

From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 11:45 AM  
To: Kovacs, Madeline  
Subject: FW: Re:

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

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

From: Wendy Hessel [mailto:[wendyhesselpdx@gmail.com](mailto:wendyhesselpdx@gmail.com)]  
Sent: Tuesday, March 10, 2015 12:22 PM  
To: Planning and Sustainability Commission  
Subject: Re:

8116 N Emerald Ave.  
Portland Or. 97217

On Tue, Mar 10, 2015 at 10:16 AM, Planning and Sustainability Commission  
<[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)> wrote:  
Hello Wendy,

Thank you for your comments to the PSC. So that I may include them in the record and forward them to PSC members, can you please email me your mailing address? That is required for all testimony.

Thanks,  
julie

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

-----  
To help ensure equal access to City programs, services and activities, the City of Portland will provide

transportation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

-----

From: Wendy Hessel [mailto:wendyhesselpdx@gmail.com]  
Sent: Tuesday, March 10, 2015 8:50 AM  
To: Planning and Sustainability Commission  
Subject:

To whom it may concern,

We support Steve and Joyce Montgomery in their request to have the Pleasant Valley “V” Overlay and the “P” Overlay removed from their property at 5557 SE Jenne Ln Portland OR 97236. They do not even live in the city of Portland and should not be forced to deal with these restrictive and punitive overlays which were added to the property they have owned for 30 years plus, without notification of any kind. They are still finding new ways these overlays are interfering with their utilization and enjoyment of their own land. This is wrong; it is UN-AMERICAN AND UN-OREGONIAN.

Thank you for your time,

Wendy Hessel



From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 12:07 PM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony

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

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

From: John A. Bennett [mailto:[jabinpdx@gmail.com](mailto:jabinpdx@gmail.com)]  
Sent: Wednesday, March 11, 2015 6:37 AM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

There is a long history of cities, towns, and neighborhoods growing and expanding in ways that make them less livable. They become essentially unrecognizable and no longer have the qualities that drew people to them in the first place.

They become unlovable, and glaring symbols of unregulated and unbridled greed.

Please don't allow this to happen to Portland. If you do, your grandchildren and their children will move away to escape what you have created.  
Keep neighborhood coalitions strong.

Expand green spaces, and move this expansion to the start of the timeline, not toward the end of it.

Stop the demolition of existing homes.

Don't allow developers to change the character of our city with over sized, poorly constructed McCraftsman houses.

Limit toxic train travel.

Insure adequate low-income housing with every new development.

Do not assume that tenants of future developments will not own cars. Most likely, they will.  
Provide adequate parking so that neighborhoods are not flooded with the vehicles of the new

arrivals.

Require neighborhood parking permits, and limit on-street parking.

Continue to expand the existing bike network and public transportation.

Keep Portland unique and authentic, not bland, boring, and overbuilt.

We're counting on you.

Thank you.

John Bennett  
1503 NE Ainsworth St (Built in 1938, still going strong in 2015)  
Portland OR 97211

From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 12:18 PM  
To: Kovacs, Madeline  
Subject: FW: on the Draft 2035 Comprehensive Plan

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

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

From: Hyung Nam [mailto:[hyung\\_n@yahoo.com](mailto:hyung_n@yahoo.com)]  
Sent: Wednesday, March 11, 2015 9:45 AM  
To: Planning and Sustainability Commission  
Subject: on the Draft 2035 Comprehensive Plan

I am a resident of Buckman and in the zone that this plan wants to rezone for higher density. While I support the urban growth boundary and high density, mixed used development with good public transportation, I have been disappointed with what city leaders have done so far and am very concerned about how this will become even worse under the draft plan.

City leaders have failed in ensuring that our city is livable for the majority of the people. Housing costs, especially for renters, have gone up, too many people have been displaced and one of the whitest metro areas in the nation has further gentrified our most desirable and close in neighborhoods. This has all been done while we have record levels of inequality and poverty.

I oppose any of these plans unless, any new development includes much more, truly affordable housing, not based on median household income, but based on the real wages half of Portland residents make. Portland's own data show that almost 50% of residents spend over 1/3 of their incomes on housing.

Simply building more does nothing to ensure affordable housing. We can see that here, as well as San Francisco. Building without strict controls and enforcement of affordable housing, just means more housing for the wealthiest households in this economy that is hollowing out with new millionaires and growing numbers of people in or near poverty (especially if we measure poverty not solely based on the cost of food, but include the real costs of housing health care and tuition which have all been rising at alarming rates).

Portland's policies have been a failure and it is time to prioritize correcting such failures. This subsidizing of a luxury hotel and Goldman Sachs is just one example of the failures of city planners and council members. <http://www.bloomberg.com/news/articles/2011->

02-08/rich-taking-from-poor-as-10-billion-u-s-subsidy-law-funds-luxury-hotels

I urge you to slow down this process and have some community forums for more input. I have recently participated in a renters' assembly and also a public meeting calling for rent control. While we have some obstacles with state preemptions on mandatory inclusionary zoning, rent control and real estate transfer taxes, city leaders can still use their leverage in zoning and development approval processes to do a much better job to ensure that we all have a right to our city.

Thank you,

Hyung Nam

1803 SE Washington St.

Portland, OR 97214

From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 12:19 PM  
To: Kovacs, Madeline  
Subject: FW: Support staff proposal SE Caruthers 37th to 38th

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

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

From: Doug X [mailto:dougurb@gmail.com]  
Sent: Wednesday, March 11, 2015 10:37 AM  
To: Planning and Sustainability Commission  
Cc: Stockton, Marty  
Subject: Support staff proposal SE Caruthers 37th to 38th

Chair Baugh and Planning Commissioners:

I support the current staff proposal for properties on the south side of Caruthers from SE 38th west to 37th, and a half-block beyond 37th to the deadend.

Most of these properties have for years been zoned R-5 and Comprehensive Plan designated UCb. The remaining two properties, on either side of 37th, have been zoned CSm and CSb with appropriate UC designations, and one has a recent mixed-use building that extends to Caruthers.

The expectation all along has been that eventually the remainder of this block face would accommodate expansions of the commercial zoning from Division to the south of them. The two commercial lots that now extend to Caruthers have already begun this change. This block is adjacent to the important node where Division St intersects with Cesar Chavez, which is a Civic Corridor. Both streets also have very good bus service.

Neighbors on this street circulated a petition asking for the Comp Plan designation to be changed from UCb to R2.5 for all these properties. While staff initially supported this, after further testimony and consideration, staff has modified their proposal.

In the new proposal, most of the properties will remain R-5 (MU-UC). The four lots at the end of the dead-end (3572, 3580, 3596 and 3606 Caruthers) will be changed to R-5 (R2.5). These lots, further away from the Chavez node, might be less needed for commercial.

One lot that is west of 37th, 3616 Caruthers, will remain R-5 (MU-UC). This property owner requested remaining with this designation. This lot is notched into the lot fronting on Division at 3505-3629 Division. It could be combined with that lot for redevelopment.

Keeping most of these properties with a Mixed Use designation will help facilitate the full-block zoning that works better in building livable mixed-use buildings, and helps increase capacity at the important Chavez/Division node.

I am speaking only for myself. Thank you.

Doug Klotz  
1908 SE 35th Place  
Portland, OR 97214

From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 12:19 PM  
To: Kovacs, Madeline  
Subject: FW: 954 SE 45th zoning change

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

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

From: whitleybuilding@comcast.net [mailto:whitleybuilding@comcast.net]  
Sent: Wednesday, March 11, 2015 10:51 AM  
To: Planning and Sustainability Commission  
Cc: Stockton, Marty  
Subject: 954 SE 45th zoning change

This is in regards to a property we own at 954 SE 45th. This lot currently has a duplex on it. It is a large lot with space to build another unit in back, with a large driveway. Part of lot is zoned R2 and part of it is zoned R2.5. We currently cannot develop the back part of the lot because of zoning. We would like to request it to be changed to be all R2. If that is not possible then we would like all to be R2.5.

Thank you!

Jeffrey and Irene Whitley  
9633 SE Tenino Ct  
Happy Valley, OR 97086  
503-997-6619  
whitleybuilding@comcast.net

From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 12:19 PM  
To: Kovacs, Madeline  
Subject: FW: Zoning change request for 6141 SW Canyon Court (R326896)

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

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

From: Britta Bavaresco [mailto:[brittabava@yahoo.com](mailto:brittabava@yahoo.com)]  
Sent: Wednesday, March 11, 2015 10:58 AM  
To: Planning and Sustainability Commission; Frederiksen, Joan  
Subject: Zoning change request for 6141 SW Canyon Court (R326896)

Dear Planning and Sustainability Commission, dear Joan,

My husband and I strongly urge the Commission to deny the proposed zoning change request for 6141 SW Canyon Court (the "Property") from R20 to Multi-Family 2,000.

The access of the property is on 61st Drive which is a small winding road through a residential neighborhood. We do not receive much service from the city of Portland and the increased traffic would pose a large threat to the community. Bikers and walkers on this street - which does not have sidewalks - are already at great risk of getting injured and the increase in traffic would make the situation worse. In the winter months with ice and snow, neither 61st Drive nor Canyon Ct. receive service. This leads to multiple cars stranded on the side of the road on Canyon Court as well as 61st Drive. There are several inclines and cars routinely spin out.

If you were to allow the zoning to change, it will significantly and negatively impact the overall feel and livability of our neighborhood. It would also increase traffic flow and result in major safety concerns. While we usually support efficient use of urban space, this is not the property to do it on.

We appreciate your understanding and addressing this matter in a favorable way for this community.

Respectfully,  
Britta Bavaresco  
1200 SW 61st Drive



From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 12:20 PM  
To: Kovacs, Madeline  
Subject: FW: Draft 2035 Comprehensive Plan

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

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

From: France Davis [mailto:[franceinoregon@gmail.com](mailto:franceinoregon@gmail.com)]  
Sent: Wednesday, March 11, 2015 11:51 AM  
To: Planning and Sustainability Commission  
Subject: Draft 2035 Comprehensive Plan

Greetings;

I would like the following comments on the Draft 2035 Comprehensive Plan (Draft Plan) submitted as part of the Public Comment record for this document.

The Draft Plan, as it is currently written, should be amended to define neighborhoods by their existing, or future, association boundaries. The Draft Plan should also, as the current plan does, require the City of Portland to include, notify, and coordinate with neighborhood associations on all significant land-use planning decisions. This should include providing notice of all official hearings, meetings, etc. to the relevant neighborhood associations. The role of existing Portland residents in future land-use planning, both individually and through their neighborhood associations, should not only be retained, but expanded.

Thank you for your consideration,

France & Alice Davis  
5131 SW Multnomah Blvd.  
Portland, Oregon 97219  
(503) 282-1412

From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 12:53 PM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony--Argay Neighborhood

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

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

From: Delandra Clark [mailto:Delandra.Clark@pgn.com]  
Sent: Wednesday, March 11, 2015 12:47 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony--Argay Neighborhood

I am a resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-# zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (change Numbers 287,288, 289 located at the DE corner of NE122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family.

Please do not change the character and beautiful views of our neighborhood. I want to keep Argay a family friendly place.

Thank you,

Delandra Clark

Delandra Clark  
4232 NE 131st Pl

From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 1:28 PM  
To: Kovacs, Madeline  
Subject: FW: Neighborhood associations--pls enter my email into the record

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

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

From: gina herrmann [mailto:gaherrma@me.com]  
Sent: Wednesday, March 11, 2015 1:17 PM  
To: Planning and Sustainability Commission  
Subject: Neighborhood associations--pls enter my email into the record

March 11, 2015  
Dear members of the PSC

I write to you as a concerned member of the Eastmoreland Neighborhood Association.

Along with many Portlanders, I am worried about the language (what is both present and absent) from the Draft 2035 Comprehensive Plan.

Are we paying the planners to manage growth, or to promote it? Are they working for us, or for the developers?

Where is the sustainability at the Bureau of Planning and Sustainability? The comprehensive plan currently in place requires that the city coordinate land-use planning by providing notice of official hearings to the neighborhood associations. This language has been removed from the draft plan. This is not acceptable. Not only that, the proposed glossary definition of "neighborhoods" concludes: "In general, the word 'neighborhoods' is not intended to refer to specific neighborhood geographies." This makes little sense.

I request that the draft plan be amended to define neighborhoods by their association boundaries and that the existing role of the neighborhood associations not only be retained but even expanded. The Planning and Sustainability Commission ought to include the dedicated and invested

members of current neighborhood associations in their work by creating a seat for each neighborhood coalition on the commission and on all major land-use committees. The PSC must recognize that we live in our neighborhoods and we are continually impacted by policies that privilege developers at the cost of losing what is sustainable and precious about Portland.

Thank you for your consideration

Professor Gina Herrmann  
7121 SE Reed College place  
Portland Oregon 97202  
gina herrmann  
gah@uoregon.edu

Gina Herrmann  
Associate Professor of Spanish  
Romance Languages  
Affiliated Faculty, Judaic Studies/Cinema Studies  
220 Friendly Hall  
University of Oregon  
Eugene, OR 97403  
541-654-2705

From: Tee Jones [mailto:lajones83@gmail.com]

Sent: Wednesday, March 11, 2015 1:21 PM

To: Planning and Sustainability Commission

Subject: Re: Comp Plan

6141 NE 9th ave Portland OR, 97211

I would like to request that the draft plan be amended to define neighborhoods by their association boundaries and that the existing role of the neighborhood associations not only be retained but expanded.

Thank You,

LaTawnya Jones Portland native and local home owner

From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 2:19 PM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony

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

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

From: Patrick Vinograd [mailto:[vinograd@gmail.com](mailto:vinograd@gmail.com)]  
Sent: Wednesday, March 11, 2015 2:12 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

Dear Members of the Planning and Sustainability Commission,

I am a resident of Hosford-Abernethy (HAND), have been a member of the HAND board for two years, and am currently the board secretary. I have heard a number of presentations from BPS about the Comprehensive Plan update and have been part of extensive discussion among HAND board members and neighborhood residents regarding the Comprehensive Plan. However at this time I am writing as an individual citizen.

I believe that the greatest challenge that Portland will face over the next 20 years will be dealing with the effects of global climate change. To that end, all of the Comprehensive Plan goals and policies should be bent towards creating a resilient, sustainable city. The best way to accomplish this goal is to greatly reduce reliance on private automobiles; doing so will improve the health and safety of Portland residents, and create a more livable, more affordable, cleaner, greener city.

In terms of specific Comprehensive Plan goals and policies:

\* I urge the commission to maintain the transportation hierarchy in Policy 9.6 that places walking, cycling, and transit above private automobiles.

\* I strongly support the policies in Chapter 9, Parking Management. The city must limit the proliferation of off-street parking by minimizing parking requirements attached to development; and should use market-pricing to manage the use of on-street parking. While not necessarily a Comprehensive Plan policy, I believe the city should explore the use of Parking Benefit Districts as described in *The High Cost of Free Parking* (Shoup, 2011). The use of public right-of-way for storage of private vehicles (in the form of mostly free and unlimited curbside parking) is a tremendous mis-allocation of space, and should be revisited in both commercial and residential

areas. Free parking encourages private car ownership and use, both of which are contrary to so many of the City's goals.

\* The policies related to bicycle transportation should include the preference for separated or protected bike lanes over paint-only bike lanes, perhaps as part of Policy 9.22. Protected bike lanes have rapidly established themselves as a best practice in cities across the country, and Portland's bike network is sorely lacking in this area.

\* The city should support more residential density in close-in neighborhoods where bicycle and transit use are most feasible. In addition to the mixed-use zoning being proposed along commercial corridors, there are opportunities to increase density in residential-zoned areas - by encouraging ADUs and pocket neighborhood/cottage cluster type development as infill alongside single family homes. Such development can have a positive impact on housing affordability as well as density.

\* I do respect that there needs to be a balance of density and open space in and around the central city. As new residents are added, parks and other amenities must keep pace in order for Portland to remain livable. While residents of many close-in neighborhoods are concerned about building height, I believe that an 8-story building with an adjoining green space is a better allocation of density than two 4-story buildings. Properly sited, allowing such options would also avoid creating the long stretches of homogeneous construction along mixed-use commercial corridors that is occurring as developers max out the allowed building height.

Thank you very much for your time and for the extensive outreach that BPS has performed during this process.

Sincerely,

Patrick Vinograd  
2836 SE 25th Avenue  
Portland, OR 97202

From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 3:42 PM  
To: Kovacs, Madeline  
Subject: FW: comprehensive plan up date

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

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

From: Max Cxer [mailto:[pdxcxer@gmail.com](mailto:pdxcxer@gmail.com)]  
Sent: Wednesday, March 11, 2015 3:38 PM  
To: Planning and Sustainability Commission; Manning, Barry; Frederiksen, Joan  
Subject: comprehensive plan up date

Portland Planning and Sustainability Commission  
C/O Mr. Barry Manning  
1900 SW 4th Ave. Suite 2500  
Portland, OR 97201

Dear Mr. Manning,

I would like to add testimony and request a zoning change for two parcels I own on SW Barbur Blvd. The property is currently zone R1. Tax lot account numbers are R129001 and R327871

The property has several parcels nearby that are zoned commercial. Due to its proximity to Barbur and its unique location, it abuts Green Space on two sides and Barbur/3rd street on another, allowing a greater density/use would have little impact on its neighbors and help keep density close to existing transit corridors. An increase in allowable height would block no existing city or river views.

The Congregation Ahavath Achim which is to the South and South East of my two properties has also requested this zoning change. If both requests are accepted it may allow for a combination of the sites. This would increase the options available to a potential developer to have a project of scale that could potentially benefit OHSU and the surrounding transit corridor. Thank you for your consideration in this matter.

Vern Krist  
5905 SW California St.  
Portland, Or. 97219





From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 4:06 PM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony - Argay Neighbordhood

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

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

From: DONNA HARRIS Owner [mailto:[donna.harris1900@q.com](mailto:donna.harris1900@q.com)]  
Sent: Wednesday, March 11, 2015 3:55 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony - Argay Neighbordhood

To whom it may concern,

I am a resident of Argay Neighborhood in East Portland.

I am among the residents who are requesting that all of the vacant or undeveloped R3 zoned land in the Argay Neighborhood be reclassified to R5 or R7 single-family residential, and the proposed Mixed Employment areas (Change numbers 287, 288, 289, located at the SE corner of NE 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy Blvd) also be reclassified to R5-R7 single-family. Also, I support the City's similar change #688 along NE 148th Avenue north of I-84.

\* Currently there are apartment complexes on 146th & Sandy, just north of the Argay Neighborhood.

\* This area has proven to be unsafe at night and throughout the day people are seen changing tires and working on cars in the street.

\* There is non-resident foot traffic through our parking lot despite the "no trespassing" signs. My garage was robbed just 3 weeks ago and I have reason to believe it was from a non-resident, walking through the parking lot. -

If apartments are built in the middle of our neighborhood, this will bring a great increase of traffic, people, noise, cause increased safety concerns and decrease the property value of the neighborhood.

Please reclassify the R-3 zoned land to R-5 or R-7, single-family residential only.

Thank you very much.

Donna R. Harris  
14614 NE Rose Parkway  
Portland, OR 97230  
503-348-4368

From: Planning and Sustainability Commission  
Sent: Thursday, March 12, 2015 10:51 AM  
To: Kovacs, Madeline  
Subject: FW: Revised Zoning Change Request

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

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

From: Jan Behrs [mailto:janbehrs@comcast.net]  
Sent: Wednesday, March 11, 2015 4:41 PM  
To: Planning and Sustainability Commission  
Cc: Jan Behrs; Ron Fonger; Aebi, Andrew; James Winkler; Frederiksen, Joan  
Subject: Revised Zoning Change Request

March 11, 2015

To: Planning and Sustainability Commission

Good morning --

As owners of the properties at 6825 SW 45th Ave. [Bella Vista, Block 2, Lots 1-6] and 6737 SW 45th Ave. [Bella Vista, Block 1, Lots 8-10], Jan Behrs and Ron Fonger request to revise our original R2 zoning-change petition of January 11, 2015.

Talks with potential developers have shown the benefits of reducing the zoning to R1 or CN2, and we would like to request that PSC consider this change during the public review period for the proposed draft map of Portland's Comprehensive Plan Update.

The properties are better suited to multifamily development, rather than single-family homes, for many reasons, including:

--PBOT's requirement that no home driveways front on SW 45th Avenue means the properties will need alternate access, so more design flexibility is needed than is offered by R2 zoning.

--R1/CN2 zoning would allow for more sustainable and innovative housing, including possible solar power and single-building utility control.

--Denser zoning would support the preservation of more open, green space on the properties, as well as allow off-street parking.

--A stormwater easement and unvacated city street (SW Florida) create impediments to rowhouse development.

--Consistent with R1/CN2 zoning, SW 45th Avenue is a major traffic and transit corridor and intersects with SW Vermont Street, another major corridor on which both commercial and multifamily residential zoning already exists. Four bus stops serve the properties, which are across 45th Avenue from the SW Community Center at Gabriel Park.

--The proposed zone change also is consistent with city and state planning and housing-density goals, transportation goals, and administrative rules.

--Sidewalks are due to be installed along SW 45th Avenue and SW California Street as part of a LID that was approved by the city council in 2014 and includes these properties.

Thank you for your consideration of the proposed change,

Jan Behrs, 6825 SW 45th Ave., Portland, OR 97219; 503-245-4025, janbehrs@comcast.net  
Ron Fonger, 6737 SW 45th Ave., Portland, OR 97219; 503-680-2433, fonger.ron@gmail.com

From: Planning and Sustainability Commission  
Sent: Thursday, March 12, 2015 10:52 AM  
To: Kovacs, Madeline  
Subject: FW: Grocery store on R2.5 lot

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

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

From: Doug X [mailto:[dougurb@gmail.com](mailto:dougurb@gmail.com)]  
Sent: Wednesday, March 11, 2015 5:34 PM  
To: Planning and Sustainability Commission  
Cc: Stockton, Marty  
Subject: Grocery store on R2.5 lot

Chair Baugh and commissioners

Here is a property that has an old mixed-use building on it, that was expanded several years ago. It houses People's Food Coop, and has for 30 years. It is zoned and Comp Plan designated R2.5 It seems to me that a Mixed Use Zone would be a better fit.

