposed downzoning of multi-family and mixed use development along McLoughlin is in response to the air and noise pollution from the proximity to McLoughlin Blvd State

Highway 99 and the Brooklyn rail yard. Although there will eventually be more development along this high capacity corridor we propose to limit the density there from what exists at this time.

The last area addressed in this package of proposals is the north section of Milwaukie Avenue. We have extended the commercial zoning as requested by the residents to spur development of walkable retail and services to serve N. Westmoreland in the future. Again, due to landslide hazard the zoning along the Oaks Bottom Bluff (which is currently low rise office space) is kept at the lowest density of the proposed Mixed Use Zones, MU-1.

This testimony was approved at the SMILE Board meeting, November 18, 2015.

Our neighborhood has been actively involved in these land issues and we are looking forward to seeing them implemented.

Sincerely,

Corinne Stefanick, President
Sellwood-Moreland Improvement League

Proposal #	Proposal Boundaries	Rationale		Multi-family		Single family		Commercial		Mixed Use		Employment
				RH	R1	R5	R2.5	Urban Commercial (CM-Mixed Commercial Residential)	General Commercial (CG)	Mixed Use - Neighborhood (CM-1)	Mixed Use - Neighborhood (CM-2)	EX (Central Employment)
1	263 Insley/Harold alley to Ellis, west of Milwaukie to the bluff	Landslide Hazard (proposal reflects existing single family use)			from RH		to R5					
2	263 Ellis to Reedway, west of SE 15th to the bluff	Landslide Hazard (proposals reflects existing single family use)				from R1	to R5					
3	263 Knight and Yukon, west of 14th to the bluff	Landslide Hazard (proposals reflects existing single family use)					to R5					
4	667 west side of Milwaukie Ave (Oaks Bottom Bluff), Reedway to just north of Insley (end of commercial corridor)	Landslide Hazard (proposals reflects existing single family use)	Enliven comm'l corridor with low intensity Mixed Use		from RH						Mixed Use - Neighborhood (CM-1)	

5	262	south of Ellis, between 15th and Milwaukee	PMLR - no Harold St Station (down zone to lower density)		from RH		to R5						
6	262	south of Ellis to south of Ramona, west of 15th	PMLR - no Harold St Station (down zone to lower density)			from R1	to R5						
7	262	Just North of Knight, east of 15 th	PMLR - no Harold St Station (down zone to lower density)				to R5	from 2.5					
8	260	McLoughlin from Harold to Reedway	PMLR - no Harold St Station (down zone to lower density)		from RH	to R1							
9	260 & 662	5131-5147 SE 17th	PMLR - no Harold St Station (down zone to lower density)	remedy split zoned property (#260-RH & #662-CM)	from RH (260)	to R1			from CM (662)				
10	366	Harold to Reedway, Milwaukee to 17 th	PMLR - no Harold St Station (down zone to lower density)		from RH			to R2.5					

11	367	south of Reedway between 17th and 18th	PMLR - no Harold St Station (down zone to lower density)			from R1	to R5						
12	261	5209 SE 18th south to 1731 SE Insley (corner 18th & Insley) AND 5226 SE 18th Ave south to 5350 se 18th AND 5301-5313 SE 19th south to 1839 SE Insley	PMLR - no Harold St Station (down zone to lower density)			from RH		to R2.5					
13	368	52,203 sf parcel between 17th & 19th south of Reedway (church bldg/parking lot split n to s)	remedy split zoned property			to R1 (to match west side)	from R5 (east)						
14	256	north end of Milwaukie, east to 17th, from McLoughlin, to south of Insley	update commercial designation to new comparable Mixed Use designation	NOTE: the "non-conforming" text on map is incorrect and does not apply here					from Urban Comm'l (CM)			to Mixed Use - Neighborhood (CM-1)	
15	256	west side of Milwaukie, from Reedway south to Carlton	update commercial designation to new comparable Mixed Use designation	NOTE: the "non-conforming" text on map is incorrect and does not apply here					from Urban Comm'l (CM)			to Mixed Use - Neighborhood	

