

Arevalo, Nora

From: Charles Brod <cubrod@gmail.com>
Sent: Saturday, November 14, 2015 4:19 PM
To: BPS Comprehensive Plan Testimony; Beth Brod; Lynda Peel
Subject: Compnrehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

To the City of Portland,

This email is in opposition to the proposed zoning change for **2715 SE 15th Street at SE Clinton**. This is a residential neighborhood and major bikeway that is inappropriate for a zoning change that would increase traffic along this route. Moreover, there is currently underway a proposal for traffic rerouting some 20 blocks to the east on Clinton to divert cut through traffic in the neighborhood. This rezoning would run counter to the intended purposes of the rerouting. Clinton Street needs to be preserved as a residential street and one that continues to carry the increasing bike traffic of the area.

Thank you. Respectfully yours,

Charles Brod
2728 SE Tibbetts St
Portland OR 97202

Arevalo, Nora

From: Lynne Schroeder <lschro@hotmail.com>
Sent: Saturday, November 14, 2015 4:13 PM
To: Hales, Mayor; Commissioner Saltzman; Commissioner Fritz; Commissioner Novick; Commissioner Fish; BPS Comprehensive Plan Testimony
Subject: Multnomah Village

Follow Up Flag: Follow up
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Dear City Leaders-

I have been a resident of Multnomah Village for 18 years and am extremely concerned about the future plan for our community. I request city council change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the 2035 Comprehensive Plan. Without this change, our village would no longer be recognizable. We have all chosen to live here because we admire the charm of the Village as it now exists.

Allowing large commercial complexes would not enhance our area. The opinions of the people who live and trade in this area should be honored. Last Sunday at 11:00 A.M., I attempted to find parking within walking distance of the Toy Store - there was not one place available and I left the area. Last Friday I met a friend for dinner at Journeys at 4:45 PM--again not one place available--I drove around the back streets and finally squeezed into a tiny spot. Allowing larger buildings in our Village would only increase traffic and cause even more congestion.

Please listen to the Portland citizens who pay high taxes to live in this area and reconsider the future zoning plan!

Please add my thoughts to the record.

Thank you!

Lynne Schroeder
4040 SW Marigold St.
Portland, OR 97219

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

Re: Preserving Neighborhood Character

I am requesting that the specific language shown below be removed from the general description of land use designations on page GP10-3 the 2035 Comprehensive Plan Recommended Draft. 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:

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- Level of public services provided or planned.
- Level of constraint.

I am also requesting that Section 33.110.240.E of the zoning code, that allows corner lots that are 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 implementation of the 2035 Comprehensive Plan.

Please add this to the record.

Thank you,


Kimberly Stevens

7611 SW 31st Avenue,
Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov

Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cputestimony@portlandoregon.gov

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

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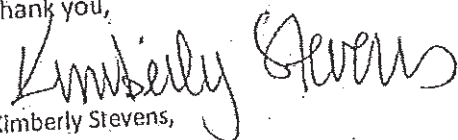
Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by 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 1/2-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 to the record.

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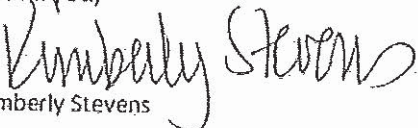
Re: Multnomah Village CS Zones

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With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. 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.

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Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Arevalo, Nora

From: Jennifer Kapnek <jennifer@urbanartnetwork.org>
Sent: Friday, November 13, 2015 2:17 PM
To: BPS Comprehensive Plan Testimony; BPS - Mixed Use Zones
Subject: Comprehensive plan change

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I am the owner of:

7401 N. Albina Ave.
Portland OR, 97217.

I have received a letter that indicates my property will get a zoning change from Medium Density Multi Dwelling to Mixed Use Civic Corridor(CM1).
A Medium Density Multi Dwelling designation allows a 45 foot structure to be developed, and that was one of the reasons I purchased the property.
The new designation of Mixed Use Civic Corridor (CM1) will only allow for a 35 foot structure to be developed at the property.

I am writing to request that my property instead get the zoning of Mixed Use Civic Corridor (CM2).
This would allow for the mixed use designation and the potential development of a 45 foot structure, which is in line with my understanding when I purchased the property.
That seems like a fair solution to me, as I would prefer the opportunity to build a 45 foot structure, going forward.

I hope you will consider my request.

Thank you,
Jennifer Kapnek

Arevalo, Nora

From: Beth Brod <bebrod@gmail.com>
Sent: Friday, November 13, 2015 11:13 AM
To: BPS Comprehensive Plan Testimony
Subject: Re: Testimony against proposed zone change at 2717 SE 15th Street

Follow Up Flag: Follow up
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On Fri, Nov 13, 2015 at 11:09 AM, Beth Brod <bebrod@gmail.com> wrote:

Hello, My name is Beth Brod. I am a neighbor of the above mentioned address and a regular bike commuter on the Clinton Street bike path.

I recognize that the property owner has come to you to ask for above property zone change from residential to commercial.

I also understand that the Portland Planning Bureau and Sustainability Commission has already taken the past 1.5 years to take a detailed look at this particular property with the evaluation for zone change, listened to the property owner's request and the testimony of neighbors on south side of Clinton last year.

I am aware that the Planning Bureau and staff took all of this into account and decided against recommending the zoning change to Commercial.

I am aware that this property is currently listed as Residential in the Draft of the Comprehensive 2035 Plan for Inner SE.

I strongly urge the Portland City Council and the Mayor to keep this property residential by honoring the current Draft of the Comprehensive 2035 Plan with no changes to commercial zoning on this property.

I am against any change from residential to commercial at 2715 SE 15th Street at SE Clinton because....

- increased traffic to the area
- increased noise to the area
- increased exposure to hazards brought in by future businesses on the property

- increased safety issues of bicyclists or children passing in the area
- increased difficulty parking
- no need for more businesses (>25 businesses already within ½ mile of this property!)
- recently completed HAND letter representing neighborhood shows they are against properties which have never had commercial businesses changing their residential zoning to commercial zoning

Thank you for your consideration.

Beth Brod

2728 SE Tibbetts Street, Portland

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

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Please add this to the record.

Thank you,

Julie Snyder and Joe Nolte

3420 SW Marigold St., Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov

MNA Land Use Committee, mnaLandUseCommittee@gmail.com

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Re: Multnomah Village as Neighborhood Corridor

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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.

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Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Arevalo, Nora

From: Council Clerk – Testimony
Sent: Friday, November 13, 2015 10:06 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Opinion in favor: Multnomah Village Commercial Mixed-Use Zone 2

Follow Up Flag: Follow up
Flag Status: Flagged

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

From: Alison Daily [mailto:alison.m.daily@gmail.com]
Sent: Monday, November 09, 2015 4:41 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Subject: Opinion in favor: Multnomah Village Commercial Mixed-Use Zone 2

I am a resident of Multnomah Village. I have been a resident for 12-years. During that time, the commercial section of the village has changed for the better. Rundown antique and second-hand stores have been replaced with new and more relevant businesses. In addition, I've seen more young families move into the area.

During the same time, we've all witnessed the development of many other neighborhoods in Portland, including Belmont and Clinton. These neighborhoods are anchored with several four-story mixed-use buildings. I've applauded those neighborhoods for their ability to meet the changing needs of their residents, while attracting desirable businesses and restaurants.

I am excited that it's now our turn. Some of my neighbors are outspoken in their objections. However, neither they nor our neighborhood association represent my opinion that the proposed changes are good for our neighborhood and align well with Portland's commitment to the UGB. I'm disappointed that the discussion has been dominated by the opposition. Therefore, I'm writing to let you know that I'm wholeheartedly in favor of the proposed zoning changes!

Thank you!

Alison Daily
7111 SW 31st Ave
Portland, Oregon
97219

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

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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,

(Your Name) Katherine Christensen

(Your Address) 3141 SW Dolph Ct 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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Portland City Council
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cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
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Please add this to the record.

Thank you,

(Your Name) Katherine Christensen

(Your Address) 3441 SW Dolph Ct 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
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Re: Truth in Zoning

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Thank you,

(Your Name)

(Your Address)

Kathenne Christensen
3441 SW Polk Ct. 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

residents or the cultural and historic value of their neighborhood. We believe this is the wrong approach. Portland is building highly dense urban core areas, such as the Pearl District and South Waterfront. That makes sense. However, we believe that Portland needs to preserve some of its historic neighborhoods from high density development. Development should be consistent with the character of the local community. Portland's neighborhoods that are vital and functional should be retained rather than transformed. Four stories (higher than the telephone pole in the photo) is too high for the historic neighborhood of Multnomah Village.

To make matters worse, the proposed development is likely to have minimal parking—probably 21-43 spaces for 71 units. The justification for insufficient parking is that new residents will not own cars, but the rate of car ownership for renters in Multnomah is 1.4 cars/unit. The east side of Portland is bicycle friendly with relatively flat, gridded terrain and numerous bicycle greenways. In contrast, SW Portland is hilly, has disconnected streets and no bicycle greenways, and is not well-served by mass transit at off-peak times. There is no grocery store in the neighborhood. The reality is that residents will own cars and need somewhere to park them.

If you live in the area, if you have ever visited Multnomah Village, or if you value historic main streets and you want to preserve a "village in the heart of Portland," please support this petition and spread the word. Tell the Portland City Council not to ruin functioning neighborhoods by allowing developments that are out of character, too tall, and have insufficient parking. The City should limit development in Multnomah Village to 2 or 3 stories, and mandate at least 1 parking space per rental unit.

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
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Please add these to the record.

Thank you,

(Your Name)

Sara + Nick Arling

(Your Address)

7507 SW 35th Ave Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(2) (Your Name) Sandra E. Ashley Best

(Your Address) 3943 SW Troy St. #115 Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov

Commissioner Amanda Fritz, Amanda@portlandoregon.gov

Commissioner Nick Fish, nick@portlandoregon.gov

Commissioner Steve Novick, novick@portlandoregon.gov

Commissioner Dan Saltzman, dan@portlandoregon.gov

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

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Thank you,

(Your Name) Lily Bozzo

(Your Address) 7700 SW 27TH AVE, PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
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Please add these to the record.

Thank you,

(2) (Your Name) Kim & Shaun Donaghue

(Your Address) 5044 SW Miles St. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimoney@portlandoregon.gov
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Thank you,

(2) (Your Name)

(Your Address)

Down
Dawn M. Evans, Michael J. Evans
8702 SW 41st, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name)

Kirk + Jennifer Howard

(Your Address)

3835 SW Caldwell St.

Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

(Your Address)

Jeremy Ingle
= Jeremy Ingle

3421 SW CARAWAY CT 97219

Megan
Megan Ingle

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

(Your Address)

John Koser
Linda Koser

11339 SW 45th Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Jane & Barry Newman

(Your Address)

4055 NW Twilight Terrace Portland OR 97229

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(2) (Your Name) CAYLA PANITZ and Daniel Blake

(Your Address) 4521 SW Brugger St. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov

Commissioner Amanda Fritz, Amanda@portlandoregon.gov

Commissioner Nick Fish, nick@portlandoregon.gov

Commissioner Steve Novick, novick@portlandoregon.gov

Commissioner Dan Saltzman, dan@portlandoregon.gov

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

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Patricia Pfister

Thank you,

(Your Name)

Elizabeth Pfister

(Your Address)

7423 SW 33rd Ave. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

(Your Address)

Amata Small
Claire Small
Amata Small + Claire Small
8225 SW 30th Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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MNA Land Use Committee, mnaLandUseCommittee@gmail.com

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ccfestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
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Thank you, Sandy Samuel

(Your Name)

(Your Address)

7607 26th Ave, Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(2) (Your Name)

Diana Sternberg Lewis STERNBERG

(Your Address)

7635 SW 32nd Ave Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Karin Velarde/Van Velarde

(Your Address)

11313 SW 49th Ave, PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Justine Abrock

(Your Address)

5405 SW Taylors Ferry Rd.

Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

(Your Address)

Nancy Alfaro
6450 SW Loop Dr PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add these to the record.

Thank you,

(Your Name)

LORI ALFONSO

(Your Address)

3315 SW Falcon St Pdx OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cpctestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
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Thank you,

(Your Name)

Donna Bestwick

(Your Address)

7506 SW 31st Ave Port. OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Angela Betita

(Your Address) 6156 SW Multnomah Blvd SE Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov

Commissioner Amanda Fritz, Amanda@portlandoregon.gov

Commissioner Nick Fish, nick@portlandoregon.gov

Commissioner Steve Novick, novick@portlandoregon.gov

Commissioner Dan Saltzman, dan@portlandoregon.gov

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Thank you,

(Your Name)

Janine Blatt

(Your Address)

11439 SW 20th Pl, 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

STEVE BLOCH

(Your Address)

431 NW FLANDERS #300 97209

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

J. Michael Burke

(Your Address)

16208 SW 32nd Ave. PDX

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Kathenne Christensen

(Your Address)

3441 SW Dolph Ct. Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov

Commissioner Amanda Fritz, Amanda@portlandoregon.gov

Commissioner Nick Fish, nick@portlandoregon.gov

Commissioner Steve Novick, novick@portlandoregon.gov

Commissioner Dan Saltzman, dan@portlandoregon.gov

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Thank you,

(Your Name)

Alex Lovick

(Your Address)

13685 NW Greenwood Drive

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick; novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name) Andrew Connolly

(Your Address) 10275 SW Butler Rd Portland, OR 97229

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name)

Kevin Diehl

(Your Address)

2370 SW 111th St Portland Or 97239

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) MATTHIA DOLEZIA

(Your Address) 5653 SW Idaho St PDX 97227

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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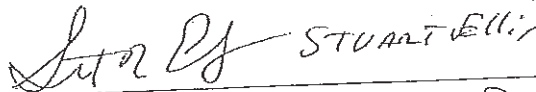
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Thank you,

(Your Name)

 STUART E. LELLI

(Your Address)

2774 SW Moss St Portland OR 97219

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Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Glen Corbett

(Your Address)

7723 SW ST. 97219

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Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
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Thank you,

(Your Name)

(Your Address)

Haas

Mary Lou Haas

3843 SW Canby St, Portland 97219

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Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

TESS HEGARTY

(Your Address)

11301 Military rd. Portland 97219

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Commissioner Amanda Fritz, Amanda@portlandoregon.gov

Commissioner Nick Fish, nick@portlandoregon.gov

Commissioner Steve Novick, novick@portlandoregon.gov

Commissioner Dan Saltzman, dan@portlandoregon.gov

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

Susan Anderson, Susan.Anderson@PortlandOregon.gov

MNA Land Use Committee, mnaLandUseCommittee@gmail.com

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

Re: Truth in Zoning

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Please add these to the record.

Thank you,

(Your Name)

(Your Address)

Rick Hooker
7516 SW 25th Ave. 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Lee Hudson

(Your Address) 2911 SW Spring Garden St. PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Diane Ingram

(Your Address) 7526 SW 35th Ave, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name) William F. Kielhorn William F. Kielhorn
(Your Address) 4311 SW Freeman St, Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Brian Kimmel

(Your Address)

8236 SW Woods Creek Ct. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

TODD LARAMIE

(Your Address)

2807 SU TROY

Portland 97219

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Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Emma Lewins

(Your Address)

1630 SW Clay Ave, Portland, OR 97209

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name)

Navarro
FELIX NAVARRO

(Your Address)

7711 SW 76th Ave, PORTLAND, OR - 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Carol McCarthy

(Your Address)

4311 SW Freeman St Portland OR

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
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Thank you,

(Your Name)

Julie McLouiston

(Your Address)

5524 SW Miles Ct, Portland OR

97219

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Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

(Your Address)

Tony Montoya
4724 45th Ave Ptown 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

MARIE MORIN

(Your Address)

4920 SE 140th Ave, Portland

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Richard Nitti

(Your Address)

1405 SW ~~Grant~~ Conby 97219

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(Your Name)

Katie Oranen

(Your Address)

4805 SW Orchard Ln, Portland, OR 97219

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Commissioner Amanda Fritz, Amanda@portlandoregon.gov
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Please add these to the record.

Thank you,

(Your Name)

Grace Pendergrass

(Your Address)

4635 SW Evans St., Portland, OR

97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk

cctestimoney@portlandoregon.gov
cputestimoney@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
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Thank you,

(Your Name)

KATHY PENDERGRASS

(Your Address)

4635 SW Evans St, Portland, 97219

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Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
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Thank you,

(Your Name)

Elizabeth Pepper

(Your Address)

7315 SW 53rd Ave POX 47219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

(Your Address)

Roger Piers M.Ed.
7734 SW Capitol Hwy Port OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Quanita Piers-VanderPloeg

(Your Address)

4709 SW Panama St PORTLAND OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

James Polzin

(Your Address)

9110 SW 36th Av.

Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

(Your Address)

ADRIENNE QUINTANA
11301 Military Rd, PORTLAND 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) ERIC SANDSTROM

(Your Address) 3513 SW LOGAN ST, Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Kailyn Shattuck

(Your Address)

Kailynshattuck@gmail.com

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

LARRY Shelton

(Your Address)

508 SW 10th St, #1, PDX

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Susanne Stevens

(Your Address)

32 SE 13th Ave Portland 97216

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

SARA STAEIMER

(Your Address)

3541 SE W 3rd Portland, OR 97206

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Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

(Your Address)

Erik Vidstrand
2906 SW Moss St 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Alex Wyman

(Your Address)

1634 SE Hawthorne Apt. #110 Portland, OR 97214

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman; dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

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. 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,

(Your Name) Sara & Nick Arling

(Your Address) 7507 SW 35th Ave Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Multnomah Village CS Zones

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Please add this to the record.

Thank you,

 (Your Name) Sandra E. Ashley Best

(Your Address) 3543 SW Troy St #15 Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

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Council Clerk
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Re: Multnomah Village CS Zones

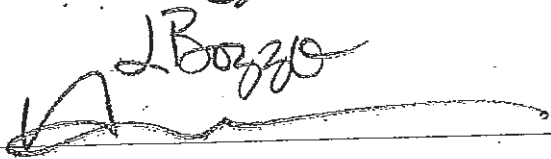
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Please add this to the record.

Thank you,

(3) (Your Name)

CD
L Bozzo


Coligny Dana
Lily Bozzo
HEATHER DANA

(Your Address)

7700 SW 27TH AVE. PORT, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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Please add this to the record.

Thank you,

(2) (Your Name) Steve + Teresa Olenaghan

(Your Address) 2410 SW Oleson Rd FMB 330 PDX OR

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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97223

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Thank you,

(Your Name)

Kim Donaghue ~~Sharon Donaghue~~

(Your Address)

5044 SW Miles St. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name)

DAVE
Dave M. Evans, Michael D. Evans

(Your Address)

8702 SW 41ST Avenue, Portland, OR

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name) KIRK & JENNY HOWARD

(Your Address) 3835 SW CALDW ST., PORTLAND 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(2)
(Your Name)

Megan
Megan Dingle JEREMY INGLE

(Your Address)

Caraway
3421 SW Caraway Ct Pdx 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Please add this to the record.

Thank you,

John Koser

(Your Name)

Linda Koser

(Your Address)

11339 SW 45th Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(2) Jana Childs & Patricia Keller
(Your Name)

10845 SW 61st Avenue 97219
(Your Address)

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(2)
(Your Name)

Joe & Barry Newman

(Your Address)

*4055 NW Twilight Terr., Portland
97229*

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Please add this to the record.

Thank you,

②

(Your Name) CAYLA PANITZ and DANIEL BIJAKE

(Your Address) 4521 SW BRUGGER PORTLAND, OR 97217

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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Please add this to the record.

Thank you,

Patricia
Patricia Pfister

(Your Name)

Elizabeth & Susie Pfister

(Your Address)

7423 SW 33rd Ave. Portland OR, 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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Thank you,

(Your Name)

(Handwritten signature: Daniel Samuel)
(Handwritten signature: Marley Samuel)
(Handwritten signature: Sandy Samuel)
(Handwritten signature: Jordan Samuel)

(Your Address)

(Handwritten address: 7607 SW 26th Ave, Portland OR 97219)

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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Please add this to the record.

Thank you,

②

(Your Name) Amata Small + Clave Small

(Your Address) 8225 SW 39th Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

②

(Your Name)

Karina Van Velarde

(Your Address)

11313 SW 49th Ave. 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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Please add this to the record.

Thank you;

(Your Name)

Justine Abrook

(Your Address)

5405 SW Taylor Ferry Rd.

Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Nancy Ahrens

(Your Address) 6450 SW Loop Dr PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) LORI ALFONSO

(Your Address) 3315 SW Falcon St. Pdx OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) Donna Bestwick

(Your Address) 7506 SW 31 Ave Port. OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk

cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
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Please add this to the record.

Thank you,

(Your Name) Angela Betita

(Your Address) 5156 SW Multnomah Blvd #E Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name)

Janine Blatt

(Your Address)

11439 SW 20th Pl., 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name)

Steve Bloch

(Your Address)

431 NW Flanders P+10 97209

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) J. Michael Burke

(Your Address) 10208 SW 32nd Ave. PDX

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) Katherine Christensen

(Your Address) 2341 SW Dolph Ct. Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) Andrew Conradt

(Your Address) 10275 SW Butler Rd Portland, OR 97229

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) MaryAnne Corbeil

(Your Address) 2723 SW Texas St 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Glen Corbeil

(Your Address) 2723 SW Texas St, 97219

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Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
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Thank you,

Diehl

(Your Name)

Kevin Diehl

(Your Address)

3330 SW Illinois St Portland OR 97239

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) MATASHA DOCEZAL

(Your Address) 5655 SW Hahn St Pdx 97221

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

 Stu Art Ellis

(Your Address)

2774 SW Moss St Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Ian Frantz

(Your Address) 6124 SW 30th Ave PORT, OR 97221

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) Valentina Gordon - Valentina Gordon

(Your Address) 14944 SW Barbur Blvd. Portland OR 97239

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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Thank you,

(Your Name)

Mary Lynn Haas

(Your Address)

3843 SW Conby St Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name) SHAWN HENNESSY

(Your Address) 4933 SW ILLINOIS ST PORTLAND 97221

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

SIMON HYDE

(Your Address)

5421 SW MASS ST, PORTLAND 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Richard Hooper

(Your Address)

7516 SW 25th AVE 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Lee Hudson

(Your Address) 2911 SW Spring Garden St. PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Tlene Ingram

(Your Address) 7524 SW 35th Ave, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) William F. Kielhorn William F. Kielhorn

(Your Address) 4311 SW Freeman St., Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
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Please add this to the record.

Thank you,

(Your Name)

Brian Kimmel

(Your Address)

8236 SW Woods Creek Ct. Portland, OR

97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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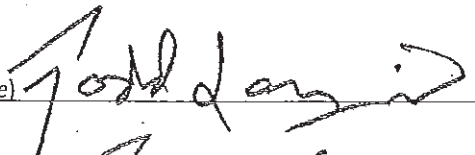
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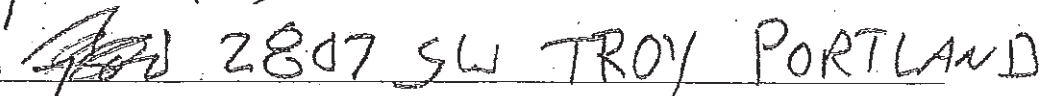
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Thank you,

(Your Name)

 Todd Laramie

(Your Address)

 2807 SW TROY PORTLAND

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Emma Lewins

(Your Address) 1630 SW Clay Ave, Portland, OR 97201

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Carol McCarthy

(Your Address) 4311 SW Freeman St, Portland, OR

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Jackie McQuiston

(Your Address) 5524 SW Miles Ct, Portland OR

97219

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Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
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Thank you,

(Your Name) Tony Montoya

(Your Address) 4724 SW 45th Av 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Wendy Morgan

(Your Address) Wendy Morgan 5705 SW 48th Ave

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Marie Moun

(Your Address)

4920 SE 140th Ave, Portland

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) FELIX NAVARRO

(Your Address) 2711 SW 36th AVE PORTLAND, OR - 97219

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Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
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Thank you,

(Your Name)

Richard Nitti

(Your Address)

1405 SW Cady St. 97219

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Thank you,

(Your Name)  Katie Oranen

(Your Address) 4805 SW Orchard Lane, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Elizabeth Tepper

(Your Address) 7315 SW 53rd Ave PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Kelly Peterson

(Your Address) 7236 SW 27th Port, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) James Polzin

(Your Address) 9110 SW 36th Av. Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Peggy Piers M. Ed

(Your Address) 4739 SW Capitol Hwy Suite 220

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov

Commissioner Amanda Fritz, Amanda@portlandoregon.gov

Commissioner Nick Fish, nick@portlandoregon.gov

Commissioner Steve Novick, novick@portlandoregon.gov

Commissioner Dan Saltzman, dan@portlandoregon.gov

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Thank you,

(Your Name) Samantha Piers VanderPlag

(Your Address) 4703 SW Panama St PDX OR 97219

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Thank you,

(Your Name) ERIC SANDSTRAH

(Your Address) 3512 SW LOGAN ST PORTLAND 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
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Commissioner Nick Fish, nick@portlandoregon.gov
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Thank you,

(Your Name)

Kailyn Shattuck

(Your Address)

Kailynshattuck@gmail.com

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Please add this to the record.

Thank you,

(Your Name)

DARRY Shellen

(Your Address)

15085 W Dewitt, #1 POX

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
cctestimony@portlandoregon.gov
cputestimony@portlandoregon.gov
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Please add this to the record.

Thank you,

{Your Name}

Leslie Simpson

{Your Address}

8444 SW 45th AVE Portland

97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) Susanne Stevens

(Your Address) 32 113th Ave. Portland OR 97216

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name)

(Your Address)

Walker
Gloria Walker
6008 SW 21st Ave, Portland 97239
cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name) Alex Wyman

(Your Address) 1634 SE Hawthorne Blvd Portland, OR 97214

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Re: Multnomah Village as Neighborhood Corridor

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Please add this to the record.

Thank you,

(2)
(Your Name)

Nick Arling
Sara Hardix-Arling

(Your Address)

7507 SW 35th Ave. 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

2

(Your Name) Samira & Ashley Best

(Your Address) 3543 SW Tracy St #15 Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Arianda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

②

(Your Name) CAYLA PANTZ and Daniel Blake

(Your Address) 4521 SW Brvaqer Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

(Your Address)

LB *Lily Boro*
Coligny Dana

HEATHER DANA

7700 SW 27TH AVE PDX, OR. 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

②

(Your Name)

Michael J. Evans *Dawn M. Evans*

(Your Address)

8702 SW 41st ave Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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Thank you,

2

(Your Name) ~~KIRK~~ KIRK B JENNY HOWARD

(Your Address) 3835 SW CALOEW ST. PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

② (Your Name) Jana Childes & Patrick Keller

(Your Address) 10845 SW 61st Avenue 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(2) (Your Name)

Megan Ingle JEREMY INGLE

(Your Address)

2421 SW COLUMBIA CT PORT 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vorine Griffin-Valade, LaVonne@portlandoregon.gov
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Please add this to the record.

Thank you,

John Koser

②

(Your Name)

Linda Koser

(Your Address)

11339 SW 45th

97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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②

(Your Name) BARRY + JANE NEWMAN

(Your Address) 9055 NW TWILIGHT TER, PORTLAND 97229

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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② (Your Name) Richard Nitti Jan Sweet

(Your Address) 1405 SW Candy St. 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

②

(Your Name)

Patricia Pfister + Elizabeth Pfister

Portland, OR

(Your Address)

7432 SW 33rd, 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

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

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Please add this to the record.

Thank you,

(Your Name)

Amanda Smith
Ronald + *Claire*
Christina

(Your Address)

8225 SW 39th Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

②

(Your Name) Diana Sternberg LEWIS STERNBERG

(Your Address) 7635 SW 32nd Ave. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Please add this to the record.

Thank you,

② (Your Name) Karin + Von Velde

(Your Address) 11313 SW 43rd Ave 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name)

Justine Abrook

(Your Address)

5405 SW Taylors Ferry St.

Portland
97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name)

Nancy Anderson

(Your Address)

6450 SW Loop Dr PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) LORI ALFONSO

(Your Address) 3315 SW Falcon St Pdx 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name) Donna Bestwick

(Your Address) 7506 SW 31ST PORTOR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) Angela Betta

(Your Address) 6156 SW 2nd Multnomah Blvd #E, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) Janine Blatt

(Your Address) 11639 SW 29th Pl., 97219

- cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
- Commissioner Amanda Fritz, Amanda@portlandoregon.gov
- Commissioner Nick Fish, nick@portlandoregon.gov
- Commissioner Steve Novick, novick@portlandoregon.gov
- Commissioner Dan Saltzman, dan@portlandoregon.gov
- City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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Thank you,

(Your Name)

Steve Bloch

(Your Address)

431 NW Flanders #300 Portland, 97209

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) J. Michael Burke

(Your Address) 10208 SW 32nd Ave. PDX

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name)

Katherine Christensen

(Your Address)

341 SW Dolph Ct. Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) Alex Consoat

(Your Address) 13689 NW Greenwood Drive Portland

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Please add this to the record.

Thank you,

{Your Name} Andrew Conrath

{Your Address} 10275 SW Butner Rd Portland, OR 97229

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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Thank you,

(Your Name) Mary Anne Corbeil

(Your Address) 2723 S.W. Texas St 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

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

Re: Multnomah Village as Neighborhood Corridor

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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,

(Your Name)

Kevin Diehl

(Your Address)

7330 SW Illinois St Portland OR 97239

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) MATASHA DOLEZAL

(Your Address) 5655 SW Idaho St Pdx 97221

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) Kim Donoghue

(Your Address) 5044 SW Miles St. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name)

SHANNI DONAGHUE

(Your Address)

5044 SW Miles St. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name)

 STUART ELLIS

(Your Address)

2774 SW Moss St Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) Valentina Gordon

(Your Address) 4944 SW Barbur Blvd. Portland OR 97239

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name)

Margaret Haas

(Your Address)

3843 SW Canby St, Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Lee Hudson

(Your Address) 2911 SW Spring Garden St. PDX 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Aene Ingram

(Your Address) 7526 SW 35TH AVE, Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name) William F. Kielbaso, William F. Kielbaso

(Your Address) 4311 SW Freeman St., Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name) Brian Kimmel

(Your Address) 8226 SW Woods Court Ct. Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Frltz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name) Kailyn Shattuck

(Your Address) Kailyn.Shattuck@gmail.com

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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(Your Name) Kailyn Shattuck

(Your Address) Kailynshattuck@gmail.com

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Commissioner Nick Fish, nick@portlandoregon.gov
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Thank you,

(Your Name)

LARRY SHALLEN

(Your Address)

1508 SW Dewitt, #1, POX

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

TODD LARAME

(Your Address)

2807 SW TROY ST Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) Carol McCarmy

(Your Address) 4311 SW Freeman St

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland OR
97219

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

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Please add this to the record.

Thank you,

(Your Name) Jackie Melvinston

(Your Address) 5524 SW Miles Ct, Portland OR

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) Wendy Morgan
(Your Address) 5765 SW 4th Ave Portland
97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name)

LYLE MORGAN

(Your Address)

5705 SW 48TH AVE

Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name)

 ~~Amen~~ Katie Dranen

(Your Address)

4805 SW Orchard Ln. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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If the Village were designated a Neighborhood Center with a 1/2-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.

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Please add this to the record.

Thank you,

(Your Name) FELIX NAVARRO

(Your Address) 7911 SW 26th Ave, PORTLAND-OR-97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name)

KATHY PENDERGRASS

(Your Address)

4635 SW Evans St., Portland 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) Christina Palmer

(Your Address) 4946 SW Barbur Blvd. Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) Elizabeth Pepper

(Your Address) 7315 SW 53rd Ave POX 97218

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name) Grace Pendergrass

(Your Address) 4635 SW Evans St., Portland, OR
97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name) Peggy Piens M.Ed

(Your Address) 7739 SW Capitol Hwy, Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name)

Kelly Peterson

(Your Address)

7236 27th Ave, Port, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
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Thank you,

(Your Name) Samantha Pires-Varley Pleg

(Your Address) 4703 SW Panama St PDX OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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Thank you,

(Your Name) James Polzin

(Your Address) 9110 SW 36th Av., Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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Thank you,

(Your Name)

Sandy Samuel D/S

(Your Address)

7607 SW 26th Ave Portland OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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Please add this to the record.

Thank you,

(Your Name) ERIC SANDSTROM

(Your Address) 3513 SW LOGAN ST., PORTLAND OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Válade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

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

Re: Multnomah Village as Neighborhood Corridor

I request 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 to the record.

Thank you,

(Your Name)

Wesley Simpson

(Your Address)

8444 SW 45th Ave. Portland OR
97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
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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,

(Your Name) Susanne Stevens

(Your Address) 32 SE 113th Ave Portland 97216

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
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1221 SW Fourth Avenue, Room 130
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Please add this to the record.

Thank you,

(Your Name)

Sara Stnermer

(Your Address)

3541 SE 63rd Portland, OR 97206

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Portland City Council
Council Clerk
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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,

(Your Name)

Alex Wyman

(Your Address)

1634 SE Hawthorne Blvd Portland, OR 97214

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Arevalo, Nora

From: Pete Rok <mr.peterok@gmail.com>
Sent: Friday, November 13, 2015 9:18 AM
To: BPS Comprehensive Plan Testimony
Subject: "Comprehensive Plan Testimony"

Follow Up Flag: Follow up
Flag Status: Flagged

Esteemed Council Members,
Comfortable livability with Portland's population growth challenges yesterdays prevailing wisdom. All citizens want to belong, feel their choices are beneficial. Unfortunately a majority of private sector residential developers may not feel rewarded for creating the most harmonious choices consequently creating what many perceive as neighborhood negatives.