The address is 3021 SE 21st Ave. at the corner of SE Tibbetts. There is also an old garage, not associated with any house, on it's own small lot just west of People's. It is at 2021 SE Tibbetts, and would be logical to include in this designation change to Mixed Use.

Thank you.

Doug Klotz  
1908 SE 35th Place  
Portland, OR 97214

From: Planning and Sustainability Commission  
Sent: Thursday, March 12, 2015 10:52 AM  
To: Kovacs, Madeline  
Subject: FW: Two properties at SE Taylor and Chavez

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

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

From: Doug X [mailto:dougurb@gmail.com]  
Sent: Wednesday, March 11, 2015 5:43 PM  
To: Planning and Sustainability Commission  
Cc: Stockton, Marty  
Subject: Two properties at SE Taylor and Chavez

Chair Baugh and Commissioners:

At the corner of SE Taylor and SE Cesar Chavez, there are two properties where Comp Plan designations (and zoning) seem to need to be changed to reflect the development on the lot.

On the NE corner, at 1038 SE Cesar Chavez (SE 39th), is the Belmont Branch of the Multnomah County Library. The lot, which fronts Chavez, and stretches from Taylor to Yamhill, has split zoning. The north half has R-1 zoning (and comp plan), and the south half has R2.5 zoning and comp plan designations. It would seem this entire property should be Comp Plan designated (and zoned) Mixed Use.

On the SW corner, there is a recently renovated apartment building, which is called the June Manor condominiums. It is addressed as 3866 SE Taylor on PortlandMaps, on the map itself. It is zoned R2.5, and looks to be more like R-1 density development, so should be changed to R-1.

Thank you.

Doug Klotz

From: Planning and Sustainability Commission  
Sent: Thursday, March 12, 2015 10:52 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony

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

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

From: Marilyn Drichas [mailto:[mdrichas@gmail.com](mailto:mdrichas@gmail.com)]  
Sent: Wednesday, March 11, 2015 6:03 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

Mrs. Marilyn W. Drichas  
P. O. Box 15220  
Portland, Or 97293

For consideration for the City of Portland Comprehensive Plan 2035:

SE Morrison Street from 20th avenue east is residential and includes Lone Fir Cemetery.  
Yet its designation, as I read it on the map, is commercial/storefront or mixed use.

Please consider rezoning this area as residential.

Thank you for your consideration.

Sincerely,

Marilyn W. Drichas



From: Planning and Sustainability Commission  
Sent: Thursday, March 12, 2015 4:09 PM  
To: Kovacs, Madeline  
Subject: FW: Comments re affordable housing infrastructure investments

Follow Up Flag: Follow up  
Flag Status: Flagged

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

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

From: PDX Comp Plan  
Sent: Thursday, March 12, 2015 2:53 PM  
To: Planning and Sustainability Commission  
Subject: FW: Comments re affordable housing infrastructure investments

Sara Wright  
p: (503) 823-7728

From: Dan Valliere [mailto:[danvalliere@yahoo.com](mailto:danvalliere@yahoo.com)]  
Sent: Wednesday, March 11, 2015 11:20 PM  
To: PDX Comp Plan  
Subject: Comments re affordable housing infrastructure investments

General comments on the draft Comprehensive Plan:

Housing policy must include numerical targets for the development and preservation of housing affordable to low income households below 80% of Median income. Without numerical targets, there will be little progress toward identifying the land and resources necessary. Concrete targets provide a framework for the ongoing planning and coordination that must happen between many public and private stakeholders for affordable housing to be produced. Without that framework, the planning will be haphazard, disjointed and, in many neighborhoods, wholly absent. Further, the targets should include a target for very low-income households below 30% of median income.

It is also vital that the plan reference affordable housing as a critical neighborhood infrastructure investment. Many of the planned infrastructure investments like parks and transit have been correlated with the loss of affordable housing. The plan should call for investments in affordable housing infrastructure to be aligned with these other investments to mitigate potential displacement and loss of affordable housing stock.

Dan Valliere  
8024 SE 32nd Avenue  
Portland, OR 97202

From: Planning and Sustainability Commission  
Sent: Thursday, March 12, 2015 10:54 AM  
To: Kovacs, Madeline  
Subject: FW: Proposed Transportation Systems Plan

Follow Up Flag: Follow up  
Flag Status: Flagged

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

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

From: VPMONROE@aol.com [mailto:VPMONROE@aol.com]  
Sent: Wednesday, March 11, 2015 10:05 PM  
To: Planning and Sustainability Commission  
Cc: smithd1111@comcast.net; Fitzgerald, Marianne  
Subject: Proposed Transportation Systems Plan

Hello,

My name is Victor Musselman and I live in southwest Portland within the boundary of the Ashcreek Neighborhood Association. I would like to comment on the importance of a couple projects proposed in the Portland Transportation Systems Plan.

I would suggest that it is imperative that three projects be moved from the “unconstrained” list to the “constrained” list: Project 90064, West Portland SW Capitol Hwy. and Barbur Blvd; project 90011, SW 64th and Barbur Blvd.; and project 90033, the commercial centers of Garden Home and Multnomah Village. I also think it would be much more cost effective if project 90033 was re-scoped to remove the proposed construction of sidewalks and storm water drainage systems along SW Garden Home Rd. between SW 45th Ave. and SW Multnomah Blvd and replace with walkable ditches-to-swales. These improvements were identified in an agreement between PBOT and the Ashcreek Neighborhood Association on June 13, 2012.

One final request is that you give very strong consideration to re-configuring the intersection of SW garden Home Rd. and Multnomah Blvd and adding a traffic light. This intersection is very dangerous and growing more and more congested.

Thank you for your time and consideration reading my comments! I sincerely believe the improvements I have suggested will make a safer and more liveable area in SW Portland.

Victor P. Musselman  
8016 S.W. 61st Ave.  
Portland, OR 97219-3106  
Phone: 503-936-5956  
E-mail: vpmonroe@aol.com

From: Planning and Sustainability Commission  
Sent: Thursday, March 12, 2015 2:11 PM  
To: Kovacs, Madeline  
Subject: FW: [Approved Sender] Concordia needs you to visit us and act like a neighbor

Follow Up Flag: Follow up  
Flag Status: Flagged

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

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

From: Ken Forcier [mailto:[ken@gracewooddesign.com](mailto:ken@gracewooddesign.com)]  
Sent: Wednesday, March 11, 2015 11:25 PM  
To: Hales, Mayor; Commissioner Saltzman; Commissioner Fish; Commissioner Fritz; Commissioner Novick; Planning and Sustainability Commission; [Susananderson@portlandoregon.gov](mailto:Susananderson@portlandoregon.gov); Sollinger, Margie  
Subject: [Approved Sender] Concordia needs you to visit us and act like a neighbor

March 11, 2015

Via Email Delivery  
Mayor Charlie Hales, [mayorhales@portlandoregon.gov](mailto:mayorhales@portlandoregon.gov)  
Commissioner Dan Saltzman, [dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)  
Commissioner Nick Fish, [Nick@portlandoregon.gov](mailto:Nick@portlandoregon.gov)  
Commissioner Amanda Fritz, [Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov)  
Commissioner Steve Novick, [Novick@portlandoregon.gov](mailto:Novick@portlandoregon.gov)  
[PSC@portlandoregon.gov](mailto:PSC@portlandoregon.gov)  
[Susananderson@portlandoregon.gov](mailto:Susananderson@portlandoregon.gov)

Portland City Hall  
1221 SW 4th Ave,  
Portland, Oregon 97204

Re: The continuing destruction of our North East Portland Neighborhood thanks to City policy regarding development of substandard lots

Dear Mayor Hales, Commissioner Dan Saltzman, Commissioner Nick Fish, Commissioner Amanda Fritz, and Commissioner Steve Novick,

The neighborhood of Concordia was established around 1900 and was soon thereafter fully built out with many grand Craftsman style homes interspersed with humble Bungalows and elegant Tudor homes. In the Forties, remaining regions near Fernhill park and along Rosa Parks became stretches of tasteful Ranch homes. All of the development was completed when the R5 (residential 5000 square ft lots like 50x100) designation for zoning meant a minimum 5000 square ft lot. Much of the neighborhood was platted in 25 x 100 lots. It was the practice of the day to elect to own two, three or four such lots for your property. This established a neighborhood "character" of a less crowded nature where trees had room to grow without their bottom branches limbed, and gardens were the norm.

Today, because City policy allows development of these side yards and gardens, Concordia is particularly targeted by construction interests bent on replacing these historic and tranquil spaces with Skinny houses. The most fortunate kind of historic neighborhood and the most unfortunate development loop hole that this City has ever implemented have combined to create a construction nightmare for our residents. The 100 year old trees are disappearing along with the nature that they supported. Expensive Skinny houses selling for more than \$600,000 are lording over even the biggest bungalows and their back yards, taking away the sunlight that the neighbors took for granted. Saddest of all, with the "a" overlay, each place where a skinny house is built is a place where an ADU (additional dwelling unit, "granny apartment") no longer can be. Hence, the destruction by skinny homes doesn't even improve the number of units the neighborhood can support they just trash the place. This is a neighborhood which could easily be a "Conservation District." It is a Portland treasure that requires measures to protect its historic "character" from any further destruction.

Because of the very beauty of the 25 x 100 subdivided portions of the neighborhood and because of their open form of development, we are particularly harmed by "historic lot" development practices in the R5 areas of our neighborhood. The definition of R5 has been so diluted by this City that it is now only R2.5, particularly when you consider that every lot in these regions is 25 x 100, and they are now all available to develop within the current code. To allow these lots to be developed is a slap in the wallet to everyone who has purchased a home in an R5 neighborhood. First, the State does not recognize them as lots. They are only lots if they meet the zoning requirements for the standard of size. In the case of R5 you would need two 25 x100 lots to meet our zoning! To change the code to allow R2.5 development is to change our zoning! You have down zoned us to R2.5. Everyone in this neighborhood is suffering continued devaluation of our historic place from this development practice.

In response to this City having tacitly up zoned the finest portions of our neighborhood, the Concordia Neighborhood Residents ask that these historically platted and historically developed portions of our neighborhood be afforded the protection of R7 zoning. These subdivisions, like "Irvington Park" surrounding Concordia University, are the historic core of our community. Many homes were established with 10,000 sq/ft lots, many more with 7,500. Of course there are also 5000 square foot lots, but until the 2003 policy package 2A, there was never a 2500 square foot lot. As a neighborhood region historically developed with a character of larger lots interspersed in the fabric, and as that is the property of our neighborhood which we intend to defend, this methodology is akin to any other embattled neighborhood being granted similar protections by down zoning.

Concordia has a portion of our neighborhood which is Zoned R2.5 which is bounded by Alberta and Killingsworth and 22nd ave to the West and 33rd ave to the East. 30th Ave from

Killingsworth to Ainsworth is similarly zoned. These are designations that are vestiges of the street car era which ended in 1949. These neighborhoods are built out with R5 construction practices and significant early architecture. The current designation of R2.5 leaves these neighborhood homes as targets of demolitions for the to building lots beneath. The character of this portion of our neighborhood is that of an R5 neighborhood as that was the style of the day. We value this region as it is historically built today. There is no compelling reason for this area to be zoned R2.5 as it does not abut a transit corridor. As an R5 neighborhood, all empty lots may still be developed with infill housing. We want to afford protection to the existing homes in this historic "Street Car" neighborhood region. This portion of the neighborhood will be protected to our satisfaction with an R5 designation.

Thank you for hearing and comprehending our concerns. The Neighborhood Association is willing to entertain a tour for our elected officials any time. Please join us and helps us all to find this solution.

Your neighbor,

Ken Forcier  
6107 ne 32 Place,  
portland, OR 97211



Hathaway Koback  
Connors LLP

520 SW Yamhill St.  
Suite 235  
Portland, OR 97204

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

[mikeconnors@hkcllp.com](mailto:mikeconnors@hkcllp.com)

March 11, 2015

**VIA EMAIL**

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

Re: Draft 2035 Comprehensive Plan – Additional Comments  
Space Age Fuel, Inc.

Dear Commissioners:

This firm represents Space Age Fuel, Inc. (“Space Age Fuel”). Space Age Fuel owns and operates several gas stations/convenience stores/service garages throughout the City. The draft 2035 Comprehensive Plan proposes to change the Comprehensive Plan designation of several of Space Age Fuel’s properties. Based on the Planning & Sustainability Commission (the “Commission”) work sessions, we are submitting the following additional comments regarding the draft 2035 Comprehensive Plan to supplement our previous written comments, dated October 28, 2014.

- A. The Commission should postpone its recommendations for the 2035 Comprehensive Plan until it can consider it concurrently with the Mixed Use Zones Project.**

As several of the Commissioners expressed at the January 27, 2015 work session, we share the concern about the City staff’s proposal to complete the Commission process for the 2035 Comprehensive Plan before it considers the Mixed Use Zones Project. In fact, the City staff’s proposed schedule anticipates the Commission completing its process for the 2035 Comprehensive Plan before the proposed mixed use zoning code amendments are even publically released. For the reasons provided below, Space Age Fuel continues to believe that the Commission should postpone its recommendations for the 2035 Comprehensive Plan until it can consider it concurrently with the Mixed Use Zones Project.

Adopting recommendations for the Comprehensive Plan map amendments first will prohibit or significantly restrict the Commission’s ability to reconsider mixed use zoning designations



during the Mixed Use Zones Project process. Once the Commission recommends mixed use Comprehensive Plan designations for certain properties, it will be required to recommend mixed use zoning for those same properties in order to be consistent with the Comprehensive Plan designation. Since the Mixed Use Zones Project will provide far more detailed information regarding the impact of new mixed use zoning on these properties, such as changes to the allowed uses and development standards, it makes far better sense for the Commission to determine the appropriateness of changing properties to mixed use designations and zoning after it has the opportunity to review this more detailed information. The current approach requires the Commission to make these important decisions based entirely on general Comprehensive Plan policies.

The lack of certainty and specificity regarding the effect of mixed use designations and zoning exacerbates the confusion, concern and resistance from the public. It is simply not possible for Space Age Fuel or other property owners to understand the implications of changing the Comprehensive Plan designation to mixed use when the mixed use zones and standards have not yet been created. While we appreciate the Commission's willingness to extend the time period for submitting public comments on the 2035 Comprehensive Plan until March 13, 2015, neither the proposed mixed use zoning map amendments nor the code amendments will be publically released until after this deadline. Considering the Comprehensive Plan Map amendments and Mixed Use Zones Project amendments concurrently will allow property owners to make more informed comments on the City's proposal.

Although it was helpful for the City staff to report on the status of the Mixed Use Zones Project at the January 27 work session, it raised more questions than it answered. The City staff was unable to answer many of the Commissioners' questions because the Mixed Use Zones Project process details have not been worked out. The Commission should have answers to these important questions before it adopts the Comprehensive Plan amendments.

The City staff still has not adequately explained why the Comprehensive Plan amendments and Mixed Use Zones Project cannot and should not be considered concurrently. The City staff noted at the January 27 work session that the City needs to adopt the Comprehensive Plan policies before it can consider new zoning standards, but that is not true. The Portland City Code (PCC) expressly allows for Comprehensive Plan amendments and zoning amendments to be considered concurrently. PCC 33.810.030. In fact, it is common for local governments to consider Comprehensive Plan amendments and zoning amendments concurrently because the two amendments are so intertwined. How can the Commission adopt policies without a better understanding of the implication of those policies?

The 2035 Comprehensive Plan and Mixed Use Zones Project will have long-term, broad and significant effects throughout the City. The Commission should do the right thing and postpone its recommendations for the Comprehensive Plan Map amendments and consider them concurrently with the Mixed Use Zones Project amendments.

**B. The Commission should not support new mixed use Comprehensive Plan designations and zones that will prohibit or restrict existing gas stations/convenience stores/service garages.**

As we expressed in our October 28, 2014 letter, any new mixed use Comprehensive Plan designations and zones adopted by the City must ensure that Space Age Fuel's existing gas stations/convenience stores/service garages are allowed uses and developments in the new mixed use zone. The existing uses on these properties are all allowed uses in the current zones. Any new zoning regulations must ensure that these uses continue to be allowed uses in the new mixed use zones. Additionally, the City should not change the mixed use zone development standards in a way that creates a nonconforming development or exacerbates any existing nonconforming development situations.

We previously expressed concerns that the City staff may change the use and/or development standards for auto-oriented uses such as gas stations in some mixed use zones based on preliminary comments from City staff. The most recent Mixed Use Zones Project refined zoning concept information sessions confirms this concern. As noted in the attached portions of the February 25-26, 2015 information sessions PowerPoint presentation and survey, the City staff is proposing to limit or restrict certain auto-oriented uses in Centers overlay zones. Since the City staff has not yet indicated what new mixed use zones will be applied to Space Age Fuel's properties, we are uncertain if these restrictions will apply to our properties.

The Commission should not support new mixed use Comprehensive Plan designations and zones that will prohibit or restrict existing gas stations/convenience stores/service garages. The Commission should not support changes that will create numerous nonconforming use situations. At the January 27 work session, the Commission heard testimony regarding ongoing problems with a number of existing nonconforming use situations throughout the City that create significant difficulties for the property owners. As a result of these problems, the City staff is proposing that the Commission adopt amendments as part of the 2035 Comprehensive Plan to bring many of these properties into conformance. Why would the City want to create new nonconforming use problems with the adoption of the 2035 Comprehensive Plan and Mixed Use Zones Project? Space Age Fuel will strenuously object to any changes in the use or development standards that render these developments nonconforming.

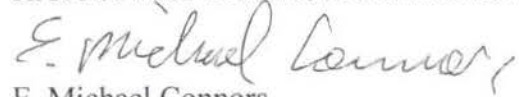
At a minimum, this is yet another reason that the Commission should postpone its recommendations for the Comprehensive Plan Map amendments and consider them concurrently with the Mixed Use Zones Project amendments. How can Space Age Fuel be expected to comment on the proposed changes to the Comprehensive Plan designation of its properties when it is not certain if those new designations will result in restrictions to its existing operations and/or conversion of these uses to nonconforming uses?

Page 4  
March 11, 2015

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

Very truly yours,

HATHAWAY KOBACK CONNORS LLP

A handwritten signature in cursive script that reads "E. Michael Connors".

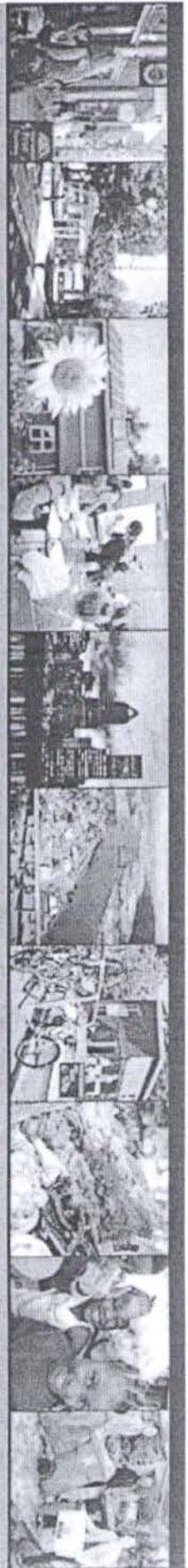
E. Michael Connors

EMC/df

Enclosures

cc: Space Age Fuel, Inc.





**Mixed Use Zoning Project**  
**Draft Revised Zoning Concept**  
**Information Sessions**  
**February 25-26, 2015**



**Bureau of Planning and Sustainability**  
Innovation. Collaboration. Practical Solutions.

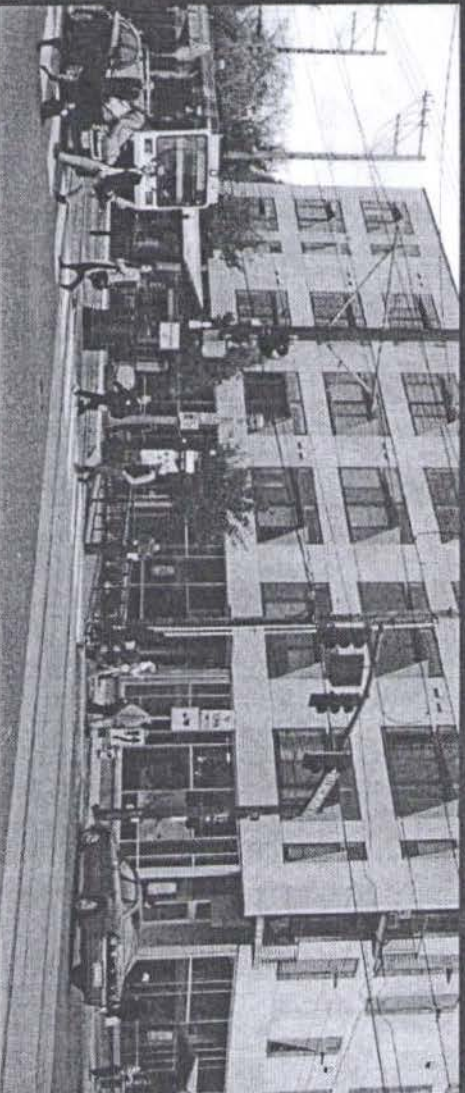




## Revised Zoning Concept: Centers Overlay

Create overlay zone that would be applied to core areas of centers with regulations that:

- Limit/prohibit: drive thru development, quick vehicle servicing, self-storage, other non-pedestrian uses
- Require/provide incentives for active ground floor uses
- Enhanced ground floor window requirements
- Set minimum floor area or residential density





# Mixed Use Zones Project

## Refined Zoning Concept – Information Sessions

February 25 & 26, 2015

Welcome and thanks for attending! The purpose of this information session is to:

- Share information about the conceptual zoning components, directions and framework
- Hear your feedback on how to approach zoning and design issues

**Complete the Survey.** We would like to hear your feedback on Zoning Code approaches for the mixed use zones. Indicate below your level of agreement with these potential approaches and drop off your comments at the sign-in table, or send them by **March 6, 2015** to:

Mixed Use Zones Project  
 Portland Bureau of Planning and Sustainability  
 1900 SW 4<sup>th</sup> Avenue #7100, Portland, OR 97201  
[mixedusezones@portlandoregon.gov](mailto:mixedusezones@portlandoregon.gov)  
 503-823-7800 (f); 503-823-7700 (p)

**Please tell us a bit about yourself (optional):**

Resident: \_\_\_ Businessperson: \_\_\_ Development Pro: \_\_\_

Own: \_\_\_ Rent: \_\_\_ How Long in Portland: \_\_\_\_\_

Neighborhood: \_\_\_\_\_

Age: \_\_\_\_\_ Race/Ethnicity: \_\_\_\_\_

### Feedback on Zoning Code Development and Design Direction

The city is exploring a range of development standards and other regulatory approaches to be included in the new mixed use zones. Please share your feedback on your level of agreement (circle response) with the following potential approaches (topic numbers correspond to numbers used in the [workshop presentation](#) and display boards).