	667	west side of Milwaukee, from North of Insley to Reedway	update commercial designation to new comparable Mixed Use designation	NOTE: the "non-conforming" text on map is incorrect and does not apply here	from RH							to Mixed Use - Neighborhood (CM-1)	
16	258	McLoughlin, betw 17th & 18th	decrease residential density along hwy 99E and adjacent to Brooklyn rail yard, due to air and noise pollution									to Mixed Use - Neighborhood (CM-1)	from EX (Central Emp)
18	1071 & 670	5145 SE McLoughlin (split zoned)	Mixed Use with decreased residential density along Hwy 99E and adjacent to rail yard, due to air and noise pollution	remedy split zoned property	from RH (670)					from General Comm'l (1071)		to Mixed Use - Neighborhood (CM-1)	

19	1071	18th/McLoughlin south to Insley	Mixed Use with decreased residential density along Hwy 99E and adjacent to Brooklyn rail yard, due to air and noise pollution								from General Comm'l	to Mixed Use - Neighborhood (CM-1)		
20	670	betw/ 22nd & McLoughlin, betw/ Ellis & Harold	decrease residential density along Hwy 99E and adjacent to Brooklyn rail yard, due to air and noise pollution								from RH	to Mixed Use - Neighborhood (CM-1)		
21	772	1802 SE Insley & 4 properties east of 20th betw/ Insley & Ellis	PMLR - no Harold St Station (down zone to lower density)								from R1	to R5		

Bosco Trading LLC

November 18, 2015

Dear Mayor Hales and Commissioners:

As a member of the agricultural community, I spend most of my time on farms than in our urban city of Portland. While our farmland and fields are miles from City Hall, the decisions you make on SW 4th Ave have major implications for the rest of our state.

It has come to my attention that the blueprint for the future growth and development of the City of Portland does not assign much of that growth to the Portland Harbor. In fact, the Draft Comprehensive Plan and the supporting Economic Opportunities Analysis shows little future growth in the harbor. For the future of my business, and the farming families of Oregon, this does not make sense.

We are a family farm growing grass seed, wheat and hazelnuts. In addition, we bale grass straw and export it overseas as cattle feed to Japan and Korea. We employ approximately 45 employees year round with an additional 35 for summer harvest. Our family's four connected agri-businesses are as local as they come, but also a global enterprise. That's because our business revolves around harvesting, processing, and transporting Oregon-grown grass straw for export to international markets. The past year has been our most challenging "off-season" in our 32 years of business – all stemming from the port crisis. The wait times at ports our trucks endured, the massive amount of confusing and incorrect shipping information coming from the shiplines and terminals, and most importantly the dissatisfaction from our customers stemming from challenges outside our control. It is still undecided how the impact will hurt the future of our industry.

Moving forward and looking into the future when Terminal 6 becomes the driving force in and support for Oregon containerized exports again, limitations on capacity will be exacerbated if the city reduces the amount of available land in the harbor for facilities. Forward thinking will help Oregon get on the path to where it needs to be considering the amount of exports we have and have the potential for.

I urge you to recognize the impact that this can have on one of the most trade dependent states in the nation. If you care about working families and understand the impact your decisions have for the entire health of our state you should ensure that there is adequate growth in the harbor.

Set the Portland harbor forecast back to the moderate growth as originally recommended by Bureau of planning and sustainability staff, and preserve the future for farms and Oregon.

Sincerely,

Shelly Boshart Davis
Vice President
Bosco Trading LLC

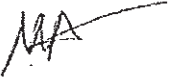


PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland

Date: November 18, 2015

To: Mayor & Members of the City Council

From: Mike Abbaté, Director 

cc: Commissioner Amanda Fritz, Patti Howard, Tim Crail,
Brett Horner, Kia Selley, Jenn Cairo

RE: Comments on the Draft Recommended Comprehensive Plan

Dear Mayor and Commissioners:

Portland Parks & Recreation (PP&R) appreciates the opportunity to address the Council about this important visionary planning effort. We also wish to thank the staff at the Bureau of Planning & Sustainability (BPS) for working so closely with us over the last several years.