Please accept this correspondence as a supportive endorsement to the proposed 2015 plan. Raising residential zoning area helps guide change to incorporate new housing seen by residents as, in the spirit of "my" neighborhood. The zoning designation 'a' denoting future amended change should be eliminated. It is ambiguous and creates confusion.

Thank you for your service.

Pete Rok
5111 S.E. 136 Ave.
Portland, Oregon 97236
503-760-7442

Sam Noble

420 SE 62nd Ave
Portland, OR 97215

November 13, 2015

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

To Portland City Council,

I write to support the zoning changes in the draft comprehensive plan proposal, although I wish it went even further to encourage density close-in and walkable neighborhoods further out.

I moved to Portland in 1997, and I've lived here nearly my entire adult life. I've stayed for the climate, the culture, the food, and the weird. At the behest of my employer, I also frequently travel to the San Francisco Bay Area. In San Francisco, I see an acute housing shortage significantly exacerbated by well-meaning attempts to make minor changes to the law in response to real, observed civic issues. By attempting to address symptoms of the high demand for limited housing (with rent control, height restrictions, onerous permitting processes, etc.), San Francisco has made its core problem worse. More horrifying is that any change to the status quo is so politically fraught that directly addressing the housing shortage seems impossible.

My Bay Area friends living in rent-controlled apartments worry that they will be evicted because they're getting too good a deal; those in market-rate housing constantly worry about rising rents; while those who own houses carry crippling levels of debt.

They all contribute to the economy and vitality of the area. Those who rent live in depreciated, poorly maintained structures on which they spend exorbitant amounts of money. Those are the lucky ones — the relatively early arrivals and the well-paid. In San Francisco, there is no place for the young or the poor. Imagine what this does to the character of a city, when there is no space for people of modest means, no space for artists, or musicians, and certainly no space for anybody who isn't already there. You don't need to imagine, because it's happening here. Too many people are competing for scarce housing; this isn't the fault of the landlords' or developers' insufficient attempts to meet real demand.

Fortunately, Portland's housing problem isn't as severe as in the Bay Area. But our housing shortage is going to get worse. People coming to Portland need places to live, and they aren't just "foreigners," they're our friends, relatives, and children. Unless they bring a lot of money, they're going to be priced out of our neighborhoods.

The status quo cannot support low cost housing as long as demand grossly exceeds supply. The good news is that by easing density restrictions in our zoning code, we can dramatically lessen the impact of constrained housing supplies. Our goal should be a market where housing competes for residents, not the other way around.

During this testimony you will hear impassioned, sincere pleas to preserve the "character" of Portland. Please remember that the defining character of our city is embodied by its people and culture, not the density or height of its structures.

Thousands of people move to Portland annually. Families grow and housing needs change. BDS staff has made laudable effort to intelligently plan for migration over the coming decades. I commend their work and encourage the Council to support higher density designations for the entire city, and not just as part of the comprehensive plan.

Sincerely yours,

Sam Noble

Sam Noble
420 SE 62nd Ave
Portland, OR 97215

November 13, 2015

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

To Portland City Council,

I am writing because I believe the draft comprehensive proposal misses a valuable opportunity to preserve affordable living spaces. Specifically, the 600-700 block of SE 26th Ave. (between SE Morrison St. and SE Washington St.), should be up-zoned to R1. The adjustment I am proposing would gradually add mid-range, multi-unit housing to inner SE Portland without dramatically impacting the neighborhood.

I am the owner of 710 SE 26th Ave., a small, single-family house where I lived for nine years, and which I now rent out for \$1750/month. The draft revisions to the comp plan would re-designate 710 SE 26th from R5 to R2. Because of the small lot size (3600 sq.ft.), R2 would not allow any additional units. This virtually guarantees that someone will make the financially prudent choice to tear down my house and replace it with a newer, larger, more expensive home for a very wealthy buyer. If the structure is going to be demolished, the city should permit its replacement to support density that will allow housing affordable to modest-income residents.

This same story is true for most of the other six structures on the block:

2604 SE Washington St.: 5000 sq. feet (single family)	704 SE 26th Ave: 4600 sq. feet -- currently 2 units
624 SE 26th Ave: 5000 sq. feet (single family)	716 SE 26th Ave: 3600 sq. feet (single family)
638 SE 26th Ave: 7500 sq. feet -- currently 5 units	728 SE 26th Ave: 4500 sq. feet (single family)

Under the proposed zoning for this block, only two of the single-family lots actually increase allowed density (from 1 unit to 2 units). The other two larger lots are on corners, and can be duplexes under current zoning. The city is going to a great deal of trouble to provide increased density to address a housing crisis, but the proposal for this block is only a net increase of one single unit!

The neighboring streets already support a substantial number of multi-unit buildings, from duplexes on up. There is no risk of dramatically altering the character of the neighborhood with an R1 zoning designation for this block. Under the proposed R2 zoning rules, the single multi-

unit building on this block remains non-conforming. Only 3 units could be built or put on the lot in a conforming way, and the zoning itself only requires a minimum of 2 units on this lot.

This street can handle the density -- nobody lives in the graveyard on the west side of 26th. There is plenty of parking for residents with cars, and the 15 bus on Belmont offers frequent service with a stop just a block and a half away. The West and South sides of the cemetery are both R1, and the East side should be as well.

In summary: 600-700 block of SE 26th Ave (SE Washington to SE Morrison)

- most single family houses are small / fully depreciated
- none of these homes are considered part of the city's historic inventory
- under the City's proposed zoning, these homes are prime candidates for demolition and replacement with large, expensive, single family structures
- embedded in an area with many R1 (or proposed R1) lots, many currently with multi-unit structures
- faces a cemetery -- East side of street can handle density for both sides!

Thank you for your consideration.

Sincerely yours,

Sam Noble

Arevalo, Nora

From: John Rush <j.rush@comcast.net>
Sent: Thursday, November 12, 2015 9:48 PM
To: BPS Comprehensive Plan Testimony; Frederiksen, Joan
Cc: dmail.shna@comcast.net; peterbelluschi@msn.com; billbrady1@mac.com; Lynn Loacker; ljessell@yahoo.com; miltlankton@dwt.com; laf28@comcast.net; Dan Root; Jeffrey J. Brown; Alicia Ahn; jrloacker@gmail.com
Subject: RE: Zoning Change Request 6141 SW Canyon Court (R326896)
Attachments: 6141 SW Canyon Ct (3_10_15).pdf; 6141canyon.ltr.shna.150226.pdf; 6141 SW Cayon Ct (11_12_15).pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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

November 12, 2015

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

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

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

To Whom It May Concern,

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

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

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

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

We support the efforts and recommended zoning changes for our neighborhood as outlined by the Recommended Comprehensive Plan, even though that plan includes significant increases in the intensity of land use in specific

neighborhood areas. The Recommended Plan balances the need for increased intensity of use for close in neighborhoods, but recognizes that certain areas require infrastructure improvements to support development of more intense uses.

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

Significant Development Impacting the Same Neighborhood Infrastructure:

The renewed proposal for 6141 SW Canyon Ct (as expected to be outlined at the 11/19/2015 Hearing) comes now after the Bureau of Planning and Sustainability has approved a redevelopment project that will more than double the number of residents and cars in the area between SW Skyline and the Washington County Border. This redevelopment impacts the same single access streets that will be impacted by the proposed re-zoning being considered here.

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

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

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

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

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

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

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

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

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

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

Thank you for consideration of our input.

Sincerely,

John Rush and Alicia Ahn

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

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

March 10, 2015

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

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

To Whom It May Concern,

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

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

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

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

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

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

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

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

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

Thank you for consideration of our input.

Sincerely,

John Rush and Alicia Ahn

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

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

November 12, 2015

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thank you for consideration of our input.

Sincerely,

John Rush and Alicia Ahn

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



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

February 26, 2015

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

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

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

Dear Planning and Sustainability Commission:

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

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

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

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

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

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

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

Sincerely,

Dave Malcolm
SHNA Director and Land Use Committee chair

Arevalo, Nora

From: Meg Ruby <megruby@gmail.com>
Sent: Thursday, November 12, 2015 5:28 PM
To: BPS Comprehensive Plan Testimony
Subject: Testimony agains proposed zone change at 2727 SE 15th Street at SE Clinton Street

Follow Up Flag: Follow up
Flag Status: Flagged

Meg Ruby, 3218 SE Tibbetts, St. Apt. A, Portland OR 97202
Tele 503.784.3912

Testimony agains proposed zone change at 2727 SE 15th Street prepared for the Council on the Draft of the Comprehensive Plan is Thursday November 19th, 2pm.

Dear City Council Members,

I recognize that the property owner has come to you to ask for above property zone change from residential to commercial.

I also understand that the Portland Planning Bureau and Sustainability Commission has already taken the past 1.5 years to take a detailed look at this particular property with the evaluation for zone change, listened to the property owner's request and the testimony of neighbors on south side of Clinton last year.

I am aware that the Planning Bureau and staff took all of this into account and decided against recommending the zoning change to Commercial.

I am aware that this property is currently listed as Residential in the Draft of the Comprehensive 2035 Plan for Inner SE.

I strongly urge the Portland City Council and the Mayor to keep this property residential by honoring the current Draft of the Comprehensive 2035 Plan with no changes to commercial zoning on this property.

I am against any change from residential to commercial at 2715 SE 15th Street at SE Clinton due to....

- increased traffic to the area
- increased noise to the area
- increased exposure to hazards brought in by future businesses on the property
- increased safety issues of bicyclists or children passing in the area
- increased difficulty parking
- no need for more businesses (>25 businesses already within ½ mile of this property!)

recently completed HAND letter representing neighborhood shows they are against properties which have never had commercial businesses changing their residential zoning to commercial zoning

I live within a mile of this property and bike by this property regularly as it is on my route to go to the Inner Eastside or to Downtown. This is already a complex/dense neighborhood. I am concerned there may be safety issues if the zoning were changed.

Meg Ruby, 3218 SE Tibbetts, St. Apt. A, Portland OR 97202

Tele 503.784.3912

Photo of three of the 4 houses on SE Clinton now on the property. The other house faces SE 15th Street.



Arevalo, Nora

From: Erik Jensen <erik.jensen@gmail.com>
Sent: Thursday, November 12, 2015 4:26 PM
To: BPS Comprehensive Plan Testimony
Subject: Fwd: Delivery Status Notification (Failure)

Follow Up Flag: Follow up
Flag Status: Flagged

Erik Jensen

2020 SE Spruce Avenue

Portland, OR 97214

Property Address: 2717 SE 15th Street at SE Clinton Street

I recognize that the property owner has come to you to ask for above property zone change from residential to commercial.

I also understand that the Portland Planning Bureau and Sustainability Commission has already taken the past 1.5 years to take a detailed look at this particular property with the evaluation for zone change, listened to the property owner's request and the testimony of neighbors on south side of Clinton last year.

I am aware that the Planning Bureau and staff took all of this into account and decided against recommending the zoning change to Commercial.

I am aware that this property is currently listed as Residential in the Draft of the Comprehensive 2035 Plan for Inner SE.

I strongly urge the Portland City Council and the Mayor to keep this property residential by honoring the current Draft of the Comprehensive 2035 Plan with no changes to commercial zoning on this property.

I am against any change from residential to commercial at 2715 SE 15th Street at SE Clinton because of increased auto traffic on a bicycle boulevard, loss of historical character of the neighborhood, and loss of affordable rental housing in the neighborhood.

Thank you,

Erik Jensen

2020 SE Spruce Avenue

Portland, OR 97214

Arevalo, Nora

From: Peter Mahr <peter.n.mahr@gmail.com>
Sent: Thursday, November 12, 2015 4:07 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

My name:
Peter Mahr
1417 SE Clinton St.
Portland, OR 97202
503-358-1715

Address in question: 2717 SE 15th Ave.

Dear City Council.

I wanted to write the council with regards to the property above.

It has come to my attention that the property owner of 2717 SE 15th Ave is requesting the city council change the zoning of his property from residential to commercial zoning in the final draft of the 2035 comprehensive plan.

I am aware that under the current draft of the comprehensive plan this property is zoned residential.

I want to I strongly urge the Portland City Council and the Mayor to keep this property residential by honoring the current Draft of the Comprehensive-2035 Plan with no changes to commercial zoning on this property.

I feel commercial zoning on this property would create more traffic, noise, parking and safety issues in this area. I support this area remaining a safe community for individuals and families to live and play. There are plenty of existing commercial areas in this zone that are within walking and biking distance.

Thanks for considering my testimony,

Peter Mahr
1417 SE Clinton St.
Portland, OR 97202
503-358-1715

Daniel Root, M.D.
1521 SW 61st Drive
Portland, OR 97221

To Whom it May Concern:

I am writing again to express my concerns about the proposed change in zoning status for the property on the corner of SW Canyon Court and SW 61st Drive. (address 6141 SW Canyon Court, but the only access is actually on 61st Drive) While I would like to make this testimony in person, I cannot, as I have a surgery scheduled for that day, and therefore cannot make it.

The current zoning for this area of the neighborhood is R20,000. I strongly feel that it should stay that way. When the current owner of the property purchased the property, any reasonable due diligence would have familiarized him with the zoning rules. He is now trying to change them solely for his convenience and his financial gain at the expense of the rest of the neighborhood. In proceeding through this process, he has also tried to intimidate and denigrate the neighbors into accepting a compromise for his development as detailed in his email to the Land Use Chair for the Sylvan Highlands Association:

From: <naderrassouli@comcast.net>

Date: Wed, Sep 30, 2015 at 7:03 PM

Subject: Re: neighborhood meeting

To: MalcolmLaw <dave@malcolm-law.com>

Dave,

Thank you for getting back to me.

I realize the neighborhood's concerns regarding the other development down the street.

However I am not trying to ask permission from the neighbors what I need to do with my property. I was hoping to be able to reach a compromise in a middle ground to keep peace and follow the path of least resistance to a happy medium. However I get the feeling that the neighbors are installing. If there will be a fight on the zone change regardless of the density, it only would make sense for me to go for the highest density possible to off set the legal fees. It just does not make sense to have a R20zoning in this location next to a major freeway few miles from down town Portland. The city officials will eventually do what is right for the City of Portland than twenty house holds who are trying to preserve their way of life. I am keeping the communication doors open. I am interested to hear your thoughts. As I discussed with you during our lunch meeting, honesty is the best policy, No games.

Regards,

Nader

In this email he espouses values of honesty and cooperation with the local community; however, his history and his final statements would suggest otherwise. In numerous communications, he has recurrently mischaracterized both positions of the neighbors as well as that of the city by citing to the counterparties that they were favorable to his desires.

Furthermore, the intentions of the owner of this property have been and continue to be counter to the well-being of the neighborhood. For reasons that were not clear, he clear cut and cleared out a very beautifully treed lot without permits in an area that is immediately adjacent to conservation overlays. Destruction of these adjacent habitats puts more pressure on the remaining environments, and goes counter to what the Metro authority has laid out as goals for this area. He did this without permit, and did have a citation that was comparatively minor for what he had done. One only needs to look at the periodic Google pictures available through Portlandmaps.com compare (2007 to 2009) to see the extent of the environmental damage that this owner has done.

Additionally, he has stated in an open meeting with the Sylvan Highlands Association that he intends to build a 20+ unit condominium complex in which he intends to live. I would be very surprised for him to give up his large house, which he build in the prestigious Forest Heights to move to such closed quarters and have to question his true intents on those statements at the meeting.

In my previous email to the City regarding this issue, I highlighted the fact that safety, environmental, and aesthetic concerns should prevent about a multi-unit development on a street that is basically a uniquely rural street within Portland.

My previous email is attached and the argument still remains the same, but is actually more poignant, as a recent development has already been approved further down Canyon Court that will greatly increase the density of the area. That development was only allowed because the area was zoned for light commercial, and there were no legal means to stop it. The committee discussions noted the congestion challenges that it would present to the local residents. Further addition of density to this area that is accessed by challenging two lane roads that are barely, if at all possible in severe weather conditions, is irresponsible. Additionally, the site is not reasonably close to multidirectional public transportation. Accessibility to public transport should be a hallmark feature of any reasonably planned high density development. In that regard, and combined with the limited road access development of a high density development would create increased congestion where the infrastructure is not made to support it.

Lastly, the purpose of zoning is to create a structure around which individuals can make plans. Families locate to an area knowing the zoning rules because of the values that they will be able to rely upon for their time there. Businesses rely on zoning rules for the development of business plans that have longstanding impact on the structure of business and significant financial impact. The zoning structure helps to create economic, social, and environmental constructs that characterize a place. As such, any changes in the zoning should be done, not for the benefit of one or a few individuals who feel that the "way of life" of the others on the street needs to change. It should only be done with a thoughtful process aimed at protecting the economic, environmental and social rights of those who made plans around the structures and plan to stay there. In that way, they can also be coordinated with the larger government structures to make the best plans for the greater community.

In that regard, please do not grant the zoning change for the address 6141 SW Canyon Court.

Thank you.

Daniel Root, Julie Kim, & Jacob Root
1521 SW 61st Drive.

My original email from 2/6/2015 is below:

To Whom It May Concern:

We are writing to express our concerns regarding the potential rezoning of the property at 6141 SW Canyon Ct. to an R2000

My wife and I strongly oppose rezoning this property to a multifamily zoning code.

Currently the property is accessed on 61st Drive, and would likely be that way in the future. 61st Drive is a small rural feeling street that has many curves and twists, and does not support a high volume of traffic. The code change would likely allow the doubling or even a greater increase in the population of people who will be accessing the road, and the traffic would be a challenge. No sidewalks are present on the street, and 61st Drive is the most likely pathway that residents would use to get to the nearest grocery store (the QFC on Barnes Road). Without sidewalks, and a higher car volume, any pedestrian traffic is greatly at risk for injury or death. The road is typically a fairly quiet road that is enjoyed by pedestrians as well as cyclists, and the increase in density will place that at risk.

Already, we are commonly picking up trash that is discarded from cars that are using our road as a drive through access to Burnside. I have grave concerns that the litter from those who do not share the common values of rural feel and protection of the environment will only increase.

Since we have lived at our address (1521 SW 61st Drive), about once per year a car winds up off the road in an accident situation either across from our property or on our property. In one recent event, I was narrowly missed by a speeding car. These have always been young people who do not live on our road. Given that multifamily housing will likely bring more young people using that road, and increase the risk of further events.

Additionally, the current owners of that property destroyed a Riparian zone by taking down a large grouping of well-established trees without permits and were eventually caught by the city for doing so. I personally felt that the move to take down the trees created an eyesore for a neighborhood that prides itself on the trees and the conservation zones that are within it. Building apartments where they once stood would only make things worse.

While we support the concept of efficient use of urban space, this area is simply not that sort of an area. It is true that dense living and apartments are present at the end of SW Canyon, but they are distinctly limited to that area, and the rural feel of our street is protected.

Beyond the direct impact of destroying the rural feel of The Street of 61st Drive by placing a multi-family housing structure, we have significant concerns about the ability to of the current access points to support more density in general. Any access to this new development will be

through either SW Canyon Ct or through 61st drive. We have already highlighted my concerns of 61st, but the increase traffic volume through the limited access at Montgomery and SW Canyon Ct as they go by the nearby school is a challenge. During peak traffic times that include coming and going to school, busses and parents dropping of their children make for difficult access in and out of the area. Additionally, SW Canyon CT has a tendency to freeze, and given the inclines, is commonly poorly navigable in the winter frosts.

In summary, allowance of this zoning change will not only significantly and negatively impact the overall feel of our quiet neighborhood, but it will also likely lead to greater environmental stress, and create traffic flow and safety concerns that are not tenable. For this reason, We feel that he application to rezone the property at 6141 SW Canyon Ct should be denied.

Sincerely,

Dan Root & Julie Kim.

Arevalo, Nora

From: elizabeth chambers <elibbyc@gmail.com>
Sent: Thursday, November 12, 2015 10:35 AM
To: BPS Comprehensive Plan Testimony
Cc: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; MNALandUseCommittee@gmail.com
Subject: Multnomah Village and the proposed 2035 comprehensive plan

Follow Up Flag: Follow up
Flag Status: Completed

12 November 2015

I have lived (and continue to do so) quite near the Multnomah Village Center for 32 years. This small commercial area is a regular and important part of my life. While we have seen changes in zoning and planning over the years, I am hoping that the same careful and thoughtful consideration of local resident concerns will be reflected in the final decisions for the 2035 comprehensive plan.

With that in mind, I request that the city council change the Multnomah Village Designation from a Neighborhood Center to a **Neighborhood Corridor**.

I agree with many of my neighbors who feel that the Village is more linear in nature and thus the characteristics are better defined by the *Corridor* designation. Such a change would make the business district of the Village contained within the Corridor designations of the intersections of Multnomah Boulevard and Capitol Highway.

If the Village were designated a Neighborhood Center with a 1/2 mile radius, it would overlap with the boundaries of the two adjacent town centers in Hillsdale and West Portland and the Barbur Blvd. Civic Corridor. 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.

I wish to join my request to those of the Multnomah Neighborhood Association and Southwest Neighborhoods Inc. to **change the designation for Multnomah Village to a Neighborhood Corridor**.

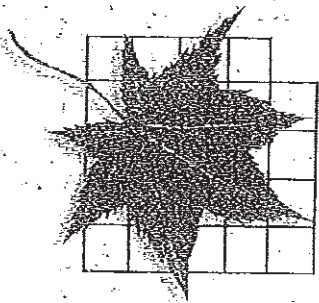
Thank you,

Elizabeth Chambers

8105 SW 33rd Ave.

Portland, Oregon 97219

12 November 2015



Dear Mayor Hales and City Commissioners

11/12/15

I am writing to you because we are concerned about the low growth rate forecast for the Portland Harbor in the Economic Opportunities Analysis for the Draft City of Portland Comprehensive Plan. Our concern is that a low growth forecast minimizes the success of businesses that we rely on for our small business. Further we firmly believe that a diverse mix of business is a good recipe for a resilient economy.

Our company, Stevenson & Associates Inc, is a 31 year old Oregon Sub-S Corporation that installs and maintains landscape for companies including: Farwest Steel, International Paper, EVRAZ NA, Oregon Metal Slitters, Peterson Cat, Haney Trucking, Powin LLC, Tarr Fuel LLC, Rivergate LLC, Get Space Storage among others. While we have noticed a decline in truck traffic following the pull out of the containers companies, the Harbor area is a business strong hold for us. We hope the City of Portland is more foresighted than the people controlling the container business at the Port.

Please consider revising the Portland Harbor forecast to insure a diverse economic base for present and future generations of Portlanders.

Sincerely,

Lee Stevenson/ President.

Thank you.

STEVENSON & ASSOCIATES, INC.
LANDSCAPERS, NATURALLY

NOVEMBER 12, 2015

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

Re: Multnomah Village CS Zones

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 that the 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.

With the exception of one 3-story building, Multnomah Village consists of predominantly 2-story buildings, many of which are historic. 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.

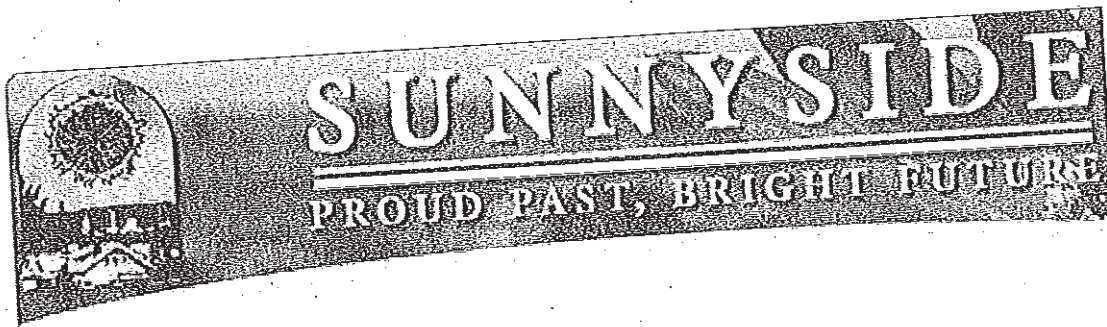
Thank you,



Anthony Dean

6324 SW 35th Avenue Portland, OR 97221

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com



November 12, 2015

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

Re: Sunnyside Neighborhood Association - 2035 Comprehensive Plan Testimony

Dear Mayor Hales and City Commissioners,

The Sunnyside Neighborhood Association (SNA) Board [mailing address: 3534 SE Main St, Portland, OR 97214] has been actively engaged in the City's 2035 Comprehensive Plan process over the past year-and-a-half. The SNA Board desires that all new development and re-development along SE Belmont Street and SE Hawthorne Boulevard within our neighborhood be designed to accommodate active ground floor commercial uses and prioritize pedestrians. The SNA Board urges the City to extend the 2035 Comprehensive Plan Map's Centers Boundaries (Defined) on SE Belmont Street from SE 45th Avenue east to SE 49th Avenue in order to open up the opportunity for a Centers Main Street Overlay Zone in this location that requires active ground floor commercial uses and enhanced ground floor window and entry standards for new development.

Sincerely,

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

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

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

November 12, 2015

Ms. Joan Frederiksen

Planning and Sustainability Commission

1900 SW 4th Ave #7100

Portland OR 97201

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

Dear Ms. Fredriksen

This is a letter in objection to the zoning change request for the property at 6141 SW Canyon Court.

We live at 1321 SW 61st Drive, a home we have owned for 28 years. Over this span we have been the new young parents on the street moving into a neighborhood of established homes of those our parents age, and now find ourselves those people welcoming new young families. From this vantage point we have eyes pointing both to the past and the future along 61st Drive. Change has come slowly, but the essence of the neighborhood has stayed the same, that of a family centered forested glen where cars are few and kids can walk safely home from the school bus on the narrow road.

The new owner of the property at the bottom of the road has been unable to sell the house he purchased and remodeled for that purpose. While on the market, his property was advertised as able to support two total residences based on the current zoning. As the property did not sell with the zoning as he purchased it, he is applying to change that to allow high density construction. These are the facts.

A zoning change has been allowed for construction of a multiple unit, high density apartment complex to the west of his property along Canyon Court a high speed frontage road along Hwy 26. This project is expected to add 245 apartments with the usual cars and density along this road, and by extension up 61st Drive for connections to Washington County roads. This will impact the safety of our road and livability of our neighborhood. Although we protested this, the requested zoning changes for that property was far less substantive; relative to the prior zoning, than the current request for 6141 SW Canyon Court.

We object to changing the zoning of 6141 SW Canyon Court to higher density. The only access to the property is on the driveway from 61st Drive, there is no access from Canyon Court as it sits above a high wall. This renders the property for all purposes a house on 61st Drive, not one on Canyon Court. A zoning change on this property is one on 61st Drive, not on Canyon Court. 61st Dr is a narrow winding, wooded road that provides a sense of being in the forest not the city and not appropriate for anything other than separated single family homes as currently zoned.

With any change to the number of individuals there will be a corresponding increase in the number of automobiles to and from where they live. All traffic from this property must turn onto 61st Drive. Cars headed west will likely turn left, to the north to connect to Barnes road. All traffic coming out of the property headed east will have to turn right to negotiate a tight corner, then turn onto a fast straightaway of Canyon Court.

Canyon Court is already burdened by high volume traffic from an existing large apartment complex and this will be worse with the zoning change allowing 245 new apartments. I would expect at least 250 more cars a day making 1-2 trips a day along this corridor and a substantial number of those also travelling up 61st Drive. This threatens the safety of us along 61st Drive, and that of any residents who will occupy the property at 6141 SW Canyon Court. If there are two families there, there is the safety of those two negotiating those corners. If there are 20 families on that property there is 10 times that risk.

For those travelling east on Canyon Court, there is the ever present bottleneck in front of the East Sylvan school. It is likely the school district will be leasing that building out to some type of private or charter school activity as it has been in the past. Many kids congregate there during school days and the busses to and from have had to negotiate the corners, the stop signs and around the cars scattered around picking up the kids.

Walking on 61st Drive is a challenge to safety even with very low traffic density. The road is narrow and there are little options to step off the pavement. More traffic will obviously increase the risk for injury for pedestrians.

What types of structures and living units within a geographic area are strongly affect the atmosphere of a place. With our single family home structure and density, it is possible for us to know each other along the street. We can greet each other by name and help to deliver or hold mail, pick up newspapers or simply watch out for each others' property and safety. People from outside our neighborhood often walk along our road as it is quiet and we greet them and have conversations as they pass by if the doors are open.

New members to our neighborhood are welcome, but there is a limit to how many people and families can know each other. At some point, as density increases, anonymity becomes inevitable and the walls go up. We each have invested our lives in this place and should have some right to resist substantive changes in the quality of our neighborhood. Single family homes are the cornerstone of family life and I feel it is as important to protect that quality as it is to protect any natural environment in our city.

We appreciate the opportunity to comment on the application and strongly urge you to deny that request. It is not in the best interest of the neighborhood or of the city of Portland.

Jeffrey and Lisa Brown

1321 SW 61st Dr

Portland OR 97221 (503) 292-2014

Arevalo, Nora

From: Greata Beatty <greata.beatty@beattygroup.com>
Sent: Wednesday, November 11, 2015 5:46 PM
To: BPS Comprehensive Plan Testimony
Cc: Teri Beatty; Liza Gadsby
Subject: Protest against zoning change from 10,000 to 20,000 sq feet. in Comprehensive Plan
Attachments: Map of Wyndham Lane.PDF

Follow Up Flag: Follow up
Flag Status: Completed

To: City Council Clerk
Re: Hearing November 19, 2015 at 3:00P

Here is my testimony:

In October of 2014 I wrote the following letter to the Portland Planning and Sustainability Commission.

To: Portland Planning and Sustainability Commission
From: Greata T. Beatty
Re: Proposed changes to 1308 SW Wyndham Lane and neighboring lot.

~~This is to advise you that I am strongly opposed to any change in our current zoning law of 10,000 sq feet. I have owned the above properties with my husband since 1971 and purchased them with the understanding that they are devisable should we ever desire to sell them. Our lot is 20,000 sq feet and adjoins a property of 10,000 square feet. The property with our house is .93 acres of which approximately 10,000 sq feet is ideally suited for another house. It adjoins a property of 15,000 sq feet.~~

For many years, now, I have heard about the struggle to keep the urban boundary from expanding and how important it is build inside of it on every possible site. That evidence is everywhere. In our neighborhood, many homes have been built on 10,000 square feet, some with little or minimum set back from the road. Now, are you telling me that that was all a mistake, and that those who have some of the larger remaining properties must keep them that way for the sake of the public good?

An environmental overlay was already placed on part of our lot without an notice. Now, we are faced with another challenge to the value of our property. This time by you, supposedly an agency working for the people. Whatever happened to property rights? Do you realize that with larger lots, come larger houses that fewer and fewer people can afford. You are doing a disservice to our community as well as property owners.

Please discard this unfair and inequitable plan."

It seems that they are proceeding with this confiscation of our property. I am attaching a map of the area so you can better understand the situation. Our property of .93 acres which includes an area of about 10,000 sq

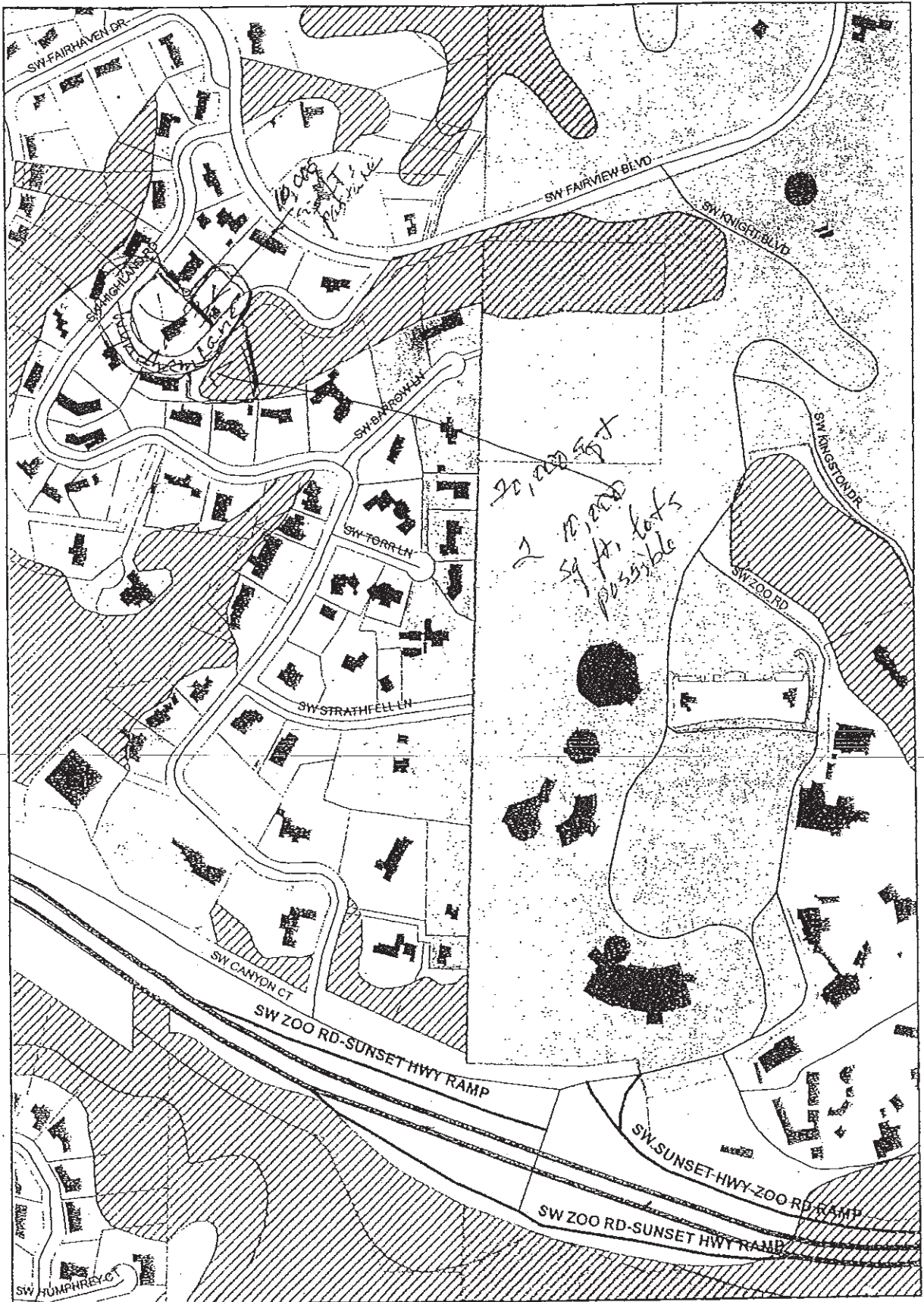
feet that was a pasture for my daughter's horse. Since the early horse days, it has been a vineyard (not enough sun) and now it is basically useless where we plant a few tomatoes, and have a couple pear and apple trees. It adds considerable to the cost of maintenance of our property to keep it mowed along with Wyndham Lane. As you can see from the drawing, it is the "L" part of our property. We have always assume we could sell this section of our land or build a house on it if we so wished to do so. Now, the Planning Commission is telling us that anyone buying our property would have to want the entire thing .93 acres and the costs that go with it.