Topic #	Zoning Code Approach	Level of Agreement		
1.	<b>Relate building height to street scale.</b> Require 75% of the upper-levels of buildings along narrower corridors (less than 70' wide) to be set back from the street frontage:			
	a. In the CM2 zone, limit building height to 3 stories (up to 38') within 10' of the front property line. b. In the CM3 zone, limit building height to 4 stories (up to 48') within 10' of the front property line.	Agree	Neutral	Disagree
Comments _____				
2.	<b>Accommodate ground-floor active uses and roofline variety.</b>			
	a. Allow additional 3' of building height for ground-floor commercial spaces.	Agree	Neutral	Disagree
	b. Allow parapets and minor architectural features to exceed height limits.	Agree	Neutral	Disagree
Comments _____				
3.	<b>Height transitions and buffering.</b>			
	a. Require taller buildings to "step down" to height of adjacent residential zones.	Agree	Neutral	Disagree
	b. Require a 10' setback adjacent to residential zones.	Agree	Neutral	Disagree
	c. Allow averaging of setbacks adjacent to residential zones, with deeper rear area setbacks in exchange for reduced setbacks within 50' of street frontages.	Agree	Neutral	Disagree
Comments _____				
	d. Exempt 1-story buildings from the 10' setback requirement.	Agree	Neutral	Disagree

Topic #	Zoning Code Approach	Level of Agreement
11.	<b>Side setback requirements.</b> Require residential windows to be located at least 5 feet from side or rear property lines. Comments _____ _____	Agree   Neutral   Disagree
12.	<b>Detached house development.</b> Limit new detached houses in the core mixed use/commercial areas of centers. Comments _____ _____	Agree   Neutral   Disagree
13.	<b>Performance Bonus for public benefits.</b> Please indicate your preference to an approach that sets a base development allowance and provides additional height or floor area when public/community benefits are provided in new development (e.g., affordable housing and commercial space, historic preservation, community services, publicly-accessible plazas, high-performance green features, and other potential elements). a. Set new development allowances and provide bonuses above existing (proposed). b. Set new development allowances and bonus back up to existing allowances. c. Maintain existing development allowances and bonus above existing. d. None of the above, or disagree with performance bonus approach. Comments _____ _____	<i>Check preferred approach</i> a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/>
15.	<b>Neighborhood notification requirements.</b> Require neighborhood and business association notification of new development in mixed use zones. Comments _____ _____	Agree   Neutral   Disagree
16.	<b>Exterior display areas.</b> Allow for exterior display of merchandise, vending carts, etc.	Agree   Neutral   Disagree
17.	<b>Shared parking.</b> Expand allowances for shared parking, allowing multiple businesses and residential buildings to share parking facilities. Comments _____ _____	Agree   Neutral   Disagree
Other	<b>Core area requirements.</b> Develop a "centers overlay"- to be applied in core commercial areas of centers - that requires buildings designed for active ground floor uses, requires pedestrian-oriented design features, <u>limits auto-oriented/drive-through uses</u> , and sets a minimum floor area development standard. Comments _____ _____	Agree   Neutral   Disagree

Board of Directors  
Arbor Lodge Neighborhood Association  
2209 N Schofield St  
Portland, OR 97217  
by email: board@arblorlodgeneighborhood.com



February 19, 2015

City of Portland  
Bureau of Transportation  
1900 SW 4th Ave  
Portland, OR 97201

Re: Transportation System Plan and Other Agency Major Projects Comments

To Whom it May Concern,

We are writing to provide feedback on the proposed projects and priorities in the Portland Bureau of Transportation (PBOT) Transportation System Plan Project. Our Board reviewed the recently released [Major Projects + Citywide Programs Recommendation List](#) and voted unanimously in support of the following sentiments regarding proposed projects.

**TSP ID 30001            Ainsworth Bridge Pedestrian/Bicycle Improvements**

Both campuses of Chief Joseph / Ockley Green sit within our neighborhood boundaries, with Ockley Green located on N Ainsworth and Montana - one block from the bridge crossing at I-5. Ainsworth is the main road serving students who cross over the freeway and into our neighborhood from Piedmont and East Columbia. This section of roadway sees a high volume of bicycle and pedestrian traffic passing east-west due to unsafe and limited crossings at Lombard and Rosa Parks, and because of direct connections to the N Michigan, N Concord, and N Willamette Blvd Greenways. We encourage PBOT to fund and prioritize this project for the safety of our children and families, as well as those who use Ainsworth as a lower-volume road for crossing the freeway.

**TSP ID 30030            N Killingsworth Streetscape Improvements**

Continuing in our support for student safety to and from area schools, we support improvements along N Killingsworth in that we see improvements there leading to increased safety for our children attending Jefferson High School Middle College for Advanced Studies as well as Portland Community College.

**TSP ID 30035            Lombard St ITS**

**TSP ID 30037            N Lombard Corridor Improvements**

**TSP ID 30059            N Lombard Main Street Improvements**

We strongly support any and all improvements to Lombard St in N/NE Portland. We have partnered with several projects working to improve Lombard in and around our neighborhood, including Lombard Reimagined and Friends of Lombard. We hope to live to see the day when Lombard becomes a safe thoroughfare for our residents to cross and use rather than a thruway only used to get past our neighborhood. As such, we encourage improvements to the east and west of our neighborhood in hopes that the culminating effect leads to a people- and business- friendly environment along our northern boundary.



Sharing a border with the freeway means that we see the impact of unsafe pedestrian linkages on a daily basis as very high volumes of pedestrians from surrounding neighborhoods try to access the Interstate and Lombard transit hub and local businesses including automobile-oriented parking lots and drives of Fred Meyer and several gas stations and fast food restaurants. Due to the unsuitability of the current traffic configuration, people who walk, bike and roll (as well as people who drive) often engage in unsafe and even illegal maneuvers in an attempt to access local businesses, transit, enter and exit the freeway and surrounding residential areas. At all times of day, you will find people engaging in a game of [Frogger](#) at the I-5 on/off ramps to both the north and south side of Lombard. We often fear for their safety as well as our own. We urge PBOT to move swiftly on the Corridor Improvement Project for the benefit of local residents as well as all those who pass through on their way west to the rest of North Portland.

In addition to these improvements to Lombard, our Board envisions a future where the state highway designation is transferred to Columbia Boulevard as it travels through North Portland. As such, we support projects that will assist with this transition, allowing for safe rail, freight and automobile travel along this important corridor. Discussions with ODOT suggest that a major obstacle to this goal is the at-grade crossing of the BNSF tracks west of N Chautauqua. PBOT should create an overpass over the tracks.

Additionally, our neighborhood (and adjoining neighborhoods') needs for addressing safety and livability would be much more easily met if ownership of the highway was transferred to PBOT from ODOT. The City can respond more nimbly and with more precision when addressing our families desires for safe crossings, economic development and other amenities essential for building livable neighborhoods. We strongly urge coordination between City and State transportation staff to move forward with plans to transfer highway ownership to the City.

**TSP ID 20065 Interstate-Larrabee Ramp Removal**

We have submitted prior comments on this section of the roadway in support of commuters from our neighborhood headed into the City who find this section of Interstate unsafe. We strongly support improvements for all road users travelling to the downtown core from North Portland, a majority of which pass through this notoriously poor stretch of infrastructure.

**TSP ID 102340 Columbia Slough Trail Gaps**

We encourage the City and Port to close the gaps in this trail treasured for recreation by many of our neighbors.

**TSP 116400, 116401, 116420, 116430 and 116440 North Portland Greenway Trail Segments 1-5**

We strongly support the creation of a multi-use trail connecting the city center with North Portland allowing residents access to recreation and non-automobile travel to and from the city center.

**Other Agency Major Projects**

**TSP ID 30033 Portland Vancouver Light Rail**

We support extending light rail to Vancouver, WA, as many of our residents travel to and from Washington for work and recreation. We experience much of the congestion that Vancouver residents experience along our major North/South arterials and believe that the light rail would provide timely and efficient travel between our two cities.

**TSP ID 30076            Columbia River Rail Bridge Improvements**

We are encouraged by the inclusion of this item on the project list. We agree that the project would reduce I-5 lifts, reduce traffic congestion in our area, and increase air quality for our families. We strongly support the City's collaboration with BNSF Railroad to develop this project.

**TSP ID 20010, 20011104120, 104130   Broadway, Burnside, Morrison and Hawthorne Bridges Rehabilitation**

We encourage the City and County to work together to maintain our City's iconic bridges. We strongly support efforts to improve the likelihood that they will remain usable after an earthquake, increasing the speed of economic recovery for the region and ensuring that families will have a better chance of reuniting in the case of a major disaster. Seismic upgrades must be a part of any future bridge work.

**TSP ID 114030            I-5 Delta Park, Phase 3**

We support the replacement of viaducts over the Columbia Slough and Columbia Blvd/UPRR, especially seismic upgrades that will lead to improved access in the event of an earthquake.

Thank you for your consideration of these requests.

Sincerely,

Brian Duncan  
Board President, Arbor Lodge Neighborhood Association

cc:  
North Portland Neighborhood Services  
Planning and Sustainability Commission  
Leslie Lum, Portland Bureau of Planning and Sustainability  
Carol Herzberg, Portland Development Commission  
Kirsten Pennington, Oregon Department of Transportation  
Brooke Berglund, Port of Portland  
Brock Nelson, Union Pacific  
Mike Pullen, Multnomah County  
Steven Witter, TriMet

**Date: December 20, 2013**

**To: John Cole, Interim Liaison, Southeast Neighborhoods  
Bureau of Planning and Sustainability  
Planning and Sustainability Commission  
Mayor Charlie Hales**

**From: Eastmoreland Neighborhood Association Board of Directors**

**Subject: Request for Land Use Zone Change from R5 to R7 for areas within the Eastmoreland Neighborhood Association Boundary<sup>1</sup>**

The definition of the R5 zone, in effect in 2013, neither reflects the qualities of our neighborhood nor protects its historic character. For this reason, we are requesting a zone change to R7 and the elimination of recognition of substandard historic lots of record. Based upon the research of current lot sizes together with land use goals adopted by the Eastmoreland Neighborhood Association (ENA) documented below, we find that the current R7 designation more accurately represents the reality of existing conditions and desired future for the neighborhood.

Please consider the following supporting documentation<sup>2</sup>:

According to Chapter 33.611 of the Zoning Code, in the R7 zone, the minimum lot size permitted is 4,200 square feet – in fact, there were only 35 lots that were smaller, or 2 percent of the lots in the Eastmoreland neighborhood. The maximum lot area in the R7 zone is 12,000 square feet; there were 59 residential lots that were 12,000 square feet and greater, or 4 percent of the lots in Eastmoreland. In the R7 zone, the maximum density is 1 unit per 7,000 square feet. In the Eastmoreland neighborhood, the average lot size, in 2011, was 6,928 square feet. With one house per tax lot, this is just short of the maximum density permitted in the R7 zone.

In 2011, 37 percent of the lots in Eastmoreland were 7,000 square feet or more and 54 percent were 6,000 square feet or more. Thirty-eight percent were between approximately 5,000 and 6,000 square feet (due to the lack of precision in the GIS database, lots that are 4,990 and over are classified with the lots 5,000 square feet and over); 6 percent were between 4,200 and 4,989 square feet; and 2 percent were under 4,200 square feet (figure 1).

<sup>1</sup> See map on page 4.

<sup>2</sup> The statistics were generated from 2011 data prior to the recent upswing of lot divisions and new infill home construction but after a period of skinny house development in the southeast quadrant of the neighborhood. We believe that these statistics still reflect the conditions in the neighborhood but that current trends, if continued, will fundamentally alter them.

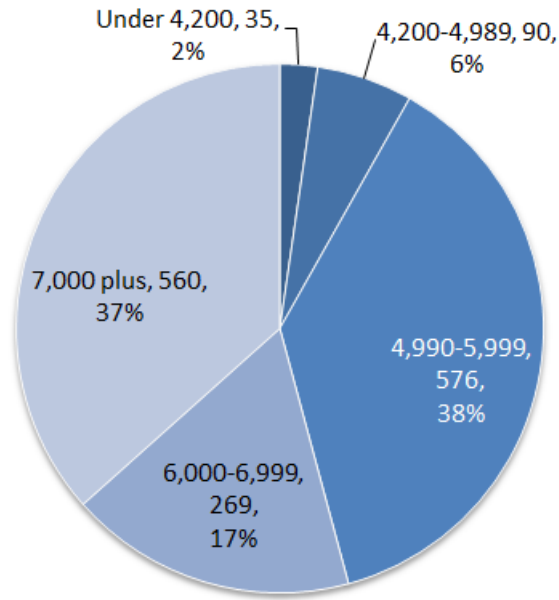


Figure 1. Distribution of lot sizes (in square feet) of Eastmoreland Tax Lots in 2011

Another way of looking at the lot sizes is the frequency with which they occur (figure 2). The histogram in figure 2 also indicates a clear tendency toward lots of 5,000 square feet and greater.

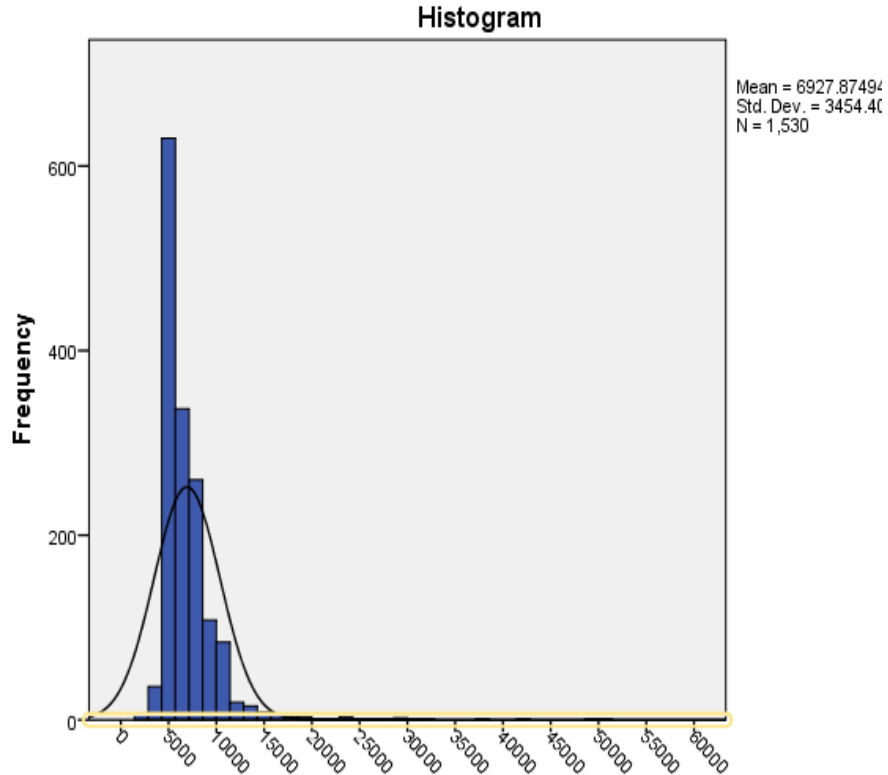


Figure 2. Frequency of lot sizes in Eastmoreland in 2011

Eastmoreland was developed to be a neighborhood with a diverse housing stock in terms of size and affordability and one characterized by larger lots and a garden feel. The neighborhood was originally zoned R5 meaning that the minimum lot size for the neighborhood was 5,000 square feet. While there are a few lots less than 4,200 square feet, these are primarily the result of development on 25' x 100' lots of record in the southeast quadrant of the neighborhood east of SE 36<sup>th</sup> that are clearly incompatible with the scale, streetscape, and character of the neighborhood and have replaced lower priced housing stock with higher priced housing. This anomaly is acknowledged in the Comprehensive Plan Map App's working map "Future Study" incorrectly labeled "Brentwood Darlington" (figure 3).

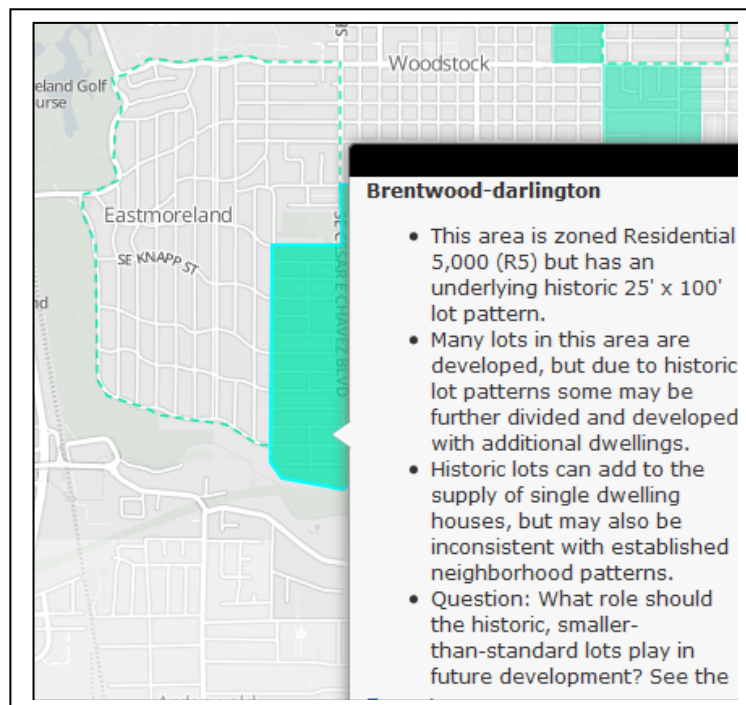


Figure 3. ENA SE Quadrant's underlying lots of record (Map App).

Note: the pop-up window misidentifies the area as Brendwood –Darlington.

Note also that the remaining area of the Eastmoreland neighborhood (outlined in the dashed green line) is identified, in the Map App, as having underlying lots of record of a "variable pattern."

Changes to the definition of the R5 zone to allow development on lots as small as 3,000 square feet, on historic lots of record of 2,500 square feet, and as small as 1,600 square feet on corner lots, have fundamentally changed what is permitted in our neighborhood. These changes, combined with the high interest speculative developers have shown in the inner eastside neighborhoods, and the upswing of the local economy, have resulted in an alarming number of lot subdivisions and demolitions in Eastmoreland. Single more modest homes are replaced with two overscaled, poorly designed, and far less affordable houses. And, while the original houses had generous gardens and green spaces surrounding them, the large replacement houses leave little room for either. Given the provisions of the

current R5 zone, the presence of numerous historic lots of record, as well as the abundance of corner lots in Eastmoreland, it is clear that the code encourages this type of undesirable redevelopment thereby destroying the affordability, quality, and character of the neighborhood.

**Conclusion.** The ENA Board of Directors has voted in its regular meeting of December 19, 2013 to request inclusion of the ENA Neighborhood as a study area for rezoning to R7 as part of the comprehensive plan update and simultaneous elimination of recognition of substandard historic lots of record. In addition, we request that two neighborhood commercial parcels<sup>3</sup> be grandfathered as conditional uses that support convenience and vitality.

This zone change request is complementary to the proposed special Plan District described in a separate letter and consistent with adopted neighborhood land use goals.

Robert McCullough, President  
Eastmoreland Neighborhood Association Board of Directors

---

### Eastmoreland Neighborhood Boundary



<sup>3</sup> The historic neighborhood grocery store, at 3616 SE Knapp, that is currently vacant but has served the neighborhood for many years, and the service station at 7223 SE Cesar Chavez Boulevard.

**Date: December 20, 2013**

**To: John Cole, Interim Liaison, Southeast Neighborhoods Bureau of Planning and Sustainability  
Planning and Sustainability Commission  
Mayor Charlie Hales**

**From: Eastmoreland Neighborhood Association Board of Directors**

**Subject: Request for Inclusion: Special Plan District to Meet Eastmoreland Neighborhood Association Land Use Goals.**

The purpose of this letter is to request recognition of the Eastmoreland neighborhood Plan District goals in the Comprehensive Plan, *and* to provide, in the City of Portland Bureau of Planning and Sustainability 2014 work plan, assistance in refining the implementation plan for the proposed Plan District.

In April of 2012, The Eastmoreland Neighborhood Association (ENA) adopted draft neighborhood land use goals that will expand and supersede the current ENA Plan District in order to achieve the goals. The ENA is actively involved in developing an implementation plan to achieve these goals. The adopted goals are as follows:

*Whereas* a century of history and character of the street-scape and architecture within ENA boundary is being damaged and is under threat of unchecked demolition as a result of City land use policies and development pressures, and

*Whereas* the ENA Board finds that the compromised R5 zoning standards undermine the current Eastmoreland-Laurelhurst Plan District regulations, fail to respect the purpose of the Plan District, and contradict numerous purpose statements in the zoning code and comprehensive plan that support sustainability, historic continuity, affordability, and livability goals, and

*Whereas* the Eastmoreland Neighborhood Association (ENA) Board authorized the Land Use Committee to develop policies to expand the current Plan District standards and to recommend specific criteria for implementation for the purpose of adjusting provisions in Title 33 (the land use code) applicable to areas within the expanded Plan District boundaries.

Be it resolved that the ENA Board endorses the following Neighborhood Goals and further authorizes the ENA Land Use Committee to develop specific recommendations for implementing the goals in an expedient fashion including dissemination to our neighbors for comment in public forum and in other media.