We are pleased to support adoption of this new plan because it:

1. *Recognizes* that parks are essential public infrastructure, on par with water service, fire and police protection. The plan incorporates many of our Parks goals, including having every resident within ½ mile walk of a park, protecting natural resources, and expanding and stewarding the urban forest.
2. *Ensures* future expansion and buildout of our regional trails system, including the City greenways and the Green Loop.
3. *Speaks* well to equity considerations, and supports meeting the City's equity objectives, particularly in underserved areas such as East Portland.

Administration
1120 S.W. 5th Ave., Suite 1302
Portland, OR 97204
Tel: (503) 823-7529 Fax: (503) 823-6007

www.PortlandParks.org
Amanda Fritz, Commissioner
Mike Abbaté, Director



4. *Addresses*, in the upcoming Central City documents, the City's important viewsheds, and will establish key views that today may not be identified or protected, such as the view of Portland and Mt. Hood from the Japanese Garden in Washington Park.

5. *Acknowledges* the importance of parks and particularly natural areas in addressing climate change and providing for ecosystem, habitat, and human health. Health and well-being is a central part of PP&R's mission.

Suggested Revision:

We do recommend that Policy 6.39e (on page GP6-14) be rewritten so it better conveys its intent. As currently worded, this policy seems to claim that park uses are responsible for diminishing the City's supply of industrial land, when in fact, since we've known of an undersupply of industrial land in 2010, over 45 acres have actually gone in the other direction, converting from open space to industrial land. These 45 acres are located at the upper portion of the former Colwood golf course site, a conversion which we supported in 2013.

PP&R would recommend the Policy 6.39e language change to say:

“Ensure that adequate land is provided and zoned to accommodate the City's desired level of future industrial job growth and to provide the industrial functions that are vital to the City's and region's economy.”

We would further recommend that the Comprehensive Plan seek out ways to provide incentives to attract high jobs-per-acre industries, and to restrict land uses that only provide low numbers of jobs per acre (for example, uses that provide less than the average 16 jobs per acre for industrial developments).

We thank you for your consideration, and also wish to thank the BPS staff for their assistance and responsiveness to our concerns.

November 18, 2015

Dear Mayor Hales and Commissioners,

Established in 1914, Northwest Food Processors Association (NWFPFA) supports the needs of the Pacific Northwest food processing industry in Idaho, Oregon and Washington. Membership includes some of the foremost brand names in the food industry in the United States, key producers of private label and institutional products, and locally run family businesses. NWFPFA is one of the nation's largest food processing trade associations, with more than 500 member companies including 154 food processors and 357 suppliers.

The Northwest food industry views the Portland harbor as a vital link in our ability to get our products to foreign markets. In Oregon, the food processing industry employs roughly 25,000 Oregonians and represent over \$6 billion in economic activity. A growth in the food industry should coincide with growth at the Portland harbor to accommodate additional exports of the Northwest's food products.

It has come to our attention that the blueprint for the future growth and development of the City of Portland does not assign much of that growth to the Portland Harbor. In fact, the Draft Comprehensive Plan and the supporting Economic Opportunities Analysis shows little future growth in the harbor. This does not make sense. The Portland harbor:

- is home to nearly 100 businesses
- those businesses employ more than 300 smaller local businesses
- together they employ more than 50,000 employees
- nearly 60% of the workforce receives middle income wages
- about 20% of the workforce is ethnically or racially diverse
- in the past 5 years the harbor businesses have invested more than \$370 million
- and generated more than \$4.5 million annually in tax revenue locally

If there is any place in this City that leadership should urge job growth, it's the Portland harbor. This is a place of job diversity and predominantly middle wages. One employer in the harbor has more than 22 languages spoken on site. Many of the employers work directly with Portland Community College for job placement and skill development for existing employees. This is exactly what our City needs to ensure future work force diversity and wages to afford a reasonable standard of living in Portland.

The businesses in the harbor are major employers in this City and they greatly assist the Northwest's ability to compete in a global food market. The future growth of the Portland harbor is necessary in order to handle future growth of the Northwest's food industry.

I urge you to change the Portland harbor forecast back to the "most likely" moderate growth as originally recommended by Bureau of planning and sustainability staff.

Sincerely,

Ian Tolleson

Ian Tolleson
Director, Government Affairs
Northwest Food Processors Association