Re our 20,000 sq foot lot it is also on the attached map. It is next to a 10,000 sq foot lot and house that was once a part of a 20,000 sq ft lot. I fail to see if that lot was divisible and buildable, why my property next door is not. If green space and low density is so important for our little area, perhaps Multnomah County would like to purchase the property from us.

I hope that saner heads in our City Council will prevail re this rezoning and retain the current status.

Sincerely,

Greata T Beatty
1308 SW Wyndham Lane
Portland, OR 97221
503 223 5860



0 95 190 380 570 760
 Feet

9 Orange at \$400 each
 27 Yellow at \$300
 23 Blue at \$200

Ordinance 187832, Vol. 1.3.Q, page 9693

Arevalo, Nora

From: Chris Robinson <omnimr@yahoo.com>
Sent: Wednesday, November 11, 2015 10:54 AM
To: Council Clerk – Testimony; BPS Comprehensive Plan Testimony
Subject: 2035 Comprehensive Plan-Multnomah neighborhood

Follow Up Flag: Follow up
Flag Status: Completed

I am a resident of the Multnomah neighborhood.
I oppose designating the Multnomah village area as a "neighborhood center" in the 2035 Comprehensive Plan.
I request the Multnomah village area should be designated a "neighborhood corridor".

The neighborhood association and many residents of the neighborhood have requested this designation for more protection, more livability, less crowding, lower height buildings in this neighborhood.

Chris M. Robinson
8415 SW 30 Avenue
Portland OR 97219

Arevalo, Nora

From: The Busheys <busheys@me.com>
Sent: Wednesday, November 11, 2015 10:19 AM
To: BPS Comprehensive Plan Testimony; Council Clerk – Testimony
Cc: mnaLandUseCommittee@gmail.com; Anderson, Susan; City Auditor Griffin-Valade; Commissioner Saltzman; Commissioner Novick; Commissioner Fish; Commissioner Fritz; Hales, Mayor
Subject: Multnomah Village CS Zones

Follow Up Flag: Follow up
Flag Status: Completed

Portland City Council

Council Clerk

cctestimony@portlandoregon.gov

cputestimony@portlandoregon.gov

1221 SW Fourth Avenue, Room 130

Portland, Oregon 97204

Re: Multnomah Village CS Zones

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. 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,

Lori and Matt Bushey

7109 SW 28th Ave. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov

Commissioner Amanda Fritz, Amanda@portlandoregon.gov

Commissioner Nick Fish, nick@portlandoregon.gov

Commissioner Steve Novick, novick@portlandoregon.gov

Commissioner Dan Saltzman, dan@portlandoregon.gov

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

Susan Anderson, Susan.Anderson@PortlandOregon.gov

MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Arevalo, Nora

From: The Busheys <busheys@me.com>
Sent: Wednesday, November 11, 2015 10:18 AM
To: Council Clerk – Testimony; BPS Comprehensive Plan Testimony
Cc: mnaLandUseCommittee@gmail.com; Anderson, Susan; City Auditor Griffin-Valade; Commissioner Saltzman; Commissioner Novick; Commissioner Fish; Commissioner Fritz; Hales, Mayor
Subject: Multnomah Village as Neighborhood Corridor

Follow Up Flag: Follow up
Flag Status: Completed

Portland City Council

Council Clerk

cctestimony@portlandoregon.gov

cputestimony@portlandoregon.gov

1221 SW Fourth Avenue, Room 130

Portland, Oregon 97204

Re: Multnomah Village as Neighborhood Corridor

I request 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 to the record.

Thank you,

Lori and Matt Bushey

7109 SW 28th Ave. Portland, OR 97219

cc: Mayor Charlie Hales, inayorcharliehales@portlandoregon.gov

Commissioner Amanda Fritz, Amanda@portlandoregon.gov

Commissioner Nick Fish, nick@portlandoregon.gov

Commissioner Steve Novick, novick@portlandoregon.gov

Commissioner Dan Saltzman, dan@portlandoregon.gov

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

Susan Anderson, Susan.Anderson@PortlandOregon.gov

~~MNA Land Use Committee, mnaLandUseCommittee@gmail.com~~

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Cc: mnaLandUseCommittee@gmail.com; Anderson, Susan; City Auditor Griffin-Valade; Commissioner Saltzman; Commissioner Novick; Commissioner Fish; Commissioner Fritz; Hales, Mayor
Subject: Truth in Zoning

Follow Up Flag: Follow up
Flag Status: Completed

Portland City Council

Council Clerk

cctestimony@portlandoregon.gov

cputestimony@portlandoregon.gov

1221 SW Fourth Avenue, Room 130

Portland, Oregon 97204

Re: Truth in Zoning

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

Land use designations - Amendment

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

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

- Level of constraint.

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,

Lori and Matt Bushey

7109 SW 28th Ave. Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov

Commissioner Amanda Fritz, Amanda@portlandoregon.gov

Commissioner Nick Fish, nick@portlandoregon.gov

Commissioner Steve Novick, novick@portlandoregon.gov

Commissioner Dan Saltzman, dan@portlandoregon.gov

City Auditor, La Vonne Griffin-Valade, LaVonné@portlandoregon.gov

Susan Anderson, Susan.Anderson@PortlandOregon.gov



900 S.W. Fifth Avenue, Suite 2600
Portland, Oregon 97204
main 503.224.3380
fax 503.220.2480
www.stoel.com

November 11, 2015

STEVEN W. ABEL
Direct (503) 294-9599
steve.abel@stoel.com

VIA EMAIL AND REGULAR MAIL
cputestimony@portlandoregon.gov

Portland City Council
1221 SW Fourth Avenue
Portland, OR 97204

Re: Comprehensive Plan Map Revisions -- McMenamins' Masonic Temple, 5308 N. Commercial ("Masonic Temple")

Dear Mayor Hales and Members of the City Council:

This letter is written as a request to amend the proposed comprehensive plan map designation and applicable zone at the Masonic Temple from a Residential designation to Mixed Use-Urban Center with a corresponding zone of Commercial Mixed Use 2 (CM2).

Background

McMenamins owns the Chapel Pub which serves as a restaurant and McMenamins' corporate headquarters. It is located at the corner of N. Killingsworth and N. Commercial with a property address of 430 N. Killingsworth Street ("Chapel Pub"). The Chapel Pub is zoned Storefront Commercial with an underlying comprehensive plan map designation of Urban Commercial. The City has recommended a new comprehensive plan designation for the Chapel Pub of Mixed Use-Urban Center and CM2 as the implementing zoning. Within the proposed CM2 zone, the present uses, (retail sales and service), are allowed outright.

McMenamins acquired and rehabilitated Chapel Pub in 2006, but did not acquire the adjacent Masonic Temple until 2007.

The Masonic Temple property is presently zoned residential (R1), a zone that predates McMenamins' acquisition. No changes are proposed as part of the City's Comprehensive Plan Update for the Masonic Temple. It is a historical landmark listed on the register for historic places and is a contributing resource within the Piedmont Conservation District. Its structure and configuration is such that it will never be developed as residential.



Portland City Council
November 11, 2015
Page 2

Opportunity

Given that McMenamins now owns both the Chapel Pub and the Masonic Temple and desires to integrate the Masonic Temple into the existing retail sales and service use at the Chapel Pub, a different comprehensive plan designation and zone would be appropriate for the Masonic Temple. The current residential comprehensive plan designation and zoning is not appropriate because the Masonic Temple is a protected historic resource that is not designed for residential use. The residential comprehensive plan designation and zoning was in place prior to McMenamins' acquisition. However, McMenamins' acquisition of the Masonic Temple opens the door to an opportunity to rehabilitate the historic landmark. A Mixed Use-Urban Center designation would be consistent with the past and likely future of the Masonic Temple and would give McMenamins more flexibility to develop the property in a manner that activity incorporates the existing historic landmark. A Mixed Use-Urban Center comprehensive plan designation is consistent with the City's goal of focusing commercial uses in centers and corridors. The Masonic Temple, as indicated, is adjacent to the Chapel Pub. Both the Masonic Temple and Chapel Pub are located across Commercial Street from the large institutional use (Jefferson High School), and are in reasonable proximity to Portland Community College.

Even with the Mixed Use-Urban Center comprehensive plan designation, McMenamins would be required to undertake historic resource review for any alterations to the Masonic Temple. This would ensure the conservation and enhancement of the designated historic resource.

Conclusion

In sum, a Mixed Use-Urban Center comprehensive plan designation would provide the necessary flexibility to develop the property while maintaining the protections for the historic resource. It will provide a vital investment in a neighborhood where investment is encouraged.

Very truly yours,

A handwritten signature in black ink, appearing to read "Steve Abel".

Steven W. Abel

cc: Mike McMenamin
Chris Longinetti
Nan Stark



NEIGHBORHOOD ASSOCIATION

Portland City Council
Portland City Hall
1221 SW 4th Ave.
Portland, OR 97201

Nov. 11, 2015

Re: Reed Neighborhood Association
Support of Comp. Plan Map Change

Dear City Council members,

The Reed Neighborhood Association would like to submit this letter as testimony for our support of the Comprehensive Plan map changes recommended by the Bureau of Planning and Sustainability. We authorize the previous letter of advocacy dated August 18, 2011 and the petition dated May 7, 2013 to be introduced to the public record before council.

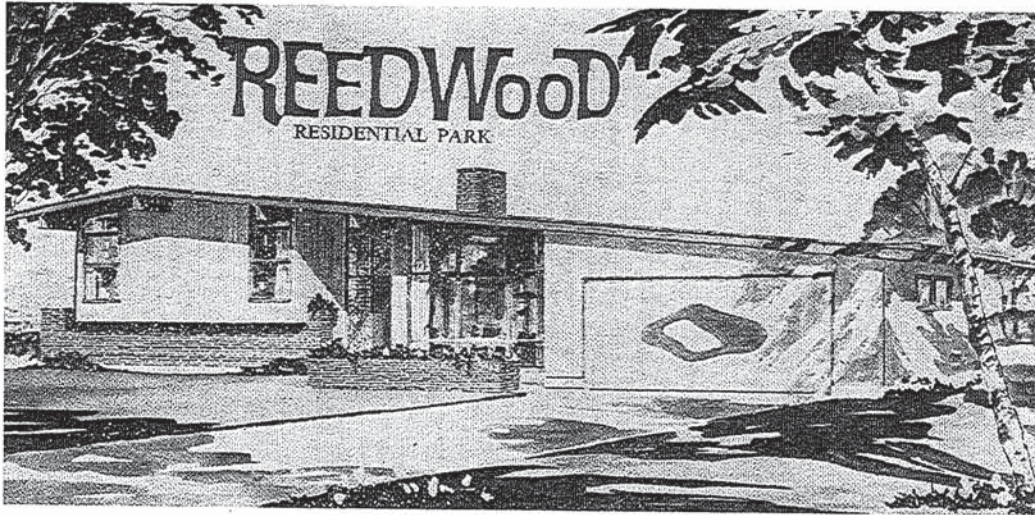
The Reed Neighborhood Association has worked with the Bureau of Planning and Sustainability for over 5-years through the comprehensive plan process to advocate for maintaining and expand the R7 designation in several areas of the neighborhood, specifically Reedwood and Reed College Heights. We ask that the City Council follow the recommendations of the Bureau of Planning and Sustainability for this change to the comprehensive plan map.

Sincerely,

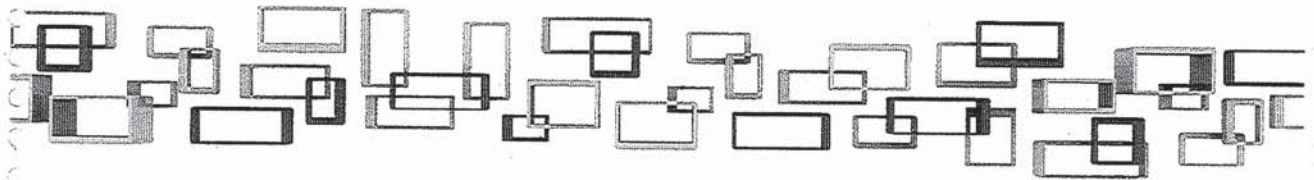
Marisha Childs
Reed Neighborhood Association President

Attachments:

- RNA Advocacy Letter dated Aug. 18, 2011
- RNA Petition dated May 7, 2013
- Reedwood History and Typology dated March 2011



A Mid-Century Neighborhood
March 2011





Aerial photo: circa 1956



Table of Contents



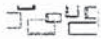
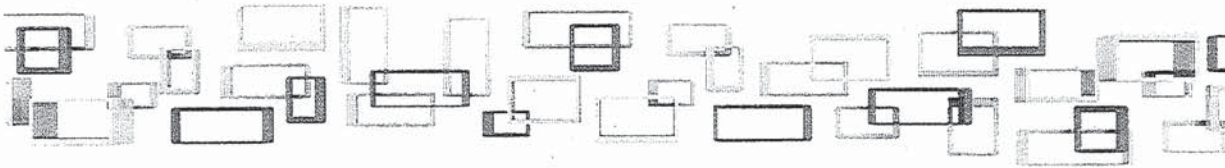
- 1 Reedwood: Early History
 - 1.1 Beginnings and Influences
 - 1.2 Bonebrake and Hansen 1948
 - 1.3 Images 1948
 - 1.4 Bonebrake and Hansen 1955
 - 1.5 Images 1955
 - 1.6 Way W. Lee
 - 1.7 Images
 - 1.8 Colt Family
 - 1.9 Images
 - 1.10 Conclusion
 - 1.11 Images



- 2 Reedwood: Typology
 - 2.1 Reedwood within the Reed Neighborhood
 - 2.2 Plat Maps
 - 2.3 Public Realm: Streets and Utilities
 - 2.4 Home Construction Dates
 - 2.5 Private Realm: Lots and Open Space
 - 2.6 House Typology Map
 - 2.7 House Typology Table
 - 2.8 Conclusion
 - 2.9 Images

Credits: Reed Neighborhood Association: Planning Committee
Dave Vargas, Michael Kisser, Jody Kurilla, Frank Baccellieri and Gabe Headrick
Document created by Gabe Headrick and Steelhead Architecture
Special thanks to: Way and Ken Lee plus Jim, Cynthia and Chris Colt

1 REEDWOOD: EARLY HISTORY



Beginnings and Influences

At the center of the Reed neighborhood is a community of about 150 homes that are unique to inner Southeast Portland. Reedwood is a mid-century neighborhood created and predominantly built between the years of 1955 and 1970. It is characterized by wide streets and low slung ranch and mid-century modern houses. Reedwood was billed as 'Country seclusion...well within the City'. This marketing idea resulted in a suburban type development typical of the 1950's and '60's marketed towards white collar professionals. Winding streets, larger lots and large landscaped front yards separate Reedwood from its adjacent neighborhoods.

Reedwood's planning and architecture is drawn from examples both near and far. Within walking distance to the North and South are excellent examples of mid-century modern architecture by one of Oregon's most famous architects Pietro Belluschi. On the Reed College campus Belluschi assumed head designer and college master planning duties while with the firm of A.E. Doyle in the mid 40s. In 1947 Belluschi designed the Psychology Building, an excellent example of the emerging International Style of modernism. Later, the joint offices of Belluschi and the Portland branch of Skidmore, Owings and Merrill (SOM) designed the MacNaughton Dormitory (1954) and the Foster-Sholz Dormitories (1955) again in the International Modernist style. To the North of Reedwood Belluschi and SOM designed the Tucker Maxon Oral School in 1953. Because of the schools single story post and beam design it may be even more influential to Reedwood than the larger Reed Campus buildings.

Several Portland area neighborhoods were being developed at the same time as Reedwood. Glendoveer, near the Gateway neighborhood to the east, in particular has many similarities to Reedwood. Laid out by renowned architects A. Quincy Jones and Fredrick E. Emmons in 1957, Glendoveer (or Hallberg Homes as it was then known) has the same wide streets and predominantly single-story houses. Jones and Emmons also worked for developer Joseph Eichler between 1951-1964 on the iconic Eichler neighborhoods and houses of Northern and Southern California. The Eichler houses and neighborhoods had received a great deal of attention by 1955 and undoubtedly influenced Reedwood's development.

There are several key characters in the development of Reedwood. First is the partnership of Creed Bonebrake and Earl Hansen (page 1.2), who created the Reedwood plats in 1955. Concurrently Way W. Lee (page 1.6) designed and built the houses on the block between Raymond and Schiller, 33rd Place and 34th Ave. Finally, longtime landowners the Colt family (page 1.8) platted Colt Terrace in 1957. Together these three groups created the neighborhood we all enjoy today, Reedwood.



HALLBERG MODEL HOME



REED COLLEGE MACNAUGHTON DORM

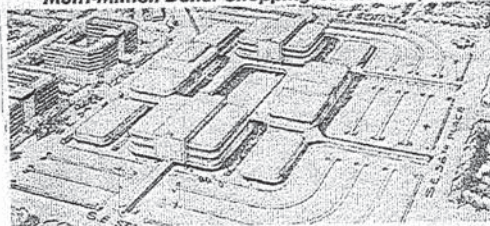


TUCKER MAXON ORAL SCHOOL

REEDWOOD 1.1

Oregon Journal SUNDAY, OCTOBER 4, 1948 B9

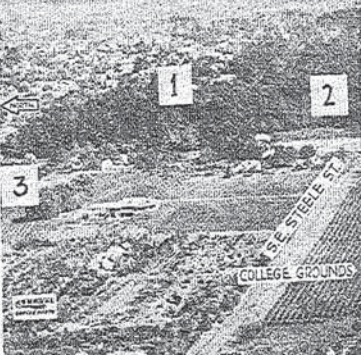
Multi-Million-Dollar Shopping Center Unique



THE BUSIEST DISTRICT of the \$15½ million College Plaza development will have the new "College Plaza" shopping center, estimated to be completed next fall. The center will be located in the area shown in the plan. The plan also shows the building in the foreground.



EARL B. HANSEN
* * * * * Earl B. Hansen



\$15½ Million East Side Business Section Nears Construction Stage

THE UNIVERSITY CITY BUSINESS CENTER has been planned for the new shopping center. The plan also shows the building in the foreground. The plan also shows the building in the foreground.

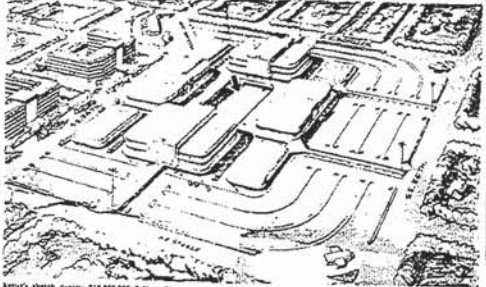
Until 1955 Reedwood was a predominantly forested area with blueberry patches. In the late '40s the land was mostly owned by the Tracy Colt (page 1.8), E.H. Lawrenson, Dave Smith, R.N. Watkins and A.C. (Creed) Bonebrake. Creed Bonebrake was a successful Portland pharmacist who resided in Vancouver, Washington. Bonebrake was the financier of Reedwood's development but not the public face. That distinction belonged to Earl B. Hansen who became Bonebrake's partner in the development of the land. Sometimes nicknamed 'Slick', Hansen was involved in real estate and became the idea man and promoter of the properties development. He was the primary contact to the other land owners and encouraged the development of their land.

In 1948 Earl Hansen led a group in proposing the development of The College Plaza business district. College Plaza was planned to cover roughly 20 city blocks of buildings plus another 15 city blocks of parking. The \$15.5 million project was nearing construction with financing and a long list of lease applicants including an 1800 seat movie theatre and a 17,000 SF food center. In many ways this project was well ahead of it's time as it blended retail, office and residential development in close proximity. High density 'elevator' apartments plus more exclusive garden apartments were planned just to the west of the businesses. This type of mixed use development was unusual for 1948 and required zoning modifications which resulted in hearings before the planning commission. Homeowners in the adjacent, and recently developed, Reed College Heights neighborhood fought and successfully defeated both the zoning changes and the development of the College Plaza business district.

FOUR

1.2

\$10,000,000 East Side Business Development Planned



Reed's sketch depicts \$10,000,000 business development plans. A fire safety department check will be made before the city planning commission. The plan includes a large parking area, a hotel, and a business center.

Development Plans Call for Investing \$15,000,000

Results of what ultimately will be a \$15,000,000 investment in the East Side business development area, planned near Reed college and projected to cover 150,000 square feet of space, will be decided by the city planning commission Friday.

The project, in the center of the city, is to be developed by East Side Development Co., which is headed by Earl B. Hansen, a local real estate developer. The plan includes a large parking area, a hotel, and a business center. The project is expected to create 100 jobs.

The project will be financed by a syndicate as yet unnamed, but including Seattle and New York financial interests, and the local bank, the First National Bank of Seattle. The project is expected to be completed by 1940.

The project is expected to be completed by 1940. The project is expected to be completed by 1940. The project is expected to be completed by 1940.

See Group to Meet
City Assessor's Office

Even underground vehicular traffic will be provided for the completion of pedestrians.



Map indicates location for \$10,000,000 development, the area bounded by E. 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

Architect Return To Army Service
Lt. Col. Wilbert E. P. Portland architect and designer of the new building.

\$15½ Million East Side Business Section Nears Construction Stage

The annual College plaza business and residential development reviewed by the city planning commission at its hearing Friday will be a \$15½ million project including a large area to be developed as an exclusive residential area west of the business section.

Even underground vehicular traffic will be provided for the completion of pedestrians.

There are several cooperating property owners in the area between 65th and 75th streets and 24th and 26th streets with the exception of the southwest corner owned by Lambert garden.

The College plaza business district will cover the equivalent of 25 city blocks with 15 blocks allocated to customer parking.

WANKEN, who will continue under the applicant, will negotiate general contracts and preliminary lease negotiations.

To acquire title to the bulk of the property, nearly 100 checks were required, including one from the University of Washington.

It will be one of the outstanding retail trading centers in the main until abandoned for that use.

JUST WEST of the business area will be a fringe of eleven apartment buildings, construction of which will not be immediate but beyond will be garden court apartments to be built concurrently with the business district.

The planning commission has referred the required zone and street changes to its zoning and street committee.

Financing, based on 65 per cent mortgage coverage, has been arranged with the assistance of the Equitable Life Assurance Society of the United States, which must approve all leases.

WANKEN, who will continue under the applicant, will negotiate general contracts and preliminary lease negotiations.

To acquire title to the bulk of the property, nearly 100 checks were required, including one from the University of Washington.

Porto Rican and one from Hawaii. Construction is expected to start early next summer with the entire business area to be completed in a year except for the north edge of the parking area where a few retailers will remain until abandoned for that use.

LISTED as "typical selections from a long list of lease applicants" are the Glendon Trusts which contemplates an 1800-foot theatre, Park Towers which operates a drug store chain in Oregon and Idaho, the Algonquin Stores which contemplates a 12000-square-foot food center and the J. C. Newberry company.

Cost of business center construction has been estimated at \$15½ million, the site cost at \$7½ million, the site cost at \$7½ million, the site cost at \$7½ million, the site cost at \$7½ million.

PARKING space will cover for 1000 cars, equating about 10 square blocks of downtown equivalent parking. Hansen considers a residential population of about 200,000 within 10 minutes drive of the center is expected to be served.

Principals' property owners in the area are Henry Cook of Cook Bearing Service, Portland; A. C. Snowshole of Portland and Philadelphia; E. H. Lawrence and David Smith of Portland and R. N. Watkins of Tillamook.

THE GREENWOOD Land company, which will be taken over soon by the new ownership syndicate with the same name, also is a land owner in the business area.

Co-ordination of city engineering and planning was made possible through Commissioner Towne, Hansen said.

The latter, born in Tacoma, attended Lincoln high school here and worked out of Portland for the Marine Pacific company in sales promotion following service in World War I.

IN 1928 HE ENTERED the residential development field and became active in construction planning and development engineering in Washington, D. C., New Jersey and New York state prior to returning to Portland and Vancouver at the outbreak of World War II.

He later became assistant government housing project manager at Vancouver. He joined the mercantile bank department of Northwestern Agencies, Inc., here in 1944 and has been engaged since in planning the College plaza development.

REEDWOOD 1.3

Creed Bonebrake and Earl Hansen - 1955

PICTURE YOUR FAMILY IN
REEDWOOD
 RESIDENTIAL PARK
 Where you'll enjoy the life of a country home!

COUNTRY IN THE CITY
 Discover the life of a country home in the heart of the city! Reedwood Residential Park is a new type of neighborhood where you'll enjoy the life of a country home in the heart of the city. The neighborhood is a quiet and secure area of lovely broad lawns and greenery.

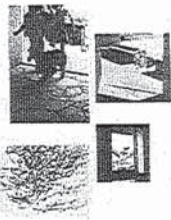
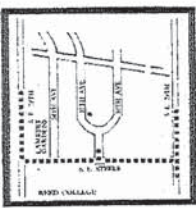
WELL WITHIN THE CITY
 In every family practice, but in Reedwood you'll find the most complete service in the city. Just a few steps from the heart of the city, you'll find the finest schools, churches, and shopping centers. You'll find the best of both worlds in a quiet and secure area of lovely broad lawns and greenery.

CONSTRUCTION BY DESIGN
 Builder Walt Parrot built Reedwood Residential Park with the finest materials and workmanship. He has the best of both worlds in a quiet and secure area of lovely broad lawns and greenery. A very low lot of the Reedwood Residences in

Spacious front lawns include a plan that carry full building construction. One side built with concrete blocks and full of trees.



A PROTECTED NEIGHBORHOOD
 It's a good feeling to know that your home is in a protected neighborhood. Reedwood Residential Park is a quiet and secure area of lovely broad lawns and greenery. The neighborhood is a quiet and secure area of lovely broad lawns and greenery.



SEE THE WORLD'S
YULE PARROT-BUILT HOUSE
 IN
REEDWOOD
 RESIDENTIAL PARK

PICTURE YOUR FAMILY IN
REEDWOOD
 RESIDENTIAL PARK

Sales exclusively by
 Maylor Realty Company
 AT 7787 - SE 42nd

COUNTRY IN THE CITY
 Well within the city

Promo: circa 1959

In 1955 Hansen and Bonebrake revised their plans and set out to develop the modern residential park of Reedwood. Marketing material promotes the country feel just minutes from downtown. Reedwood was platted in 1955 and in 1958 the house at 5205 SE 36th was built as the Reedwood model home. The house sits at the center of the wishbone split between 35th and 36th and is the visual entry to Reedwood. The model home was written about several times in The Oregonian as an example of modern Northwest living.

After the completion of the model home Hansen's involvement diminished and builder Walt Parrot was brought on by Bonebrake. The majority of Reedwood was then sold by lots with buyers responsible for building their own houses. It appears that there were design regulations or CC&R's for Reedwood dictating general zoning.

A Report on Western Oregon's Housing Preferences

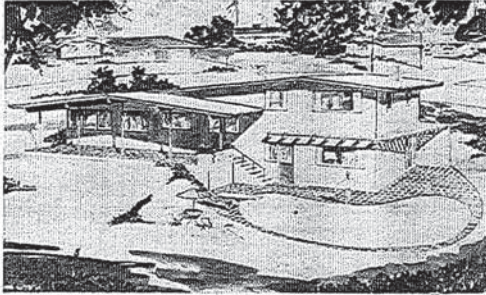
Clatsop, Tillamook, Multnomah, Washington, Oregon

The report discusses housing trends in Western Oregon, mentioning preferences for certain features like large windows, open floor plans, and outdoor spaces. It also includes a photo of a house with a large front lawn and a swimming pool.

105

1.4

Oregon Industries Home Designed for Northwest Living



This home built, shows exterior view of the Oregon Industries Home, built with a swimming pool and covered patio.



Floor plan of Oregon Industries Home to be used for various living activities. Main level has living room, formal dining room, kitchen and bath. Upper level has three bedrooms, laundry room, and utility room, bathroom.

Tri-Level Reedwood Model Home to Be "Custom Engineered" Home Has Four Bedrooms, Two Kitchens, Pool, Covered Patio

The Oregon Industries Home, now under construction from a development home plan by Barnes Construction Company, which has been awarded a family-sized, well-located swimming pool.

The development is scheduled to be constructed by Oregon Industries, operating with the building industry also are participating to make the most of the modern, convenient home. The home, which has multiple, interconnected features, will be the model for the new generation of homes to be built in the Portland, University, St. Helens and the Forests as well as elsewhere.

The model home will be a double lot. The higher level will be used for the main living area. The main level will be a "main" living area, which the Oregon Industries Home will feature. Each part of the building is being made as if it were part of the same unit. The complete floor plan of the house is shown on the right-hand page.

Features of the home will be efficient storage and great light. The kitchen will have a built-in refrigerator and a built-in stove. The living room will be a large, open-plan living area. The main level will have a large, open-plan living area. The main level will have a large, open-plan living area.

The main level will be a large, open-plan living area. The main level will have a large, open-plan living area. The main level will have a large, open-plan living area.

The main level will be a large, open-plan living area. The main level will have a large, open-plan living area. The main level will have a large, open-plan living area.

On the main level are the living room, formal dining room, kitchen, main level and formal dining room. The main level is placed over the back of the house out of the living room and formal dining room.

On the upper level are the bedrooms and two full baths. The main bedroom is 12 by 12 feet and has a private bath with shower. The other bedrooms are 10 by 10 feet and 10 by 10 feet. On the lower level are a fourth bedroom, utility room, laundry room and bathroom.

The main bedroom is located between the main level and the living room of the house. From the living room one can go directly into the main bedroom, or to either of the two bedrooms on the main level. There is a private bath with shower in the main bedroom. There is also an entry to the living room from the main bedroom living room and dining room.

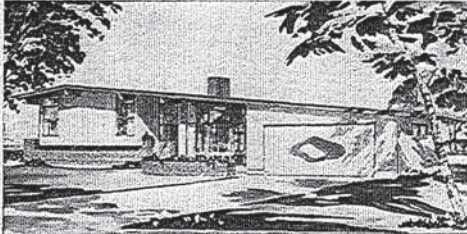
Features of the main bedroom include the use of the main bedroom, formal dining room and living room. The main bedroom is located between the main level and the living room of the house. From the living room one can go directly into the main bedroom, or to either of the two bedrooms on the main level. There is a private bath with shower in the main bedroom. There is also an entry to the living room from the main bedroom living room and dining room.

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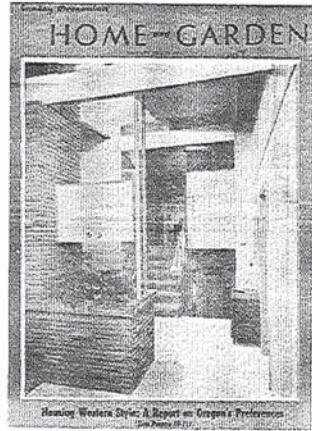
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Home Has These Fine Features:

- Segregates Activities of the Family
- Separate Kitchen for the Party Room
- Emphasizes Oregon Produced Materials
- Combines Modern, Traditional Design
- Three Bedrooms Upstairs, One Down
- Home Blended to Natural Terrain
- Completely Custom-Built Kitchen



From back view home has swimming pool, hot tub, formal dining room, kitchen and living room. Upper level has three bedrooms, laundry room, utility room, bathroom.



Home - Garden. Heating, Western Style. A Report on Oregon's Preferences. See Page 11, 12.

REEDWOOD 1.5

Way W. Lee



Open House: 1959

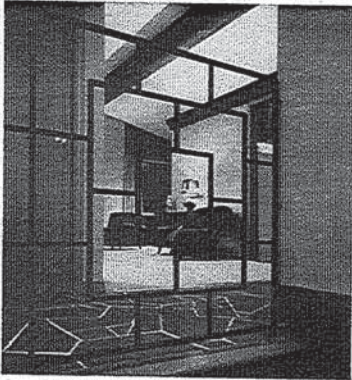


Open House: 1959

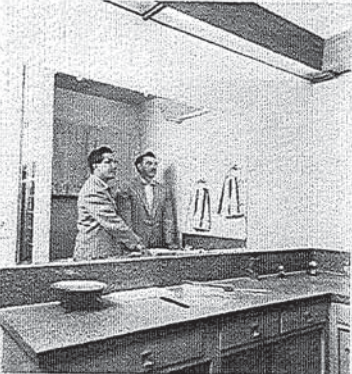
While Hansen and Bonebrake were promoting Reedwood the block between Raymond and Schiller, 33rd Place and 34th Avenue was being developed by Way W. Lee. Way, an OSU graduate who majored in engineering and minored in architecture, acted as both designer and contractor. After building his own house in 1952 at 4908 SE 33rd Place (where he still lives), Way set out to acquire more land to develop. His acquisition of land was not easy. As a minority he faced a great deal of discrimination and land owners who refused to sell to him. Only by enlisting his neighbor (and business associate) Mr. Hemstreet to act as a middle man in the purchase was Way able to acquire land. At that time the Hellmans Addition plats were all 50x100 lots. Way combined lots to form five new properties; 4805 SE 34th, 3362 and 3350 SE Schiller, 4912 SE 33rd Place and 3353 SE Raymond Street. Three of the lots were sold to families whom hired Way to build their houses while the other two were speculative houses that were sold after they were completed.