## Neighborhood Land Use Goals for ENA Special/Plan District

### 1. Maintain Distinctive Neighborhood Character consistent with the following significant characteristic themes.

- **A garden setting for individual structures emphasizing continuity of this setting along the street and for private yards as well.** The scale of the houses (height, width, and above grade floor area) with respect to the size of the lots assures that front, side, and/or rear yards provide light, privacy, and ample space for public as well as private gardens.
- **Garages and driveways are visually suppressed.** Consistent with the garden setting theme, the walking scale of neighborhood, public safety, and the revival architectural styles, the garages and driveways are minimized.
- **An architecture of street trees.** Plantings of a consistent pattern of large canopy deciduous street trees provides a unifying architecture to the variety of architectural styles from the 20th century represented in the neighborhood. Generous front yard setbacks provide adequate space for such street trees. The large canopy deciduous tree pattern provides shading in summer (reducing cooling loads and evaporation) absorbs storm water runoff, provides access to available light in winter (promoting solar electric and mental health).

### 2. Minimize Demolition of Existing Housing

- Remove zoning code provisions encouraging narrow-lot houses on substandard lots of record and dividing corner lots into substandard 2,500 square foot lots. Tax assessments and land valuations are based on higher density redevelopment potential. This incentivizes speculation and reduces affordability.
- Maintain housing stock with a variety of sizes and price ranges consistent with neighborhood character as new housing is consistently more expensive than existing stock.
- Maintain historically significant structures and the general patterns and characteristics of existing development as important links to the history and culture of the neighborhood.
- Prohibit development of “skinny houses” on 25 foot wide “historic lots of record”. This code provision encourages concentrated density in random patterns incompatible with important characteristic themes of the neighborhood, produces a form that is energy inefficient in shape, encourages driveways and garages to dominate the street, and is wasteful of side lot landscape areas where little can grow.
- Minimize the stream of wasted building materials to the landfill and wasted energy embodied in the materials in constructed houses resulting from speculative teardowns.

### 3. Encourage new, remodeled or replacement housing to respond to the context of the architecture of neighboring houses. This will take the form of a neighborhood design review process informed by the Historic Preservation League of Oregon white paper “Compatible Infill Design” that, among other



examples, will guide the work of the ENA in seeking to balance guidance with regulation.

<http://www.historicpreservationleague.org/FieldNotes/HPLOSpecialReport-CompatibleInfillDevel.pdf>

#### 4. Expand the Special/Plan District to include areas within the ENA boundaries

- The plan district will be expanded to be consistent with neighborhood boundaries bounded on the east by SE Cesar Chavez Blvd. (39th Ave), on the south by properties on the south side of SE Crystal Springs, on the north by SE Woodstock Boulevard and on the west by the streets bordering the east side of the Eastmoreland Golf Course.
- The northeast quadrant sub-area bounded on the south by the south boundary of Berkeley Park, on the east by SE Cesar Chavez Blvd. (39th Ave), on the west by the rear lot lines of properties facing SE 36th Ave., and on the north by SE Woodstock Blvd will be added.
- The southeast quadrant sub-area bounded on the north by the south boundary of Berkeley Park, on the east by SE Cesar Chavez Blvd. (39th Ave), on the west by the rear lot lines of properties facing SE 36th Ave., and on the south to the south property lines of properties facing SE Crystal Springs will be added.

#### Conclusion

On December 19, 2013 during its regularly scheduled meeting, the ENA Board of Directors voted to request the inclusion of these neighborhood Plan District goals into the City of Portland's Comprehensive Plan update.

Robert McCullough, President  
Eastmoreland Neighborhood Association Board of Directors



March 11, 2015

Planning and Sustainability Commission  
City of Portland  
1900 SW Fourth Avenue  
Portland, OR 97201-5380

Ladies and Gentlemen:

I am writing to submit some comments regarding the proposed revisions to the City of Portland Comprehensive Plan. I am a resident of the Woodstock neighborhood. I have been attending neighborhood meetings regarding land use issues for the past two years. I had an opportunity to become more involved and concerned about the proposed Comprehensive Plan changes through this involvement. I have concerns about proposed changes to the commercial zoning schema as well as comments about the previous Comprehensive Plan with respect to residential zoning, which is being largely unanalyzed and untouched in the current revision process.

First, with respect to changes proposed from the commercial zones to “multi-use” zones. It is being proposed that since residential uses are currently allowed in commercial zones, that the anticipated changes are primarily administrative in nature, to streamline and standardize regulations throughout the city. However, since the multi-use zones have not yet been clearly defined at this point, residents are rightfully concerned. Much as numerous areas of residential zones were designated with increased density in the last Comprehensive Plan, often without any vetting by residents of such areas, allowing city staff to designate multi-use zone restrictions without clear review by property owners and neighborhood residents essentially deprives city residents of a voice in some very important decisions affecting their everyday lives.

One thing that many Woodstock residents have expressed concern about is that we do not want Woodstock Boulevard to become another Division Street (referring to the over-development of the area between SE 26<sup>th</sup> and Cesar Chavez Blvd) and I share that concern. This area was zoned “commercial storefront” (CS), similar to most commercial properties on Woodstock Blvd. Current zoning regulations for this zone allow buildings as tall as 45 feet, but the floor area ratio of 3:1 would appear to limit that height. However, current zoning regulations exempt residential areas from the floor area ratio. This exemption appears to me to be what allowed such overdevelopment on Division Street to occur. I would like to see all uses included in the floor area ratio, as well as requirements for setbacks and step backs when approaching the 45 ft height limit. In addition, current CS zoning does not require adequate parking, especially when residential space is involved. The result on Division Street is multiple towering structures with inadequate parking, causing spillover parking on adjacent residential streets. In my own personal experience, I have tried to dine at a restaurant in the Division Street area and had to change my plans due to the inability to find a parking space within a reasonable distance. I do not want this to happen in Woodstock. I am aware that the philosophy of the City is to make driving automobiles so unpleasant that people will pick other modes of transit. I find this philosophy short sighted and absurd. Automobiles are here to stay and we need to plan for them. Unless Portland suddenly finds funding for true rapid transit – not light rail or streetcars – automobile use will not decrease. Thus, it is imperative



that the City plan for adequate streets and parking for cars. All residential development, regardless of zone, should require inclusion of at least one off-street parking space per residential unit. Whatever mixed-use zones properties currently zoned CS end up in should also be evaluated so adequate off-street parking is also mandated. It is not rational to think that customers for commercial properties will be able to access those businesses without using an automobile. Not all customers and purchases can be transported by bicycle, walking or public transportation.

There has been considerable discussion in our neighborhood, largely as a result of our recent “charrette” process, about the concept of “leakage”, where residents have to leave their neighborhood to procure goods and services. I think this attention is over-rated. It is simply not reasonable or economically viable to businesses to try to achieve neighborhoods in Portland with no or low “leakage”. While I value small businesses for the unique products or values they may provide, they cannot and should not be expected to provide everything for everyone. That is just not economically feasible and would, in my opinion, result in less variety at very expensive prices. The way for small businesses to compete with “big box” regional businesses is to provide products and services that are not valued by the larger retailers, not try to limit their existence through regulation.

I would also like to take this opportunity to comment on the decision to leave residential zoning designations largely unreviewed. I do understand the reason for this. However, since changes that were designated in the prior Comprehensive Plan were largely the result of administrative decisions with little to no review or input by the public, I think that any residential zoning changes proposed based on a zone designation from the prior Comprehensive Plan should require a full review with input from individual residents, the neighborhood association and the regional coalition. These changes should not be implemented “automatically”. My basis for these comments is the experience I had with a proposed zone change and lot partition at 3936 SE Reedway. This is a 10,000 sf lot with one residential dwelling one block off Cesar Chavez Blvd. The proximity of this lot to Chavez led to its zone being designated to be changed from R5 to R2.5 under the prior Comprehensive Plan. It was explained by the Bureau of Development Services that at the time of the last Comprehensive Plan, residential property within a certain distance of an arterial street was designated to be re-zoned to a higher density level. No attention was paid to the character of the immediate neighborhood. This type of indiscriminate zoning re-designation is simply inappropriate and to make such designations official through “inaction” would be the height of bureaucratic tyranny.

I would also like to comment on a particular residential zoning designation. The area bordering SE Cesar Chavez from halfway between SE 38<sup>th</sup> Ave and Chavez eastward to SE 40<sup>th</sup> Ave and from SE Reedway St south to halfway between SE Ramona and SE Knight Streets is currently zoned R5 with a Comprehensive Plan designation of R2.5. I believe the Comprehensive Plan designation for this area should be removed. From reviewing the MapApp, it appears that all the property in this corridor north of Reedway to SE Steele is no longer designated R2.5. I see no rational reason for the small area between Reedway and Ramona/Knight to be left with an R2.5 designation with the risk to current property owners that nearby properties could be partitioned into significantly smaller lots than currently exist. This is a very desirable area in the Woodstock neighborhood and is well worth preserving in its current state, especially since areas of both the nearby Eastmoreland and Reed neighborhoods are

proposed to be “down-zoned” from R5 to R7. A map of this area with specific blocks I am referring to designated is included with this letter (area identified by blue hash marks).

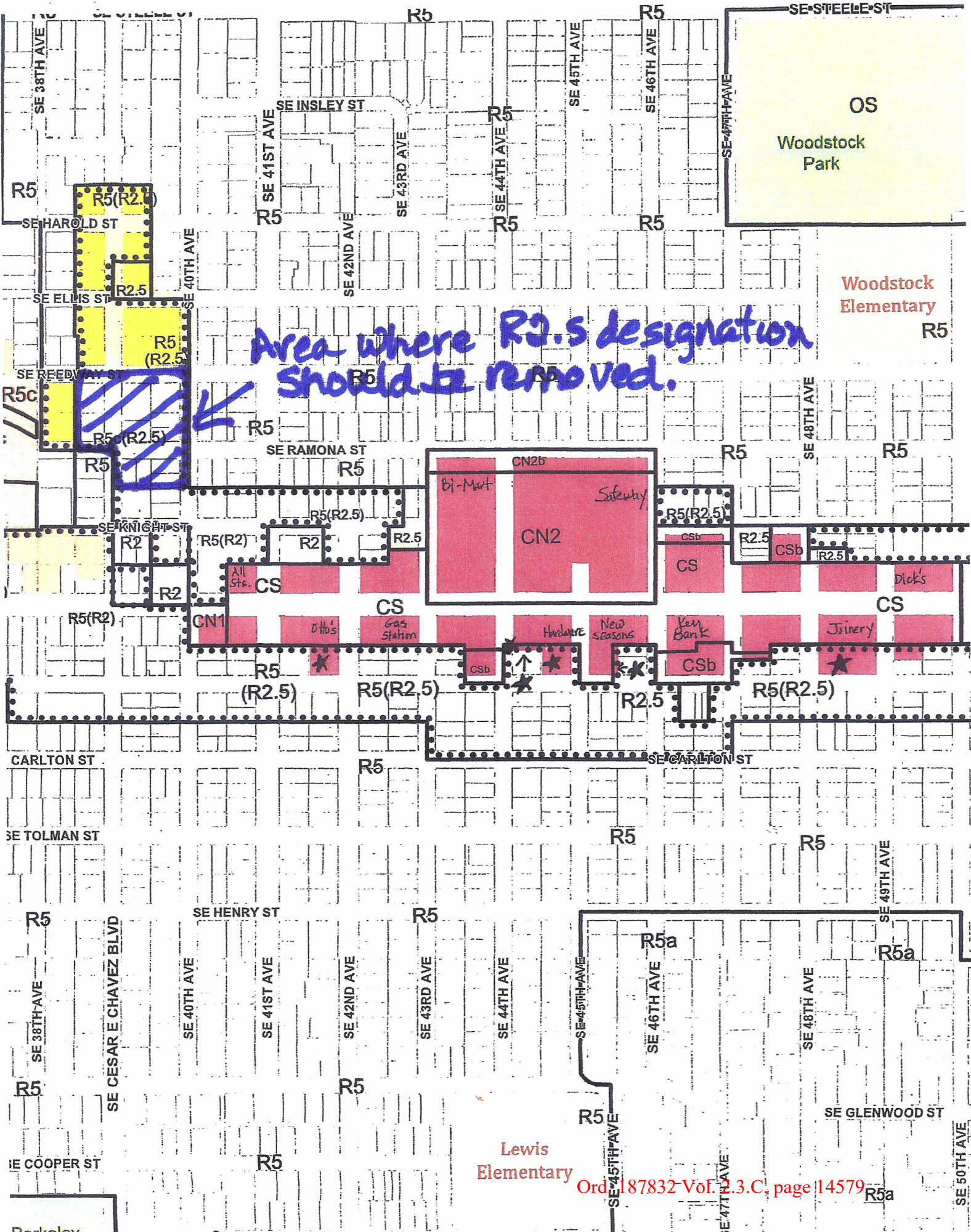
Finally, I am extremely concerned about the increasing incidence of demolition of viable housing by developers who then cram as many new, large, expensive houses on the lot as zoning will allow. Requirements for private outdoor space are obviously being ignored or are so small as to be laughable. These new houses often rob their neighbors of solar access and privacy and destroy the character of a neighborhood. Incentives to discourage demolition and encourage rehabilitation of existing housing stock should be put in place by the City if it is serious about maintaining neighborhood character.

I appreciate the opportunity to provide this input.

Sincerely,

Merrilee Spence  
4219 SE Reedway St.  
Portland, OR 97206





Area where R2.5 designation should be removed.



March 11, 2015

City of Portland  
Attention: Planning and Sustainability Commission (PSC)  
1900 SW 4th Avenue, Suite 7100  
Portland, OR 97201-5380

Re: **Additional comments on July 2014 Draft 2035 Comprehensive Plan**

Dear Planning and Sustainability Commission Members:

This letter supplements my prior letter dated October 29, 2014 with comments on the City's Comprehensive Plan update project. The purpose of this correspondence is to request that the City change the comprehensive plan (and zoning) designation for the properties at 1208 SE Boise Street and 4214 SE 12<sup>th</sup> Avenue from residential to commercial to match the existing commercial designation of our adjoining properties at 4207 and 4211-4245 SE Milwaukie Avenue (see location map below).



Our research of the property's history demonstrates that all four properties shared C2 General Commercial zoning through 1980 (see enclosed excerpts from the October 1, 1979 citywide zoning map and the 1980 quarter section zoning map). The zoning was subsequently changed to residential when the City adopted the 1980 Comprehensive Plan. In 2007, the City granted a Measure 37 claim for the parcels fronting on Milwaukie Avenue and approved a zone change from R1 (R1,000 Medium Density Multi-Dwelling Residential) to CG (General Commercial) for these two sites. Unfortunately, the zone change at that time did not encompass the Boise Street and 12<sup>th</sup> Avenue parcels even though the eastern portions of the rear yards of those sites (below the retaining wall shown on the map) are partially paved and utilized by our adjoining commercial properties for parking and storage.

Having consistent zoning across all four of our properties would allow for property line adjustments not currently permitted due to the differing base zones of the western and eastern parcels. This would also open up the possibility of utilizing the Boise Street and 12<sup>th</sup> Avenue parcels for expansion of Townshend's Tea Company, Brew Dr. Kombucha, and Thomas & Sons Distillery, the successful business affiliates leasing our Milwaukie Avenue parcels. Generally, the expansion would free up existing office space for production use that could create more jobs for our community.

Implementing a commercial plan designation for 1208 SE Boise Street and 4214 SE 12<sup>th</sup> Avenue would reflect the historical commercial intent of the properties and existing conditions of the paved area while supporting the City's *neighborhood corridor* and *inner ring district* urban design objectives of the Comprehensive Plan update. We would request that you incorporate our proposed changes into the citywide updates to the comprehensive plan.

Thank you for your consideration.

Sincerely,

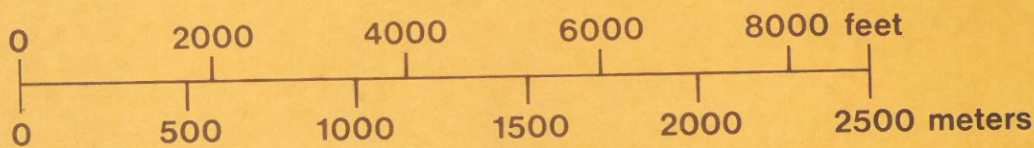
Jerry Baker  
15819 NW Fair Acres Drive  
Vancouver, WA 98685

Enclosures:       October 1, 1979 City of Portland zoning map excerpts  
                      December 31, 1980 Quarter Section Zoning Map 3431



# City of Portland

Prepared by the Bureau of Planning  
PORTLAND, OREGON                      OCTOBER 1, 1979



## SUMMARY OF PORTLAND ZONING CODE:

(Effective 7-1-59 and revised to 10-1-79)

### FARM AND FOREST ZONE

**FF** Single family dwellings incidental to farm and forest use are permitted on lots at least 2 acres in area.

### SINGLE FAMILY RESIDENTIAL ZONES

- R20** 20,000 sq. ft. minimum lot area.
- R10** 10,000 sq. ft. minimum lot area.
- R7** 7,000 sq. ft. minimum lot area.
- R5** 5,000 sq. ft. minimum lot area.

### APARTMENT ZONES

- A2.5** 5,000 sq. ft. minimum lot area, one unit per 2,500 sq. ft. Allows single family houses, duplexes and apartments.
- A1** 5,000 sq. ft. minimum lot area. This medium density apartment zone allows single family homes, duplexes and apartments. Density is determined by lot area.
- A0** 5,000 sq. ft. minimum lot area. Density on lots 8,000 sq. ft. or larger is determined by ratio of gross floor area to lot area.
- AX** New downtown apartment zone.

### COMMERCIAL ZONES

- C5** Limited commercial zone. Allows commercial parks such as small medical clinics (10,000 sq. ft. maximum lot area), professional offices (on sites between 10,000 sq. ft. and 5 acres in size), and campus-like research facilities (on sites over 5 acres). Residences are prohibited.
- C4** Local commercial zone. 4,000 sq. ft. maximum floor area limit per establishment. Allows convenience stores that serve the immediate neighborhood. Residential development is governed by **A2.5** or **A1** zone regulations.
- C2** General commercial zone. Allows all types of retail and service establishments. Certain "heavy commercial" uses are limited in size; the sale of used autos is prohibited. Residential development is governed by **A1** or **A0** zone regulations.
- C1** Central business zone. Allows high-rise commercial buildings in the downtown area. The limit on building height is limited by a 12:1 floor area to site area ratio. Residential development is also permitted.

### INDUSTRIAL ZONES

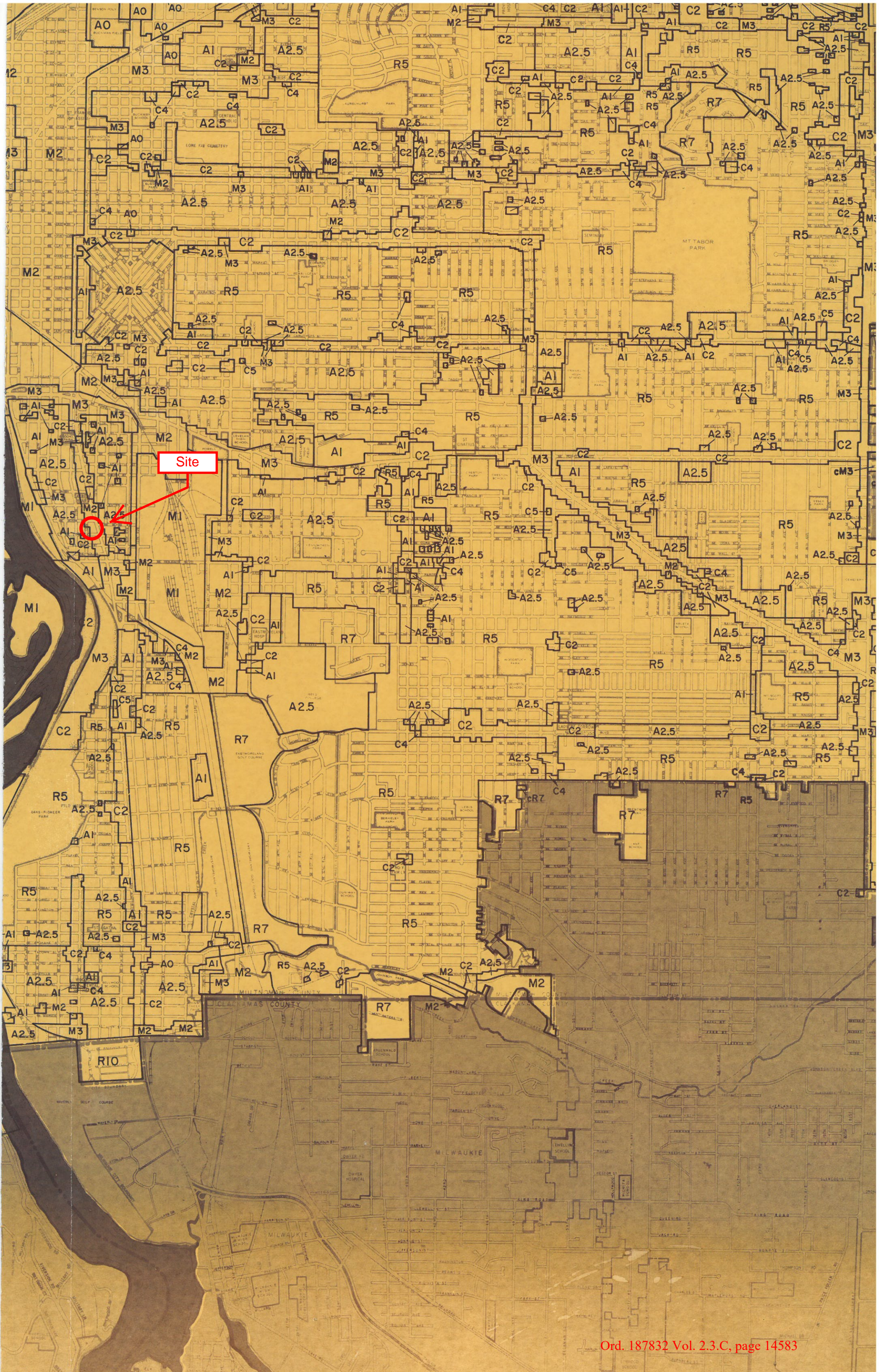
- M4** Limited industrial zone. Allows industrial parks on sites of at least 10 acres.
- M3** Light industrial zone. Allows specific low-impact industries that must be conducted within enclosed buildings, as well as commercial uses. A floor area limit of 10,000 sq. ft. is imposed on industrial uses and some commercial uses within 400 ft. of any **R** or **A2.5** zone. Residential development is governed by **A1** or **A0** zone regulations.
- M2** General industrial zone. Allows all industrial activities except heavy industry. New residences are prohibited.
- M1** Heavy industrial zone. Allows all industrial uses. Those that may pose a threat to public health or safety must be approved through public hearing. New residences are prohibited.
- MX** New downtown manufacturing zone.