Out of these homes 3353 SE Raymond Street brought Way the most attention. It served as his model home and drew an estimated 30,000 visitors during its 6 weeks of open houses. During construction of these first five homes Way purchased more land on the same block from William Smith. This purchase resulted in the rest of the houses on the block; 3357, 3369 and 3377 SE Raymond Street, 4811 SE 34th and 4917 SE 34th where Mr. and Mrs. Smith still live.

Way W. Lee went on to develop, design and construct many other houses adjacent to his original block as well as houses in the Reedwood and Colt Terrace plats. He also designed and built the Garden Terrace Apartments and a few commercial buildings along SE 28th and SE 26th. Way's office is also in the Reed neighborhood at 5210 SE 26th. Due to both the quality of his designs and the quantity of built work Way W. Lee had perhaps the single most influence on the appearance of Reedwood today.



Partial view of living room from basement stairway shows sun-shutter lighting in trough helps to light kitchen area and illuminate beamed ceiling.



Builder Way W. Lee, left, consults with electrical contractor Ned Sorenson on indirect valance lighting in bathroom, which eliminates usual glare.

september, 1956

Fornica-topped vanity. The master bath also features colored plumbing. (Another complete bathroom is in the basement.) An automatic five-minute to 1/2-hour time switch on the bath ventilating fan is another electrical feature.

Twin spot floods provide safety and convenience in the garage and rear patio areas. A weatherproof plug outlet was placed for use in the patio. A bracket light covers the main entrance, where a flush chime is installed.

Adequately Wired Throughout. All those wiring items add up to spell adequate wiring throughout! The home has a 100-ampere service entrance, with 14 circuits. Mercury switches give noiseless sequence switching control, and there is a three-way switch to control hall, living room and basement lights. Triplex plus were installed for all convenience outlets.

Beam and truss construction are used in the home. This type construction allows free span in the basement, making an easier layout for the recreation room, which is finished in natural cedar planking.

Includes Four Bedrooms. On a lot 70 by 100 feet, the home includes 1,100 square feet on the main floor alone. There are two bedrooms on the main floor and two on the lower floor, and a full daylight basement. The wood trim in the house is of bleached mahogany.

There is a double garage port which has room for extra storage.

Two fireplaces are included in the home, both of which are brick to the ceiling. Marmite catches are used on all the cabinets and the closet doors are sliding.

Works with Clients. Builder Lee works with each of his clients to plan the most functional house within their price range. His eventual development will include 30 homes. The average price will be \$22,000, and the houses will be financed by conventional and FHA loans. The range and dishwasher can be included in the mortgage package.

When asked why he includes adequate wiring and special lighting features in his homes, Mr. Lee replied: "I want to provide a more adequately wired home for people and the special lighting provides atmosphere and accents interesting features in the home."

12 - The Era - September 20, 1956

Reed 1954 "model home" still impresses today

The Lee home was one of the first to be built in the area. It was built in 1954 and is now being shown by the Lee home. The Lee home was one of the first to be built in the area. It was built in 1954 and is now being shown by the Lee home.



The photo and illustration on the Northwest Portland boardwalk, and its remarkable building, were planned by architect Nelson McCarty, who can be contacted at 484-2222.

the plans suggest. Difficulty over thirty thousand of them. The model home has no public display but was shown by the Lee home. The Lee home was one of the first to be built in the area. It was built in 1954 and is now being shown by the Lee home.

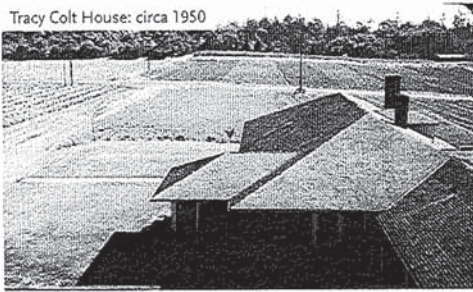
Including average cross-section of houses in that Mr. Lee built in this area, including single story homes, two-story homes and three-story homes. The Lee home was one of the first to be built in the area. It was built in 1954 and is now being shown by the Lee home.



New Kitchen Function.

REEDWOOD 1.7

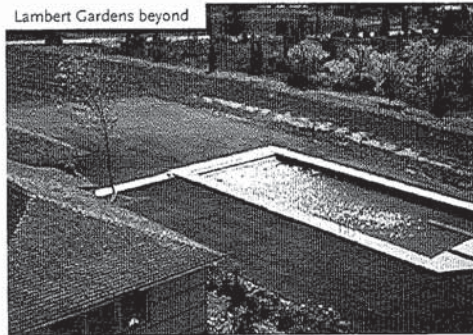
Tracy Colt House: circa 1950



SE Steele and 33rd: circa 1950



Lambert Gardens beyond



The Colt Family

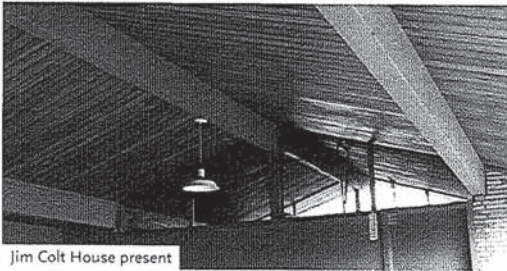
In 1945 Tracy Colt bought a 10 acre parcel of land from a Reed College professor. The property stretched from Steele to almost Raymond Street and from 32nd Avenue to 33rd Place. Colt owned Colt Bearing Services located in downtown Portland in what is now known as the Bearing building at NW Everett and 11th. In 1947 he hired Roscoe Hemenway to design the Colt house at 5215 SE 32nd Avenue. Hemenway was one of Portland most respected residential architects of his time know mostly for his Colonial Revival designs in the west hills. The Tracy Colt house backed up to Lambert Gardens and still occupies the largest parcel of land in Reedwood at 36,000 SF.

In 1957 Colt Terrace was platted and the first house at 5215 SE 33rd Avenue was built. The house was originally built for James (Jimmy) Bissio, the well known owner of Bissio Motors. When Bissio became ill he sold the house back to Tracy's son Jim who still lives in the house with his wife Cynthia. This house was designed to set a high standard for homes in Colt Terrace. The old growth tongue and groove ceilings, true post and beam construction and finely detailed clerestories are the best example of mid-century modern design in Reedwood. Jim went on to build the adjacent house at 5211 SE 33rd Avenue as well. The Colts also built the house at 5205 SE 32nd adjacent to the Tracy Colt house where Jim's son Chris lives. Colt Terrace properties did have design requirements or CC&R's that required large front setbacks and restricted on street parking.

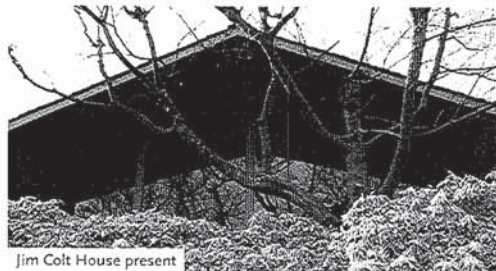


Lambert Gardens peacock

Jim Colt House: circa 1957



Jim Colt House present



Jim Colt House present

REEDWOOD 1.9

Conclusion

The properties and developers mentioned on the previous pages were only the beginning of Reedwood. Development continued through the '60s and into the '70s with many distinctive houses constructed. The typology of these houses and the neighborhood as a whole is covered more in part 2.

The early years and the three parties discussed clearly set the standard, both written and by example, of all the development to come. As a whole the neighborhood has a very cohesive feel with the majority of the houses matching in scale and placement.

The marketing tag line of 'country living within the city' is very true today. While most mid-century developments favored suburban locations both for social lifestyle reasons and as a result of a lack of close in un-built land Reedwood is unique as the only complete mid-century neighborhood within inner SE Portland.

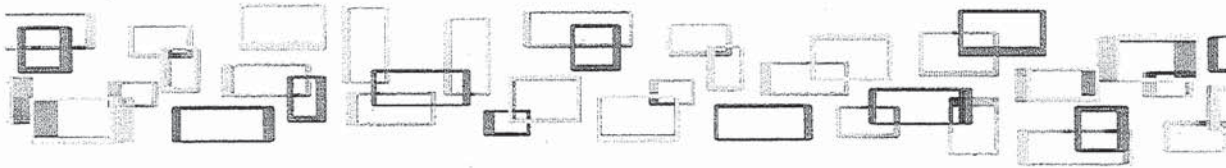




Aerial photo: circa 1958

REEDWOOD 1.11

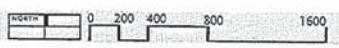
2 REEDWOOD: TYPOLOGY



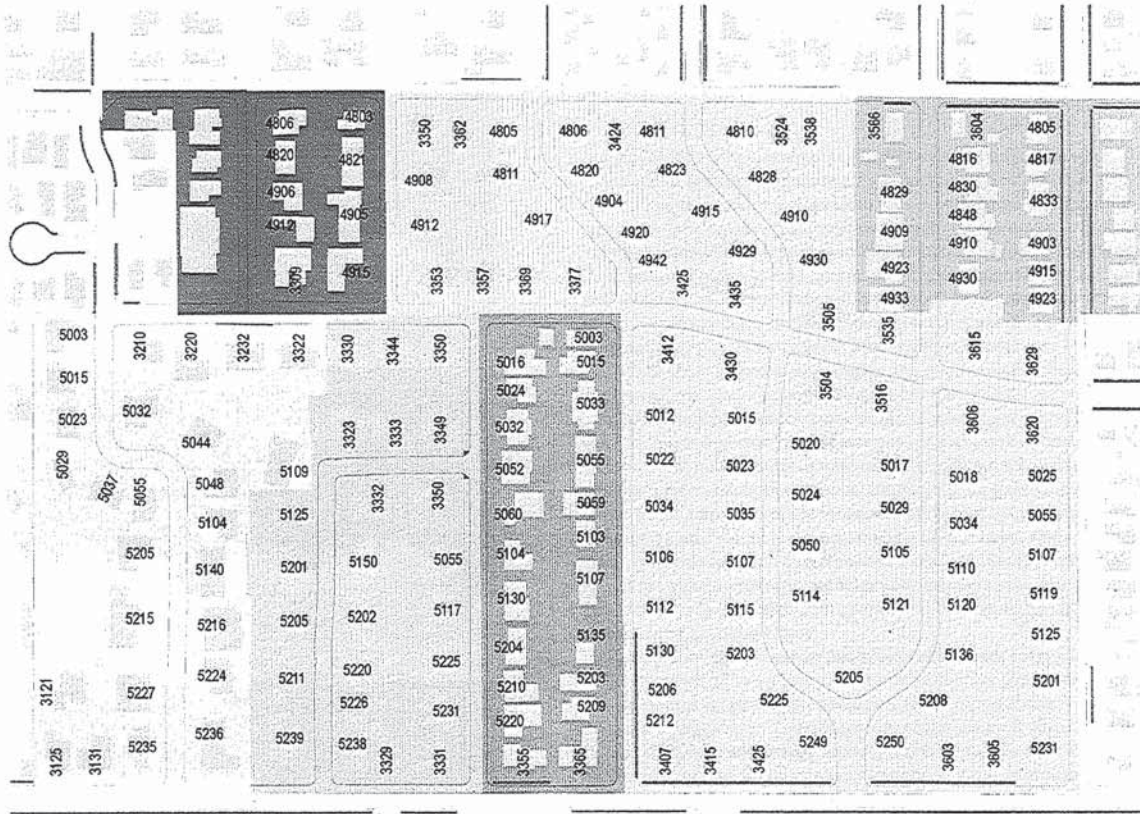
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REEDWOOD WITHIN THE REED NEIGHBORHOOD



REEDWOOD 2.1




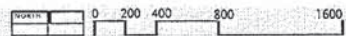
REEDWOOD 1955
 SECTION 13, 19??

HELLMANS ADD 1925 (MOD.)
 BUNNELL TERR, 1979

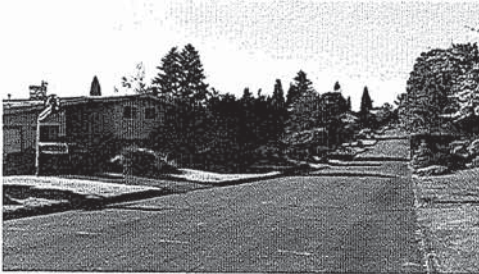
GREENWOOD 1890 (MOD.)
 NORWALK HTS, 1909 (MOD.)

COLT TERRACE 1957
 SEACHREST 1907 (MOD.)


PLAT MAPS



2.2



Public Realm: Streets and Utilities

In the late '50s the car was king. Neighborhoods were laid out with automobile access in mind and Reedwood is a prime example. One of the first things you notice about Reedwood are the wide streets and lack of sidewalks. The numbered streets running north / south are all roughly 30 feet wide. Raymond Street running east / west varies between 35 to 40 feet in width making it the central spine to the neighborhood. These streets are significantly wider than the typical 25 - 28 foot wide Portland street.

The lack of sidewalks also contributes to the visual width of the streets giving the illusion that the property lines extend all the way to the street curb. Because so many of the houses have 2-car garages and large driveways there are far fewer cars parked on the street again contributing to the perceived width of the streetscapes. Ironically the wide streets actually attract lots of pedestrians, particularly on Raymond Street where kids on bikes and neighbors walking their dogs are a constant.

Another unique feature to Reedwood is the locations of power poles and lines along the interior block property lines. The lack of power lines along the fronts of houses keeps the visual clutter to a minimum and again gives a unique feel. Other mid-century neighborhoods implemented this same strategy including the Glendoveer / Hallberg Homes neighborhood designed by mid-century masters A. Quincy Jones and Frederick Emmons. Jones and Emmons perfected these types of neighborhoods with Joseph Eichler in California throughout the 1950's and the Reedwood developers were certainly influenced by this work. While our view of the automobile has changed over the years this type of streetscape is historically important as a time capsule of a different time in American society. It also makes Reedwood unique from the adjacent neighborhoods and instantly recognizable as you travel through.



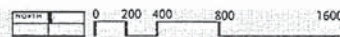
BUILT PRIOR TO 1955 - 9%

BUILT 1955-1961 - 28%

BUILT 1962-1969 - 43%

BUILT AFTER 1969 - 20%

HOME CONSTRUCTION DATES



2.4



Private Realm: Lots and Open Space

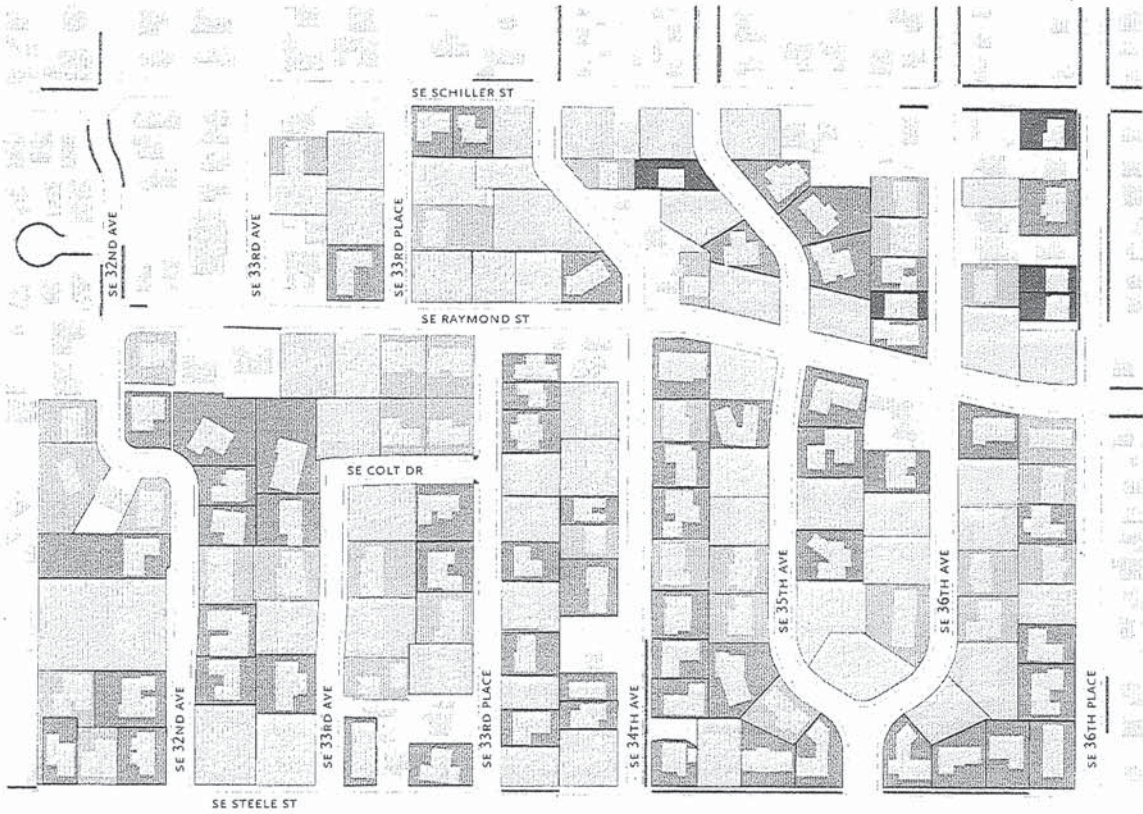
Reedwood consists of several different plat areas as shown on the previous pages map. The majority of the lots have a street frontage width between 70-100 feet while maintaining an average depth around 100 feet. Essentially the lots are 1.5 to 2 times the size of the typical Portland 50x100 lot. The average lot area in Reedwood is 8,500 square feet and 85% of the properties are more than 6,000 square feet.

Many of the lots have either curved or angled front property lines. As was common during the period many of the streets have modest S-curves which cut down on the perceived street lengths and contain the site lines within the neighborhood. The split streets of 35th and 36th Avenues forming the wishbone blocks at the heart of Reedwood also contributes to the unique lot shapes.

The houses are typically set back further from the lot line than most Portland neighborhoods. Front setbacks of 20-25 feet are common and the lack of sidewalks further contributes to the super wide street side green space. Reedwood residents have taken advantage of this added space to create some amazing landscaped and hardscaped areas. While there are many large trees left over from the former wooded area, the majority of the trees are medium in size reflecting their 50 year old age. Many of the Reedwood houses follow the common mid-century layout of a more solid and closed public face while opening up with large windows to the private back yard. The outdoor patio or deck spaces will more than likely be found in the rear of the houses. Swimming pools are also very abundant in Reedwood back yards. The houses were marketed towards upper income professionals and the swimming pools reflect this demographic.

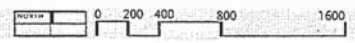
LOTS AND OPEN SPACE

REEDWOOD 2.5


















- HIP ROOF BUNGALOW
- HIP ROOF RANCH
- MCM CLERESTORY GABLE, MCM SPLIT LEVEL OR DRIVE THRU
- SPLIT LEVE OR RAISED RANCH
- COURTYARD OR TYPICAL RANCH
- OTHER

HOUSE TYPOLOGY MAP



2.6

 HIP ROOF BUNGALOW	<p>Medium to steep pitch hip roof with shallow overhangs. Overhang soffits are flat, no exposed rafters. Square floor plan, narrow street frontage. Single story above grade with a full basement and light well windows.</p>	
 HIP ROOF RANCH	<p>Low slope hip roof with deep overhangs. Overhang soffits are flat, no exposed rafters. Long floor plans with long street frontage. Brick or stone wainscoting at entries. Single story above grade with a full basement and light well windows.</p>	
 MCM CLERESTORY GABLE, MCM SPLIT LEVEL OR MCM DRIVE THRU CARPORT	<p>All share low slope gable roof with deep overhangs, exposed beams and rafters.</p> <p>Gable version: Gable runs both directions with one facing the street frontage that often has clerestory windows. Long floor plans with long street frontage. Brick or stone wainscoting at entries. Single story above grade with a full basement and light well windows.</p> <p>Split Level version: Open face of gable parallel with street frontage. Entry is on the middle split and includes public spaces. Bedrooms are up a half level and recreation rooms are a half level down.</p> <p>Drive thru version: Open face of gable perpendicular to street frontage. The gable extends over the driveway forming a large covered drive through. Typically two stories above grade.</p>	 
 SPLIT LEVEL OR RAISED RANCH	<p>Both share low slope gable roofs (occasional hip roofs on split levels) with medium depth overhangs. Roofs typically run with the open face perpendicular to street frontage.</p> <p>Split level version: Entry is on the middle split and includes public spaces and often the garage. Bedrooms are up a half level and recreation rooms are a half level down.</p> <p>Raised ranch version: Similar entry but a full story up and full story down.</p>	 
 COURTYARD OR TYPICAL RANCH	<p>Both share low slope gable roof, open face perpendicular to street frontage, with deep overhangs, exposed beams and rafters. Single story above grade with a full basement and light well windows.</p> <p>Courtyard version: Typically two separate gables front the street forming a courtyard entry.</p>	 
 OTHER	<p>Style varies but usually from older or newer time period.</p>	

HOUSE TYPOLOGY TABLE

Conclusion

Many factors contribute to making Reedwood a unique neighborhood. Some obvious like the wide streets and low slung houses, some less visible (literally) such as the telephone lines and swimming pools. The overall result is a fairly clear delineation of the neighborhood boundary. The consistency of the street widths and appearances, lot sizes, front setbacks and home heights is a result of the time period the neighborhood was developed and some clear design guidelines implemented and followed by the original developers.

Reedwood by the numbers:

184

Properties in Reedwood

8,500

Average lot area in Reedwood

71%

Houses built between 1955 - 1969



REEDWOOD 2.9



REED

NEIGHBORHOOD ASSOCIATION

Matt Wickstrom
SE District Liaison
City of Portland,
Bureau of Planning and Sustainability

Re: Reed Neighborhood Zoning Advocacy

Dear Matt,

Thank you for attending our special meeting on August 18th, 2011 for a vote on zoning within the Reed Neighborhood. Also thank you for your participation over the past year plus on these issues, it is greatly appreciated. As you saw and heard during the meeting we presented and then voted on the following two proposals:

- 1 The Reed Neighborhood Association (RNA) shall advocate for all areas within Reedwood and Reed College Heights (as defined by zoning maps 3533, 3534 and 3634) that are currently zoned as R7(R5) to be changed to R7 only. In addition the RNA shall advocate for the Reedwood blocks between SE Raymond to SE Schiller and between SE 32nd Avenue to SE 36th Place that are currently zoned R5 to be changed to R7.
- 2 The Reed Neighborhood Association (RNA) shall advocate for the Reedwood area, as bordered by SE Steele to the south, SE Schiller to the north, SE 36th Place to the east and SE 32nd Avenue to the west, to have a Plan District established that reflects the areas unique development characteristics. The Reedwood Plan District would have the following requirements in addition to the R7 zoning:
 - Front yard setbacks to be 20-feet
 - Minimum lot size to be 6,000 square feet
 - Maximum height to be 20-feet
 - Flag lots are not allowed

Both proposals were approved with a vote of 32 in favor and 1 opposed. With this cover letter I'm including a PDF of both the presentation material from this Aug. 18th meeting and of the Reedwood History + Typology document. Please consider this package our official advocacy for these important zoning changes to the Reedwood and Reed College Heights portions of the neighborhood.

As we've discussed the Reed Neighborhood Association is happy to discuss with planning other methods for achieving the goals laid out by these proposals. Please keep me updated as you proceed into the comprehensive plan and discuss our advocacy with your coworkers.

Regards,



Gabriel Headrick, AIA
Reed Neighborhood Association President







REED NEIGHBORHOOD ASSOCIATION PETITION

MAY 7, 2013

This petition is in support of the zoning changes proposed by the Reed Neighborhood Association (RNA) at a special meeting on August 18th, 2011. At this meeting the RNA presented two zoning issues to the neighborhood for a vote. The vote tally was 32 in favor and 1 opposed. This affirmative vote allowed the RNA to advocate to the City of Portland Bureau of Planning and Sustainability for the zoning changes. As a follow up to this vote the Bureau of Planning and Sustainability has requested this petition to be submitted. By signing you are stating your support for the zoning changes described in the letter forwarded to the Bureau of Planning and Sustainability on September 28, 2011. Questions email gabe.headrick@gmail.com

DATE	NAME	ADDRESS	PHONE OR EMAIL ADDRESS
5/23/13	Michelle Madril	3420 SE Laymen St 97202	mmadrill@comcast.net
5/27/13	Robert Rogahn	4923 SE 36th Place 97202	503-774-0758
5/27/13	Brian Fragosse	4924 SE 36th Pl. 97202	bfragos172@aol.com
5/27/13	Alexis Lee	4916 SE 36th Pl 97202	lexi8278@gmail.com
5/27/13	Dina Anderson	4833 SE 36th Pl. 97202	503 709 0826
5/27/13	Annick Iyer	4805 SE 36th Pl 97202	503 493-1271
5/27/13	Megan Webber	4832 SE 36th Pl 97202	megan.m.webber@gmail.com
6/2/2013	KAREN SERESWIM	5107 SE 36th PL. 97202	SERESWIM@COMCAST.NET
6/2/13	Ellen Ultrick	6115 SE 36th Pl. 97202	ultrick@pacifer.com
6/2/13	H. DUNN	5201 S.E. 36th Pl	503-775-8438
6/2/13	STEVEN J. SCHWEITZER	5025 SE 36th 97202	503-432-8464
6/2/13	Alice Huer	3606 SE Raymond	503 503 aythad.com
6/2/13	DORIS KORBBA	3516 SE RAYMOND PORT. OR 97202	503-775-0296
6/2/13	Bob Sanders, 3505 SE RAYMOND	Portland OR 97202	503 771-2001
	Robert D. Sanders	503 777-6577	
6/2/13	Gail Sanders	3505 SE Raymond Portland OR 97202	503 777 6577
	Gail Sanders		

<u>DATE</u>	<u>NAME</u>	<u>SIGNATURE</u>	<u>ADDRESS</u>	<u>PHONE or email</u>
6/2	Mark A Brown		4915 SE 36th	503-234-2667
6/2	David Frank Missetich		3629 SE Raymond	503-236-5895
6/2	Kathryn Missetich		3629 SE Raymond	" " "
	d.k.missetich@comcast.net			
6/3	James Hartz		3600 SE. Raymond St	503-806-4482



REED NEIGHBORHOOD ASSOCIATION

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DATE	NAME	ADDRESS	PHONE OR EMAIL ADDRESS
5-31-13	Mary Come McComb	5100 SE 34th	503 771 3145
5-31-13	John McComb	5106 SE 34th	503 771 3145
5-31-13	Bill Williams	5034 SE 31th	503 442 5000
5-31-13	Jim	5034 SE 34th	771-570 8169
5-31-13	Ann Brown	5012 SE 34th	503 775 1439
5-31-13	Ann Helms	5107 SE 34th	503 772-1402
5/1/13	Ann Carlson	5015 SE 34th	503 208 3389
5/1/13	Roberta G. Palmer	5103 SE 34th	503-774-4667
5/1/13	Kenneth Maki	5112 SE 34th	503-788-9415
5/1/13	Ami Fisher Corby	5130 SE 34th Ave	503-775-2223
5/1/13	Judy E Nelson	5203 SE 34th Ave	503-234-8903
5/1/13	J.C.	3365 SE Steele	503-771-4230
6/1/13	Judith Appel	3365 SE Steele St	503-771-4230
6-1-13	Gill	5023 SE 34th	503-777-8357
6-2-13	Jody Kuntz	5005 SE 34th	503-777-1041



REED NEIGHBORHOOD ASSOCIATION PETITION

MAY 7, 2013

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DATE	NAME	ADDRESS	PHONE OR EMAIL ADDRESS
6-6-13	Frank Baccellieri	5205 SE. 36 th Avenue	503-772-5165
6-6-13	Matthew Baccellieri	5205 SE. 36 th Ave	503-772-5165
6/6/13	[Signature]	5114 SE 35 th Ave	503-771-8211
6/6/13	Ca Burton	5035 SE 35 th Ave	503-772-2035
6-6-13	[Signature]	5035 SE 35 th Ave.	503-772-2035
6-6-13	Carol Miller	5024 SE 35 Ave	503-477-4380
6-9-13	Martine Baccellieri	5205 SE 36 th AVE	503-772-5165



REED NEIGHBORHOOD ASSOCIATION

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DATE	NAME	ADDRESS	PHONE OR EMAIL ADDRESS
6/10/2013	Kathryn Kirkland	5050 SE 36 th Ave	503 254-0482
6/10/2013	Jenna Kirkland		503-335-8719
6/10/13	Rachel Brown	5208 SE 36 th Ave	503-335-8719
6/10/13	Mike Swann	5208 SE 36 th Ave	503-775-8760
6/10/13	Christina Williams	5120 SE 36 th Ave	503-775-8760
6/10/13	Priscilla Williams	5120 SE 36 th Ave	503-775-8760
6/10/13	Bronck Williams	5120 SE 36 th Ave	
6/10/13	HEIDI GUIDE	5034 SE 36 th AVE.	503-775-5136
6/10/13	Norman Guide	5034 SE 36 th Ave	503 775 5136
6/10/13	Pat & Dave Vargas	5018 SE 36 th Ave	503 771 8074
6-10-13	Brad & Colleen & Alex	5017 SE 36 th Ave	503-775-5449
6-10-13	Doug & Ruth Mendenhall	5121 SE 36 th Ave	503 236-8718
6-11-13	Bob & Dalbi Burns	4930 SE 36 th Ave	503-771-0993
6-11-13	Howard Kluck	4821 SE 36 th Ave	503 771-5163
6-11-13	Ric Zitterfeldt	4909 SE 36 th Ave	503 771-0925
6-11-13	Carol Zitterfeldt		



REED NEIGHBORHOOD ASSOCIATION PETITION

MAY 7, 2013

This petition is in support of the zoning changes proposed by the Reed Neighborhood Association (RNA) at a special meeting on August 18th, 2011. At this meeting the RNA presented two zoning issues to the neighborhood for a vote. The vote tally was 32 in favor and 1 opposed. This affirmative vote allowed the RNA to advocate to the City of Portland Bureau of Planning and Sustainability for the zoning changes. As a follow up to this vote the Bureau of Planning and Sustainability has requested this petition to be submitted. By signing you are stating your support for the zoning changes described in the letter forwarded to the Bureau of Planning and Sustainability on September 28, 2011. Questions email gabe.headrick@gmail.com

DATE	NAME	ADDRESS	PHONE OR EMAIL ADDRESS
1/2/13	Colleen C. Morris	5033 SE 31 st Ave	503-775-5447
2/2/13	Sherry Alexander	5059 SE 34 th Ave	503-774-0263
2/5/13	Flora Ardelean	Olddecan 5206 SE 34 th Ave	503 775-1419
2/3/13	David Gill	3407 SE Steele St 97202	503-774-1994
2/3/13	Justin Mander	2415 SE Steele 97202	503-771-1362
4/1/13	Isabel Trevi	3415 SE Steele St 97202	503-771-1362
2/4/13	Mario Davi	3425 SE Steele St 97202	503-775-6310
	Unipoppers		

REED

NEIGHBORHOOD ASSOCIATION

REED NEIGHBORHOOD ASSOCIATION PETITION

MAY 7, 2013

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 Questions email gabe.headrick@gmail.com

DATE	NAME	ADDRESS	PHONE OR EMAIL ADDRESS
5-30-13	Lee Rasmussen	5315 SE 34th Pmt DR	1ovise97202@msn.com 503 771 2466
5-20-13	MARGAUNT C DUNN	5344 SE 34th	503-774-1461
	Bob Rinde	3542 SE Harold Ct	H 503 979 6329
5-30-13	MATT RASMUSSEN	5325 SE 34th Ave.	CS03 310 6292
5-30-13	GEORGE & DONNA MILLAK	5355 SE 34th	503-774-0139
5/30/13	Peter Bofrossian	5345 SE 34th	503-488-5597
5/30/13	Bart Butell	5355 SE 34th AVE.	503-703-0044
5/30/13	Richard Hummi	5365 SE 34th AVE	503-307-5365
5/30/13	Dattu Wjman	3405 SE Insley	503 867 1610
5/30/13	Carlene Modjicki	5354 S.E. 34th Ave	503-711-6111
5/30/13	Kathryn Gallagher	5334 SE 34th Ave	503-774-5050
5/30/13	TRAVIS RISTICK	5345 SE 35th AVE	503-789-4844
5/30/13	Sue Janson	5335 SE 35th AVE	503-781-1078
5/31/13	Odes P. Kvist	5215 SE 35th Ave	503 788-0707
5/31/13	Becky Krape	5305 SE 35th	503-789-7815
5/31/13	Rav Dhanwal	3534 SE Sweet St.	RAV.DHAWAL@ATTN.ATL.COM

REED

NEIGHBORHOOD ASSOCIATION

REED NEIGHBORHOOD ASSOCIATION PETITION

MAY 7, 2013

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Questions email gabe.headrick@gmail.com