The following "overlay" zones may be superimposed on the above zones:

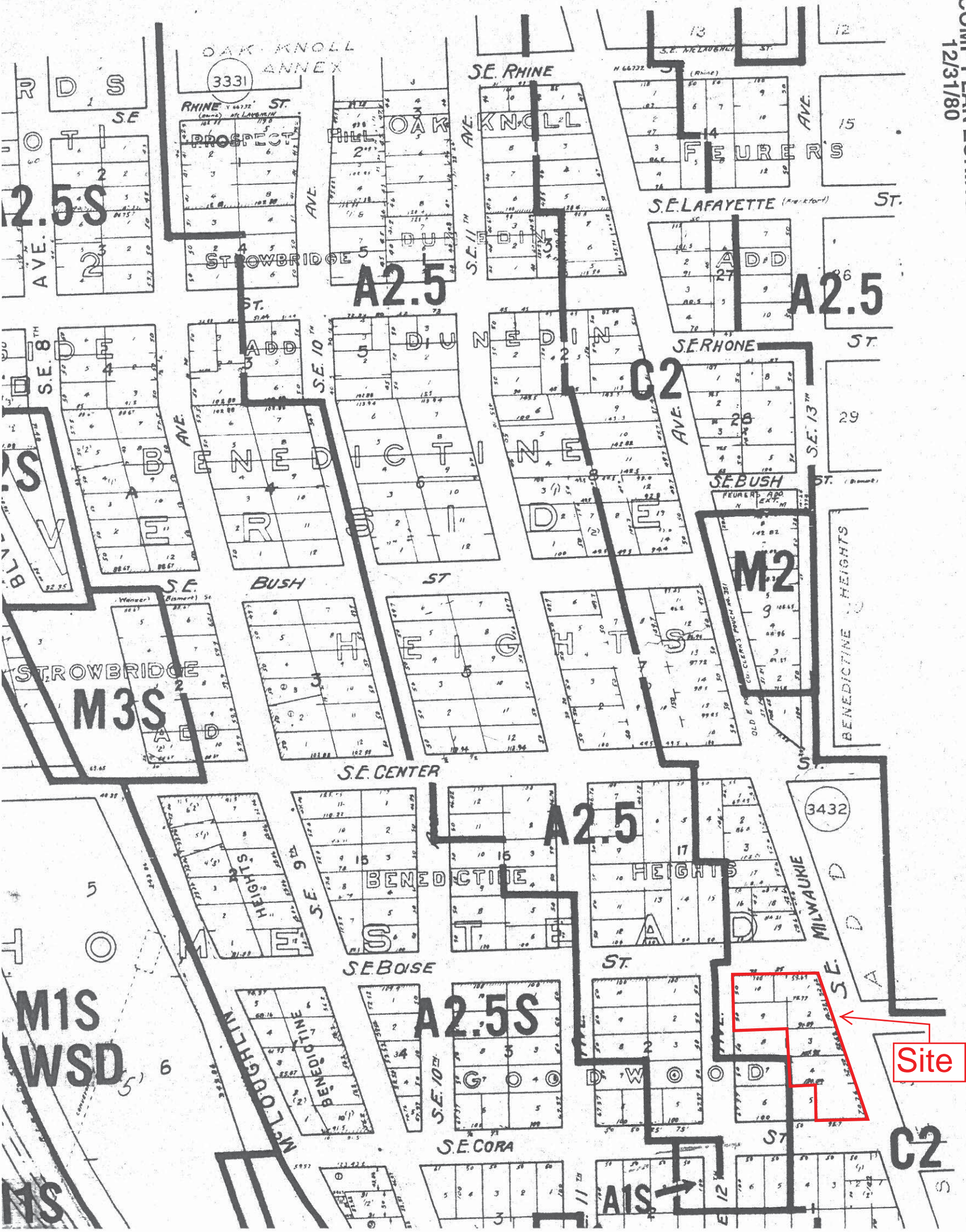
**B** = Buffer; **L** = Aircraft Landing; **S** = Signboard Control; **D** = Design; **P** = Parking; **V** = Variable Density; **Z** = Downtown Development Zone.

See Title 33, Portland Municipal code, for more specific information.













PORTLAND OFFICE  
eleventh floor  
121 sw morrison street  
portland, oregon 97204-3141  
TEL 503 228 3939 FAX 503 226 0259

anchorage, alaska  
beijing, china  
new york, new york  
seattle, washington  
washington, d.c.  
GSBLAW.COM

G A R V E Y S C H U B E R T B A R E R

A PARTNERSHIP OF PROFESSIONAL CORPORATIONS

Please reply to JENNIFER BRAGAR  
jbragar@gsblaw.com  
Telephone 503 553 3208

March 11, 2015

Planning and Sustainability Commissioners  
City of Portland  
1900 SW Fourth Avenue, Suite 7100  
Portland, Oregon 97201

RE: Comments on Adoption of the 2035 Comprehensive Plan Map  
For Kathleen Walsh Penn

Dear Commissioners,

This office represents Kathleen Walsh Penn, the owner of properties located at 6829, 6819, 6805, and 6805B SE 82<sup>nd</sup> Avenue, and 8132 SE Cooper Street, Portland, Oregon. These properties are subject to Proposed Change Number 673 on the 2035 Comprehensive Plan Proposed Draft Map App. The current Comprehensive Plan designation is Urban Commercial, with Mixed Commercial/Residential zoning. The proposed Comprehensive Plan Designation is Mixed Use – Civic Corridor with proposed zones under the Mixed Commercial/Residential, including the new CM1, CM2, CM3, and CE zone designations.

Ms. Walsh Penn requests that the Planning and Sustainability Commission (PSC) approve a map designation that offers her property the most options for future redevelopment. To that end, Ms. Walsh Penn requests that the PSC consider extension of the Mixed Use Urban Center designation south of Woodstock. The City's plan to re-designate the property east of her location (subject to Proposed Change #339) from residential to mixed employment, coupled with her properties' proximity to major arterials along Foster Road and SE Division, as well as Highway 26, and Interstate 205, suggest that high density redevelopment is and should be planned for the area. High frequency bus service along SE 82<sup>nd</sup> Avenue connects users of Ms. Walsh Penn's properties to these major transit centers and extending the Mixed Use Urban Center designation would further establish the City's intention to foster high density urban development. Further, when the property to the east is rezoned to mixed employment and developed, the demand for high density redevelopment on Ms. Walsh Penn's property will increase.

While the Mixed Use Corridor and Mixed Use Urban Center designations are currently planned to contain mixes of all the newly created CM and CE zones, it is understood that Urban Centers will support higher densities. Ms. Walsh Penn believes that her properties will be able to serve Urban Center densities for the reasons stated above, and such densities should be encouraged in this area that has potential for growth.



In addition to the above request favoring a Mixed Use Urban Center designation, Ms. Walsh Penn comments at this early juncture to suggest that the City consider increased height in the CM2 and CM3 zones, zoning her property CM3, and allowing additional height under the CE zone designation.

According to the February 18, 2015 Mixed Use Zoning Project DRAFT Revised Zoning Concept, the CM2 and CM3 zones will contain a similar mix of uses, but the main difference will be height, bonus height and bonus FAR. Overall, the height maximums should increase for the CM2 and CM3 zones that will be developed in proximity to major transportation corridors and feeder areas to those major transportation corridors. This increased height will encourage mixed use redevelopment with greater residential options along this busy corridor. This increased height would further promote goals of high density infill development to assist in preservation of the current urban growth boundary.

In addition, it is unclear why the draft concept currently contemplates a low 45 foot building height maximum for the CE designation. The City should consider higher buildings in the CE designation to serve commercial employment and other contemplated uses.

Thus, if the City extends the Mixed Use Urban Corridor Comprehensive Plan designation and increases the height limits for the proposed CM and CE zones, then Ms. Walsh Penn believes her properties would benefit. Under this scenario, or if the maximum height remains unchanged from the draft concept, Ms. Walsh Penn requests CM3 zoning for her property. The employment zoning proposed to the east of her properties is proposed as General Employment 2 (EG2). The current Development Standards for EG2 shown on Table 140-3 show that there is no height limitation. Development of this employment use will drive new investment on neighboring properties, including Ms. Walsh Penn's properties. The City should not artificially limit the redevelopment opportunities by adopting a low height limit, with low height and density bonus options under a CM2 designation.

While Ms. Walsh Penn's current preference is for CM3 zoning, these comments should not be considered binding on her preference until the draft zoning code issues with development criteria. At that time, Ms. Walsh Penn will provide additional comments. Please consider extending the Mixed Use Urban Center designation to Ms. Walsh Penn's properties. Thank you for your consideration.

Sincerely,

GARVEY SCHUBERT BARER

By 

Jennifer Bragar

cc: Marty Stockton (by email)  
Sara Wright (by email)  
Barry Manning (by email)  
Bill Cunningham (by email)  
Samantha Petty (by email)



March 11, 2015

City of Portland  
Planning and Sustainability Commission  
1900 SW 4<sup>th</sup> Avenue  
Portland, OR 97201

Property: 606 – 612 NE 72<sup>nd</sup> Avenue  
Portland, OR 97213

To whom it may concern:

I am requesting a plea of reconsideration to the City of Portland for a formal review on the rezoning of my property to qualify it as fourplex. It is the fourth property north of NE Glisan on 72<sup>nd</sup> Avenue and is in a mixed usage area between 71<sup>th</sup> and 75<sup>th</sup> Avenues. I am requesting for my property to be rezoned as a multi dwelling or as second option perhaps commercial whichever is a better fit for the community. The zone line jags back and forth parallel to my property line. My immediate neighbor south of me has a 4 unit apartment with a smaller lot, yet they can have four apartments and the next property south is a 10 unit apartment and the number of apartments per sq. ' of property is substantially less than mine without any yard area and the next property south is a large commercial building on the corner of NE Glisan and 72<sup>nd</sup>.

The original permit 369429 was issued to Mr. James Sunderland on 4/11/58 as a triplex and 6/6/63 the property was sold to Clark Nokleby and Thomas Wortendyke with the plex unfinished and with only one unit completed. The file on permit 369429 was voided 2/2/64. On 4/11/64 a new permit 426738 was issued and the plex was completed 10/28/68. It took more than 10 years after the first issued permit to complete the project with a minimum of 9 inspectors, not one of them seeing this project from start to finish, so I can see where confusion and misinterpretation with notes and etc. could have an effect on this project. I see throughout the paperwork confusion where sometimes the project is referred as a duplex and the address changing all the time from 606-608-610 to 610-612-614.

My problem is this complex was built as a fourplex and I have no idea how this was an oversight with the City in the building process. I purchased this as a fourplex from a Mrs. Garnet Lewis 21 years ago and she purchased it as a fourplex prior to me and owned it for 13 years, if I remember correctly. The issue is the plex was never permitted as a fourplex and the City, this past year, required me to close the unpermitted unit which happens to be the first one completed with permit 369429, the basement unit. On 8/7/58 a plumbing permit shows two toilets installed. 610 has only one bathroom with a toilet and the other toilet went to 612 the basement unit. There was a revision on 8/25/61 permit 369429 to the basement plans. It doesn't say what the changes were. The basement plex (612) is not a full size apartment, it is a 400 sq. ' studio apartment. The foot print of the entire plex is 2204 sq. ' on a 6250 sq. '.


lot, using only 35% of the lot and the rest of the area for outdoor usage. The front yard is 45' x 28' over half the size of the fourplex.

September 2014, I submitted an application for a nonconforming situation and found evidence this plex has been taxed by the county as a fourplex since 1959. I also have a letter from Pacific Power showing power to 612 back as far as 1985, the City permitted an electrical meter 7/8/85 (84300-2) for 612 and I went back as far as the beginning when the Polk directory started maintaining records of peoples phone number associated with their address and I have copies of the people's names who lived in 612 as far back as 1975, 40 years.

What I trying to express here is this triplex has been a fourplex since 1959 and if the zoning is changed it would make my property legal in the eyes of the City. It wouldn't have any affects in the dynamic of the neighborhood due to the fact it's been an existing fourplex for 56 years. Since I have had the property I have never had a person living in 612 who has owned a car. People who can only afford a studio apartment are not in position to own and maintaining a car. Since Glisan is constantly being improved with added business perhaps the neighborhood needs some revamping due to the influence of these changes.

I hope you will take my request in consideration and I am looking forward in hearing from you soon.

Yours Truly,



Ron Dobrunick  
RPD Investments, LLC  
(360) 666-1528



**Bridlemile Neighborhood Association** Land Use Chair, Claire Coleman–Evans, and other residents of our neighborhood have reviewed the proposed 2035 Comprehensive Plan Draft Updates and attended informational meetings regarding the proposed changes. On behalf of BNA, as approved at our March 11 meeting by unanimous approval of the board and all residents in attendance, we hereby submit the following comments on the proposed draft:

[Our recommended amendments are in **red & bold.**]

**1) Fanno and Tyron Creek Watersheds**

**"Policy 7.58 Reduced hazard risks.** Reduce the risks of landslides and stream-bank erosion by protecting trees and vegetation that absorb stormwater, especially in the steep slopes or limited access to stormwater infrastructure, **and manage storm detention on new development based on current site information including slope, soils, existing seeps and springs."**

**BNA Commentary:** Increasing storm events are causing more hillside slippage in our area. It is important that development in our area include the need for storm detention as we experience greater activity of seeps and storm drainage challenges.

**2) Planning for natural resource protection**

**"Policy 7.7 Environmental protection program updates.**

Improve the effectiveness of environmental protection plans, **maps**, and regulations. Updates will reflect current data and science, consider impacts on under-served and under-represented communities, and meet multiple city goals."

**BNA Commentary:** Our neighborhood is being confronted with numerous storm drainage problems caused by developments on slopes steeper than shown on existing maps. Lidar mapping will have a significant impact on documenting the actual slope issues that affect many of the sites in the Bridlemile/ Raleigh Hills area. Our understanding is that the Landslide Hazards Overlay Map directly correlates with 'c' (Environmental Conservation Zone) and 'p' (Environmental Protection Zone) overlays on the Comp Plan / Zoning Map. The current topographic map used by the city for our area is 11 years old and not completed with Lidar technology. Assuring that our Hazard Overlay maps are regularly updated will help our community better address these challenges.

**3) Proposed Comprehensive Plan Designation Changes in BNA’s Raleigh Hills Neighborhood Center (Scholls Ferry / Hamilton / Beaverton-Hillsdale Hwy.) area**

**BNA Commentary:** We oppose any up-zoning and/or increased density being proposed in this area for properties that will impact traffic on Hamilton St. and Scholls Ferry Rd., based on the need for concurrent multi-modal transportation improvements for area roadways. The proposed TSP project list does not include funding for needed improvements for the streets in our area. State statute requires multi-modal transportation facilities be provided concurrently with increased burdens onto the system. Therefore, limitations on development need to be considered where inadequate transportation facilities exist.

There are serious risks for pedestrians, cyclists, and drivers on these streets. School children gather daily at these narrow-edge roadways for the school bus during rush-hour traffic. Plans for improvements have been adopted by the city over the past 15 years, yet we have not received any roadway improvements. Traffic has more than doubled during this period, and partitions and zone changes will continue to bring more density and congestion.

**Note:** Adopted SW studies that apply include: Southwest Community Plan July 2000 and 2007 Transportation Element of the Comprehensive plan - Policy 6.41 Southwest Transportation District.

**A) Proposed Plan Designation & Zone Change #751**

<b>Proposed</b> Comprehensive Plan Designation	Single – Dwelling 5,000
<b>Existing</b> Comprehensive Plan Designation	Other – <b>Note: Lack of Information</b>
<b>Proposed</b> Zone (tentative, tbd in 2015)	Residential 5,000 (R5)
<b>Existing</b> Zone	Other – <b>Note: Lack of Information</b>

**BNA Commentary:** The City of Portland’s Map App has failed to provide the public adequate information for this item. However, the proposed change is a significant up-zoning, and the additional density cannot be supported due to the lack of funding for transportation infrastructure in the proposed TSP, including no funding for SW Scholls Ferry Rd. or Hamilton St projects, which abut the site and also including inadequate project scope along Beaverton-Hillsdale Hwy.

**B) Proposed Plan Designation & Zone Change #750**

<b>Proposed</b> Comprehensive Plan Designation	Multi-Dwelling 2,000
<b>Existing</b> Comprehensive Plan Designation	Other – <b>Note: Lack of information</b>
<b>Proposed</b> Zone (tentative, tbd in 2015)	Residential 2,000 (R2)
<b>Existing</b> Zone	Other (Other) – <b>Note: Lack of information</b>



**BNA Commentary:** The City of Portland’s Map App has failed to provide the public adequate information for this item. However, the proposed change is a significant up-zoning, and the additional density cannot be supported due to the lack of funding for transportation infrastructure in the proposed TSP, including no funding for SW Scholls Ferry Rd. or Hamilton St projects, which abut the site and also including inadequate project scope along Beaverton-Hillsdale Hwy.

**C) Proposed Plan Designation & Zone Changes #678, 658, 665**

<b>Proposed</b> Comprehensive Plan Designation:	Mixed use – [ <b>Civic Corridor</b> ] <b>Dispersed</b>
<b>Existing</b> Comprehensive Plan Designation	Urban Commercial

**BNA Commentary:** The proposed increased mixed-use (residential and commercial) intensity cannot be supported due to the lack of funding for transportation infrastructure in the proposed TSP, including no funding for SW Scholls Ferry Rd. or Hamilton St projects, which would be impacted by development at the site, and also including inadequate project scope along Beaverton-Hillsdale Hwy. (Proposed but unfunded corridor improvement #90020 does not even extend to this site.)

Respectfully submitted on behalf of Bridlemile Neighborhood Association,

Claire Coleman-Evans, Land Use Chair  
6260 SW Hamilton Way, Portland, OR 97221

Attachments:

- 1) 2035 Comprehensive Plan Proposed Draft Map App, Proposed Change #751
- 2) 2035 Comprehensive Plan Proposed Draft Map App, Proposed Change #750
- 3) 2035 Comprehensive Plan Proposed Draft Map App, Proposed Change #678
- 4) 2035 Comprehensive Plan Proposed Draft Map App, Proposed Change #658
- 5) 2035 Comprehensive Plan Proposed Draft Map App, Proposed Change #665

portlandmaps.com

Orbirental T1 | Business...peakeasy Inc. Apple - One to One Home demol...gonLive.com Recommendations...tore Oregon United Neig...s for Reform XFINITY Speed Test (4) Faceboo...oleman Evans

**2035 Comprehensive Plan**  
Proposed Draft Map App

Map App Explorer

Land Use Transportation Infrastructure

What's up near you?

This proposed change intends to:

Apply a City designation to property within the Urban Services Boundary.

Proposed Change #	750
Proposed Comprehensive Plan Designation	<a href="#">Multi - Dwelling 2,000</a>
Existing Comprehensive Plan Designation	<a href="#">Other</a>
Proposed Zone (tentative, tbd in 2015)	<a href="#">Residential 2,000 (R2)</a>
Existing Zone	<a href="#">Other (Other)</a>

Add / View Comments

MAPS INFO LEGEND FAQs CONTACT

esri

portlandmaps.com

2035 Comprehensive Plan  
Proposed Draft Map App

Map App Explorer

Land Use

Transportation

Infrastructure

6260 SW HAMILTON WAY

This proposed change intends to:

Apply a new designation to reflect the Urban Design Framework. New zones comparable to zones now in place will be applied.

Proposed Change #	658
Proposed Comprehensive Plan Designation	Mixed Use - Civic Corridor
Existing Comprehensive Plan Designation	Office Commercial
Proposed Zone (tentative, tbd in 2015)	Office Commercial 1 (CO1), or closest comparable zone
Existing Zone	Office Commercial 1 (CO1)

Add / View Comments

MAPS INFO LEGEND FAQS CONTACT

portlandmaps.com

Orbirental T1 | Business...peakeasy Inc. Apple - One to One Home demol...gonLive.com Recommendations...tore Oregon United Neig...s for Reform XFINITY Speed Test (4) Facebook...oleman Evans

### 2035 Comprehensive Plan Proposed Draft Map App

Map App Explorer

Land Use

This proposed change intends to:

Apply a City designation to property within the Urban Services Boundary.

Proposed Change #	751
Proposed Comprehensive Plan Designation	Single - Dwelling 5.000
Existing Comprehensive Plan Designation	Other
Proposed Zone (tentative, tbd in 2015)	Residential 5.000 (R5)
Existing Zone	Other (Other)

Add / View Comments

MAPS INFO LEGEND FAQs CONTACT

Transportation Infrastructure

What's up near you?

Map showing proposed land use changes in Portland, Oregon. The map is divided into sections for Land Use, Transportation, and Infrastructure. A search bar at the top asks "What's up near you?". The map shows various colored areas: blue for Infrastructure, orange for Transportation, and red for Land Use. A sidebar on the left provides details for a specific proposed change (751), including its designation (Single - Dwelling 5.000) and existing designation (Other). The map also shows existing zones (Residential 5.000 (R5) and Other (Other)). The map is powered by Esri.

portlandmaps.com

2035 Comprehensive Plan  
Proposed Draft Map App

Map App Explorer

Land Use Transportation Infrastructure

This proposed change intends to:

Apply a new designation to reflect the Urban Design Framework. New zones comparable to zones now in place will be applied.

Proposed Change #	665
Proposed Comprehensive Plan Designation	Mixed Use - Civic Corridor
Existing Comprehensive Plan Designation	Office Commercial
Proposed Zone (tentative, tbd in 2015)	Office Commercial 2 (CO2), or closest comparable zone
Existing Zone	Office Commercial 2 (CO2)

Add / View Comments

MAPS INFO LEGEND FAQs CONTACT

portlandmaps.com

Orbiental T1 | Business...peakeasy Inc. Apple - One to One Home demol...gonLive.com Recommenda...tore Oregon United Neig...s for Reform XFINITY Speed Test (4) Faceboo...oleman Evans

**2035 Comprehensive Plan**  
Proposed Draft Map App

Map App Explorer

Land Use Transportation Infrastructure

What's up near you?