DATE	NAME	ADDRESS	PHONE OR EMAIL ADDRESS
5/31/13	Beverly Payment	3544 SE Steele St.	mbpay855comcast.net
5/31/13	Linda Lupu	3554 SE Steele St.	lindalupu@hotmail.com
5/31/13	Brynden McNew	3606 SE Steele St.	Brynden@gmail.com
5-31-13	Charles W. Arbuckle	3616 SE STEELE ST	Chuckarb@aol.com.
5-31-13	David Surridge	3646 SE STEELE ST	360.5402.5883
5-31-13	Grace Tara-Hikeman	3656 SE STEELE ST	503.891.4173
5-31-13	Susan Carlson	3641 SE Insley St.	503-775-2561
5/31/13	Bob SE Colo	3621 SE Insley	503 771-1729
5-31-13	JOAN CRICHTON	3611 SE Insley St.	503.522.0083
5-31-13	Judy Theiler	3565 SE Insley St	503-788-0155
6-1-13	John Cromett	3425 SE Insley St	503-779-5996
6/1/13	Peter Smith	5324 SE 35 th St	503 312-8694
6/1/13	Svetlana	5314 S.E 35 Ave	503 775-0915
6/1/13	Susan Lakerwood	3434 SE Insley	503 975-6675
6/1/13	Jane Prince	3350 SE PDX	
6/1/13	Karla Chan	3400 SE HAROLD CT.	503-774-5924



NEIGHBORHOOD ASSOCIATION

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Questions email gabe.headrick@gmail.com

DATE	NAME	ADDRESS	PHONE OR EMAIL ADDRESS
6/1	Carla Cullerton	3404 SE Harold Ct	503 788 8931
6/1	Pam Eckelson	3456 SE Harold Ct	orepam@yahoo.com
6/1/2013	Sienna H. Orie	3530 SE Harold Ct	orange1776@gmail.com
6/1/2013	CARLA PENTECOST	3574 SE HAROLD CT	503-771-9328
6/1/2013	Ann Marentette	3500 SE Harold Ct	503-777-3100
6/1/2013	Jane Nicholson	3639 SE Inslay St	503 777-8283
6/1/2013	PHILIP N. DAVIS	5345 S.E. 37 th Ave.	503-310-0362
6-7-13	RAY WESSELMAN	3532 SE JWSLEY	503 771 5505
6/1/2013	BENJAMEN SCAROLA	5314 SE 34 th AVE.	915.385.9624
6-1-2013	Raemarie Arrigotti	3401 SE Harold Ct.	503-775-4496
6-1-13	Michael J. Emerit	3348 SE Harold Ct.	503-775-7483
6-2-13	Jill M. Kraschew	3429 SE Harold Ct	503-775-2076
6-2-13	PEGGY ENGLISH	3445 SE HAROLD CT.	503.788.1697
6-2-13	Ann Part	3505 SE Harold Ct	503-774-9664
6-2-13	Lorin Rice	3526 SE Harold Ct	503-775-2228
6-2-13	Katharine Jay	3444 SE Inslay St.	503-775-0736
6-2-13	Keith Burtran	3340 SE Harold Ct	503-774-7060

REED

NEIGHBORHOOD ASSOCIATION

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Questions email gabe.headrick@gmail.com

DATE	NAME	ADDRESS	PHONE OR EMAIL ADDRESS
6-3-13	Brooke Wilcox-Jones	5306 SE 27TH brookewj@gmail.com	503-384-0414
6/3/13	Elizabeth Naciri	5305 SE 37TH enaciri@rpa.com	503 774 547
6-3-13	Adrian Huether	5315 SE 37th Ave	503-773-4967
6/3/13	Richard E. Swanson	5330 SE 37th Ave.	503-774-5826
6/3/13	Judith K. Hansen	3625 SE Insley Ct	503-774-7562
6/3/13	G. M. Clausen	3626 SE Insley Ct.	503-772-4500
6/3/13	Kim Schetter	3559 SE Harold Ct	503.788.3947
6/3/13	Monica Kleier	3569 SE Insley St	503 775 6562
6/3/13	Felipe Senger	5325 SE 35th Ave	503-777-6737
6/5/13	Jeff DAN	5324 SE 35th Ave	
6/5/13	Elizabeth WA	3542 SE Insley St	503-788-2061
6/5/13	Norvine Smiley-Smith	3558 SE Harold Ct.	503-774-4956
6/5/13	GARY J. MUNEY	3545 SE Harold Ct.	503-519-8871
6/5/13	KEITH BROWN	3504 SE Harold Ct	503 788 2213
6/5/13	Paula Dusky	3414 SE Harold Ct	503 775 6414
6-6-13	Jean Bentley	3565 S.E. Insley	503-788-0153

HEADRICKS



REED NEIGHBORHOOD ASSOCIATION PETITION

MAY 7, 2013

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 Questions email gabe.headrick@gmail.com

DATE	NAME	ADDRESS	PHONE OR EMAIL ADDRESS
6/10/13	Geoff Dorn	3535 SE INSLEY CT	Geoff.DORN@gentle
6/10/13	ALVIN GRATHL	3555 SE INSLEY A	503-775-3131
6/10/13	Bill Andresonek	5437 SE 37th Ave	503-775-3029
6/10/13	Talia Gad	3555 SE Harold Ct	503-234-7379 ^{talia.gad@gmail.com}
6/10/13	Jeff Jilot	3551 SE Harold Ct.	503-288-6763 ^{jjilot@gmail.com}
6/10/13	Dorimola Benoumeza	3525 SE Harold	—
6/10/13	Suzanne McFarlane	3405 SE HAROLD ST	503, 777, 8370
6/10/13	Jan Beathay	3416 SE Insley	503-771-0027
6/10/13	Martha Benson & Matthew McFarlane	3514 SE Steele St	503 971-255-1400

Grant Park Neighborhood Association
P.O. Box 13102
Portland, Oregon 97212
<http://grantpark-na.org>

Irvington Community Association
P.O. Box 12102
Portland, Oregon 97213
president@irvingtonpdx.com

November 11, 2015

TSP@portlandoregon.gov:

**Re: Transportation System Plan Component of 2035 Portland
Comprehensive Plan**

The Grant Park Neighborhood Association (GPNA), and Irvington Community Association (ICA), have joined forces and wish to comment together on the proposed Transportation System Plan (TSP) component of the forthcoming Comprehensive Plan. This communication focuses on those issues that especially pertain to plan components affecting the Broadway corridor proximate to our contiguous neighborhoods. Combined, our neighborhood boundaries extend along NE Broadway from near the Broadway Bridge on the west to NE 37th Avenue on the east.

There are several specific projects listed within the TSP that we wish to address:

20113 - NE Broadway Corridor Improvements, Phase 1

"Design and implement an enhanced bikeway and improve pedestrian/bicycle crossings. Construct traffic signals, improve transit stops, and construct streetscape improvements. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses."

Based upon the Map App, this project appears to cover NE Broadway from the Broadway Bridge to NE 24th Avenue.

Our neighborhoods fully support Project #20113, slated for years 1-10 and look forward to its approval and implementation.

40108 - NE Broadway Corridor Improvements, Phase 2

"Design and implement bicycle facilities and improve pedestrian/bicycle crossings. Construct traffic signals, improve transit stops, and construct streetscape improvements."

(2)

Phase 2 covers Broadway from NE 24th Avenue to NE 42nd Avenue, but the project scope description is not as inclusive as Phase 1. We believe that the final project description should be the same as for #20113, and request that the following element be added: "Project design will consider freight movement needs, consistent with policies, street classification(s) and uses." The portion of Broadway that falls within this area is one that has seen dramatic and significant development over the past few years, after remaining fairly static for many years prior. Grant Park Village (GPV) transformed a former toxic oil storage area covered with weeds and debris into a major mixed-use commercial and housing resource for our community, including several hundred new units of apartment housing and a New Seasons Market. Planned additional construction at the site will add several hundred more apartments as well as a large senior memory care facility. We expect the success of Grant Park Village to generate other nearby development as a "ripple" effect that is likely to significantly change the face of Broadway between 33rd and 37th Avenues over the next few years, and certainly during the 20-year cycle of the Comprehensive Plan currently under development. This added development would, in turn, undoubtedly affect all types of traffic on Broadway: motor vehicular, bicycle, pedestrian, and freight, as commercial development expands.

GPNA and ICA are of the strong opinion that #20113 and #40108 should not be separated, but rather should be combined into a single project to take place during the first 10 years of the TSP. That would allow undertaking a comprehensive study to create a revised plan for the entire NE Broadway commercial corridor.

As noted above, we expect that GPV will spur other economic development on the portion of NE Broadway from 33rd Ave. to Hollywood, and that development will occur there rapidly with or without the benefit of city planning. This underdeveloped area currently has large parking lots with little usage and single story businesses, which would be ideal for higher density, mixed-use commercial/residential development on the southern side. Such development will create additional serious traffic flow issues. Comprehensive planning for this area should be an immediate priority, and is not one that can wait for 10 years.

We also urge that the intersections of NE 28th, NE 33rd, NE 37th, and NE 39th Avenues and Broadway, as well as the portions of those streets that run through Grant Park neighborhood north and south, receive study and planning attention to alleviate already increased congestion that will only get worse as the Broadway corridor further develops. Proactive intervention in the immediate future will ensure that the conditions at these intersections improve to ensure successful future economic development and neighborhood livability.

We also contend that the existing on and off ramps from I-84 at NE 33rd Ave. and near 37th and 39th Avenues should be reexamined. At present, they create

(3)

inefficient traffic patterns and a lack of four-way access to I-84 at each location. That results in unnecessary increased vehicular use of NE Broadway as a freeway alternative, particularly during commute hours. Arterial congestion, in turn, causes motor vehicle drivers to seek alternative routes through our residential neighborhoods, many of them narrow and intended for local use. We recognize that possible freeway redesign of necessity involves ODOT as well as PBOT, but believe that support and involvement by PBOT would be highly beneficial to the process of examination suggested.

MAX and Streetcar

GPNA and ICA believe that a streetcar extension from its current terminus at 6th and 7th Avenues and NE Broadway/Weidler to the Hollywood Transit Center should be considered as part of long range, comprehensive planning. At present, the TSP appears to place all streetcar expansion into a "study only" category. The 2014 RTP, 11102, Hollywood Streetcar Expansion, calls for a streetcar line on either Broadway or Sandy. We believe that Broadway is a better choice, and that a streetcar would promote economic revitalization of Broadway and would serve to calm traffic. It would also promote greater public transit use, improve commercial/mixed use investment along the corridor and enhance job creation.

There is a long gap between the Hollywood MAX station at NE 42nd Avenue and the next nearest station (westbound) at Lloyd Center on NE 11th Avenue. For many of the same reasons that a streetcar is desirable, a MAX station at or near NE 32nd Avenue would greatly enhance economic development and encourage public transit use. A MAX station at that location would serve the several hundred new occupants of Grant Park Village, as well as those shopping at adjacent New Seasons Market and Fred Meyer, in addition to nearby residential users.

Sullivan's Gulch Trail

GPNA and ICA support bicycling and walking as significant transit options in our region. Providing bicyclists and pedestrians with a system of trails and greenways for safe access to a regional, world-class transportation system designed for economic opportunities and cultural activities is a worthy goal. We believe the Sullivan's Gulch Trail could be a critical connective link for existing and planned trails throughout this region. Because of the widespread support for the trail, the significant economic opportunities (existing and planned) associated with trailside development and the opportunity to link all Portland communities to jobs, cultural events, and day-to-day activities, our neighborhoods strongly support prompt commencement of planning and construction of the Sullivan's Gulch Trail.

(4)


In Conclusion

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

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


Respectfully submitted,

Grant Park Neighborhood Association

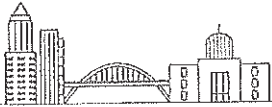


Ken Peterson,
Vice-President and Land Use Chair
Grant Park Neighborhood
Association

Irvington Community Association



Steven Cole,
President, Irvington Community
Association



Oregon State
Building and Construction Trades Council
AFL-CIO



November 11, 2015

VIA FACSIMILE & U.S. MAIL

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

Commissioner Amanda Fritz
1221 SW 4th Avenue, Room 220
Portland, OR 97204

Commissioner Nick Fish
1221 SW 4th Avenue, Room 240
Portland, OR 97204

Commissioner Steve Novick
1221 SW 4th Avenue, Room 210
Portland, OR 97204

Commissioner Dan Saltzman
1221 SW 4th Avenue, Room 230
Portland, OR 97204

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

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. 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 their procurement of supplies, raw materials, capital goods and services from small local businesses is meaningful to the neighborhoods and that folks that are employed as a result. The Building Trades wants to support these businesses- because they support us. We build, maintain, repair, and upgrade their buildings and facilities. These are important jobs for the men and women of this Council- journey level and apprentices.

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

Sincerely,



John Mohlis
Executive Secretary-Treasurer

JCM:cmc
opeiu #11
afi-cio

Moore-Love, Karla

From: City Auditor, Mary Hull Caballero
Sent: Tuesday, November 10, 2015 5:00 PM
To: Moore-Love, Karla
Subject: FW: Let's keep ridesharing in Portland for good

FYI

From: City Auditor Griffin-Valade
Sent: Thursday, November 05, 2015 4:57 PM
To: City Auditor, Mary Hull Caballero <AuditorHullCaballero@portlandoregon.gov>
Subject: FW: Let's keep ridesharing in Portland for good

From: Brian McGuigan [mailto:bmcguigan@gmail.com]
Sent: Thursday, November 05, 2015 12:14 PM
To: City Auditor Griffin-Valade <LaVonne@portlandoregon.gov>
Subject: Let's keep ridesharing in Portland for good

Dear Auditor LaVonne Griffin-Valade,

As a Portland resident, it's important to me to be able to continue to count on ridesharing services like Lyft.

The convenience, reliability, and affordability of ridesharing is already improving transportation in our city for the better. Areas with limited transportation options, such as East Portland, are seeing nearly a 50% increase in car-for-hire ridership since ridesharing services launched earlier this year.

That's not all. Ridesharing also complements our city's innovative approach to transportation, lowers carbon emissions, and creates new economic opportunities for drivers.

I encourage you to support the plan to make ridesharing a permanent transportation option in Portland.

Thank you,

Brian McGuigan
3774 Yerba Buena Ave
San Jose, CA 95121

Arevalo, Nora

From: Washington, Mustafa
Sent: Tuesday, November 10, 2015 3:30 PM
To: BPS Comprehensive Plan Testimony; Elmore-Trummer, Camille
Subject: FW: Subject: Multnomah Village as Neighborhood corridor

Follow Up Flag: Follow up
Flag Status: Completed

From: Jean Claude PARIS [mailto:jcanmk@msn.com]
Sent: Sunday, November 08, 2015 9:41 AM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Cc: 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>; City Auditor Griffin-Valade <LaVonne@portlandoregon.gov>; Anderson, Susan <Susan.Anderson@portlandoregon.gov>; mnaLandUseCommittee@gmail.com
Subject: RE: Subject: Multnomah Village as Neighborhood corridor

Subject: Multnomah Village as Neighborhood corridor

To the City Council,

I am requesting 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.

In Europe, in every large city larger than Portland, Politicians and City Councils have kept small villages as such and even protected them in classifying them as "city treasures" and limited any extensions in height and density, even restricting and protecting style in any remodeling projects: they are, as examples: Montmartre in Paris, any "intra muros" part of ancient cities such as Old town in Nice and Avignon, the city of Carcassonne, etc etc. The entire city of Tallinn, Estonia is so well preserved that it has been classified as a World Treasure by UNESCO, a UN agency.

Let's keep unique neighborhoods in Portland.

Please add this to the record.

Thank you,

Jean-Claude Paris
7434 SW Capitol Hwy
Portland, Or 97219

Moore-Love, Karla

From: Tamara DeRidder, AICP <SustainableDesign@tdridder.users.panix.com>
Sent: Tuesday, November 10, 2015 2:18 PM
To: Peter Collins
Cc: Stark, Nan; Planning and Sustainability Commission; Moore-Love, Karla
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



**NORTH
TAVOR**

NEIGHBORHOOD
ASSOCIATION

ATTN: BPS, PBOT, the City of Portland and other concerned individuals,

In February 2014 the North Tabor Neighborhood Association sent a letter of comments on the first draft of the comprehensive plan, then supplemented it with an anti-displacement, pro-growth land use plan for North Tabor focused on affordable housing on Jan 21st, 2015. This letter is meant to support the added density and growth that is expected over the next generation so we can have a safe, healthy and culturally vibrant North Tabor for everyone.

North Tabor Vision Zero

North Tabor has had a historically automobile dominated growth pattern. We are a neighborhood of highway off and on ramps, but are growing into an active transportation focused community. To grow in a safe and equitable manner for all, here are our comments of support and suggestions for additions to the Transportation System's Plan project list, plus overall comments.

General Transportation Policy Recommendations:

All arterial surface streets should be engineered to be traveled at **no more** than 30 MPH. This includes Burnside and we **THANK PBOT** for the Glisan 30 MPH speed limit reduction.

Lane widths should be 10 feet whenever possible.

All greenways should be engineered to 20 MPH with **local auto access only**.

North Tabor has been highly supportive of the 50's bikeway improvements including the diverter at East Burnside and 53rd. This input includes local businesses. This is important to keep in mind as other bikeway projects move forward locally and citywide.

40086 Halsey st Bikeway

The recent repaving and intersection improvement at the off ramp near 68th place, combined with the lower Glisan speed limit, have made it all the more important to implement a forward thinking and safe redesign of NE Halsey east of 67th. North Tabor and Montavilla NA's both have endorsed curb-tight bike lanes as part of a road diet of this stretch of Halsey east to Minimally 74th or 78th, and long term to

the Gateway Regional Town Center. We encourage PBOT prioritize funding for this small re-striping project (67th-74th) in 2015 as part of this section of the 70's bikeway and the traffic light upgrade at 74th as we were told was possible. We are willing to help with the outreach as Montavilla NA and NTNA told PBOT last year.

113200 Portland 60th Ave MAX Station Area Improvements Implement pedestrian and bicycle improvements in the 60th Ave MAX Station Area identified in the Eastside MAX Station Area Communities Project.

This is a very important **pedestrian** project, that we have sent a specific letter of support for. In that letter we were asking for a full build out of the substandard street on NE Oregon between NE Vera and 63rd. This street is slated to be torn up for sewer replacement in 2015. Instead of a full street build out, we now recommend that this stretch be studied for long term **micro park construction** (see park's recommendations below). NE Oregon we would like designated as an East-West greenway and SRTS (Safe Route to School), and as such does not need heavier automobile traffic. Looking at this substandard street as an opportunity, and not a liability, the public right of way could be turned from substandard auto space to a **Promenade for People and Bikes**.

The greenway improvements that could be part of this project should include NE Oregon to 65th then turn north to NE Hassalo to 68th place. Fire Engine friendly Speed Tables on 68th place, augmented with green backed sharrows, could then connect "the pocket" up with the new buffered bike lanes of NE Halsey thus completing a connected route directly from Montavilla to the 60th Avenue MAX station. See Attached "North Tabor Promenade" Map.

70010 Portland Inner E Burnside Safety Improvements Design and implement bicycle facilities (30th □ 68th) and improve pedestrian crossings to provide access to schools and transit Burnside St, E (30th □ 82nd)

Our highest endorsement of this project has not changed and we still feel this, as a high crash corridor, should be the first priority for a complete street remodel where active transportation takes precedence over automobile parking or capacity.

This needs to include a Safe route to School Crossing for Mount Tabor Middle School at 57th/58th. This crossing has been also been **endorsed by Mount Tabor NA**. One possibility, of several, is if the property redevelops at 5750 East Burnside the sidewalk could be expanded to 16 feet instead of the standard 12. Thus, a two-way bike cycle track could be built connecting this off-set intersection with a crossing at 58th for our school children. This would connect them directly to the Davis-Everett Greenway and points east and north to "the Pocket" via 62nd. Improving the difficult Greenway crossing at Davis and 60th should also be prioritized.

The Greenway crossings at 41st and 53rd should be augmented with ones at 45th, 62nd, plus 76th and 80th as per Montavilla NA's recommendations. The crossing at 45th should prevent left turns from East Burnside for those heading east. During morning rush hour, drivers to PPMC consistently use this trick to cut through the neighborhood, block the Davis greenway then turn north on 47th to avoid the traffic light.

70071 Portland Sixties Neighborhood Greenway Design and implement bicycle facilities. 60s Aves, NE/SE (Hancock □ Springwater Trail)

North Tabor still feels this is the highest priority greenway project for our neighborhood and has been endorsed as a priority project by the **Montavilla, Mount Scott-Arletta, Laurelhurst and Brentwood-Darlington Neighborhood Associations**. Mount Tabor NA endorsed "The Concept of a bikeway connecting the 60th street MAX station to the Springwater along the 60's," but did not specify an alignment. North Tabor also supports Brentwood-Darlington's request to turn east at Harney for a direct bikeway connection to Cartlandia/ Springwater. The path connection from SE Lincoln to Division and the South Entrance to Mount Tabor Park at 64th is also supported by **South Tabor and Foster-Powell**.

This is a HIGH value, LOW cost project that creates a residential greenway loop to the Springwater and the I 205 path paralleling the Green line, bringing our greenway system into deep central south Portland. The route from NE Oregon should head south to Mount Tabor Park via 62nd. This makes for a more direct route than 63rd and the intersection of 62nd and Stark Street, SE Scott Drive and Mount Tabor park. This also provides proximate bike access to the developing commercial nodes at Glisan, Burnside, Stark and Belmont without having to travel on the heavily congested 60th. We would also recommend a lead yellow warning light at the crossing at 62nd and Stark so there is pedestrian crossing warning for drivers speeding westward down the hill from Thorburn.

70006 Portland 60th Ave Safety Improvements Design and implement signal and intersection improvements to improve safety at high accident locations. Includes the intersections with Belmont, Stark, Burnside, and Glisan. 60th Ave, NE/SE (Glisan □ Belmont)

Though we support these improvements, we understand that in a limited era of funding that moving this to the unconstrained list is right choice if needed.

70059 Portland Inner Glisan Bikeway Design and implement bicycle facilities. Glisan St, NE (47th □ I□205)

North Tabor highly supports protected bikeway facilities, but connecting 47th past PPMC to 53rd should be prioritized and built as a stand alone project if possible. As a community we feel that the city and PPMC should actively be working towards limiting the number of single occupancy vehicles traveling to PPMC daily. Building safe bikeway facilities around PPMC with connections to the citywide network would help with this goal. Further east, we recommend on NE Glisan east of 62nd a row of parking be REMOVED in favor of a two-way bicycle cycle-track to incorporate access to Fred Meyer and points east.

50's Bikeway Sullivan's Gulch Crossing Improvements

PPMC plans in the near term to expand the medical center at NE 52nd to the east. When 52nd north of Glisan is vacated, PPMC will do a comprehensive transportation circulation study prioritizing alternative means of transportation including the study of bikeway improvements, a bus pull through and pedestrian access. Currently 2000 vehicles every workday afternoon turn south from Hoyt to the left turn lane on 53rd to head east on Glisan and the 60th street on ramp to the Banfield. The sight-lines at the NE corner of 53rd and Hoyt are terrible due to the ODOT installed railing. Thus, North Tabor NA recommends that when PPMC does a comprehensive transportation plan that these vehicles be eliminated from 53rd, bringing this block into greenway standards compliance.

40104 Portland Sullivan's Gulch Trail, Phase 2 Construct a multi-use trail for pedestrians and bicycles within the Banfield (I□84) Corridor from 21st Ave to I□205. Banfield Corridor, NE (21st □

I□205)

Though we are HIGHLY enthusiastic about the construction of this multi-use-path, we understand the cost and ROW limitations as the property in question is owned by the railroad. As such, we recommend that alternative on-street parallel bikeways be improved for a much lower cost until the financing and political will can be found to prioritize its construction. These include the greenways on NE Oregon and NE 65th east to Halsey, and NE Hassalo-Floral-Oregon west to NE Multnomah.

Other Important Projects NOT in the TSP or we feel need some adjustment, at this time:

Glisan Suggestions:

A protected pedestrian Crossing on NE Glisan at 43rd should be prioritized as this is used by many school children and residents heading to the 19 bus. This crossing has support of Laurelhurst School and the Laurelhurst NA. A crossing at 56th in front of North Star aligned with bus shelters should also be prioritized to slow down traffic and provide local access.

Tri-Met Bus Glisan Frequent Bus Service

In order to facilitate the movement of people to and from PPMC we would like to upgrade the 19 bus to frequent service. This would leverage our request for a Neighborhood Town Center north of Glisan and connect to the 71 line and 60th street MAX station. Another option we would like studied would be a central eastside loop that could run north from the new Orange Line Powell /SE 17th MAX station on 20th/21st to Lloyd district, then head east to Hollywood and PPMC on Glisan and eventually the Gateway Transit Center. A turn in to PPMC should be studied as part of this proposal and has their support. This could integrate with the 122nd frequent service bus line and the Powell-Division BRT project.

ADA Curb Cut Prioritization:

Currently NE Glisan is our ONLY ADA compliant sidewalk east of 60th. As such, we would like the ADA curb cut program to prioritize compliant corner construction on the Davis-Everett greenway east of 57th to 65th. NE 65th from Burnside to the new crossing in front of Fred Meyer should also be prioritized so there is an ADA compliant walkway through the residential neighborhood to access the new crossing for those in walkers and wheelchairs.

Fire Engine Friendly Speed Bump traffic calming on 47th south of Glisan and NE 67th Halsey-Glisan

Each of these streets have problems with speeding cars coming down hills making it scary for bikes, crossings or pedestrian access. At 47th and Davis-Everett this is especially difficult as this is an off-set greenway crossing. Speed tables and crosswalks would do much for safety at this tricky intersection. Building out a parallel bikeway on 45th from Hoyt south would also reduce conflict.

NE 67th north past Fred Meyer is very steep, without a complete sidewalk, and is not considered bike friendly by local residents. Further north/east, speed tables near the detention center would complete the safety network.

As we requested in the past letter, solutions to the speeding cut-through problems on 45th, 58th, 61st and NE Willow as funding permits, or could also be integrated into many of these projects over time.

Getting out of North Tabor: Endorsements for Regional Improvements

We are not a neighborhood in isolation. As we grow in an active transportation focused manner, we need to get to other region of the city safely.

Upgrading the Sidewalk to official Multi-Use-Path status between 44th and 47th:

The sidewalk just south of the Gulch connecting the Hollywood MAX station overpass with NE 47th near the cancer center should be officially upgraded to MULTI-USE-PATH status as a major city bikeway connection. Thus, when adjacent properties redevelop, additional width, lighting and trees can be added to make this a high quality bikeway connection, that would feel and be safe walking alone at night to and from the MAX and the hospital complex.

45th Greenway Hoyt to Woodstock including crossing improvements.

In the comprehensive plan the lower 40's is a park deficient greenway study area. 45th is a direct route that does not meander like the 41st bikeway and could be constructed without narrow bike lanes on higher volume streets. It would pass directly next to Creston park and the Stark, Belmont, Hawthorne and Woodstock business districts. Though a much lower priority than the 60's, 70's or 80th greenways, we would like this project added to the TSP for long term study as an Unconstrained project. This would connect the NE 47th street bike lanes next to PPMC with the SE 46th street bike lanes that drop off at Woodstock in a fast, safe and clear manner while providing needed pedestrian crossing at the appropriate arterial streets along the way.

If Belmont/Morrison bikeway #20063 and the Belmont Streetscape #70009 projects were extended to 45th, a complete bikeway running through commercial districts could be built from the inner east side on Belmont to 45th, north to Burnside wrapping around the north side of Mount Tabor to the Montavilla Business District at SE Stark and Washington and into East Portland.

Montavilla NA's requests for greenway improvements of the 70's, 80th and their connections to the Davis-Everette greenway and the 80's greenway we feel would be a great asset to our community and endorse. These include the finishing of the Everett greenway east to Vestal Elementary, 80th south from Halsey to PCC SE, and the improvements needed to connect everything up including the 70's, Yamhill and Holiday/Multnomah. This direct route to the Community College would be an asset to the entire central east side.

Laurelhurst Endorsements:

To the west we would like NE Oregon at 30th east to NE Floral to NE Hassalo and NE 41st added as a Greenway to leverage the new 20's bikeway at Oregon Park and create a seamless connection to the Multnomah Cycle track, Lloyd District, the Hollywood transit center and North Tabor. This should include 37th north to the Sandy over pass, then 38th to connect to the NE greenway system and Grant High School. This short connection could be built independently, in conjunction with a Sandy remodel or as part of project #40045, the Hollywood Improvement Project. Combined, a direct bikeway from Lloyd District through North Tabor south to PCC SE becomes possible and has been endorsed by all three NA's. In the attached Greenway map, this route endorsed by Montavilla, Laurelhurst and North Tabor has been highlighted.

To the north North Tabor endorses Rose City Park's recommendations for increased bikeway access to the MAX station, better sidewalks and greenway access to Tillamook and 53rd.

A Modernization of Coe Circle into a modern traffic circle:

Modernizing Coe Circle should be part of Project #70005 Caesar Chavez Improvements including a connection of the bike lanes on Glisan. Cesar Chavez, with its four lane configuration, has significantly more capacity than 47th. A modernization of Coe Circle combined with small improvements on 47th and a new crossing at 43rd and Glisan would make for more a smoother and safer traveling pattern through the region.

Gilham Sidewalk In-Fill:

As complete sidewalks get progressively more difficult to find east of 60th, we would highly recommended completion of a high quality ADA compliant sidewalk from the top of the hill at Gilham and Burnside SE via Thorburn to the Montavilla Business District. This short sidewalk gap is a critical connection that would allow local pedestrian access to the heart of Montavilla. This is included in Metro's Regional Active Transportation Network.

This sidewalk is ALSO endorsed by Mount Tabor NA. If there are any questions about the Mount Tabor NA endorsements, please feel free to contact them and they will responds with an official letter of their own.

Parks Recommendations:

North Tabor is unique in the city as a neighborhood without a built park or school (though we do have a jail). As such, safe access to our local parks and school system is key. Our only park is Rosemont Bluff Natural Area, which needs habitat restoration but is part of the Bird and Pollinator Flyway and can not be developed. We feel that North Tabor Vision Zero, will accomplish safe access to other regional neighborhood parks and amenities, but we as a community would also like a park of our own. In our era of limited parks funding for new acquisitions, and very few possibilities for a central park for North Tabor, we have two creative endorsements.

For a tradition small neighborhood park, there are three parcels of land at 35 NE 52nd that if they became available for sale and development North Tabor NA would highly encourage this acquisition by the park's department. More likely, we will need to be creative as a community. Thus our recommendation is to create, over time as we grow, a series of micro-parks along our Greenway System. Possible locations include: Between NE Vera and 62nd at Oregon, at the intersection of NE Oregon and NE 65th, NE 49th between Glisan and Flanders, NE 68th and East Burnside there is a small parcel that could be a Gateway Park, and along the Davis Greenway east of 65th where the sidewalk ends. These could all double as neighborhood greenway diversion treatments and be individually designed depending the topography, community and wild-life corridor needs. Since Burnside and Glisan are so nearby, the local residential greenway traffic volumes should be kept to local access only.

This "North Tabor Promenade," could be loosely based in design on Holman city park or NE Kilckitat east of Irving park. As each of these locations are different, individual designs would be needed, but could be built slowly over time with communality outreach and involvement. This should include community garden space, bike repair stations, neighborhood notice kiosks and a neighborhood playground where available. A map with possible North Tabor micro-park locations is attached, including our locally preferred greenway network. This is a link to the on-line map.

The Sullivan's Gulch Transportation Corridor

North Tabor is a neighborhood sandwiched between the High Crash Corridor that is Burnside and the Banfield Freeway. As such, we have some of the highest asthma rates in the city. To combat the deleterious health effects of diesel and automobile exhaust we encourage the city to invest in whatever strategies are needed to encourage alternative fuels, electric vehicles and car pooling.

Fossil Fuel Exports through the rail corridor:

As explosions of oil trains have become more common, we feel that transporting compressed natural gas, propane, or any other fossil fuel through population centers is too dangerous. The PSC, city officials, and the permitting department should do everything in their power to prevent ANY fossil fuel exports, **ESPECIALLY** through the gulch, or from the Port of Portland as a whole. Not only is there the direct explosive danger, but all of our carbon reduction goals from moving automobile trips over to pedestrian and bike trips will be negated by even the one propane export facility currently proposed. As a community, we feel that all permits for any fossil fuel exports should be denied. The City of Portland should lobby at the state and federal level to do whatever it can to regulate, limit, remove and eventually eliminate these trains for safety and climatic reasons from our urban railway network.

North Tabor MAX/60th Street Station Place-making

Almost all of the nearly 100 neighborhoods in Portland are named after distinctive features like schools, parks or even streets. North Tabor is named for a simple geographic reason: we are north of the park and Volcano. We do not have a park of our own, nor do we have a school. What we have is a neighborhood that will grow into an active transportation community focused around the MAX station. As such, we would like Tri-met to rename the station the **North Tabor/60th street MAX** stop as a place making tool for the neighborhood and are working with Tri-met to accomplish this.

Automobile Parking Recommendations:

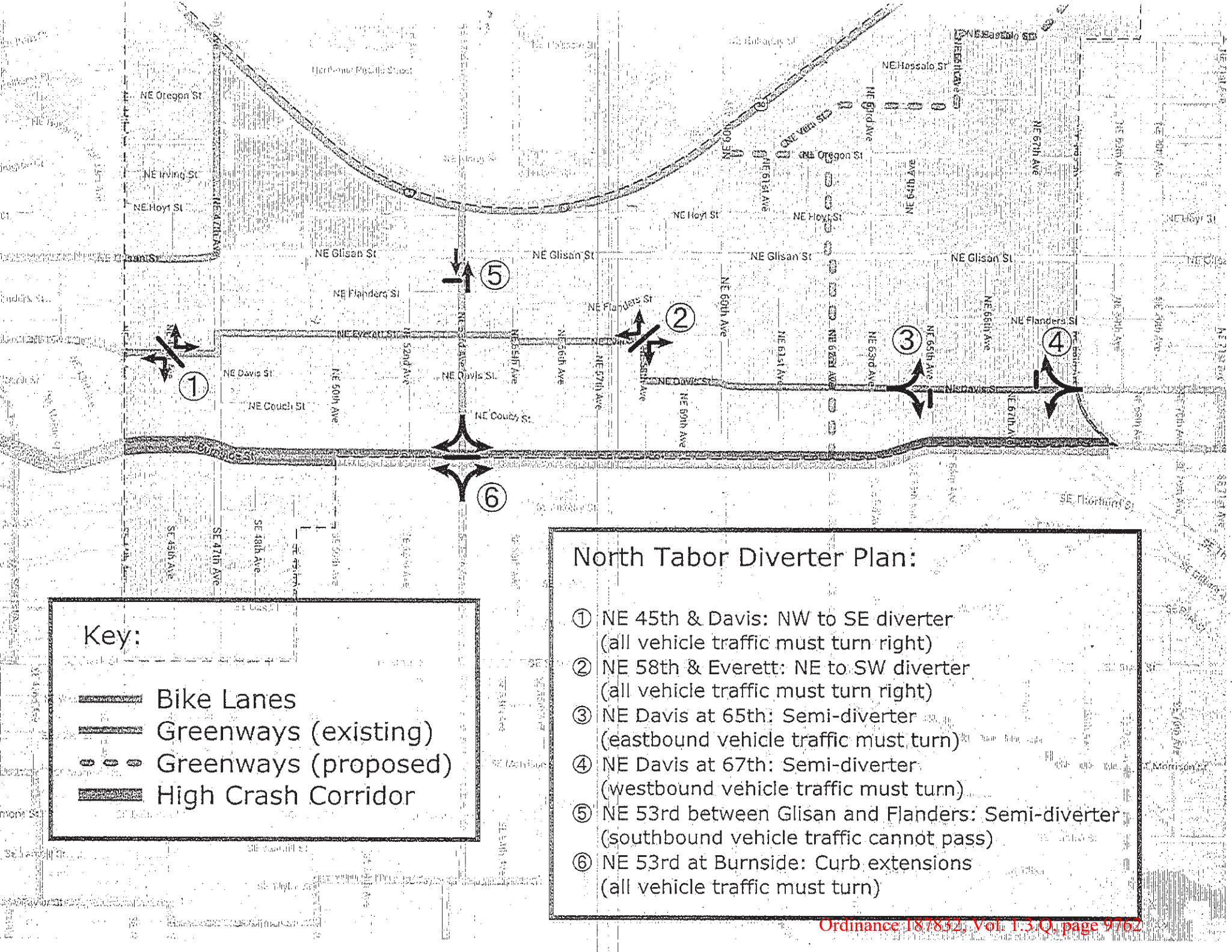
The North Tabor Neighborhood Association understands that as we grow there will be more pressure on the public parking needs of the developing commercial corridors and residential neighborhoods. This parking congestion, particularly around PPMC and the MAX station, should be monitored for the need for residential permit parking. As congestion or local request dictates, parking management tools should be used instead of building more automobile parking. We are adamantly **OPPOSED** to PPMC building any more parking lots or ramps. Residential permit parking combined with congestion priced metering on the commercial corridors and the pricing of PPMC parking ramps, beginning with employees, should be studied and implemented when needed. This concept has recently been approved for long term study by PPMC. North Tabor, and PBOT should coordinate with them on parking management so pricing can occur in the residential, commercial and institutional employment zones in a coordinated way.

In conclusion, the North Tabor Neighborhood Association would like to grow in a safe, sustainable and affordable manner for all residents and we think that this plan for growth and livability will create a sustainable and safe neighborhood for residents of all incomes.


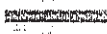


Thank you for your work and efforts, The Board of the North Tabor Neighborhood Association

For more information, questions or for further discussion of these ideas feel free to contact:

Terry Dublinski-Milton, NTNA Transportation and Land Use Chair

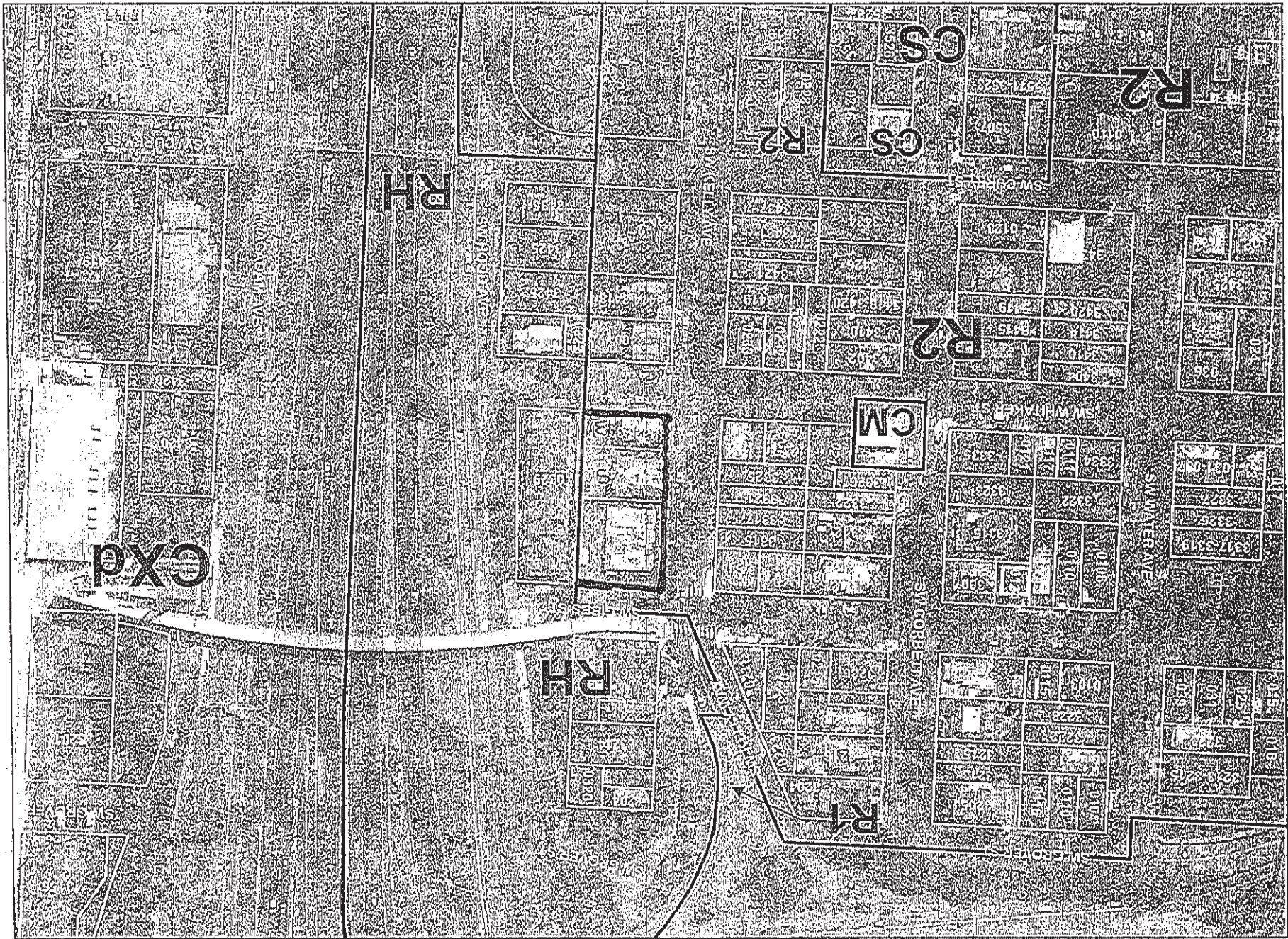


Key:

-  Bike Lanes
-  Greenways (existing)
-  Greenways (proposed)
-  High Crash Corridor

North Tabor Diverter Plan:

- ① NE 45th & Davis: NW to SE diverter (all vehicle traffic must turn right)
- ② NE 58th & Everett: NE to SW diverter (all vehicle traffic must turn right)
- ③ NE Davis at 65th: Semi-diverter (eastbound vehicle traffic must turn)
- ④ NE Davis at 67th: Semi-diverter (westbound vehicle traffic must turn)
- ⑤ NE 53rd between Glisan and Flanders: Semi-diverter (southbound vehicle traffic cannot pass)
- ⑥ NE 53rd at Burnside: Curb extensions (all vehicle traffic must turn)



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

Re: Multnomah Village CS Zones

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. 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,

(Your Name) Jan Kuhl-Urbach

(Your Address) 1930 SW Orchid Place, Portland, OR

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

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

Re: Truth in Zoning

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

Land use designations - Amendment

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

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

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,

(Your Name) Jan Kuhl-Urbach

(Your Address) 1930 SW Orchid Place, Portland, OR

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov

Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

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

Re: Multnomah Village as Neighborhood Corridor

I request 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 to the record.

Thank you,

(Your Name) Jan Kuhl-Urbach

(Your Address) 1930 SW Orchid Place, Portland, OR

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov

MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Arevalo, Nora

From: Engstrom, Eric
Sent: Tuesday, November 10, 2015 11:58 AM
To: BPS Comprehensive Plan Testimony
Subject: FW: Multnomah Village as Neighborhood Corridor

Follow Up Flag: Follow up
Flag Status: Completed

From: Anderson, Susan
Sent: Thursday, November 05, 2015 10:15 PM
To: Engstrom, Eric <Eric.Engstrom@portlandoregon.gov>; Stein, Deborah <Deborah.Stein@portlandoregon.gov>
Subject: Fwd: Multnomah Village as Neighborhood Corridor

Sent from my iPad

Begin forwarded message:

From: Chris Powers <cdesignportland@comcast.net>
Date: November 5, 2015 at 3:26:29 PM PST
To: <cputestimony@portlandoregon.gov>, <mnaLandUseCommittee@gmail.com>
Cc: <Mayorcharliehales@portlandoregon.gov>, <Amanda@portlandoregon.gov>, <nick@portlandoregon.gov>, <novick@portlandoregon.gov>, <dan@portlandoregon.gov>, <lavonne@portlandoregon.gov>, <susan.anderson@portlandoregon.gov>
Subject: Re: Multnomah Village as Neighborhood Corridor

Portland City Council
Council Clerk

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Dear Mayor Hales, City Council and Council Clerk:

I am requesting 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.

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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 to the record.

Thank you,

A handwritten signature in black ink, appearing to read "C Powers". The signature is fluid and cursive, with a long horizontal stroke at the end.

Christine Powers
3301 SW Spring Garden Street
Portland, OR 97219
503 381 8281

Arevalo, Nora

From: Michael Molinaro <molinaroarchitect@gmail.com>
Sent: Tuesday, November 10, 2015 6:22 AM
To: BPS Comprehensive Plan Testimony
Subject: Mixed Use Zones Testimony

Follow Up Flag: Follow up
Flag Status: Completed

Please add my testimony to the public record.

1. Maximum height of buildings in CM2 zones should be 3 stories with a fourth floor only for neighborhood bonus items, and stepped back 10' minimum from the front facade.
2. Building facades should be broken up into 50' increments
3. Require larger trees at street
4. Require .7 parking spaces for each residence for all buildings over 6 units.
5. Provide permit fee reductions for adaptive reuse of existing buildings
6. Add submittal requirements for neighborhood context compliance.

--
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.



November 10, 2015

City Council Comprehensive Plan Testimony
Council Clerk
1221 SW 4th Ave., Room 130
Portland, OR 97204

Dear City Council:

Historic Parkrose Board of Directors

Kenneth Poirier, Chair
FivePoint Collective

Rick Randall, Vice Chair
Rick Randall Photography

Marcy Emerson-Peters, Secretary
Resident

KT Goeke, Treasurer
US Bank

Chris Hamilton
Resident

Mark Gardner, DIG Chair
Mark Gardner Construction

Loretta Stites
Parkrose School District

Amelia Salvador
Resident

Robert Jolin
Resident

Ed Charles
Property Owner

Mingus Mapps
Historic Parkrose District Manager

The Historic Parkrose Neighborhood Partnership Initiative (NPI) is writing to express our concerns about a proposal in the City of Portland's proposed Comprehensive Plan that would increase the freight traffic corridor status of Sandy Boulevard from "major" to "priority." It is our understanding that this move would increase the freight traffic along NE Sandy Boulevard.

Historic Parkrose is a non-profit organized by local Parkrose residents, property owners, and business owners who are dedicated to making Parkrose a thriving and livable "main street." The Historic Parkrose business district spans from NE 99th Avenue to NE 121st Place along Sandy Boulevard.

There are many reasons why we believe that increasing freight traffic on NE Sandy Boulevard will negatively impact Parkrose. First, increasing the volume of freight traffic would decrease the quality of life in the Parkrose neighborhood. Second, increasing traffic along Sandy Boulevard runs counter to the City of Portland's plans to make the Parkrose Business District a more walkable and attractive "main street." Finally, it is possible to plot a truck route to major freeways without sending that traffic through Parkrose.

Instead of increasing truck traffic through the Parkrose neighborhood, the Historic Parkrose NPI, the Parkrose Neighborhood Association, and local residents argue that the number of freight traffic on Sandy Boulevard should be reduced. Our reasons for offering this competing proposal include:

Historic Parkrose Mission

Historic Parkrose is committed to the growth and preservation of the Historic Parkrose Business District and its surrounding neighborhood. We promote economic growth and community building through engagement of our neighbors. We celebrate and respect our unique diversity, and are focused on our future while remembering our historic past.





Historic Parkrose Board of Directors

Kenneth Poirier, Chair
FivePoint Collective

Rick Randall, Vice Chair
Rick Randall Photography

Marcy Emerson-Peters, Secretary
Resident

KT Goeke, Treasurer
US Bank

Chris Hamilton
Resident

Mark Gardner, DIG Chair
Mark Gardner Construction

Loretta Stites
Parkrose School District

Amelia Salvador
Resident

Robert Jolin
Resident


Ed Charles
Property Owner

Mingus Mapps
Historic Parkrose District Manager

- Sandy Boulevard is already at capacity. During rush hour, traffic frequently backs up from I-205 to 112th and beyond.
- The Comprehensive Plan proposed to turn the commercial area along Sandy Boulevard between 102nd and 122nd into a "Neighborhood Center"—a recommendation widely supported in the community. Increasing freight traffic will negatively impact efforts to develop Parkrose as an attractive place to live, work, and shop.
- Freight traffic can and should be moved off of Sandy Boulevard and onto Airport Way. Airport Way is less than a mile north of Sandy Boulevard and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route. And unlike Sandy Boulevard, Airport Way is designed for freight traffic.

We understand that in drafting a comprehensive plan it is necessary to balance conflicting needs, and that continuing to develop the industrial area north of Sandy Boulevard is important to increasing employment opportunities in the region. However, ensuring a walkable and thriving Parkrose is an equally compelling need. By prioritizing the health and safety of Parkrose families, you can foster a more livable and equitable city.

Sincerely,


Kenneth Poirier
Board Chair, Historic Parkrose NPI

Historic Parkrose Mission

Historic Parkrose is committed to the growth and preservation of the Historic Parkrose Business District and its surrounding neighborhood. We promote economic growth and community building through engagement of our neighbors. We celebrate and respect our unique diversity, and are focused on our future while remembering our historic past.



November 10, 2015

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

Subject: Comprehensive Plan Testimony from PIAC

Dear Mayor Hales and Members of the City Council:

This letter contains comments from the City of Portland's Public Involvement Advisory Council (PIAC) on the Recommended Draft 2035 Comprehensive Plan. PIAC is a City commission charged with advising elected officials on public involvement in government citywide, and with helping City bureaus improve their community outreach and engagement practices. Established by City Council in 2008, PIAC is comprised of both community members and bureau staff.

PIAC members have worked closely with City staff in various capacities over the past several years to review and provide input to the Comp Plan's community involvement chapter. Our central comment to the Planning and Sustainability Commission (PSC) in November 2014 was that the community involvement chapter is **clear, comprehensive and exceptionally relevant** to an evolving Portland. It is responsive to the mandates of State planning law, and consistent with the vision of the Portland Plan.

PIAC Support for the Recommended Plan

PIAC offered recommendations to the PSC to strengthen and clarify the goals and policies related to community involvement. We are pleased to see that most of PIAC's suggestions were incorporated into the recommended document. Accordingly, we strongly encourage City Council to retain those elements of the Recommended Plan (2015) that were revised since the Proposed Plan (2014).

The Recommended Plan is fully responsive to these specific PIAC comments:

- Make a clear distinction between policies that require ongoing action by bureaus and their staff and policies that are project-specific;
- Appoint an independent body, rather than the Planning and Sustainability Commission (PSC), to oversee the Community Involvement Program (CIC);
- Add language to the chapter introduction referencing the celebrated history of Portland's neighborhood system;
- Add "collect data" as an ongoing activity related to community involvement;
- Add "solicit engagement methods from the community" to promote two-way sharing of community involvement practices;
- Define several specific terms in the glossary.

Suggested Revisions to the Recommended Plan

PIAC believes the Recommended Plan should be revised as follows:

- Restore previous language applying the Comp Plan to “plans, policy, investment and development decisions.” The Proposed Plan narrowed the application of the Comp Plan from this earlier draft language to “land use decisions.” We are pleased to see that the language in the Recommended Plan has been broadened to “planning and investment decisions.” PIAC encourages you to broaden this language further to include “plans, policy, investment and development decisions” as applicable within the scope of the Comprehensive Plan. Because it is particularly difficult for the public to understand which decisions and actions of government are covered by the Comprehensive Plan, it is very important for the language to be clear, accurate and comprehensive.
- Add two words to the introductory narrative. We appreciate that nearly every text revision suggested by PIAC was included in the Recommended Plan. We reiterate our comment that the words “and participation” be included in the following sentence: “Particular efforts must be made to improve services **and participation** for people of color, immigrants and refugee communities, people with disabilities, renters, low-income Portlanders, older adults, youth, and the lesbian, gay, bisexual, transgender and queer (LGBTQ) community.”
- Ensure adequate resources for the community involvement program. PIAC recommended that Chapter 2 restore previous draft policy language on adequate funding for the community involvement program. The Proposed Draft includes no such language. While we understand the rationale for not guaranteeing funding as a matter of policy (on recommendation of the City Attorney), PIAC notes that the requirement to create and “maintain” a community engagement program implies that adequate resources are directed to the program.

Moreover, Oregon Statewide Planning Goal 1 states that the citizen involvement program shall incorporate **“Financial Support – To insure funding for the citizen involvement program.** Adequate human, financial, and informational resources shall be allocated for the citizen involvement program. These allocations shall be an integral component of the planning budget. The governing body shall be responsible for obtaining and providing these resources.”

Finally, PIAC reiterates its support for BPS efforts to develop an implementation manual for the community involvement program, an approach we believe can be extended citywide to other bureaus responsible for carrying out the Comprehensive Plan.

The Comprehensive Plan gives Portland an opportunity to demonstrate leadership in community engagement. As recommended, Chapter 2 translates the Public Involvement Principles embraced by City Council into substantial policy commitments, while the community engagement program it establishes is designed to translate those commitments into meaningful action.

We urge you to adopt Chapter 2 as recommended, along with our suggested revisions.

Sincerely,
Public Involvement Advisory Council

Community Members

Anna Allen – At-large, Native American Youth and Family Center (NAYA)
Glenn Bridger – At-large, SW neighborhood activist
Baher Butti – At-large, Refugee case manager
Donita Fry – At-large, NAYA
Greg Greenway – At large, public engagement consultant
Jenny Kim – At-large, Korean American Coalition, business consultant, etc.
Maryhelen Kincaid – At-large, North/NE neighborhood activist
Julio Maldonado – At-large, SE neighborhood and East Portland Action Plan (EPAP)
Kaeti Namba – At-large, NAYA, Japanese community, and Portland Business Alliance
Linda Nettekoven – SE neighborhood activist
Angela Southwick – At-large, West-Northwest community member
Ashe Urban – At-large, SE Uplift and Portsmouth Neighborhood volunteer
Jessica Wade – Educator
Christine White – Port of Portland
Mark Wubbold – Portland State University

City Staff Members

Claire Adamsick – Commissioner Fritz
Kelly Ball – Office of Management & Finance
William Beamer – Bureau of Planning & Sustainability
Danielle C. Brooks – Office of Equity and Human Rights
Ross Caron – Bureau of Development Services
Michael Crebs – Police Bureau
Michelle DePass – Bureau of Housing
Rhetta Drennan – Bureau of Environmental Services
Felicia Heaton – Bureau of Emergency Management
Brian Hoop – Office of Neighborhood Involvement
Paul Leistner – Office of Neighborhood Involvement
Francesca Patricolo – Bureau of Transportation
Steve Pixley – Parks & Recreation Bureau
Damon Simmons – Fire & Rescue
Sara Wright – Bureau of Planning and Sustainability



10636 NE Prescott Street
Portland, Oregon 97220
t: 503.408.2100
f: 503.408.2140
www.parkrose.k12.or.us

Dr. Karen Fischer Gray,
Superintendent

*Parkrose School District is an equal
opportunity educator and employer.*

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

November 10, 2015

Dear Portland City Council,

The Parkrose School District Board of Education and Superintendent would like to register our deep concern regarding increasing the freight traffic on Sandy Boulevard as part of the Comprehensive Plan. The change from “major” to “priority” is not a right fit for Parkrose. Airport Way is a major thoroughfare for trucking and should remain so. Increasing freight traffic to Sandy Boulevard upsets the work that Historic Parkrose and the Parkrose School District are doing to create Sandy as a destination location and a Main Street location.

Please consider the following:

1. Sandy Boulevard is already at capacity. The traffic stops dead there each day during commute times because people use it to get to the freeways to get to work and then to go home again. It's a parking lot at 5pm.
2. The commercial areas between 102nd and 122nd are being called a Neighborhood Center in the Comp Plan and we agree with that designation. We want quaint, culturally based shops, destination restaurants, bike/pedestrian paths and family friendly shops and businesses for our citizens to enjoy. Increasing trucks, noxious fumes and noise will countermand that entire concept and stop us from becoming a Neighborhood Center in East Portland.
3. Historic Parkrose was funded by the City to grow and develop Parkrose as a neighborhood-gathering place and east side hub of the city. This designation is in conflict with that charge.
4. In 2010, Parkrose residents passed a \$64 million dollar Capital Construction Bond based on our need as a district to provide our students a safe and warm place to go to school and grow. Safety was the number one issue regarding our bond. Our citizens passed that bond and we have built a good many solid structures including a state of the art LEED Gold middle school. How do you think our Parkrose citizens feel about sending their children home by foot along Sandy Boulevard with endless trucks passing them, especially given the poor condition of our sidewalks and pedestrian throughways? Can you picture kids walking around a semi?

While we agree that the City of Portland needs to develop employment opportunities for the Parkrose area, this is not one of them. We want to ensure that Parkrose is a place where residents enjoy a healthy, safe, thriving Neighborhood Center. East Portland needs industrial and freight development and it belongs on Airport Way along the Columbia Corridor. We urge you to consider our request.

Respectfully,

A handwritten signature in black ink that reads "Karen F. Gray".

The Board of Education of the Parkrose School District
Dr. Karen Fischer Gray, Superintendent



*Every child reads, thinks critically, and graduates ready for
college and career.*

Ordinance 187832, Vol. 1.3.Q, page 9778



November 10, 2015

Portland City Council and Bureau of Planning Staff

Re: Portland Comprehensive Plan Update, N Williams and N Ivy NE Corner

Dear Portland City Council,

On behalf of the Eliot Neighborhood Association (ENA), I am writing in regard to the proposed zoning map and in particular property owned by Rick Michaelson at the NE Corner of N Williams Avenue and N Ivy Street. The property is currently zoned RXd and was recently purchased by Mr. Michaelson from Mr. Ben Kaiser. The proposed zone on the site in the current version of the Comprehensive Plan Map is RH which reflects the neighborhood desire for medium density housing instead of high. The RH zone has not served the neighborhood particularly well on other projects. At our Land Use Committee meeting on Monday January 11th, the committee met with Mr. Michaelson, the property owner, and Mr. Kaiser, the former property owner who may be involved with designing a project on the site.

Based on the discussions, it appears that the interests of both the developers and the neighbors would be best served by a mixed use project that supports commercial and other active uses on the ground floor with housing above. The developer showed a tentative massing study based on the zone change agreement negotiated with City Council and agreed to by both the property owner and the City Council as binding. That study was for a building with 4 stories of residential above 1 story of ground floor retail for a total of 5 stories along Williams no taller than 65 feet including roof attachments, with an alley behind the building and then a row of 2-story live/work units on the east side of the property no taller than 40 feet including any roof attachments with a minimum 10 foot setback adjacent to the neighboring property. Both the reduced height and setback provide a buffer to the adjacent residential spaces. This is in line with our desires although it is still really big compared to what could have been built on the site just 3 years ago in an R1 zone.

The existing owner has committed to comply with the height limits included when the Council adopted the current RXd zone; specifically 65 feet on the western edge of the site and a maximum of 40 feet on the eastern edge with a minimum 10 foot setback. Conditional on this commitment by the owner to the City and the neighborhood and the inclusion of housing above commercial use on the ground floor, the ENA supports maintaining the existing RXd zone. A primary motivation of this agreement is to avoid creating a new non-conforming use on the site if it is developed with retail on the street frontage before the new zoning map is adopted.

Thank you

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



Metro | Office of Metro Attorney

Gary Shepherd
Assistant Attorney
503-797-1600

November 9, 2015

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

RE: Metro property – Lone Fir Cemetery
Comprehensive Plan Map Amendment

To whom it may concern:

Metro appreciates the opportunity to participate and comment upon the City's Comprehensive Plan Map amendment process. Please include this letter in the record of these proceedings.

These comments concern the map amendment proposed for Lone Fir Cemetery, Block 14. The property is located on the corner of SE 20th and SE Morrison. The site is the former home of the Multnomah County building, and as such is zoned urban commercial. The site is surrounded by the Lone Fir Cemetery to the north and east. Since Metro's acquisition, the building was removed and the land incorporated into and managed with the cemetery property. The surrounding cemetery land is plan mapped and zoned open space. Exhibit 1.

There is a plan for Block 14 to be developed with a memorial park. To date, the City's mapping program indicates the City proposes a mixed use – urban center plan designation. Exhibit 2. This office understands that the current and proposed commercial zoning would allow park, open space and cemetery uses. However, it is Metro's position that the mixed use commercial classification is generally inconsistent with Metro's use and management objectives, memorial plans, and the existing cemetery plan and zoning designation. The mere perception of the commercial zoning for this site has raised concerns among both constituents and Metro representatives.

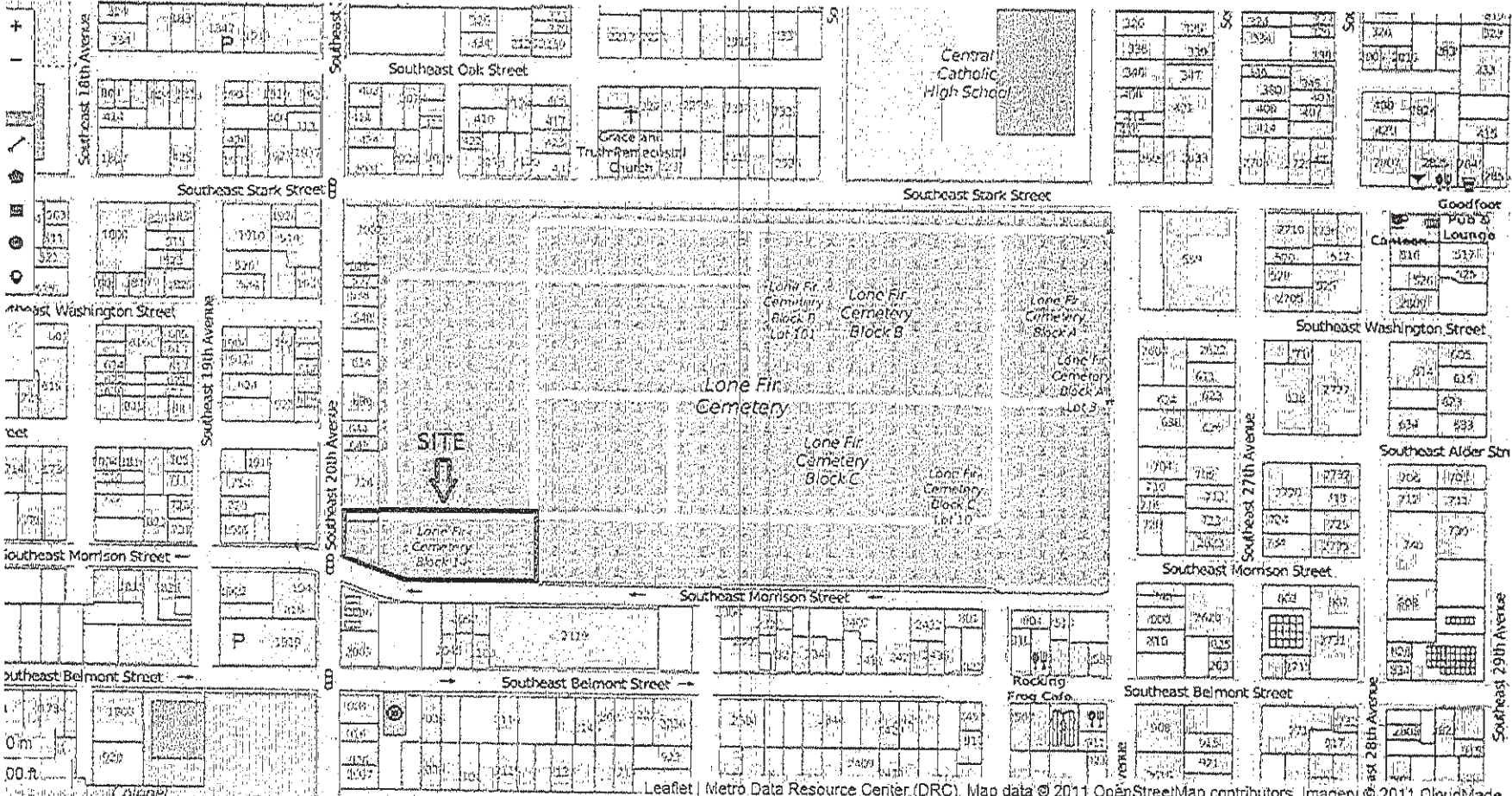
As such, Metro respectfully requests that the proposed plan map reflect a change from commercial to open space for Block 14, Lone Fir Cemetery. If I can answer any questions or provide assistance, please contact me directly. I thank you for your time and attention.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Shepherd".

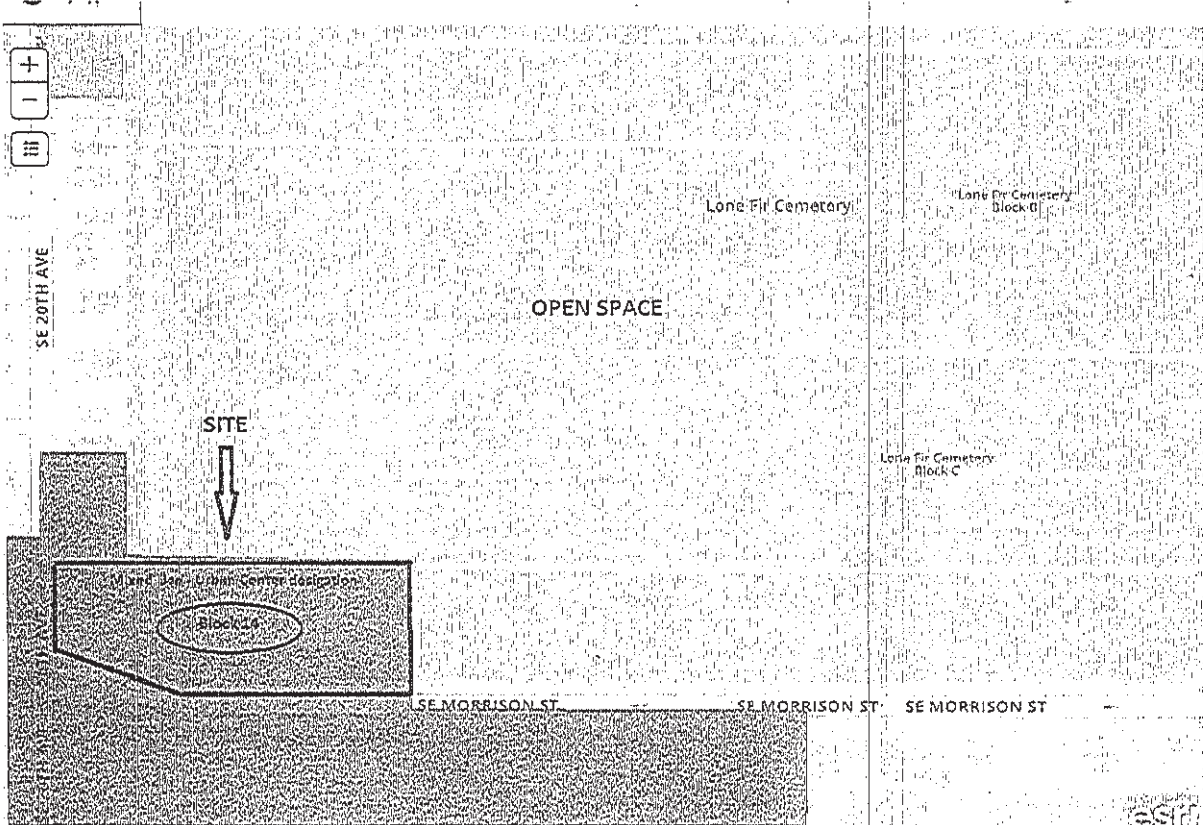
Gary Shepherd
Office of Metro Attorney

cc: Marty Stockton, Portland Bureau of Planning
and Sustainability



Leaflet | Metro Data Resource Center (DRC), Map data © 2011, OpenStreetMap contributors, Imagery © 2011, CloudMade

Ex. 1



Address Search

Map Proposal Comments

LAND USE PROPOSAL

Proposed land use designations carry out the goals and policies of the Comprehensive Plan and direct growth through 2035 as described in the Urban Design Framework.