This proposed change intends to:

Apply a new designation to reflect the Urban Design Framework. New zones comparable to zones now in place will be applied.

Proposed Change #	678
Proposed Comprehensive Plan Designation	Mixed Use - Civic Corridor
Existing Comprehensive Plan Designation	Urban Commercial
Proposed Zone (tentative, TBD in 2015)	Storefront Commercial (CS), or closest comparable zone
Existing Zone	Storefront Commercial (CS)

Add / View Comments

MAPS INFO LEGEND FAQs CONTACT



**OUR COMMUNITY, OUR VOICES!**

We need safe, robust neighborhoods with affordable housing, affordable stores, employment opportunities & training programs.

Dear: **Planning & Sustainability Commissioners/Comprehensive Plan**

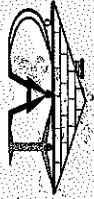
My name is: Dolores Montgomery

My address is: 6225 4 N. Columbia Way #15

Please support our community to stop or decrease displacement by:

The rate of increase of rent in these 57 units area has raised beyond a lot of means cars just raised 9500 which is terrible with no foregone payments. Please IS there in anyway to control it. It certainly July.

Sponsored by:



The Community Alliance of Tenants

**OUR COMMUNITY, OUR VOICES!**

We need safe, robust neighborhoods with affordable housing, affordable stores, employment opportunities & training programs.

Dear: **Planning & Sustainability Commissioners/Comprehensive Plan**

My name is: Andrea

My address is: 6225 4 N. Columbia Way unit 23

Please support our community to stop or decrease displacement by: 9720

My main concern with new development is the care and concern of families who have less income and healthcare. There are alot of homelers that take part in that area would live it to be equal housing to all families and people with better quality development

sponsored by:

By: Andrea  
5017  
6315



The Community Alliance of Tenants

**OUR COMMUNITY, OUR VOICES!**

We need safe, robust neighborhoods with affordable housing, affordable stores, employment opportunities & training programs.

Dear: **Planning & Sustainability Commissioners/Comprehensive Plan**

My name is: \_\_\_\_\_

My address is: \_\_\_\_\_

Please support our community to stop or decrease displacement by:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sponsored by:



The Community Alliance of Tenants



## MEMORANDUM

Date: March 11, 2015

To: Portland Planning and Sustainability Commission

From: Portland Parks Board

RE: Comprehensive Plan Update Recommendation

---

**THE PORTLAND PARKS BOARD RESPECTFULLY SUBMITS THE FOLLOWING RECOMMENDATIONS ON UPDATES TO THE COMPREHENSIVE PLAN:**

In February 2014, the Portland Parks Board submitted comments to the Portland Bureau of Planning and Sustainability (BPS) on the Working Draft Comprehensive Plan, Part 1 (policies) and draft Citywide Systems Plan (capital improvement plan). Last July, members of the Parks Board met with BPS and Parks Bureau staff to review the Board's comments and how they have been responded to in the Proposed 2035 Comprehensive Plan Update. Bureau staff developed a detailed 'crosswalk' memo indicating where/how the Board's comments have been addressed.

At its March 4, 2015 meeting, the Parks Board voted unanimously to submit the following comments on the Proposed 2035 Comprehensive Plan Update:

1. We acknowledge the efforts of the staff of both the Bureau of Parks and Recreation and of the Bureau of Planning and Sustainability to respond to the Board's 2/14 comments and believe that the issues raised by the Parks Board in its February 2014 comments on the Working Draft Plan.
2. We express general support for the parks, recreation and natural areas space elements of the Proposed 2035 Comprehensive Plan and specifically reiterate support for Proposed Plan goals and policies to protect and enhance parks, recreation facilities, open spaces and urban natural resources and to increase their equitable distribution across the City. This support extends to the concept of establishing habitat corridors that connect important open spaces and natural areas.
3. We express concern and opposition in principle to the concept of converting one limited resource (open spaces and natural areas) to another use (industrial lands). This includes specific opposition to converting the Columbia Slough golf courses to industrial lands and support for consideration of alternative land use scenarios that do not include West Hayden Island as part of the industrial lands inventory.
4. We support a strategy of investment in green infrastructure that prioritizes neighborhoods with poor access to parks, natural areas, or with limited tree canopy.
5. We endorse comments previously submitted by the Urban Forestry Commission that promote improving, protecting and restoring Portland's urban forests.



**TO:** Portland Planning and Sustainability Commission  
**FROM:** Jonna Papaefthimiou, Planning and Preparedness Manager  
**DATE:** March 11, 2015  
**RE:** Proposed Draft Comprehensive Plan

---

**Thank you for the opportunity to comment on the 2035 Comprehensive Plan Proposed Draft Goals and Policies.** These comments, submitted on behalf of the Portland Bureau of Emergency Management (PBEM), are intended to amplify testimony at the Planning Commission meeting on November 18, 2014, and to provide more specific suggestions on sections of the text where I propose some modification. These comments also build on written comments submitted by PBEM in April 2013 and June 2014 in response to earlier drafts of the Plan, and on comments I made as a representative of PBEM in the Watershed Health and Environment PEG.

**PBEM is extremely gratified to see “resilience” identified as a guiding principle in the Plan,** and specifically addressed in Goals 3.B “Climate and Hazard Resilient Urban Form,” 4.D “Urban Resilience,” 7.C “Resilience,” 8.C “Reliability and Resilience” 8.F “Flood Management” and 8.I “Public Safety and Emergency Response.” Numerous policies support these goals; I particularly appreciate the inclusion of two goals that specifically promote planning for disaster recovery (Policies 4.63, 4.64).

Resilience is embodied in this plan not only in the goals that use this word. Healthy connected neighborhoods are the foundations of a resilient city, building networks that enable residents to support one another through difficulties large and small. Green infrastructure to reduce urban flooding, reduce urban heat islands, and promote neighborhood connections, is also a best practice in building resilience. These efforts have long been a focus for the Bureau of Planning and Sustainability (BPS) and are well-addressed in the Plan draft.

What follows are some general comments on important elements of the plan, followed by specific suggestions for changes in specific (numbered) policies that are of particular interest to PBEM.

## Reduced Densities in Hazard-Prone Areas

PBEM strongly supports proposed changes in the comprehensive plan designations that would decrease density on steep slopes near Powell Butte and in parts of the West Hills. Lowering the number of homes that can be built in areas subject to both landslides and wild land fires is the best way to protect the City from these significant and life-threatening hazards. This approach accords with the City's own adopted Natural Hazard Mitigation Plan, and with best practices from other communities.

Current zoning designations would allow considerable additional development in areas that are already at high risk for both landslides and wild land fires. These areas are difficult for emergency responders to serve, and can put responders as well as residents in harm's way. Limiting density in these areas will bring the amount of permitted development closer to what the landscape can support, reduce the City's exposure to risk, and may ultimately reduce not only response costs and economic losses, but human suffering.

Reducing zone densities will be disappointing to some landowners. It is regrettable that there was ever an expectation that steep slopes could be intensively developed. But lowering zoned densities in hazard-prone areas is a responsible change that reflects a commitment to real resilience.

I suggested the following modifications to strengthen goals related to lowered density in hazard-prone areas:

***Policy 4.61 Reducing natural hazards and climate change risks and impacts. Limit development in or near areas prone to natural hazards where practicable, using the most current hazard and climate change-related information and maps.***

Eliminate "where practicable." The plan is already predicated on a balancing of interests; inserting "where practicable" here unnecessarily weakens this important goal.

***Policy 4.64 Planning and disaster recovery. Facilitate effective disaster recovery by providing recommended updates to land use designations and development codes, as warranted, in preparation for natural disasters.***

Similar to 4.61: eliminate "as warranted." The entire document is predicated on making warranted changes, the phrase here weakens this goal.

## Seismic Safety of Structures

Landslides and fires are both events that we have experienced in Portland, at least on a small scale. Earthquakes are an equally real risk, but one we have not experienced in our collective memory. Portland's earthquake risk was not well-understood until the late 1980s, and building codes were not updated until the 1990s. As a result, a large portion of Portland homes and commercial structures are not seismically sound, and would be severely damaged by even a moderate earthquake.

Many residences are not bolted to the foundation. In an earthquake, unbolted buildings can fall off their foundations and become uninhabitable, and mostly unrepairable. In Portland there are also many unreinforced masonry structures, including multifamily and commercial structures, which are not sound and would crumble in a moderate or severe quake. Adding to our woes, much of our industrial land is located in areas prone to liquefaction. This is a phenomenon where soils that are mostly sediment or fill re-liquefy during an earthquake. Buildings sink and fill with sediment in liquefaction zones.

The City is already working to improve our inventory of unreinforced masonry buildings, and to identify opportunities to increase retrofits of these structures. We have also piloted a program to promote seismic retrofits in single-family homes. These types of efforts ought to be supported by the Comprehensive Plan. PBEM also raised this issue in its two previous comment letters.

I suggest the following modifications to support these efforts:

***Policy 4.49 Seismic and energy retrofits.*** *Promote seismic and energy efficiency retrofits of historic buildings and other existing structures to reduce carbon emissions, save money, and improve public safety.*

The reference to seismic retrofits is misplaced in the section on resource efficient design. Separate seismic and energy retrofits and move seismic retrofits to chapter 4, "Design and Development" Include seismic safety retrofits along with "crime prevention design" and "fire life safety design." Similarly, chapter 5 "Housing" should include seismic safety as an element of "healthy homes" and promote seismic retrofitting to improve the life-safety of structures.

***Policy 4.62 Disaster recovery.*** *Encourage development approaches that will enhance the ability of people, wildlife, natural systems, and property to withstand and recover from a natural disaster or other major disturbance.*

Clarify that this refers to “disaster-resilient design,” e.g. seismically strong buildings, buildings well outside the floodplain and away from landslide risk areas.

***Policy 3.61 Industry and port facilities.*** Enhance the regionally significant economic infrastructure that includes Oregon’s largest seaport and largest airport, unique multimodal freight, rail, and harbor access; and proximity to anchor manufacturing and distribution facilities.

Elaborate on this goal, or add a related goal, to reduce natural hazard risks to these important resources. Many of these areas, including the airport and virtually all seaports, are in liquefaction-prone areas and in floodplains.

**Chapter 6 “Economic Development” would also benefit from some discussion of seismic hazards.** Much of the City’s industrially-zoned areas are prone to liquefaction. **Depicting this risk in a map would be instructive.**

An area of particular concern with respect to seismic risk is Linnton. More than 90% of the state’s liquid fuel passes through the tank farms and terminals in this neighborhood, which is vulnerable to earthquake liquefaction, landslides, wild land-interface fires and, obviously, hazardous-materials spills. A problem with this liquid fuel infrastructure could spell disaster for Linnton residents, and also disrupt the economy of our state, which depends greatly on gas and diesel to transport goods and workers. It would benefit our economic resilience and public safety to include a goal to promote seismic retrofits of existing industrial infrastructure and some dispersion of these uses in the future.

**I suggest that you add one new goal in chapter 6, “Economic Development,” that calls on the City to develop a plan to address the multi-hazard situation in Linnton over the next twenty years.** This plan will necessarily include both land-use and other elements.

## **Environmental health, equity, and natural hazard risk**

Portland has been a national leader in seeking to accommodate and restore dynamic natural systems within the City. These strategies not only improve environmental quality and the urban experience, they can reduce losses from natural hazards, which disproportionately affect vulnerable populations.

This chapter has good language but there are several opportunities to strengthen proposed policies:

***Policy 7.22 Natural hazards.*** Prevent development-related degradation of natural systems and associated increases in landslide, wildfire, flooding, and earthquake risks, especially as they affect under-served and underrepresented communities.

Households and communities with fewer resources suffer disproportionately during natural disasters. However, all communities need protection from natural disasters. Consider splitting these goals into two; one that calls for reducing development-related environmental degradation and hazards, and one that recognizes the disproportionate impacts of such disasters on underserved communities, and calls for increased consideration for these communities. This approach is in keeping with the City's approach in updating the Natural Hazard Mitigation Plan, which seeks to protect all neighborhoods and prioritize projects that protect vulnerable populations.

***Policy 7.29 Brownfield remediation.*** Improve environmental quality and watershed health by promoting and facilitating brownfield remediation and redevelopment that incorporates ecological site design and resource enhancement.

This is excellent; include restoration as well as enhancement in these efforts. Restoration is sometimes the best strategy for long-term resilience.

***Policy 7.40 Floodplain protection and restoration.*** Promote restoration and protection of floodplain habitats as a flood protection strategy.

This is an important goal, but it is presented as applying only to the Columbia River Watershed. Move it to the section that addresses citywide goals.

**I thank you for the opportunity to comment on the plan from the standpoint of emergency management,** and I look forward to continuing to work with colleagues at BPS to build a more resilient Portland.



March 11, 2015

Chairman Baugh and Members of the Planning and Sustainability Commission  
City of Portland  
1900 SW 4<sup>th</sup> Avenue, Suite 7100  
Portland, OR 97201

Dear Chairman Baugh and Members of the Commission,

My name is Richard Piacentini and I am submitting this written testimony regarding the Proposed 2035 Comprehensive Plan Map designations. My company, Belmar Properties, manages properties controlled by members of the John Piacentini family, including those in the following ownerships:

- Rosehill Investment, LLC
- Slena Capital, LLC
- John B. Piacentini Trust
- Louise Piacentini
- J&F Investments, LTD

Collectively, the companies and individuals own 30 properties impacted by the Proposed 2035 Comprehensive Plan. Although the vast majority of the sites are occupied by small, retail businesses (two properties are vacant), they fall into all four of the Proposed Mixed Use Plan Designations. A complete list of the properties and the proposed Comprehensive Plan Map Designations is attached as Appendix A.

We have delayed responding to the proposed Comprehensive Plan Map Designations until now as we have been attempting to understand how the plan designations would be implemented through the corresponding zoning. As you know, the Mixed Use Zoning Project is ongoing and at this time much is unknown about the future zoning, which makes us unable to evaluate the impact of the Comprehensive Plan designations. Therefore, at this time we are unable to support any of the proposed plan designations as there is too much that is unknown about how the Comprehensive Plan Designations will be implemented.

In general we have three major objections to the Comprehensive Plan as proposed at this time.

- First, the proposed Mixed Use-Dispersed plan designation is implemented by only two zones, limiting application of zones that may be more appropriate when properties are considered individually.
- Second, the Mixed Use Zoning project is in process and although concepts have been proposed, nothing is certain and changes are certainly forthcoming. Impacts of the Comprehensive Plan designations cannot be understood and/or evaluated until the Mixed Use Zoning Project is further along.
- Third, we have great concerns about future zoning regulations that may make any of our existing sites and/or buildings non-conforming in terms of use and/or development standards.

2001 SIXTH AVENUE—SUITE 2300  
SEATTLE, WASHINGTON 98121  
PH 206.448.1975 | FX 206.448.1978  
richardp@belmarprop.com



### **Proposed Mixed Use – Dispersed Plan Designation**

Six of our properties are proposed to be designated Mixed Use Dispersed. These six properties have existing Comprehensive Plan Designations of Office, General, Urban and Neighborhood Commercial and Residential. Their current zoning includes CO1, CG, CS CN2 and R5. Their addresses are as follows:

- 825 SE 60<sup>th</sup> and adjacent property (2 parcels)
- 1817 SW Skyline Boulevard
- 915 SW Gibbs
- 10350 SE Holgate
- 16152 NE Sandy

As of now, only two zoning districts are proposed to implement the Mixed Use-Dispersed Plan Designation – Commercial Mixed Use 1 (CM1) and Commercial Employment (CE). As proposed, all of the CE zoned properties require a location within either a designated center or corridor. That means that for properties outside of centers or corridors only one zone designation is available to implement the Mixed Use – Dispersed Plan designation, that is CM1. Although we understand that there is need for smaller scale mixed use developments, we believe that there are sites outside of designated centers and corridors that are suitable for more intense development based on the availability of transit and other services, adjacent development patterns and topography. These sites may warrant individual consideration as the Mixed Use Zoning Project continues. But as the proposed Comprehensive Plan is drafted, the properties that are designated in the plan as Mixed Use Dispersed have only one option if they are outside of a center or corridor and that is the very restrictive CM1.

Specifically, we believe the vacant property at 60<sup>th</sup> and Belmont and the property at 915 SW Gibbs are suitable for a zone that allows greater development intensity. The site at 60<sup>th</sup> and Belmont is well served by transit, is adjacent to 6 story development and is appropriate for mixed use development. The Gibbs property is within the densely developed medical service area where mixed use development is desired. However, because they are proposed to be designated as Mixed- Use Dispersed, and outside of a center or corridor, the only implementing zone available for the sites is CM1. A result of this limited implementation of the plan designation is that property owners will be required to go through the Comprehensive Plan Amendment process to simply gain the CM2 zoning. There are several ways to address this limitation of the Proposed Comprehensive Plan such as the following:

- Remove the restriction of the Mixed Use Neighborhood plan designation for corridors and centers only, and designate the 60<sup>th</sup> and Belmont property and the Gibbs property as a Mixed-Use Neighborhood. This would provide an opportunity to rezone the property to the more appropriate CM2 zone.
- Allow the proposed CM2 zone to be implemented within the Mixed Use-Dispersed Plan Designation. This would provide staff discretion in applying zoning and would allow the CM2 zone to be applied where appropriate. Within the proposed plan designations that are intended for the greatest density and intensity, Mixed Use Civic Corridor and Mixed Use Urban Center, all four of the proposed mixed use zoning designations are allowed, including the most restrictive one (CM1). This allows staff to use discretion for those sites that may not meet the strict definition of those two plan designations. However, the reverse is not being proposed. The Mixed Use Dispersed plan designation is proposed to be implemented with only two zones, eliminating the application of a more appropriate zone where a site does not require the limitations imposed by the CM1 zone. We would suggest that the CM2 zone be allowed as an implementing zone in the Mixed Use Dispersed designation to allow its application where appropriate, such as the properties at 825 SE 60<sup>th</sup> and 915 SW Gibbs.

### **Mixed Use Zoning Project**

In addition to the limited zoning options within the Mixed Use Dispersed designation there are many unknowns about the implementing zoning that prohibit a complete understanding of its impacts. Specifically,

- Although the city is proposing to eliminate the current allowance for unrestricted residential FAR within mixed use zones, it is unknown how the FAR allowances will be revised to compensate for this loss;
- Within the proposed CM1 and CE zones, staff is contemplating further restrictions to retail development. These restrictions may be limited to maximum tenant sizes, but there is no specific proposal at this time. Six of our properties proposed for CE or CM1 zoning are retail establishments and would be subject to the proposed limits on retail development.
- The proposed CE zone restricts residential use, but in what manner is unknown at this time. Five sites scattered among the four proposed Mixed Use Comprehensive Plan Designations are proposed to be rezoned to CE.
- As currently proposed, eight of our properties will have reduced maximum height standards. In some cases the current height may be restored through bonus provisions. The eight properties are scattered throughout proposed as Mixed Use Civic Corridor, Mixed Use Dispersed, Mixed Use Neighborhood, or Mixed Use Urban Center. However, what those bonus provisions may provide will be developed through the Mixed Use Zoning project, making it impossible for us to evaluate the impact of the proposed Comprehensive Plan Designations at this time.

### **Non Conforming Development**

We understand that the mixed use zoning project is addressing building scale, transitions, historic and local character and other design and context related issues. These standards have the potential to create nonconforming development issues for the 29 built properties affected by the mixed use zoning project. As the proposed Comprehensive Plan Designations will be implemented by the zoning designations, we are not able to support any plan that may render existing development non-conforming. If properties are made to be non-conforming, it may hinder their upkeep and/or expansion.

At this time Belmar Properties also opposes the specific designation of Mixed Use Dispersed designation on the six properties identified above. We request that these properties be designated Mixed Use Neighborhood in order to be evaluated for the CM2 zoning designation.

Based on the information presented in this letter, we request that the Planning Commission delay a recommendation to City Council regarding the Mixed Use Comprehensive Plan designations until the Mixed Use Zoning Project is presented in its final form. We look forward to continuing to work with the

planning staff as they refine the zoning concepts that have been made available to the public. We are continuing to work with the neighborhood planners on map designations and design concepts, but believe it is premature to recommend Comprehensive Plan designations prior to understanding their impact on individual properties. Comprehensive Plans are long range documents, 20 years in this case. Map designations are difficult to change. Property owners and the city have a good opportunity to get it right now and minimize the need for changes in the near future.

Thank you for the opportunity to present this testimony.

Very truly yours,



Richard Piacentini  
President

Attachment

CC: Barry Manning, Mixed Use Project Manager

**Appendix A/Piacentini Properties  
March 13, 2015**

SPD ID	BP ID	OWNER	PROPERTY NAME	STREET ADDRESS	EXISTING COMP PLAN	PROPOSED COMP PLAN	EX ZONE	PRO ZONE	EXIST USE
2	4	RSH	Lombard & Jordan	4904 N Lombard	Urban Commercial	Mixed Use Civic Corridor	CS	CM2	Retail
8	85	RSH	122nd & Foster	12205 SE Foster	General Commercial	Mixed Use Civic Corridor	CG	CE	Retail
11	119	RSH	Lombard & Greeley	2722 N Lombard	General Commercial	Mixed Use Civic Corridor	CG	CM2	Retail
25	125	JPT	112th & Division	11150 SE Division	Neighborhood Commercial	Mixed Use Civic Corridor	CN2	CM2	Retail
27	141	JPT	52nd & Powell	5202 SE Powell	General Commercial	Mixed Use Civic Corridor	CG	CM2	Retail
30	154	JPT	162nd & Division	16225 SE Division	General Commercial	Mixed Use Civic Corridor	CG	CM2	Retail
35	45	J&F	122nd & Holgate	4504 SE 122nd Avenue	Urban Commercial	Mixed Use Civic Corridor	CS	CM2	Retail
15	251	RSH	60th & Belmont	825 SE 60th	Office Commercial	Mixed Use Dispersed	CO1	CM1	Vacant
16	251	RSH	61st & SE Belmont	TL 4200, Block 2, Mt Tabor Cent Tract	Office Commercial	Mixed Use Dispersed	R5	CM1	Vacant
18	162	SNA	Sylvan	1817 SW Skyline Blvd	General Commercial	Mixed Use Dispersed	CG	CE	Retail
20	108	JPT	Medical School	915 SW Gibbs	Urban Commercial	Mixed Use Dispersed	CS	CM1	Retail
26	128	JPT	10350 SE Holgate	10350 SE Holgate	Urban Commercial	Mixed Use Dispersed	CS	CM1	Retail
29	146	JPT	162nd & Sandy	16152 NE Sandy	Neighborhood Commercial	Mixed Use Dispersed	CN2	CM1	Retail
5	22	RSH	2010 N Killingsworth	2010 N Killingsworth	General Commercial	Mixed Use Neighborhood	CG	CM1	Retail
10	100	RSH	Milwaukie & Knapp	7210 SE Milwaukie	Urban Commercial	Mixed Use Neighborhood	CS	CM2	Retail
19	88	JPT	67th & Glisan	6630 NE Glisan	General Commercial	Mixed Use Neighborhood	CG	CE	Retail
21	113	JPT	136th & Powell	13521 SE Powell	General Commercial	Mixed Use Neighborhood	CG	CE	Retail
23	115	JPT	1463 Hayden Island Drive	1463 Hayden Island	General Commercial	Mixed Use Neighborhood	CG	CM2	Retail
24	124	JPT	3425 SW Multnomah Blvd	3425 Multnomah Blvd	Urban Commercial	Mixed Use Neighborhood	CS	CM2	Retail

**Appendix A/Piacentini Properties  
March 13, 2015**

SPD ID	BP ID	OWNER	PROPERTY NAME	STREET ADDRESS	EXISTING COMP PLAN	PROPOSED COMP PLAN	EX ZONE	PRO ZONE	EXIST USE
32	172	JPT	Terwilliger	8511 SW Terwilliger	Neighborhood Commercial	Mixed Use Neighborhood	CN2	CM1	Retail
33	151	LHP	11030 NW St. Helens Road	11030 NW St. Helens Road	General Commercial	Mixed Use Neighborhood	CG	CM1	Retail
4	10	RSB	20th and Division	2038 SE Division	Urban Commercial	Mixed Use Urban Center	CS	CM2	Retail
6	35	RSB	30th & Belmont	2983 SE Belmont	Urban Commercial	Mixed Use Urban Center	CS	CM2	Retail
9	96	RSB	NW 23rd & Glisan	2270 NW Glisan	Urban Commercial	Mixed Use Urban Center	CS	CM2	Retail
12	131	RSB	NE 28th & Glisan	2730 NE Glisan	Urban Commercial	Mixed Use Urban Center	CS	CM2	Retail
13	140	RSB	SE 20th & Burnside	1930 E Burnside	Urban Commercial	Mixed Use Urban Center	CS	CM2	Retail
14	143	RSB	33rd & Sandy	3320 NE Sandy Blvd	Urban Commercial	Mixed Use Urban Center	CS	CM2	Retail
17	83	SNA	Lombard & St. Louis	9101 N Lombard	Urban Commercial	Mixed Use Urban Center	CS	CM2	Retail
22	114	JPT	Interstate & Going	1505 N Going	Central Employment	Mixed Use Urban Center	EX	CM3	Retail
34	250	LHP	12th & Belmont	914 SE 12th	General Commercial	Mixed Use Urban Center	CG	CE	Vacant

**Zoning Key:**

CG - General Commercial  
 CO1 - Office Commercial 1  
 R5 - Residential 5  
 CN1 - Neighborhood Commercial 1  
 CE - Commercial Employment  
 CS - Store Front Commercial  
 CM - Commercial Mixed Use  
 EX - Central Employment  
 CN2 - Neighborhood Commercial 2

**Ownership:**

RSH - Rosehill Investment, LLC  
 SNA - Siena Capital, LLC  
 JPT - John B. Piacentini Trust  
 LHP - Louise Piacentini  
 J&F - J&F Investments, LTD

March 11, 2015

Via Email Delivery

Mayor Charlie Hales, [mayorhales@portlandoregon.gov](mailto:mayorhales@portlandoregon.gov)

Commissioner Dan Saltzman, [dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)

Commissioner Nick Fish, [Nick@portlandoregon.gov](mailto:Nick@portlandoregon.gov)

Commissioner Amanda Fritz, [Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov)

Commissioner Steve Novick, [Novick@portlandoregon.gov](mailto:Novick@portlandoregon.gov)

[PSC@portlandoregon.gov](mailto:PSC@portlandoregon.gov)

[Susananderson@portlandoregon.gov](mailto:Susananderson@portlandoregon.gov)

Portland City Hall

1221 SW 4th Ave,

Portland, Oregon 97204

Re: The continuing destruction of our North East Portland Neighborhood thanks to City policy regarding development of substandard lots

Dear Mayor Hales, Commissioner Dan Saltzman, Commissioner Nick Fish, Commissioner Amanda Fritz, and Commissioner Steve Novick,

The neighborhood of Concordia was established around 1900 and was soon thereafter fully built out with many grand Craftsman style homes interspersed with humble Bungalows and elegant Tudor homes. In the Forties, remaining regions near Fernhill park and along Rosa Parks became stretches of tasteful Ranch homes. All of the development was completed when the R5 (residential 5000 square ft lots like 50x100) designation for zoning meant a minimum 5000 square ft lot. Much of the neighborhood was platted in 25 x 100 lots. It was the practice of the day to elect to own two, three or four such lots for your property. This established a neighborhood "character" of a less crowded nature where trees had room to grow without their bottom branches limbed, and gardens were the norm.

Today, because City policy allows development of these side yards and gardens, Concordia is particularly targeted by construction interests bent on replacing these historic and tranquil spaces with Skinny houses. The most fortunate kind of historic neighborhood and the most unfortunate development loop hole that this City has ever implemented have combined to create a construction nightmare for our residents. The 100 year old trees are disappearing along with the nature that they supported. Expensive Skinny houses selling for more than \$600,000 are lording over even the



biggest bungalows and their back yards, taking away the sunlight that the neighbors took for granted. Saddest of all, with the "a" overlay, each place where a skinny house is built is a place where an ADU (additional dwelling unit, "granny apartment") no longer can be. Hence, the destruction by skinny homes doesn't even improve the number of units the neighborhood can support they just trash the place. This is a neighborhood which could easily be a "Conservation District." It *is* a Portland treasure that requires measures to protect its historic "character" from any further destruction.

Because of the very beauty of the 25 x 100 subdivided portions of the neighborhood and because of their open form of development, we are particularly harmed by "historic lot" development practices in the R5 areas of our neighborhood. The definition of R5 has been so diluted by this City that it is now only R2.5, particularly when you consider that every lot in these regions is 25 x 100, and they are now all available to develop within the current code. To allow these lots to be developed is a slap in the wallet to everyone who has purchased a home in an R5 neighborhood. First, the State does not recognize them as lots. They are only lots if they meet the zoning requirements for the standard of size. In the case of R5 you would need two 25 x100 lots to meet our zoning! To change the code to allow R2.5 development is to change our zoning! You have up zoned us to R2.5. Everyone in this neighborhood is suffering continued devaluation of our historic place from this development practice.

In response to this City having tacitly up zoned the finest portions of our neighborhood, the Concordia Neighborhood Residents ask that these historically platted and historically developed portions of our neighborhood be afforded the protection of R7 zoning. These subdivisions, like "Irvington Park" surrounding Concordia University, are the historic core of our community. Many homes were established with 10,000 sq/ft lots, many more with 7,500. Of course there are also 5000 square foot lots, but until the 2003 policy package 2A, there was never a 2500 square foot lot. As a neighborhood region historically developed with a character of larger lots interspersed in the fabric, and as that is the property of our neighborhood which we intend to defend, this methodology is akin to any other embattled neighborhood being granted similar protections by down zoning.

Concordia has a portion of our neighborhood which is Zoned R2.5 which is bounded by Alberta and Killingsworth and 22nd ave to the West and 33rd ave to the East. 30th Ave from Killingsworth to Ainsworth is similarly zoned. These are designations that are vestiges of the street car era which ended in 1949. These neighborhoods are built out with R5 construction practices and significant early architecture. The current designation of R2.5 leaves these neighborhood homes as targets of demolitions for the to building lots

beneath. The character of this portion of our neighborhood is that of an R5 neighborhood as that was the style of the day. We value this region as it is historically built today. There is no compelling reason for this area to be zoned R2.5 as it does not abut a transit corridor. As an R5 neighborhood, all empty lots may still be developed with infill housing. We want to afford protection to the existing homes in this historic "Street Car" neighborhood region. This portion of the neighborhood will be protected to our satisfaction with an R5 designation.

Thank you for hearing and comprehending our concerns. The Neighborhood Association is willing to entertain a tour for our elected officials any time. Please join us and helps us all to find this solution.

Your neighbor,

In the heart of Concordia since 1978, and am bewildered with the prospect of the city intentionally setting precedents for resulting acceleration of aggressive developers.

Marlo and JulieAnn Edman  
6027 NE 32<sup>nd</sup> Place

copy to M.Edman

From: Planning and Sustainability Commission  
Sent: Tuesday, March 10, 2015 10:46 AM  
To: Kovacs, Madeline  
Subject: FW: Input for the Comprehensive Plan and Transportation System Plan

First for the last batch!

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

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

From: Peter Hyland [mailto:[peter@realworldpress.com](mailto:peter@realworldpress.com)]  
Sent: Tuesday, March 10, 2015 9:50 AM  
To: Planning and Sustainability Commission  
Subject: Re: Input for the Comprehensive Plan and Transportation System Plan

Ms. Ocken,

Thank you for acknowledging my comments and including them in the PSC. I certainly want them recorded and forwarded to the Commissioners. Below is my address:

Peter Hyland  
01680 SW Radcliffe Rd.  
Portland, OR 97219

Thanks again,  
Peter Hyland

On Mar 10, 2015, at 9:19 AM, Planning and Sustainability Commission  
<[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)> wrote:

Hello Peter,

Thank you for your comments to the PSC. So that I may include them in the record and forward them to the Commissioners, can you please email me your mailing address? That is required for all testimony.

thanks,  
Julie

Julie Ocken  
Bureau of Planning and Sustainability

From: Peter Hyland <peter@realworldpress.com>  
Sent: Monday, March 9, 2015 9:46 PM  
To: Planning and Sustainability Commission; Transportation System Plan  
Subject: Input for the Comprehensive Plan and Transportation System Plan

Greetings,

I'd appreciate your consideration of the following SW Portland areas for further pedestrian and cyclist access:

- 1-Conversion of the Sellwood Bridge-Lake Oswego trolley rail route into a bike/pedestrian path
- 2-Routine maintenance of right of ways — mainly vegetation removal for bicyclist and pedestrian safety
- 3-Development of the Red Electric Trail
- 4-A much needed wide bike lane on Dosch Rd (even though I gasp for more air every time I cycle or run up it)
- 5-A wide bike lane on SW Marquam Hill Rd for pedestrians and cyclists using the 4T Trail

Many Thanks,  
<RWP LOGO EMAIL.gif>

Peter Hyland  
Founder  
Real World Press, LLC

Phone: 503-706-7440  
Email: peter@realworldpress.com

“To give anything less than your best is to sacrifice the gift”  
-Steve Prefontaine (1951-1975)

From: Planning and Sustainability Commission  
Sent: Tuesday, March 10, 2015 10:53 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony

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

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

From: Bridget Quinn [mailto:[bridgecq@gmail.com](mailto:bridgecq@gmail.com)]  
Sent: Tuesday, March 10, 2015 10:52 AM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

Proposed Change #604  
SE 50th Avenue between Mill and Harrison Streets

This development is killing our neighborhoods. Decreased privacy, decreased property values, and decreased livability.

Parking is an issue, and so is traffic. As it is, it is nearly impossible to turn left onto 50th off of any of the East streets during rush hour. An apartment building of that size is going to introduce many more cars entering and exiting off of 50th, which is heavily used by pedestrians and bicyclists. Safety is going to be a difficult goal to accomplish if development continues to happen in this once quiet neighborhood.

Look what has happened to SE Division Street. Do we want all of Portland to become as congested and unfriendly as that?

Please do not allow for re-zoning in this small neighborhood.

Bridget Quinn  
1814 SE 49th Ave  
Portland, OR 97215  
503.998.7483



From: Planning and Sustainability Commission  
Sent: Tuesday, March 10, 2015 11:07 AM  
To: Kovacs, Madeline  
Subject: FW: TSP Project 90006  
Attachments: Novick31stHume30th.pdf

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

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

From: Barbara O'Neill [mailto:[boneill@teleport.com](mailto:boneill@teleport.com)]  
Sent: Tuesday, March 10, 2015 11:05 AM  
To: Commissioner Novick  
Cc: Treat, Leah; Transportation System Plan; Planning and Sustainability Commission  
Subject: TSP Project 90006

Dear Commissioner Novick,

I have been a resident of the Multnomah Neighborhood since 2004. I value the neighborhood's "rural" environment, but I find its lack of sidewalks and bike corridors problematic for getting safely to the commercial districts of Multnomah Village and Hillsdale from my current residence at the Headwaters at 30th and Dolph Court. As you probably know, the Headwaters is a high density housing project that includes units for the elderly.

I recently heard from my friend and neighbor, Jessica Wade, that she proposed to you an alternate north-south connector for TSP Project 90006. Her suggestion is to utilize SW 30th -> SW Hume -> SW 31st (for the section between Capitol Hwy and Barbur Blvd). I am writing to you today to support her suggestion.

I have attached a copy of her letter to you dated February 19, 2015. I am in full support of this idea.

Thank you for considering the needs of our neighborhood.

Barbara O'Neill  
3150 SW Dolph Ct.  
Portland, OR 97219



From: Planning and Sustainability Commission  
Sent: Tuesday, March 10, 2015 11:46 AM  
To: Kovacs, Madeline  
Subject: FW: Comp Plan Testimony- Argay Neighborhood

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

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

From: Frances Hall [mailto:[fancyhall@yahoo.com](mailto:fancyhall@yahoo.com)]  
Sent: Tuesday, March 10, 2015 8:14 AM  
To: Planning and Sustainability Commission  
Subject: Comp Plan Testimony- Argay Neighborhood

To Whom it May Concern:

I am a resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of NE 122nd and Shaver, and 290, located at the SW corner of NE 147th and Sandy Blvd) also be reclassified to R-5 and R-7 single-family residential.

I support the City's similar change to #688.

I would really like to keep Argay a neighborhood with more houses, not office buildings, warehouses, or more apartments.

Thank you.

Frances Hall  
13250 NE Shaver St. 97230

From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 11:46 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony Argay Neighborhood

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

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

From: Beach, Ralph [mailto:[Ralph.Beach@nike.com](mailto:Ralph.Beach@nike.com)]  
Sent: Tuesday, March 10, 2015 12:42 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony Argay Neighborhood

To whom it may concern,

I am among those residents who are requesting that all of the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single family residential, and the proposed mixed employment areas (Change numbers 287, 288, 289 located at the SE corner of NE 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy blvd) also be reclassified to R-5 or R-7 single family dwellings.

Please make planning decisions that will help the Parkrose & East County neighborhoods be attractive to new home buyers & builders.  
We need progressive businesses close by, so we don't have to venture to other parts of the city for dining, grocery shopping and everyday living necessities.

Thank you  
Ralph Beach  
14205 NE Rose Pkwy  
Portland, Or  
97230

From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 11:47 AM  
To: Kovacs, Madeline; Stein, Deborah; Stockton, Marty  
Subject: FW: Draft 2035 comprehensive plan comment

Deborah and Marty, I had to include you on this testimony email (I forward them to Madeline after I enter them for PSC) because of how hilarious (to me anyway) this statement is. Would you like 97 representatives on "the commission"? :)

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

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

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

From: Amber [mailto:[ambie80b@gmail.com](mailto:ambie80b@gmail.com)]  
Sent: Tuesday, March 10, 2015 1:13 PM  
To: Planning and Sustainability Commission  
Subject: Draft 2035 comprehensive plan comment

Hi there,  
I would like to request that the draft plan be amended to define neighborhoods by their association boundaries and the existing role of neighborhood associations be expanded by allowing each a seat on the commission and on all land use committees.

Thank you  
Amber Buhl  
5521 se 57th Ave  
Portland or 97206

Sent from my iPhone



From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 11:52 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony - Argay Neighborhood

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

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

From: Washburn, Allisyn [mailto:[allisyn.washburn@bankofamerica.com](mailto:allisyn.washburn@bankofamerica.com)]  
Sent: Tuesday, March 10, 2015 2:02 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony - Argay Neighborhood

I am a resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single – family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE Corner of NE 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I support the City’s similar change #688 along NE 148th Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

Allisyn Washburn  
3401 NE 132nd Ave  
Portland, OR 97230

Allisyn Washburn  
Bank of America Home Loans Fulfillment  
AVP, Corporate Underwriter  
Home Loans Fulfillment US Trust- Hillsboro

NMLS ID# 590550

Office: 800.618.2019 x 8406574

allisyn.washburn@bankofamerica.com

Please note I respond to all email within one business day.

At Bank of America, our goal is to ensure you are extremely satisfied with the service you receive. If for any reason you are not satisfied, please contact my manager, Shahab Ahmed at 888.492.5455 x 840 6604 or by e-mail at shahab.u.ahmed@bankofamerica.com.

This message, and any attachments, is for the intended recipient(s) only, may contain information that is privileged, confidential and/or proprietary and subject to important terms and conditions available at <http://www.bankofamerica.com/emaildisclaimer>. If you are not the intended recipient, please delete this message.

From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 11:59 AM  
To: Kovacs, Madeline  
Subject: FW: Testimony

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

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

From: smithd1111@comcast.net [mailto:smithd1111@comcast.net]  
Sent: Tuesday, March 10, 2015 5:02 PM  
To: Planning and Sustainability Commission  
Cc: Donner, Nancy; Fitzgerald, Marianne; Howard, Hal; Klinker, Jack; Manville, Dave; McGinnis, Ester; Miniszewski, Gary; Musselman, Victor; Nelson, Phil; Smith, Dean; Trullinger, Nancy  
Subject: Testimony

Members of the Portland Planning & Sustainability Committee,

We thank you for the work you are doing on the proposed Comprehensive Plan and associated Transportation System Plan. The Ashcreek Neighborhood Association herewith offers the following comments on the Transportation System Plan. The following resolution was adopted by the ANA at its February 9th monthly meeting:

**RESOLVED:** That Ashcreek submit comments on the Transportation Systems Plan project list to move three projects on the “unconstrained” list to the “constrained” list. All three of these projects should be phased to prioritize portions of larger projects that access priority destinations such as West Portland/SW Capitol and Barbur (project 90064), SW 64th/Barbur (project 90011) and the commercial centers in Garden Home and Multnomah Village (90033). In addition, Project 90033 should be re-scoped to remove concrete sidewalks and storm water construction from the project plan. ANA requests that the project plan include only those components identified in an agreement with PBOT dated 6/13/2012, and to include a walkable ditches-to-swales type improvement between SW 45th and SW Multnomah Boulevard. Additionally, the section of Garden Home Road between SW Capitol Highway and SW 45th in the Multnomah Neighborhood should be treated as a separate project.

The Ashcreek Neighborhood Association would like to emphasize the importance of performing promised (by Portland Bureau of Transportation) improvements on SW

Garden Home Road between SW 45th and where Garden Home Road meets up with Multnomah Boulevard. That plan, developed in cooperation with PBOT in 2011-2012, was an alternative to speed bumps along Garden Home Road and called for moderate improvements to create a gravel-based walking path along the south side of Garden Home Road, similar to what was completed in the Maplewood neighborhood, along with various signing and striping improvements to reduce vehicle speeds and increase pedestrian/bicycle safety. This did not include widened turn lanes, sidewalks or expensive stormwater treatments as envisioned by Project 90033. As mentioned in the motion above, it is a "walkable ditches-to-swales" improvement not a vastly more expensive boulevard-type treatment. We do not support a project of that scope and cost, and also believe that the section of Garden Home Road between SW 45th Avenue and where Garden Home Road connects with Multnomah Boulevard should be a separate project from the portion between SW 45th Avenue and Capitol Highway. While promised to the neighborhood in, virtually none of the approved improvements has occurred.

In addition, we'd like to emphasize that we strongly advocate for traffic signalization at the dangerous and problematic intersection of SW Garden Home Road and Multnomah Boulevard.

Kind regards,

Dean Smith, President  
Ashcreek Neighborhood Association  
8802 SW 52nd Avenue  
Portland, OR 97219



From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 12:00 PM  
To: Kovacs, Madeline  
Subject: FW: Multnomah Village

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

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

From: Janet Lang [mailto:[janleeack@gmail.com](mailto:janleeack@gmail.com)]  
Sent: Tuesday, March 10, 2015 5:34 PM  
To: Planning and Sustainability Commission  
Subject: Multnomah Village

We would like to see Multnomah Village preserved the way it is--the small-town, rural character, the small community atmosphere that is friendly toward local small businesses. We don't like the 2035 Comprehensive Plan for our neighborhood. We love it the way it is.

Janet Lang  
3032 SW Carson Street  
Portland, OR 97219-3720

From: Planning and Sustainability Commission  
Sent: Wednesday, March 11, 2015 12:01 PM  
To: Kovacs, Madeline  
Subject: FW: Transportation Systems Plan

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

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

From: Hal Howard [mailto:[hhow@thehowardspdx.com](mailto:hhow@thehowardspdx.com)]  
Sent: Tuesday, March 10, 2015 6:04 PM  
To: Planning and Sustainability Commission  
Subject: Transportation Systems Plan

I urge that you include in the Portland Transportation Systems Plan the following:

Over three (3) years ago the Portland Bureau of Transportation committed to improvements on SW Garden Home Road between SW 45th and where Garden Home Road meets up with Multnomah Boulevard. That plan, developed in cooperation with PBOT, was an alternative to speed bumps along GHR and called for moderate improvements to create a gravel-based walking path along the south side of GHR and various signing and striping improvements to reduce vehicle speeds and increase pedestrian/bicycle safety. While promised to the neighborhood in 2011, virtually none of the approved improvements has occurred. (As mentioned in the motion above, it is a "walkable ditches-to-swales" improvement not a vastly expensive boulevard-type treatment.) You can also advocate for a traffic light at the dangerous and problematic intersection of SW GHR and Multnomah Boulevard.