Search by address or click / tap on the map to select taxlots and view land use proposals associated with that parcel.

TIMELINE



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

FOR MORE INFORMATION, VISIT THE COMP PLAN RECOMMENDED DRAFT WEBSITE:

Ex 2

Arevalo, Nora

From: Washington, Mustafa
Sent: Monday, November 09, 2015 4:06 PM
To: BPS Comprehensive Plan Testimony
Cc: Elmore-Trummer, Camille
Subject: FW: Multnomah Village as Neighborhood corridor

Follow Up Flag: Follow up
Flag Status: Completed

From: Maarja [mailto:mkcoccinelle@yahoo.com]
Sent: Saturday, November 07, 2015 1:27 PM
To: Council Clerk – Testimony <CCTestimony@portlandoregon.gov>
Cc: 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>; City Auditor Griffin-Valade <LaVonne@portlandoregon.gov>; Anderson, Susan <Susan.Anderson@portlandoregon.gov>; mnaLandUseCommittee@gmail.com
Subject: Multnomah Village as Neighborhood corridor

Subject: Multnomah Village as Neighborhood corridor

To the City Council,

I am requesting 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 to the record.

Thank you,

Ordinance 187832, Vol. 1.3.Q, page 9783

Maarja Paris
7434 Sw Capitol Hwy
Portland, Or 97219

Arevalo, Nora

From: Michael Molinaro <molinaroarchitect@gmail.com>
Sent: Monday, November 09, 2015 3:12 PM
To: BPS Comprehensive Plan Testimony
Subject: Testimony

Follow Up Flag: Follow up
Flag Status: Completed

1. Increase density on wider streets such as Powell, Cesar Chavez, Sandy, Foster, Broadway, Burnside.
2. Increase density on North-South streets where the solar shading impact will be minimized.
3. Encourage "reawakening" of the missing middle housing type by rezoning areas adjacent or on the same block as wider streets to encourage townhomes, 4-plexes, stacked flats, etc.
4. Older streetcar streets should retain their historic mix of diverse size, type, and architecture. These are the streets, such as Belmont, Hawthorne, Division, that with no help from any tax subsidy have self-created a sense of "Portland" and are now threatened with rampant development because of city-wide planning. Do not destroy the character of these historic neighborhoods.
5. Do not wait till 2017 to close the FAR loophole that exempts residential buildings.
6. Increase neighborhood notification requirements so all developments over 5,000 square feet must meet with the neighborhood associations.
7. Include SFR or now multi-family properties on commercial streets in the demolition notification process.
8. Initiate neighborhood design review. This will broaden the review process and lighten the load of the design review committee.

--
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: Suzanne pond <suzannepond@gmail.com>
Sent: Monday, November 09, 2015 2:48 PM
To: BPS Comprehensive Plan Testimony
Subject: Re: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Completed

Homeowner:
Suzanne J Pond
610 SW 48th Dr
Portland, OR 97221
State ID #1S16AA 2300

>
> Hello,
> I would like to voice my support for the change affecting 610 SW 48th Dr to single-dwelling 20,000.
>
> On 48th Dr we have many elevations and trees which effect rain/storm runoff. It is slippery with leaves and poor drainage. Our street is narrow and dark which becomes less safe with additional traffic from increased residents. It is also a path for deer, coyotes and other small animals. Please protect our street and its residents and implement this change.
>
> Thank-you,
> Suzanne

Portland City Council
Council Clerk

cputestimony@portlandoregon.gov

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

November 9, 2015

Re: Multnomah Village as Neighborhood Corridor

We live about two blocks from downtown Multnomah Village. We have lived in this neighborhood for two years and enjoy Multnomah Village immensely precisely because it is a Village. We are requesting 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 has a prescribed depth of 180 feet, which is consistent with the definition of a Neighborhood Corridor. The Village is 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 to the record.

Thank you,

Susan J. Thomson

8520 SW 41st Ave

Portland, Oregon 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, mnaLandUseCommittee@gmail.com

Wade Anderson
3905 NE 114th Ave
Portland, OR 97220

AUDITOR 11/23/15 AM 10:46

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

Dear Portland City Council:

It has come to my attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. I would prefer that the status remain "major"; it would be even better if it were reduced.

My reasons for recommending that the freight status be reduced are outlined in the following points:

1. Sandy Boulevard is already at capacity, especially during rush hour, when traffic frequently backs up from I-205 to 112th and sometimes beyond.
2. The commercial area along Sandy Boulevard between 102nd and 122nd is being recommended by the Comprehensive Plan as a Neighborhood Center. Parkrose residents support this decision; increasing freight traffic will negatively impact efforts to develop this as a family-, pedestrian-, and bicycle-friendly Center. Please note that this section of Sandy Boulevard is bounded on the north and south by commercial zoning and uses. Further east, Sandy is bounded by the railroad to the north and residential uses south.
3. Airport Way is less than a mile north of Sandy Blvd and runs through the Columbia Corridor industrial area. It has access to the I-205 freeway northbound and southbound, which also connects to I-84. Airport Way is already designated as a priority freight route, having been designed for freight traffic, unlike Sandy Boulevard. We support moving freight traffic off of Sandy Boulevard and onto Airport Way.

While I recognize the importance of continuing to develop the industrial area and provide more employment opportunities, it is equally important to ensure that Parkrose residents

Freight status in Parkrose

Page 2

have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

I urge you to consider this request. Reducing the freight traffic on Sandy Boulevard in Parkrose is an important step towards accomplishing our mutual vision of making this street one of the vibrant "main streets" in Portland.

Sincerely,

A handwritten signature in cursive script, appearing to read "Wade" or similar, written in black ink.

Corrie Anderson
3905 NE 114th Ave
Portland, OR 97220

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

Dear Portland City Council:

It has come to my attention that the City of Portland is interested in increasing the freight route status for Sandy Boulevard from "major" to "priority" in the Urban Design Direction for the Comprehensive Plan (see page 34 of the document). Because Sandy runs through the heart of the Parkrose Neighborhood, this goal raises concerns for those who live and work here. I would prefer that the status remain "major"; it would be even better if it were reduced.

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Freight status in Parkrose

Page 2

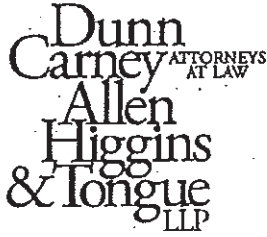
have a healthy, safe, and thriving Neighborhood Center for gathering, shopping, and building community.

I urge you to consider this request. Reducing the freight traffic on Sandy Boulevard in Parkrose is an important step towards accomplishing our mutual vision of making this street one of the vibrant "main streets" in Portland.

Sincerely,

Corrie Anderson

Carrie Anderson



November 9, 2015

TY K. WYMAN
Admitted in
Oregon

DIRECT DIAL
503-417-5478

E-MAIL
twyman@
dunn-carney.com

ADDRESS
Suite 1500
851 S.W. Sixth Avenue
Portland, Oregon
97204-1357

Phone 503.224.6440
Fax 503.224.7324

INTERNET
www.dunn-carney.com

Via Email: cputestimony@portlandoregon.gov

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

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

Dear Mayor and Council:

We represent Dr. Nader Rassouli, owner of the 1.28-acre parcel addressed as 6141 SW Canyon Ct. As shown on the attached aerial photo, the parcel is currently zoned R20, improved with a single ranch-style home, and situated immediately north of the Sunset Highway and next to an R1 zone.

It seemed apparent to Dr. Rassouli that the existing zone does not allow the density of development that the City will want there in 2035. Accordingly, he worked many months ago with Peter Fry to propose to staff (Joan Frederiksen) and the neighborhood that the designation be changed to R2. Peter and Dr. Rassouli felt that their proposal was well received, so were surprised to learn in early June that the Planning and Sustainability Commission would deny their request.

Looking back through the Bureau's files, I found that neighbors had turned against the proposal. From its notes on the matter, staff appeared to reach the same conclusion based on three distinct concerns: with land stability, storm drainage, and traffic. Dr. Rassouli thus retained experts to address each of these concerns. I attach their reports.

At the bottom line, R20 strikes me as appropriate in pretty only limited circumstances, *viz.*, steeply sloped properties in the West Hills. That is not the situation here. Even if R2 is not the right density, failure to upzone this parcel in this process would be a waste.

Council Clerk
November 9, 2015
Page 2

We appreciate your willingness to review our situation and look forward to further discussing it with you.

Very truly yours,



Ty K. Wyman

TKW:car
Enclosures

cc: Julie Ocken, PSC Assistant
(via email: julie.ocken@portlandoregon.gov)
Joan Fredericksen, West District Liason
(via email: joan.fredericksen@portlandoregon.gov)
Nader M. Rassouli, DDS
(via email: naderrassouli@comcast.net)
Peter Fry
(via email: peter@finleyfry.com)

DCAPDX_1879604_v1



November 5, 2015

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

Re: 6141 SW Canyon Court Zone Change – Portland, Oregon
Transportation Analysis

Project Number 20151006.00

Dear Mr. Wyman:

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

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

1. PROPERTY DESCRIPTION AND PROPOSED LAND USE ACTION

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

The property is currently zoned City of Portland Residential 20,000 (R20), a low-density single-family dwelling zone allowing 1 unit per 20,000 square feet. As part of a larger City of Portland Comprehensive Plan map change and rezoning effort, the subject property is being considered/proposed to be rezoned to Residential 2,000 (R2), a low-density multi-family dwelling zone allowing 1 unit per 2,000 square feet.

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

2. TRIP GENERATION

The subject property is 1.28 acres, or 55,757 square feet in size. Reasonable worst-case development in the proposed R2 zone allows 27 low-density multi-family dwelling units and the current R20 zone allows 2 single-family dwelling units.

Trip generation for reasonable worst-case development in the proposed and current zone designations is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. For the proposed R2 zone, ITE Land Use 230 – Residential Condominium/Townhouse is used and for the current R20 zone, ITE Land Use – 210 Single-Family Detached Housing is used. Resulting trip generation is summarized in the following table.

Land Use	ITE Code	Site Units	Average Daily Trips	PM Peak Hour Trip Generation		
				Enter	Exit	Total
<i>Proposed Zone Designation</i>						
Residential Condominium/Townhouse	230	27	157	9	5	14
<i>Current Zone Designation</i>						
Single-Family Detached Housing	210	2	19	1	1	2
Trip Generation Difference			138	8	4	12

As identified in the table above, the proposed zone designation has potential to increase site trip generation by 12 PM peak hour trips.

3. TRANSPORTATION IMPACTS

The subject property directly accesses SW 61st Drive. Anticipated residential development traffic will primarily travel to/from the east on SW Skyline Boulevard via SW Canyon Court, SW 58th Street and SW Montgomery Street.

Overall transportation impacts will be small because the potential trip generation increase is only 12 PM peak hour trips. As such, the proposed rezone is not anticipated to significantly affect the transportation system.

6141 SW Canyon Court Zone Change – Portland, Oregon
Project Number 20151006.00
November 5, 2015
Page 3

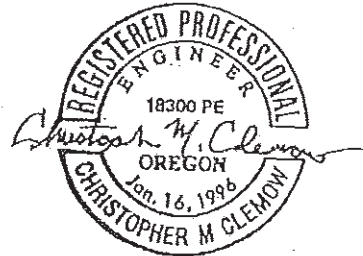
4. SUMMARY

The proposed 6141 SW Canyon Court property rezone is not anticipated to significantly affect the transportation system. Therefore, no further transportation analysis is necessary.

Sincerely,



Christopher M. Clemow, PE, PTOE
Transportation Engineer



RENEWS 31 DEC 2015



MEMORANDUM

To: Ty Wyman
Partner
Dunn Caney Allen Higgins & Tongue LL

From: Brian K. Feeney, PE
Project Manager

Date: October 30, 2015

Project Name: 6141 SW Canyon Court – Rezone/Annexation
Project No: 15304
RE: Existing Services Due Dilligence Summary

The following memo outlines our preliminary findings associated with the property located 6141 SW Canyon Court located in Multnomah County, Oregon just outside the City of Portland city boundary. 3J looked into the serviceability of the project for sanitary, sewer, and water services. The site is located along the NW corner of SW Canyon Court and SW 61st Drive, just north of Sunset Highway (US26). Currently there is an existing single family residence located on top of a 20-plus foot high retaining wall above SW Canyon Court. The site currently takes access from SW 61st Drive.

It is our understanding that the property owner would like to have the project annexed into the City of Portland and rezoned from R-20 to R-2 through the City of Portland's referenced process.

The following information is based on our current understanding of the project, information readily available at this time and our past experience with the local jurisdictions.

Jurisdiction

- Site is located within the Multnomah County, Oregon
 - Tax Lot: 1S1E06CB 2200 (1.28 acres)
 - Zoned: R20-Single Family Residential
- Sanitary Sewer – City of Portland (BES)
- Storm Water – City of Portland (BES)
- Water – City of Portland Water Bureau (PWB)
- Roads – City of Portland
 - SW Canyon Court
 - SW 61st Drive

Existing Utilities

Storm Water

- SW 61st Drive: There are 2 storm systems within SW 61st Drive; a 12-in main located along the west side of the road and a 12" to 18" storm main located along the east end of the road. It appears the storm main is under the City of Portland Jurisdiction, within SW 61st Drive but does connect to an ODOT system that travels under Sunset Highway.
- SW Canyon Court: There is evidence that there is a storm line within Canyon Court based on existing catch basins, however the site and location of these lines are unknown.

Sanitary Sewer

- SW 61st Drive: There is an existing 8-in mainline along the east side of the center of the road and is approximately 9 to 10 feet in depth. Existing services is from SW 61st Drive.
- SW Canyon Court: There is an existing 8-in mainline along the south side of the center of the road and is approximately 8 to 11 feet in depth.
- West end of Property: There is an existing sewer manhole located along the southwest end of the property. Clean water Services maps indicated that this is an existing 8" service, depth is unknown

Water Service

- SW 61st Drive: There is an existing 12-in mainline along the west side of the center of the road. Existing service to the site is from SW 61st Drive.
- SW Canyon Court: There is an existing 12-in and 24-in mainline located along the north side of the center of the road.

Future Services

Storm Sewer

Future development of the site would require storm water detention and water quality. Per the City of Portland, all new impervious area over 500 sf is required to be treated and detained. The following will summarize the City's requirements.

- **Water Quality Treatment**
 - The City of Portland requires 70 percent removal of total suspended solids from 90 percent of the average annual runoff of all impervious area on a site. The City has different methods for calculating the treatment flow rate and volume depending on the Best Management Practice (BMP) selected. Additionally, the City requires vegetated facilities to filter storm water whenever possible.
 - Future development could utilize eco-roofs, flow-through planter, swales, underground water quality devices and other methods to meet the water quality requirements by the City. Infiltration would not be feasible due to the existing site soils and retaining wall location.
- **Detention (flow-control)**
 - The City of Portland requires that at a minimum the post-development flows meet the pre-development flows for the 2-year, 5-year, and 10-year, 24-hour runoff events. Additional detention may be required dependent on the downstream conveyance system. Detention can be handled by detention ponds, flow-through planters, eco-roof, underground detentions, or similar facilities. ODOT required detention for sites under 5-acres in size to meet the pre-development 10-year storm event. City of Portland's Storm requirements should be utilized as they are more stringent.

Formal WQ and Detention calculation will be required at the time of permit submittals. Based on the City's requirements we would recommend the storm be connected to the SW 61st Drive, proposed flows will be detained to meet the pre-development flows. Additional detention maybe required depending on the downstream analysis but should not prevent future development. Specific site location and design should take the existing retaining wall into account and recommendations from a structural or geotechnical engineer be considered.

Sanitary Sewer

- Proposed sewer service could connect to either SW 61st Drive or SW Canyon Court. It is recommended to connect to SW 61st Drive due to the existing retaining wall along the SW Canyon Court frontage.

Water Service

- Proposed water service could connect to either SW 61st Drive or SW Canyon Court. It is recommended to connect to SW 61st Drive due to the existing retaining wall along the SW Canyon Court frontage.

Summary

Based on the information available it appears that the site has adequate water, storm, and sewer service available in the public streets adjacent to the property.

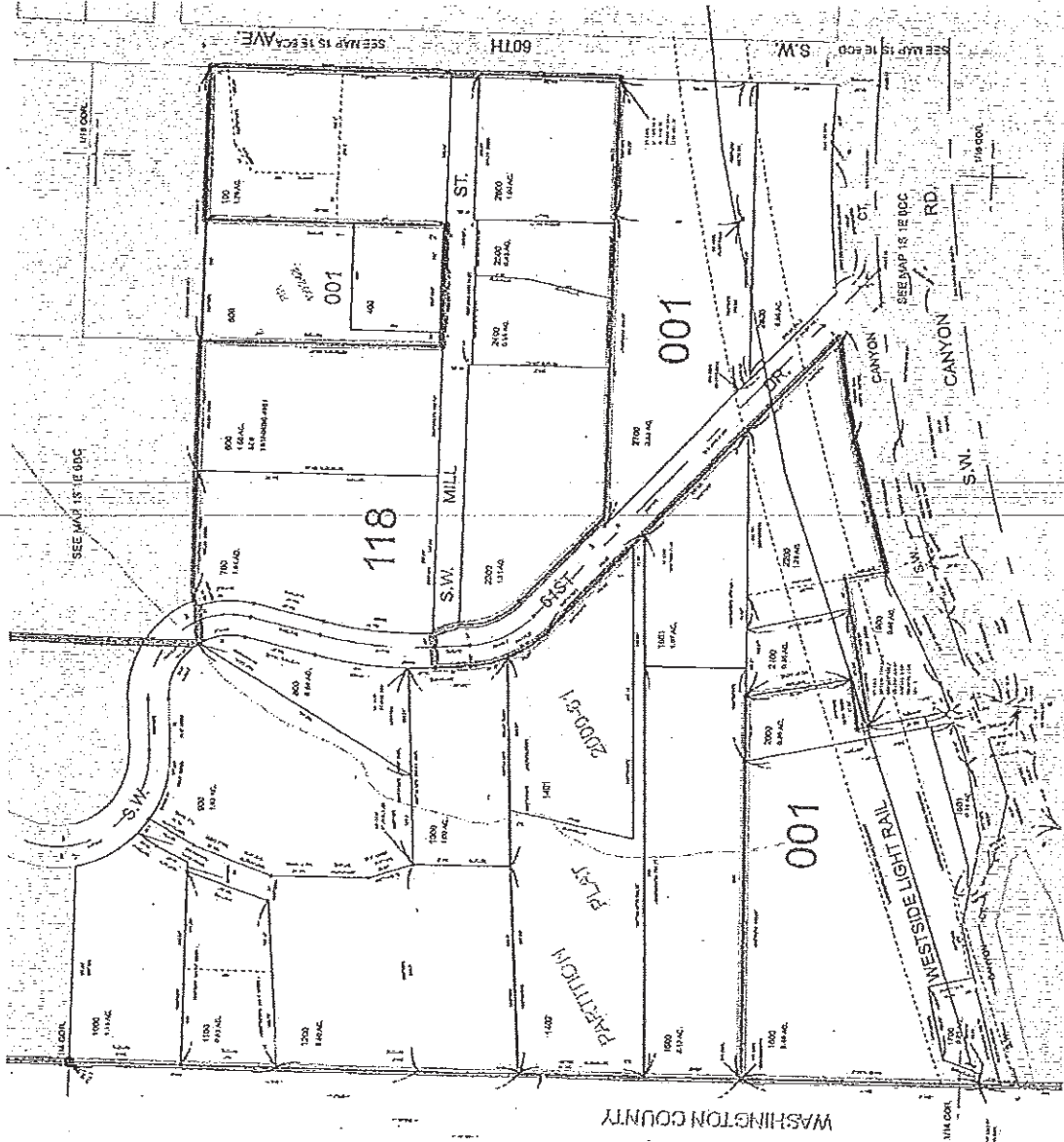
Attached:

- Tax Map – 1S1E6CB
- Topographical Survey, dated Aug. 7, 2009 by Chase Jones and Associates
- City of Portland – Sewer Relocation SW Canyon Ct, sheet P2, dated 4/30/2001 (As-Built)
- City of Portland – Sewer Relocation SW Canyon Ct, sheet P3, dated 4/30/2001 (As-Built)
- City of Portland – Sewer Relocation SW Canyon Ct, sheet P4, dated 4/30/2001 (As-Built)
- Clean Water Services Public Sewer Map
- Portland Stormwater Management Manual – January 2014, Exhibit 1-10: Summary of Flow Control and Pollution Reduction Requirements.

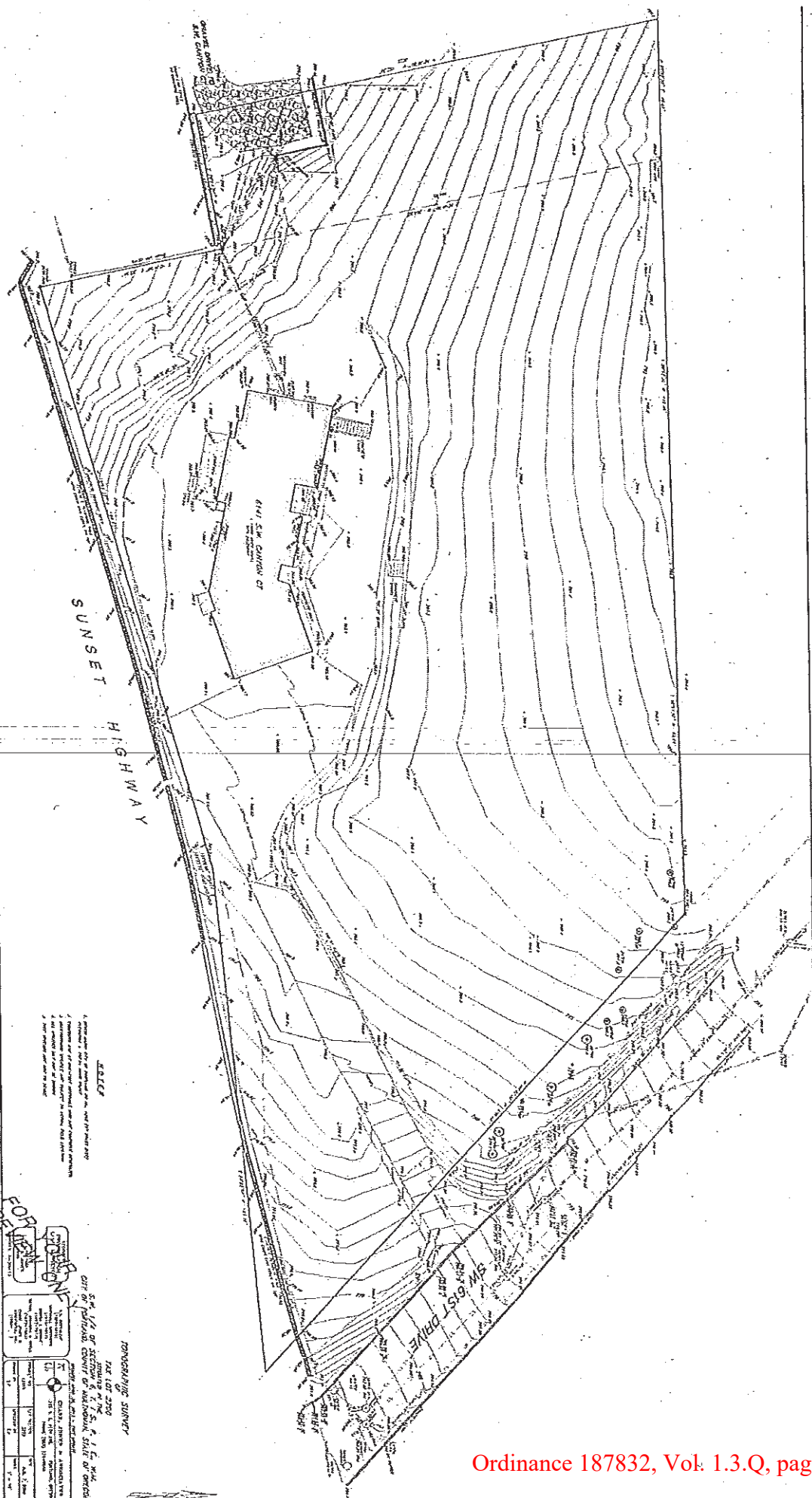
N.W. 1/4 S.W. 1/4 SEC. 6 T. 1S. R. 1E. W.M.
MULTNOMAH COUNTY
1" = 100'

THIS MAP SHOWS THE RESULTS OF AN
ABSTRACT OF PUBLIC RECORDS ONLY

1S 1E 6CB



1S 1E 6CB



- LEGEND**
- 1. Areas under the city of Sunset, Mo., and its public lands
 - 2. Areas under the city of Sunset, Mo., and its public lands
 - 3. Areas under the city of Sunset, Mo., and its public lands
 - 4. All other areas of Sunset, Mo., and its public lands
 - 5. All other areas of Sunset, Mo., and its public lands

FOR REVIEW

CITY OF JONESBURG, MISSOURI

PLAT NO. 187832

INDEX

SECTION 1

SECTION 2

SECTION 3

SECTION 4

SECTION 5

SECTION 6

SECTION 7

SECTION 8

SECTION 9

SECTION 10

SECTION 11

SECTION 12

SECTION 13

SECTION 14

SECTION 15

SECTION 16

SECTION 17

SECTION 18

SECTION 19

SECTION 20

SECTION 21

SECTION 22

SECTION 23

SECTION 24

SECTION 25

SECTION 26

SECTION 27

SECTION 28

SECTION 29

SECTION 30

SECTION 31

SECTION 32

SECTION 33

SECTION 34

SECTION 35

SECTION 36

SECTION 37

SECTION 38

SECTION 39

SECTION 40

SECTION 41

SECTION 42

SECTION 43

SECTION 44

SECTION 45

SECTION 46

SECTION 47

SECTION 48

SECTION 49

SECTION 50

SECTION 51

SECTION 52

SECTION 53

SECTION 54

SECTION 55

SECTION 56

SECTION 57

SECTION 58

SECTION 59

SECTION 60

SECTION 61

SECTION 62

SECTION 63

SECTION 64

SECTION 65

SECTION 66

SECTION 67

SECTION 68

SECTION 69

SECTION 70

SECTION 71

SECTION 72

SECTION 73

SECTION 74

SECTION 75

SECTION 76

SECTION 77

SECTION 78

SECTION 79

SECTION 80

SECTION 81

SECTION 82

SECTION 83

SECTION 84

SECTION 85

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SECTION 87

SECTION 88

SECTION 89

SECTION 90

SECTION 91

SECTION 92

SECTION 93

SECTION 94

SECTION 95

SECTION 96

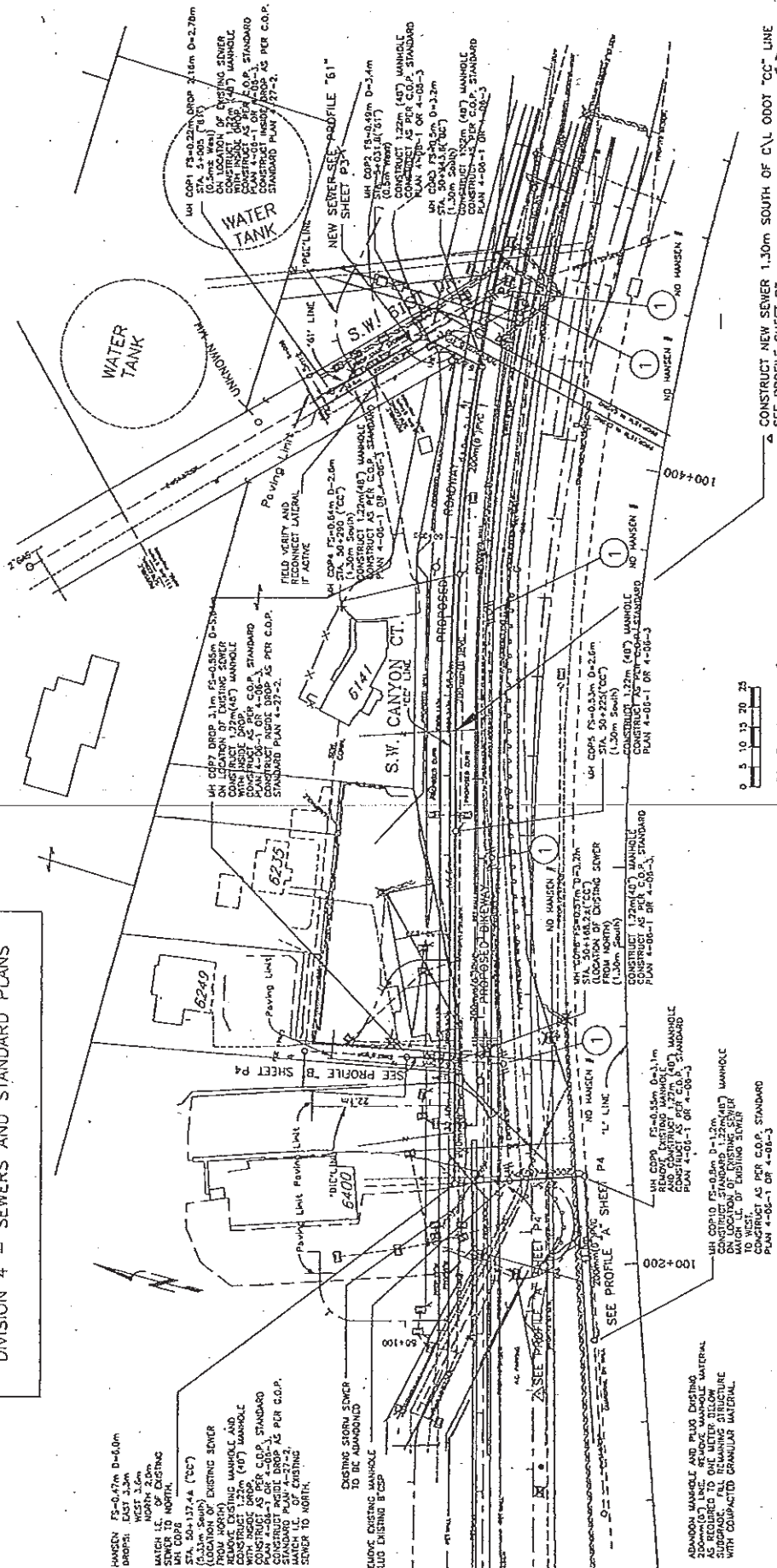
SECTION 97

SECTION 98

SECTION 99

SECTION 100

ALL SANITARY SEWER SYSTEM WORK SHALL COMPLY WITH CITY OF PORTLAND STANDARD CONSTRUCTION SPECIFICATIONS DIVISION 4 - SEWERS AND STANDARD PLANS



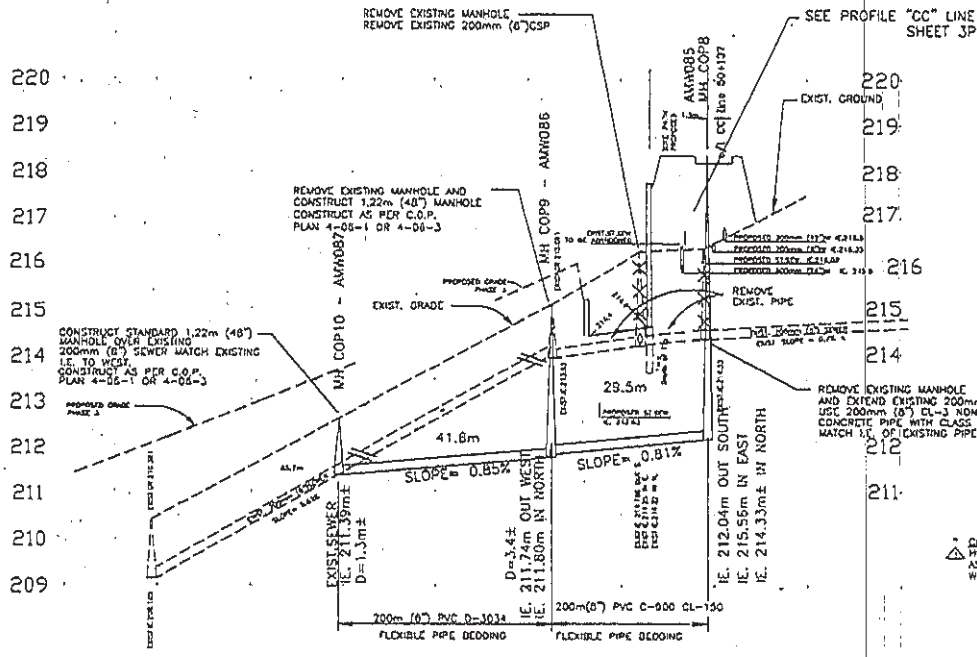
SCALE: 1 cm = 5m
 NOTE: ALL DIMENSIONS AND ELEVATIONS SHOWN HERE ARE METRIC

CITY OF PORTLAND ENVIRONMENTAL SERVICES			AS-BUILT	SEWER RELOCATION S.W. CANYON COURT FROM S.W. 61ST AVE. TO 220 METERS ± WEST 1/4 SECTION 3223 [C.O.P. 003 / 0123]	CAMELOT INTICHCE. SYLVAN INTICHCE. (PHASE 1) SEC. SUNSET HIGHWAY MULTNOMAH COUNTY WASHINGTON COUNTY ADMINISTRATION PROJECT NUMBER REGION DIVISION 10	P2
PROJECT NO. 0032 PROJECT DATE 11/27/2011 PREPARED BY [Signature] CHECKED BY [Signature] DATE 10/28/11	SHEET NO. 10 TOTAL SHEETS 10					

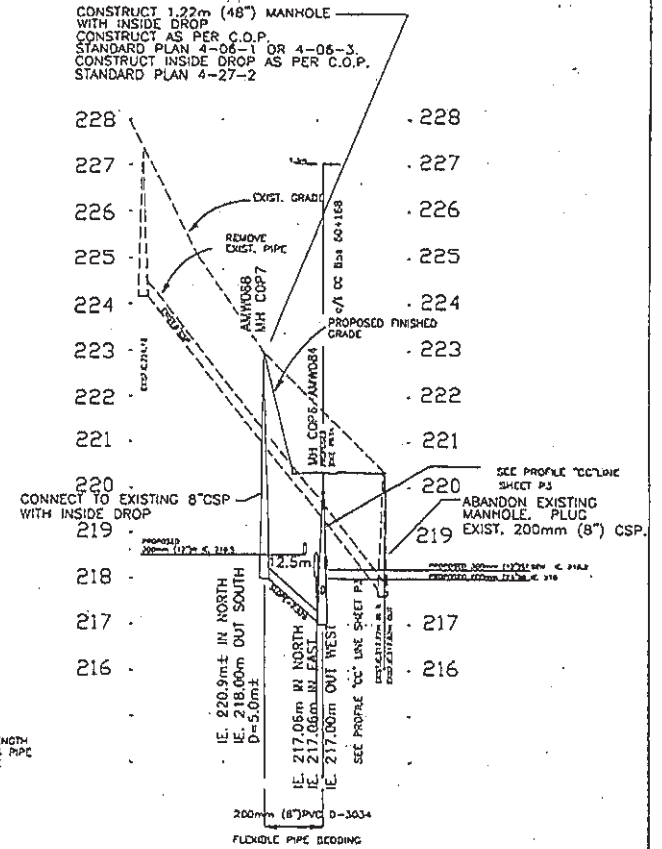
PROJECT NO. 0032 PROJECT DATE 11/27/2011 PREPARED BY [Signature] CHECKED BY [Signature] DATE 10/28/11	SHEET NO. 10 TOTAL SHEETS 10
---	---------------------------------

ALL SANITARY SEWER SYSTEM WORK SHALL COMPLY WITH CITY OF PORTLAND STANDARD CONSTRUCTION SPECIFICATIONS DIVISION 4 - SEWERS AND STANDARD PLANS

SEE PLAN SHEET P2



PROFILE "A"



PROFILE "B"

CONFORMANCE NOTE:
FIELD DESIGN GRADE AND ADJUST LENGTH AS REQUIRED TO INTERCEPT EXISTING PIPE WITH 0.05% FALL THROUGH MANHOLE

SCALE: 1 cm = 5m HORIZ.
1 cm = 0.5 VERT.

NOTE: ALL DIMENSIONS AND ELEVATIONS SHOWN HERE ARE METRIC

DATE	DESCRIPTION	BY	APP'D

CITY OF PORTLAND
ENVIRONMENTAL SERVICES

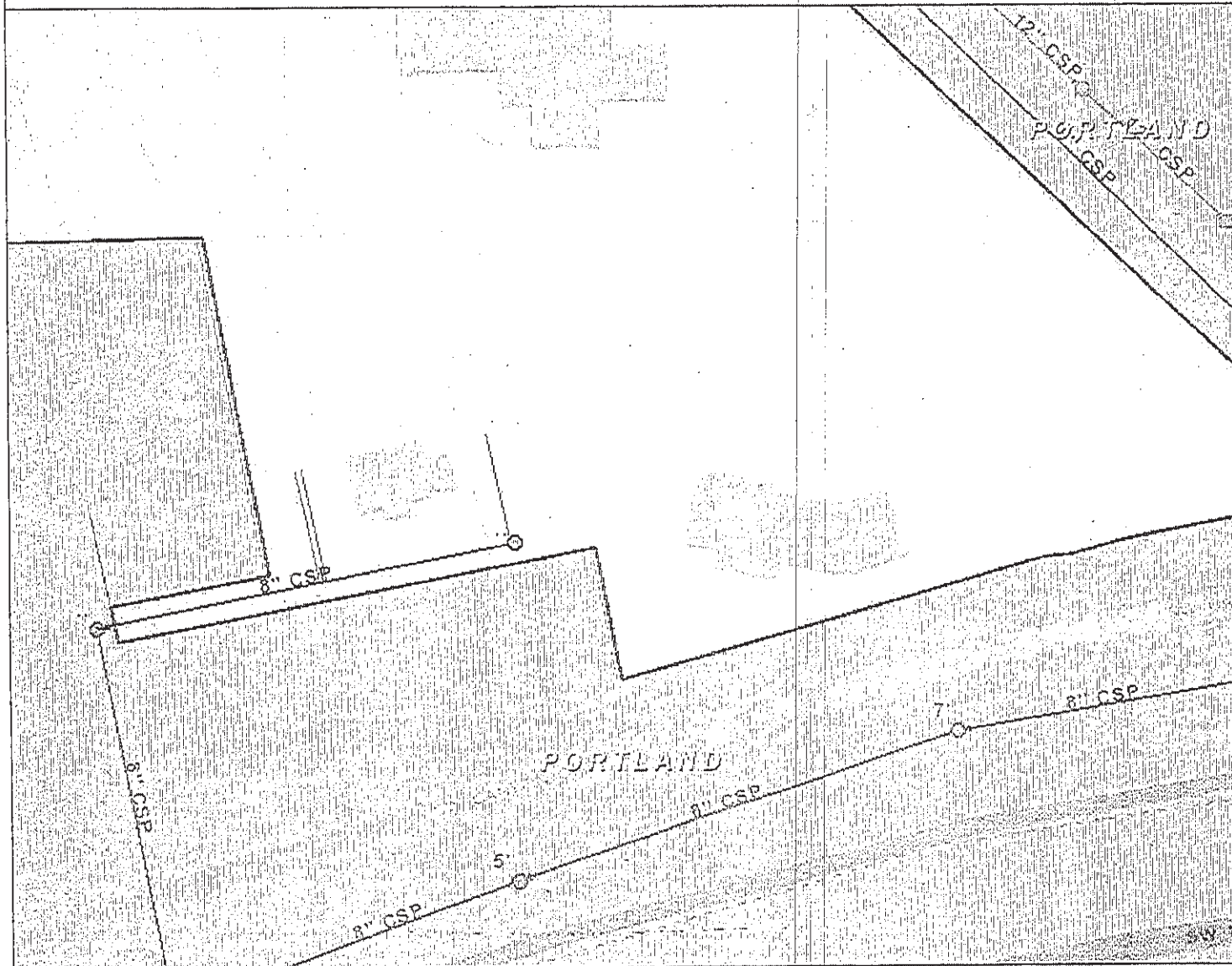


AS-BUILT

SEWER RELOCATION
S.W. CANYON COURT
FROM S.W. 61ST AVE.
TO 220 METERS ± WEST

CAMELOT INTCHGE. SYLVAN INTCHGE. (PHASE 1) SEC. SUNSET HIGHWAY MULTI-COUNTY & WASHINGTON COUNTIES	
FEDERAL HIGHWAY ADMINISTRATION	PROJECT NUMBER
REGION 10	OREGON DIVISION
P4	

CWS Public Sewer Map



- Legend**
- Cleanout
 - Fitting
 - ⊗ Valve
 - Manhole
 - Inlet
 - △ Pond
 - Vault
 - ☆ Treatment Plant
 - Ⓟ Pump Station
 - Gravity Line
 - Pressure Line
 - Open Channel
 - Virtual Flow
 - Pond Outline
 - CWS Boundary
 - County Boundary
 - Urban Growth Boundary

- X Abandoned
- CWS Sanit
- CWS Storm
- Partner Sanit
- Partner Storm

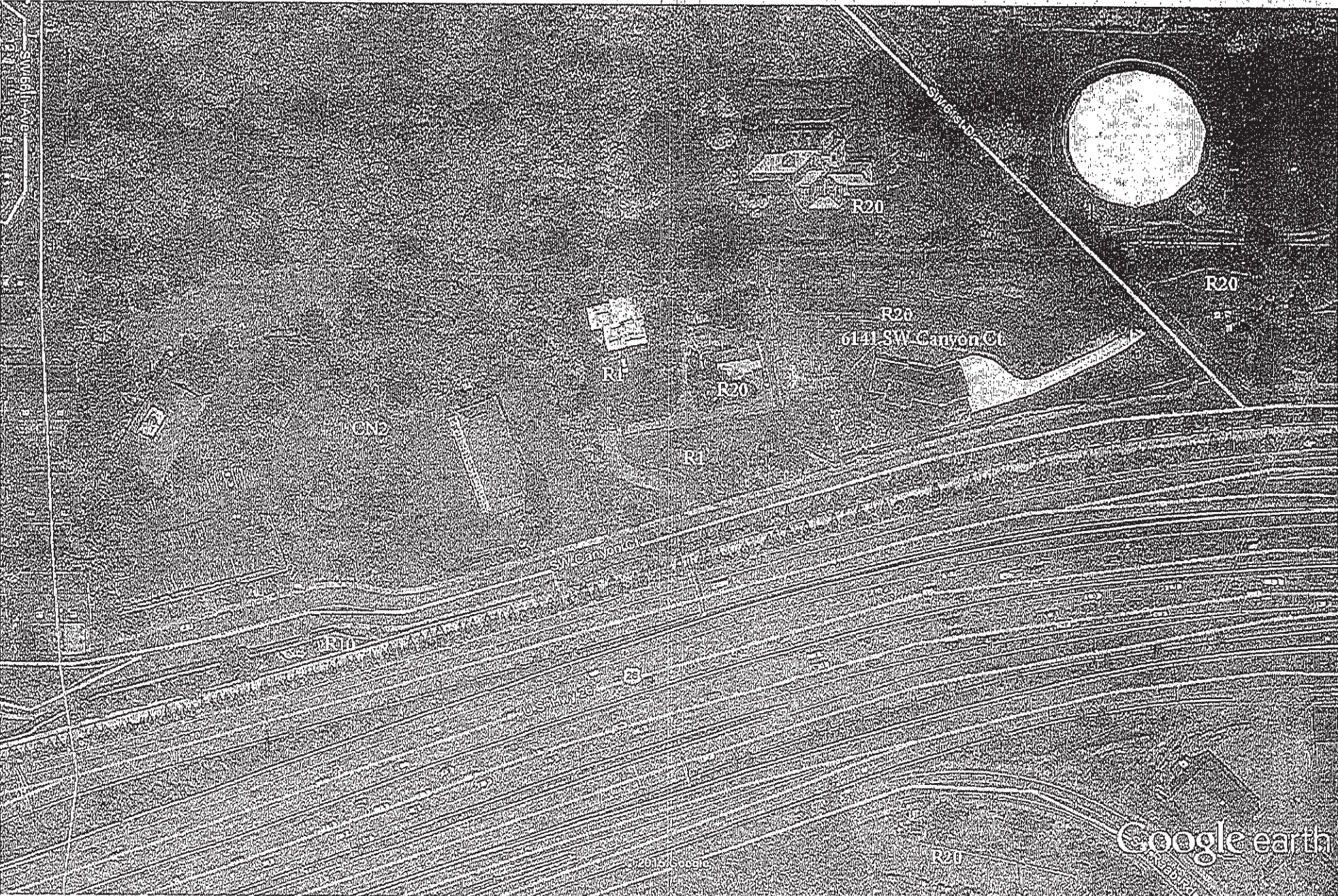


Disclaimer: This product and its associated data is for informational purposes only and was derived from several databases. It was not prepared for, and is not suitable for legal, engineering or surveying purposes. Users of this information should review or consult the primary data and information sources to ensure accuracy. Clean Water Services cannot accept any responsibility for errors, omissions or positional accuracy. There are no warranties for this product. Mainline and service lateral locations are depicted using best available information but must be field verified and located before digging. Service laterals are marked in the field as "Unlocatable underground facilities" as defined in OAR 952-001-0010 (20). Easement data is not currently completed District-wide and should be used for general reference only. All sanitary or storm sewer data, with the exception of sanitary lines 24" and larger located within the city limits of Beaverton, Cornelius, Forest Grove, Hillsboro, Lake Oswego, Portland, Sherwood, Tigard or Tualatin, need to be verified by contacting the individual city. Notification of any errors would be appreciated. Clean Water Services, Development Services, 2550 SW Hillboro Highway, Hillsboro OR 97123, (503) 681-5100.



Exhibit 1-10: Summary of Flow Control and Pollution Reduction Requirements

Flow Control (Detention and Retention)	
<p>Applies citywide to all projects that develop or redevelop over 500 square feet of impervious area.</p> <p><i>Detention exemptions: Sites that drain directly to the Columbia or Willamette Rivers or Columbia Slough (see site evaluation maps listed in References and Resources) and via storm-only systems with adequate capacity.</i></p> <p><i>Retention exemptions: Sites with unstable soils, contamination, or high risk of contamination.</i></p>	<ul style="list-style-type: none"> • Must use vegetated retention facilities to infiltrate onsite to the maximum extent feasible. • For discharge to a surface water body or storm-only system that discharges to surface water (other than those exempt), must detain: <ul style="list-style-type: none"> – 2-year postdevelopment peak runoff rate to one-half of the 2-year predevelopment peak rate – 5-year postdevelopment peak runoff rate to 5-year predevelopment peak rate – 10-year postdevelopment peak runoff rate to 10-year predevelopment peak rate – 25-year postdevelopment peak runoff rate to 25-year predevelopment peak rate • For discharge to a combined sewer, must detain the 25-year postdevelopment peak runoff rate to the 10-year predevelopment peak rate.
	<ul style="list-style-type: none"> • For all other discharge points, the base requirement is to maintain peak flow rates at their predevelopment levels for the 2-year, 5-year, and 10-year, 24-hour runoff events.
Pollution Reduction (Water Quality)	
<p>Applies citywide to all projects that develop or redevelop over 500 square feet of impervious area.</p> <p><i>Exemptions: Runoff from residential roofs (three units or less) that goes to UIC facilities.</i></p>	<ul style="list-style-type: none"> ▪ Must achieve 70 percent TSS removal from 90 percent of the average annual runoff. • In watersheds with a TMDL or on DEQ's 303(d) list of impaired waters, must use a pollution reduction facility that will reduce pollutants of concern. • Must use vegetated facilities to the maximum extent feasible.



Portland City Council
Council Clerk
1221 SW Fourth Ave. #130
Portland, OR 97204

November 07, 2015

Re: Multnomah Village as a Neighborhood Corridor

We live about two blocks from downtown **Multnomah Village**, as the crow flies. We have lived in this neighborhood for over 15 years and enjoy **Multnomah Village** immensely.

We are requesting 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 has a prescribed depth of 180 feet which is consistent with the definition of a *Neighborhood Corridor*. **Multnomah Village** is more linear in nature, and thus, the characteristics are better defined by the *Neighborhood Corridor* designation.

If **Multnomah Village** were designated a *Neighborhood Center* with a 1/2 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 Village**, would leave little room for existing single-family (and low density) zoning as redevelopment continues to occur. The *Neighborhood Corridor* designation better fits the design and character of **Multnomah Village** (and its surrounding neighborhood).

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, and Sincerely,

Don True and Sandy Stienécker
8112 SW 33rd Avenue
Portland, OR 97219

cc: Mayor Charlie Hales, Commissioner Amanda Fritz, Commissioner Nick Fish, Commissioner Steve Novick, Commissioner Dan Saltzman, City Auditor La Vonne Griffin-Valade, Susan Anderson, MNA Land Use Committee

Arevalo, Nora

From: Ken Boehlke <kenbhome@hotmail.com>
Sent: Sunday, November 08, 2015 6:53 PM
To: BPS Comprehensive Plan Testimony
Subject: In Favor of Neighborhood Center Zoning for Village
Attachments: LetterToCityCouncil.docx

Follow Up Flag: Follow up
Flag Status: Completed

Dear Council Member,

I am writing in support of maintaining the planned "Neighborhood Center" zoning for Multnomah Village. I have lived in the neighborhood for 15 years.

There has been a push by the unrepresentative Multnomah Neighborhood Association to classify the neighborhood as a "Neighborhood Corridor". This classification is not possible because the village is roughly 3 by 7 blocks in dimension and it is not a corridor.

The main reason to adopt the "Neighborhood Corridor" classification is to limit the height of the buildings to three stories, claiming that this will maintain the small-town feeling of the village. Since most small towns in Oregon are in decline, I find this goal disturbing.

~~I have enjoyed the new developments in the village, giving me greater outlet for evening activities and interaction with people. I enjoy the rich atmosphere that more people and a variety of businesses bring to my neighborhood.~~

I stand against those who are poor at geometry and are fearful of people.

Best Regards,

Kenneth A. Boehlke
7125 SW 27th
Portland, OR 97219

1133 NE 37th Avenue
Portland, OR 97232
November 9, 2015

Portland City Council
Attn: Comprehensive Plan Testimony
1221 SW 4th Avenue, Room 130
Portland, OR 97204

Re: 4109-4119 SE Morrison St
152E06BB 20500
&
4110-4120 SE Morrison St
152#06BB 20600

Dear City Council:

This regards the proposed comprehensive plan change for properties at 4109-4119 SE Morrison Street and 4110-4120 SE Morrison Street, also known as the Claremont Apartments. We, Diana Hwang and Peter Hwang, are co-trustees of the Hwang Revocable Trust (for Jessen Hwang and Tsaisia Hwang) and The Claremont LLC which own the properties at 4109-4119 SE Morrison Street and 4110-4120 SE Morrison Street in Portland, Oregon. We submit the following Comprehensive Plan Testimony for the public record.

For existing use to conform to city zoning, both properties at 4109-4119 SE Morrison St (152E06BB 20500) and 4110-4120 SE Morrison St (152#06BB 20600) need to be zoned as R1, Multi-Dwelling 1,000. Supporting information below.

4109-4119 SE Morrison Street

The zoning for 4109-4119 SE Morrison Street should be changed to R1, or Multi-family Dwelling 1,000. This property is a 2-story multi-family residence consisting of 24 apartment units on a block covering 35,275 square feet. A zoning change to R1 for this property will place the property into conforming use with city zoning.

The City's proposed Comprehensive Plan designation for the 4109-4119 SE Morrison Street property as R2, Multi-Dwelling 2,000 is not adequate to bring current use into zoning compliance. Under R2, the current use would still be non-conforming and exceed the density allowable under R2. Therefore, the City should change the zoning at this location to R1.

4110-4120 SE Morrison Street


We support the City's proposal to change the zoning of the property at 4110-4120 SE Morrison to R1, Multi-Dwelling 1,000. R1 is the best zoning choice for making existing use conform to city zoning. This property is a 2-story multi-family residence consisting of 32 apartment units on a block covering 50,120 square feet.

Summary

For existing use to conform to city zoning, both properties at 4109-4119 SE Morrison St (152E06BB 20500) and 4110-4120 SE Morrison St (152#06BB 20600) need to be zoned as R1.

Sincerely,


Diana Hwang
Co-Trustees for Hwang Revocable Trust dba The Claremont LLC


Peter Hwang
Co-Trustees for Hwang Revocable Trust dba The Claremont LLC

11-9-15

AUDITOR 11/12/15 AM 10:43

Council Clerk
Bureau of Planning and Sustainability
1221 S.W. 4th Avenue
Portland, OR 97204

Subject: Zoning change to tax lot R326896 (6141 SW Canyon Court)

To: Planning and Sustainability Commission

I reside at 6075 S.W. Mill Street, Portland, only a short distance from the aforementioned subject property. This is a single-family residential neighborhood in a rural/urban setting.

Changing the zoning from R20 to R2 to allow construction of 24 dwellings as Mr. Rassouli requested would have an extremely disruptive and negative impact; primarily regarding public safety.

This property is accessible only from 61st Street, a narrow winding road with neither sidewalks nor curbing. In addition, due to the curves and elevation changes the sight lines are dangerously limited. Dog walkers, joggers and bicyclists use this road daily quite at risk due to traffic driving over the posted 25 mph speed. The driveway to this property from 61st is on an incline posing a hazard during periods of ice and snow. Additionally, this is the site of a designated school bus stop, often causing back-ups on Canyon Court.

Local traffic will be further increased significantly when the 244 unit apartment complex is built within the next year or two, a few hundred feet to the west on Canyon Court.

I strongly urge a denial for any zoning change on tax lot R326896.

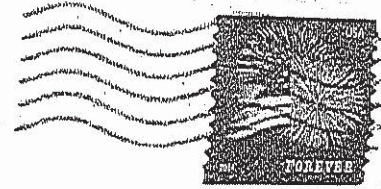
Respectfully,



Peter G. Belluschi

Mr. Peter G. Belluschi
6075 SW Mill St.
Portland, OR 97221

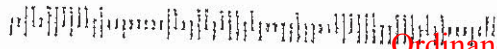
PORTLAND OR 970
10 NOV 2015 PM 1 L



*Comprehensive Plan Testimony
c/o Council Clerk
1221 S.W. 4th Ave. Rm 130
Portland, OR 97204*

AUDITOR 11/10/15 4410443

97204190021



3717 NE 126th Ave.
Portland, OR 97230
November 9, 2015

Comprehensive Plan Testimony
c/o Council Clerk
1221 SW 4th Ave. Room 130
Portland, OR 97214

Re: Argay Terrace Neighborhood

Greetings:

We are residents of the Argay Terrace Neighborhood in East Portland.

We are among those residents who are requesting that all the vacant or underdeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 for single-family residents. An example of this is the Rossi/Guisto/Garre farm between Beech and Shaver. We feel this is especially important because of the new Middle School across 122nd and the forthcoming Beech Park. We want to keep Argay a family friendly neighborhood and we believe single-family residential lots will do this the best.

Thank you for your services.

Sincerely,



Allan F. Johnson



Ardyce L. Johnson

Comprehensive Plan Testimony:

AUDITOR 11/16/15 AM 9:55

November 9, 2015

From: Leonard Waggoner, see attached authorization

33951 S.E. Oakview Dr.

Scappoose, Or. 97056

Property Represented: 2244 N.W. Overton

Land Owner: Jovenco

The property is one of three residential buildings that occupy the South side of N.W. Overton between 22nd and 23rd that have been included in the comprehensive plan designation as Institutional Campus.

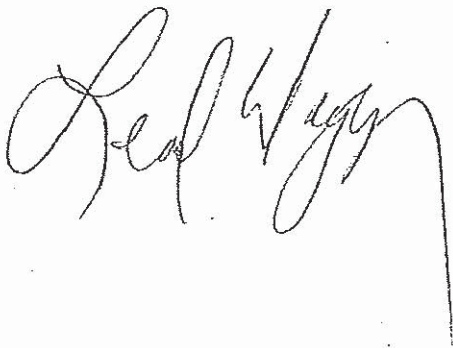
The Jovenco property is a 6,000 S.F. tax lot with a 4:1 FAR factor, meaning the site could support a 24,000 S.F. residential building if remodeled under the current RH zoning provisions.

If the comprehensive plan is enacted and the subsequent zone change to Campus Institutional 2 (C12) becomes the zoning code for this property then the owner's only use of the property is its current residential occupancy and physical plant under the "grandfather" ruling. The zoning devalues the property so the only logical purchaser would be the hospital or hospital related users, purchasing at a discounted value.

Remodel design under today's RH code would allow for an increase to **40 residential units plus or minus from the current 11 unit, permitting the development to produce a significantly higher net operating income thus a higher capitalized value.** By restricting the future ability

of the owner to remodel the building under the RH code, as described, your process is best defined as inverse condemnation.

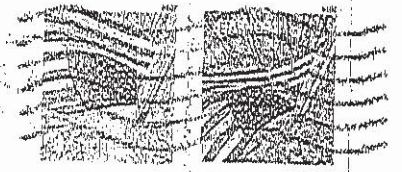
The property owner seeks only to have their parcel exempted from this comprehensive plan map change now and in the future and to retain the current RH zoning either by modifying the comprehensive plan proposal of the City of Portland or have the City provide an exception to the proposed Campus Institutional C2 comprehensive plan change for the parcel specific so as to retain the RH usage and the FAR 4:1 ratio for remodel or redevelopment now and in the future.

A handwritten signature in black ink, appearing to read "Paul W. Hays". The signature is written in a cursive style with a long, sweeping tail that extends downwards and to the right.

LEN & SHARON WAGGONER
33951 S.E. OAKVIEW DRIVE
SCAPPOOSE, OR. 97056

PORTLAND OR 970

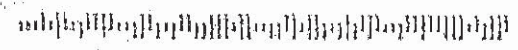
12 NOV 2015 PM 2 L



ATTN: Comprehensive
Plan Testimony

Portland City Council
1221 S.W. 4th
Room 130
Portland OR 97204

97204190021



November 8th, 2015

City Council
1221 SW 4th Ave.
Room 110
Portland, OR 97204

Dear Council Member,

I am writing in support of maintaining the planned "Neighborhood Center" zoning for Multnomah Village. I have lived in the neighborhood for 15 years.

There has been a push by the unrepresentative Multnomah Neighborhood Association to classify the neighborhood as a "Neighborhood Corridor". This classification is not possible because the village is roughly 3 by 7 blocks in dimension and it is not a corridor.

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I stand against those who are poor at geometry and are fearful of people.

Best Regards,

Kenneth A. Boehlke
7125 SW 27th
Portland, OR 97219

Arevalo, Nora

From: Josie Booth <josiebooth@fastermac.net>
Sent: Sunday, November 08, 2015 4:00 PM
To: BPS Comprehensive Plan Testimony
Subject: Comprehensive Plan Testimony

Follow Up Flag: Follow up
Flag Status: Completed

> Josephine B Booth
> 415 N.E. 28th Ave.
> Portland, Oregon 97232

> Comprehensive Plan Testimony

> I am not for the Comprehensive Plan which includes the Mixed Use Zones Project.

> My beautiful Old PDX house has been previously zoned incorrectly Commercial. It started out as Residential.

> My house should have a current zone of residential (single dwelling residential).

> Two of the new houses (422 & 420 NE 28th Ave.) built in the last two years are currently zoned residential.

> I am interested in being Mixed Use Neighborhood not Mixed Use Urban Center.

> I am not interested in seeing low to midrise and possibly higher buildings crammed next door to me.

> I am not interested in ADUs because the city unfairly taxes the property owners too high! If you were not accessed at a higher rate I would consider it. Otherwise it becomes a way to tax people out of their property they worked very hard to own.

> The best plan would be to let all those expected people move to a city like L.A. or something. Just like governor Tom McCall used to say, "Visit Oregon but don't stay!"

> Josie Booth

> Homeowner

> Sent from my iPhone

Arevalo, Nora

From: CAROLÉ IVY <ciweaver@msn.com>
Sent: Sunday, November 08, 2015 11:36 AM
To: BPS Comprehensive Plan Testimony
Cc: Commissioner Saltzman; Anderson, Susan; mnaLandUseCommittee@gmail.com; City Auditor Griffin-Valade
Subject: Multnomah Village as Neighborhood Corridor

Follow Up Flag: Follow up
Flag Status: Completed

Portland City Council
Council Clerk
cputestimony@portlandoregon.gov

1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

November 9, 2015

Re: Multnomah Village as Neighborhood Corridor

I live about two blocks from downtown Multnomah Village. I have lived in this neighborhood for 10 years and enjoy Multnomah Village immensely. I am requesting 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 to the record.

Thank you,

Carole Ivy
3340 SW Falcon St.
Portland, Oregon 97219
Mailing Address ONLY: PO Box 80763, Portland, OR 97280

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, nick@portlandoregon.gov

Ordinance 187832, Vol. 1.3.Q, page 9820

Commissioner Steve Novick, novick@portlandoregon.gov
Commissioner Dan Saltzman, dan@portlandoregon.gov
City Auditor, La Vonne Griffin-Valade, LaVonne@portlandoregon.gov
Susan Anderson, Susan.Anderson@PortlandOregon.gov
MNA Land Use Committee, [mnaLandUseCommittee@gmail.com/](mailto:mnaLandUseCommittee@gmail.com)

Moore-Love, Karla

From: Jean Claude PARIS <jcanmk@msn.com>
Sent: Sunday, November 08, 2015 9:41 AM
To: Council Clerk – Testimony
Cc: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; mnaLandUseCommittee@gmail.com
Subject: RE: Subject: Multnomah Village as Neighborhood corridor

Subject: Multnomah Village as Neighborhood corridor

To the City Council,

I am requesting 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.

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

In Europe, in every large city larger than Portland, Politicians and City Councils have kept small villages as such and even protected them in classifying them as "city treasures" and limited any extensions in height and density, even restricting and protecting style in any remodeling projects: they are, as examples: Montmartre in Paris, any "intra muros" part of ancient cities such as Old

town in Nice and Avignon, the city of Carcassonne, etc etc. The entire city of Tallinn, Estonia is so well preserved that it has been classified as a World Treasure by UNESCO, a UN agency.

Let's keep unique neighborhoods in Portland.

Please add this to the record.

Thank you,

Jean-Claude Paris
7434 SW Capitol Hwy
Portland, Or 97219

Arevalo, Nora

From: Michael Kinne <michael.jay.kinne@gmail.com>
Sent: Sunday, November 08, 2015 8:47 AM
To: BPS Comprehensive Plan Testimony
Subject: Fwd: Delivery Status Notification (Failure)

Follow Up Flag: Follow up
Flag Status: Completed

Portland City Council

Council Clerk

cputestimony@portlandoregon.gov

1221 SW Fourth Avenue, Room 130

Portland, Oregon 97204

Multnomah Village as Neighborhood Corridor

We live about two blocks from downtown Multnomah Village. We have lived in this neighborhood for 37 years and enjoy Multnomah Village immensely. We are requesting 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.

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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,

Michael and Deborah Kinne

8121 SW 33rd Avenue

Portland, Oregon 97219

November 8, 2015

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

RE: Zoning Change Request 6141 SW Canyon Court

Members of the Planning and Sustainability Commission,

The Eastman family at 909 SW 61st Drive is writing the Planning and Sustainability Commission to express our strong opposition to the proposed rezoning of the property located on our street at 6141 SW Canyon Ct (at the corner of 61st Drive) from the neighborhood standard of R20 to R2.

First and foremost, the proposed development is completely out of character with the rest of the neighborhood. In a neighborhood that is 100% single family residences with lot sizes of half acre or greater, I can see no benefit to our neighborhood if an exception is made and this development is allowed to proceed. From my perspective, the only person who benefits from a change in the zoning is the developer.

Following are the Eastman's main points of opposition to the proposed change.

- **Increased neighborhood traffic and decreased neighborhood safety.**

The neighborhood has been through one significant traffic change already. About 15 years ago when access to Skyline/Scholls Ferry from Canyon Court was eliminated, we actually saw a decrease in traffic on SW 61st Drive at the time as 58th Street became a better option for most commuters. However, as development has increased to the North & West of our neighborhood and the volume of traffic on 58th has grown to unsafe levels given its infrastructure (steep, narrow, no markings on the road, ditches and fall offs on both sides), 61st Drive has reemerged as a *cut through* street for commuters to get to the Sylvan on ramps to Hwy 26. This *cut through* traffic already significantly impacts the neighborhood. Walking along a winding, no sidewalk, unlit street to visit a neighbor or walk the dog with the current volume of traffic is not done without some level of trepidation. Unfortunately, many of the motorists exceed the speed limit. Adding additional traffic will only increase the risk to pedestrians, kids and adults alike, and exacerbate the current situation.

- **Neighborhood Character conflict.**

The current zoning of the neighborhood including the property at 6141 SW Canyon Ct is R20. The neighborhood is made up of single family residences on lots of half acre or greater. Rezoning the property to R2 conflicts with the current character of the neighborhood and in our opinion, makes no sense at all.

- **A cycle friendly neighborhood.**

61st Drive is part of a major cycling route for many of Portland's serious cyclists on their daily or weekly rides. Most often they ride in packs or groups of multiple numbers. The cyclists choose our street not only for the uphill, strenuous challenge it presents them, but for the added benefit of increased safety that the relatively low volume of traffic on 61st Drive affords them. In a city famous for it bike friendly residents, additional traffic at higher speeds will expose the cyclists to more dangerous conditions.

- **A Winter Wonderland or Nightmare on Canyon Court.**

Any harsh weather in our neighborhood exacerbates the traffic flow on Canyon Court and 58th and makes it difficult and at times unsafe to leave the neighborhood for us. We sit at 900 + feet above sea level and are subject to more severe road conditions, more often than the lower elevations in the Metro area. Trying to climb the slow grade eastbound on Canyon Court is challenging if not impossible during snow and ice storms. In years past, we have seen as many as two dozen vehicles stuck along the side of the road from the bottom of 61st, east to the intersection of 58th.

In conclusion, the Eastman family supports the recommended draft of the City of Portland Comprehensive Plan dated August 2015. This draft preserves the current residential zoning of our neighborhood. We feel it protects the character, livability, safety and ecosystem of the neighborhood. A change in the zoning to R2 would only benefit the developer whose primary goal is financial gain. This gain comes at the expense or detriment of the current neighborhood families.

Respectfully,

The Eastman Family
Craig, Terri, Stella, Miles and Avery
909 SW 61st Drive