Sincerely,

Harold E. Howard  
9112 SW Excalibur Pl.  
Portland, OR 972149  
503-293-1528

## Testimonial

**Testifier:** Albert Noble, D.C.

**Testifier's Address:** 9158 SW 169<sup>th</sup> Ave, Beaverton OR 97007

**Address being testified for Zone Change:** 415 SW 108<sup>th</sup> St., Portland OR 97126

As of March 19<sup>th</sup> I will become the property owner of the above address. I am writing this testimony showing the merits of re-zoning the above location as a commercial property

### **How does the property fit into commercial zoning?**

The proposed use of the property as a commercial property is compatible with adjacent uses because the area within 500 feet contains a main commercial district (SE Washington St).

### **Effects on the Surrounding residential neighborhood**

- The back lot of the property will be converted into approximately 10 parking spots for patients; residents will feel no difference in the amount of available parking spaces on their road.
- Noise level will marginally increase during a short period of time due to construction, but will not last longer than 6 months to 1 year. After that time, the noise levels will revert back to their original levels prior to the zone change.
- There will be no noticeable change in the traffic level on the street.

March 10, 2015

To the City of Portland Planning Commission:

I am submitting comments regarding proposed comp plan changes in the Buckman neighborhood. I understand that these changes are for the underlying comp plan and not intended for current zoning. The three areas of proposed changes I am commenting on are:

- 14th and Stark
- the 1900 block between Alder and Washington and
- the blocks from 15th to 19th between Belmont & Morrison

#### 14th & Stark

The proposal is to change the comp plan designation from R1 to CS on a currently non-conforming commercial property at 1403-15 SE Stark. The current use for this lot is 1-story commercial creative space.

Stark Street east of 12th Avenue is a primarily residential street with a node of commercial development surrounding Washington High School. This commercial development consists of either 1-story commercial or 1-story commercial with 1-story residential above.

Changing this lot to CS would drastically change the character of this neighborhood commercial node, which is already being heavily impacted by the adaptive reuse of Washington High School. CS allows 4 stories of residential development, with no limit on residential development and no requirement to



develop the ground floor as commercial space. CS does not promote the development of residential units above commercial spaces, which would serve those residential units. CS is not the appropriate zoning for this location, because it is in conflict with Portland's desired goals of walkable neighborhoods.

The scale and massing allowed by CS also would disrupt the existing neighborhood. Immediately to the north of these lots are R2.5 single family residential backyards which would lose their access to sun and privacy. A more appropriate zoning would be CN1, or one of the new CM zones, still in the process of being defined. The intention of any proposed zoning change should be to encourage "...the provision of small scale retail and service uses for nearby residential areas...Development is intended to be pedestrian oriented and compatible with the scale of surrounding residential areas." [Title 33.130.030.A]

#### 1900 Block between Alder and Washington

The western half of this block is proposed to be zoned from R5 to R2.5 to make it "match" the rest of the block. This zoning is being proposed despite the fact that 3 of the 5 properties (612 & 624 SE 19<sup>th</sup> & 1915 SE Alder) currently have single family or single family with an attic ADU uses on 5000 SF lots, and would then be out of conformance with the new underlying zoning. Two of the properties could not be subdivided to meet the new density requirements, unless flag lots were created, which would destroy the open space shared visually by all properties on the block.

The third property at 1915 SE Alder, which I own, could be

subdivided; however, doing so would destroy the historic relationship of the house to its garage, which is on the western half of the property. The house and garage were built in 1905 by Frank Keenan, the owner of one of the first bicycle shops in Portland and were deemed as a significant contributing property when a National Register Historic District was proposed for the neighborhood. The conversion of these 3 true R5 properties to R2.5 is not consistent with the current use, and would destroy the current block character in what it would allow. There are other half-blocks in the neighborhood, which are built to R2.5 density and which are keeping their R5 zoning. What would be appropriate is to correct the zoning for those properties and to not change zoning for properties which are currently conforming.

Blocks from 15th to 19th between Belmont & Morrison

These blocks are currently zoned a mix of R1, R2.5, CM and CS. The proposed zoning is all CS. As already discussed for 14th & Stark, CS zoning allows unlimited density of residential units with no requirement for providing commercial space on the ground floor. The end result will be monolithic buildings, built to zero setbacks, with a high density of small, high-rent units. They will be displacing family-friendly housing, affordable duplexes and quadruplex rentals, and some retail commercial and warehouses.

These blocks are currently between the Belmont-Morrison couplet and on the number 15 bus line. The end result of assigning CS zoning to this area will be to create 4 blocks of high density, high rent, small apartments unsuitable for families and with no guarantee that the necessary commercial spaces to support this high density of residential use will be developed. In addition, because CS zoning allows zero

property line development, with up to 4 stories 45 feet high, resulting development will divide the Buckman neighborhood visually and functionally in half, making a perceptual barrier between north and south Buckman. This will only reinforce the splitting of the neighborhood that occurs because these streets are designated collector streets and form a couplet.

I'd like to point out 1) that there is plenty of development density capacity west of 12<sup>th</sup> zoned Ex and 2) that the neighborhood elementary school is in north Buckman, and there are already issues with kids walking or riding their bikes safely to school. A more appropriate zoning change would be to support the existing single and multi family housing by leaving their zoning intact, changing the zoning of current non-conforming uses such as the telecom building at 17th, and then implementing zoning which will allow for a mix of residential and commercial for a truly walkable neighborhood that supports families and renters of all incomes.

Sincerely,

Christine Yun  
1915 SE Alder St.  
Portland, OR 97214

# BEAUMONT-WILSHIRE

## Neighborhood Association Portland, Oregon



10 March 2015

The Beaumont-Wilshire Neighborhood Association makes the following additional formal comment to the proposed Comprehensive Plan and for the record:

**1. Parking requirements in apartment buildings.** In buildings of 5 units or more, parking should be required at 1 space per unit. This more accurately reflects the reality shown by the recent City of Portland parking study that found that more than 70 percent of apartment-building residents owned cars regardless of whether parking was offered in the buildings. The Fremont corridor lacks daily bus service, good street connectivity (the cemetery blocks much north-south traffic), and many streets don't match up north to south, so it cannot handle more traffic than it already should. We already have several blocks filled with homeless cars from the recently constructed 50-unit building without parking, and rush-hour traffic that backs up four blocks at the light at Northeast 42nd Avenue.

**2. Add the following policies:**

New Policy #1: Neighborhood Associations are Portland's acknowledged Citizen Involvement Program.

New Policy #2: All of the policies adopted in the current comprehensive plan concerning neighborhood plans, area plans, neighborhood livability, neighborhood character, and neighborhood stability must be included in the proposed draft.

**Make these changes to the glossary:**

**Neighborhood:** A geographically contiguous self-selected community. A Neighborhood is defined by the geographic boundary as established by the Neighborhood Association and as accepted by the City.

**Neighborhood Association:** A Neighborhood Association is the basis of Portland's acknowledged Citizen Involvement Program. It is an autonomous organization formed by people for the purpose of considering and acting on issues affecting the livability and quality of their Neighborhood, formally recognized by the Office of Neighborhood Involvement, and subject to Portland Code Chapter 3.96.

3. We request that Section 33.110.240.E of the zoning code, which allows **corner lots that are zoned R5 (or higher)** to be rezoned to R2.5 if they are larger than 4,500 feet, be removed from the zoning code associated with the Proposed Draft 2035 Comprehensive Plan. Triplexes on these corner lots could be allowed as a result of lot splitting in R5 zones.



4. Until new development guidelines are established by the task force proposed by Mayor Charlie Hales, a **moratorium** on single-family residential demolition permits is requested.

5. Make the Eastmoreland example, **the option of downzoning**, available to any other neighborhood that requests it.

6. Install **continuous sidewalks along Northeast 47th Avenue** north of Fremont to enable residents in Beaumont-Wilshire and Cully and other areas north safe access to the neighborhood-based services and stores along NE Fremont. Right now all non-car users must use the street, and it is so well-used by drivers there often is a backup of vehicles at Fremont. Northeast 47th is a bike/car/pedestrian thoroughfare with school bus stops that also runs along the west side of the cemetery and could be an excellent green space, especially if the cemetery were made to fully honor its agreement to open view corridors into the cemetery and remove opaque fencing (and thick trees that serve as such) as it did along its southern boundary according to that same agreement.

7. **Bring the building at 4425-4429 NE Fremont into conformance with code**, including siting and type of its drywell facility and eliminating the impermissible encroachment of its wheelchair ramp at the rear, per PCC 33.130.215(B)(3)(a) and the state Land Use Board of Appeals ruling delivered Dec. 4, 2013. Neighbors should not have to bear a burden in excess of what the law allows. If this change is not made, reimburse neighbors the \$10,000 it cost to pursue the LUBA appeal and receive the ruling that PCC 33.130.215(B)(3)(a) applies.

8. Development along the **Northeast Fremont corridor** should be limited to three stories maximum, with no bonuses for an additional story allowed.

9. We generally **support** Policies 4.13 (Neighborhood Compatibility of New Construction), 4.26 (Scale Transitions of New Construction), 5.33 (Maintain Compact Single-Family Options), and 9.10 (Land Use and Transportation Coordination).

For questions related to the meeting or the vote, feel free to contact BWNA President John Sandie at 219-508-4162 or [sandiefam@gmail.com](mailto:sandiefam@gmail.com) (3425 NE Fremont St., 97212).

Respectfully submitted by

Margaret Davis  
Board member, Beaumont-Wilshire Neighborhood Association  
3617 NE 45th Ave.  
Portland, OR 97213  
503-799-0971

March 10, 2015

*Via Email*

Andre Baugh  
Chair  
Portland Planning and Sustainability  
Commission  
1900 SW 4th Avenue, Suite 7100  
Portland, OR 97201

Re: Jameson Partners LLC, dba Freeway Land II  
File No.: 999999.0040

Dear Planning and Sustainability Commission:

Our firm represents Jameson Partners LLC, dba Freeway Land II (“Jameson Partners”). Jameson Partners is the owner of that certain property commonly referred to as the “Freeway Land” and more specifically located east of I-205 and south of SE Foster Road as shown on the enclosed map. We are providing testimony to the Portland Planning and Sustainability Commission (“PSC”) today in support of the proposed Comprehensive Plan designation change on the Freeway Land from Central Employment to Mixed Employment. In particular, we support the Mixed Employment designation, which is intended to encourage a wide variety of employment uses and will provide increased opportunity and flexibility for future commercial development of the Freeway Land.

We appreciate the efforts of the City of Portland staff and the PSC to take a thoughtful and balanced approach to promoting employment opportunities in the region. As a key stakeholder owning one of the largest employment sites in the region, Jameson Partners promotes effective regulation that aims to bolster the development of employment sites. As such, we look forward to working closely with staff as they develop the implementing zoning code language for the General Employment 2 zone currently proposed for the Freeway Land.

It is critical that the zoning code language allow for flexible development patterns that allow a site like Freeway Land the opportunity to be developed in a commercially viable manner that will meet the goals of increased employment opportunities. We understand that while

Andre Baugh  
March 10, 2015  
Page 2

housing will no longer be an allowed use on the Freeway Land, that there will be increased opportunities to build office, creative office, commercial and industrial as outright permitted uses. The successful development of Freeway Land will require flexible zoning tools that give certainty to potential developers.

We support the current proposed Comprehensive Plan Change #304 that will designate the Freeway Land as Mixed Employment with a tentative zoning classification of General Employment 2 and look forward to continued work with the City of Portland on the drafting of the General Employment 2 zoning language.

Very truly yours,

LANE POWELL PC

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

Jill R. Long

JRL:lac  
999999.0040/6289456.1





March 10, 2015

To PSC staff:

I live at [1400 SE Oak Street](#), which abuts the addresses [1403 - 1415 SE Stark Street](#) considered for a zone change in the new comp plan. Please find below my complete thoughts on this possible change. Included are considerations related to a comp plan zone change itself as well as comments on the mixed-use zone code characteristics relevant to this possible change. It's hard to speak to one, without the other.

**Current Status:** Current zoning is R1 (residential). Under current zoning of R1 these properties have had non-conforming uses that have been a nice fit to the neighborhood/community. This said, the property is currently up for sale.

**Goal/Future Desire:**

1. To encourage similar ground floor use of these spaces either as artist-driven spaces (as they have been) OR commercial space that serves the vibrancy of the neighborhood - such as restaurant, small grocery, etc.
2. To make sure the size/scale of any future development is congruent with the neighboring residential properties (zoned R2.5) in which they abut.

**Development Trend Observation:** The irony of the moment is that a so-called 'commercial use' zoning designation has high possibility it will end up simply as dense, purely residential development (what is now being referred to as vertical suburbia). Far too frequently, in lot sizes/locations of this nature, property developers are taking advantage of the more flexible commercial zoning parameters and building residential developments - with no commercial use - designed with a 'density and scale' that R1 doesn't really accommodate.

**Misnomer:** Residents of this pocket of Buckman are against more 'public-serving' commercial space. This is not true. The truth is a few more conveniences are highly welcomed. Neighbors are saddened to see some of the spaces at these 14th/stark addresses already vacate due to the building being up for sale. Similarly, people were excited to see what the renovated Washington High School might bring, and were disappointed all the ground floor space with the exception of one, is simply office space. The SE 14th/Stark street block SHOULD continue in some similar fashion as it has been over that last many, many years.

**Problem/Concern(s):**

1. In accommodating the city directive to reconcile non-conforming status', a zone change to CM1 (commercial) in this location could, in high likelihood, ACTUALLY result in the opposite of the zone change intent and become a dense residential apartment complex that offers no broader public service/good. The question becomes, what warrants making this zoning change if there isn't something in place within the code guidelines/rules to make sure this doesn't happen? There needs to be some form of ground floor commercial requirement.
2. The size/scale/bulk of commercial development even at the lowest level of CM1 will have a very significant impact on the properties they abut on Oak Street between 14th-15th - which are turn of the century homes that have R2.5 zoning status (but \*actually\* have lot sizes/homes reflective more of R5 properties). In no way should a commercial zone change allow anything higher than CM 1, as it would be radically inconsistent with the character (in height, scale, FAR) of the adjacent R2.5 zone properties.
3. There seems to be no design review requirement that goes with these type zone changes (from residential to commercial). This neighborhood is changing radically overnight. Design review/neighborhood input should be included/embedded in the process for these properties, particularly given the residential adjacency. \*These types of commercial developments often tend toward box-y monoliths that lack design integrity \*while\* not offering conveniences to the

neighborhood nor respectful integration with residential adjacencies with historic homes.

**Opportunity:** For the zoning designation to appropriately ENFORCE or ENSURE some version of the continued use of artist/creative space OR \*public serving\* commercial use in addition to 'allowing' residential use (e.g. Enforce true mixed use).

**Suggestion:** Create 'either/or' guidelines within the zoning code. See to it that any development EITHER offers commercial use ground floor space OR is held to stricter development guidelines that closely mirror an R1 designation set of parameters. If someone is going to decide to develop something purely residential, they should be held to the current zoning designation or equivalent.

**Conditional Endorsement:** I can support a CM1 designation to 1403 - 1415 Stark, only with these important caveats:

1. There is a mechanism to enforce/ensure (public) commercial use on the ground floor; if developer decides not to offer commercial use, an entirely residential development is then held to R1 or equivalent criteria.
2. Minimum FAR 1:1 to Maximum FAR (if meeting incentives) of 2.5:1. No more.
3. Strong measures are included to ensure reasonable/appropriate transition from a commercial building development to the neighboring R2.5 properties that these addresses abut.
4. Privacy measures required between these addresses and R2.5 properties that they abut.
5. Design review/neighborhood input are included/embedded in the process. It's simply unfair for properties that have been previously residential/non-conforming residential zones, and are being converted to commercial with property lines directly adjacent to R zones - to be granted a new freedom of development without a sanctioned two-way dialogue with affected neighbors.
6. I do not support a zoning change to. [1421 SE Stark St. It's](#) important to preserve some degree of intimacy to this neighborhood. Commercializing 1/2 the block helps prevent a monolith development and works to more appropriately transition into the housing/elementary school area this side of the block abuts.

**Final Comment:** If the city cannot apply this level of reasonable/appropriate authority over a zoning change to CM1 for these properties, then the zoning status should not change. Under R1 with the current non-conformance allowance, the property still has plenty of use-flexibility over a 3 year grace period. The next owner/developer of this property should be held to the true vision of mixed-use, otherwise be held to an R1 type residential development as currently slated. It's unfair to the neighborhood to give up the R1 designation in order to accommodate current non-conformance, only to see a new commercial zoning designation be abused and taken advantage of to build a dense, purely residential building apartment complex. And with the recent commercialization of Washington High School AND a planned 46-unit apartment complex (with only 12 parking spaces) 1/2 block away on the corner of SE 14th and Oak Street, it's all the more important to get this right/fair. We cannot afford to see this much development, at this scale, without any actual commercial space being allocated for the use/convenience/necessity of those residing in this new level of dense living.

Thanks for your time and diligence in considering possible changes affecting this neighborhood.

Sincerely,

Chip Rees  
1400 SE Oak Street  
415.205.5898



# CITY CLUB of PORTLAND

## Officers

Karen Kervin  
President

Greg Macpherson  
President-Elect

Peter Ricoy  
Treasurer

David Quisenberry  
Secretary

## Governors

Robert Aldisert

Toya Fick

Nichole Maher

Kourtney Nelson

Sel Nutor

Elana Pirtle-Guiney

Jazzmin Reece

Zeke Smith

David Thompson

Anita Yap

Eric Zimmerman

John Horvick  
Immediate Past  
President

## Staff

Greg Wallinger  
Interim Executive  
Director

Gregg Bahr  
Director of IT

Tom Bluth  
Outreach Coordinator

Rachel Loskill  
Program &  
Communications  
Director

Eve Reuter  
Interim Business  
Manager

Chris Trejbal  
Interim Research &  
Policy Director

**Established 1916**  
**Tax ID: 93-0140220**

March 10, 2015

Portland Planning and Sustainability Commission

Andre Baugh, Chair

*Submitted via email: [tsp@portlandoregon.gov](mailto:tsp@portlandoregon.gov)*

*RE: City Club Comments on Updated Transportation System Plan*

Dear Chair Baugh and Commissioners:

Thank you for the opportunity to comment on the proposed update of the Transportation System Plan (TSP) and its connection to the Comprehensive Plan. The City Club of Portland's Bicycle Transportation Advocacy Committee appreciates your efforts to ensure that the TSP and the Comprehensive Plan are aligned and lead Portland toward an affordable, safer, more equitable, and more sustainable City.

This update of the TSP is the first opportunity to fully integrate the 2030 Bicycle Plan (adopted in 2010) into overall transportation planning for the City. The committee is supportive of this integration and believes that the strategic and integrated approach will be needed as projects are designed and implemented.

As mentioned in our November 2014 comments on the Comprehensive Plan Proposed Draft to the Commission, we support a strong link between land use and transportation. We appreciate in particular that the Comprehensive Plan draft explicitly recognizes the role of streets as both public spaces and transportation links for all users, and we appreciate its emphasis on a "safe, comfortable, and accessible" bicycle network for "people of all ages and abilities," especially its explicit links to important Centers and Corridors throughout the city's land use hierarchy.

We believe that this link would be strengthened if the terminology for various streets in the TSP and the Comprehensive Plan could be both more congruent and simplified. The growing number of terms for streets is confusing to the public and has a strong potential to result in conflict during the design stage of project development.

The Committee is particularly pleased to see that in this draft of the TSP the language around safety (Vision Zero) had been strengthened. Building a truly multimodal and equitable city requires a strong focus on reducing the number and severity of crashes. Vision Zero is where we must start.

We continue to support the inclusion of the multimodal Transportation Hierarchy in the TSP. This important policy tool will help prioritize the work of PBOT and other city agencies by directly addressing the city's goals related to transportation, equity, climate and prosperity.

The Committee strongly supports the inclusion of the Bicycle and Pedestrian System Completion Programs as high priority projects in the constrained funding scenario. These programs should be given the highest priority as they will do the most to make new bicyclists comfortable with using the bike network, filling gaps and making key links to connect people to the places they need to go.

We understand that PBOT has undertaken an assessment of Neighborhood Greenways. We hope to see the results of that assessment show up as projects in the System Completion Program and also as new standards for future Neighborhood Greenways. If we want more people to ride bikes for more trips, we must correct past experiments that failed and standardize treatments so that riders will have predictable patterns when they try out bicycling. We support the same kind of assessment for other bike facilities in Portland in order to standardize other parts of the bike network. Standardized pavement markings, push buttons and traffic control devices are a key part of making the system fully functional and inviting to new and existing bike riders.



# CITY CLUB of PORTLAND

The Committee supports the TSP Project Selection Criteria as a transparent and effective means of creating the Constrained and Unconstrained Project lists. We are particularly pleased to see health and equity highlighted in the criteria PBOT has used to prioritize projects, alongside cost effectiveness, economic benefit, neighborhood access and other factors. In addition to the overall criteria, we see a need to be strategic in sequencing the projects. We must look for opportunities to advance critical links to give more people access to the expanding bike system. As an example, the new separated bike facilities associated with the Milwaukie Light Rail project have greatly improved bicycle safety and attractiveness in inner Southeast Portland. If Holgate Viaduct bike facilities were prioritized, a large area of Southeast Portland would suddenly have a much more accessible bicycle route to downtown Portland and the Central Eastside.

Finally, as projects are selected for early implementation, we urge the Commission and PBOT to focus on serving the short trips suitable for most bicyclists, as called for in the 2030 Bicycle Plan. This will increase the number of bicycle users by encouraging the interested but concerned potential riders to try out the bike network for shopping and visiting trips.

Thank you for the opportunity to comment once again on the Comprehensive Plan process. We look forward to following your progress moving toward adoption of the Plan.

Respectfully submitted,

Craig Beebe  
Chair, Bicycle Transportation Advocacy Committee  
City Club of Portland



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 4<sup>th</sup> 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 58<sup>th</sup> 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 61<sup>st</sup> 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 61<sup>st</sup> 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

# Weston Investment Co. LLC

A Real Estate Holding Company

## Administrative Office

2154 N.E. Broadway, Suite 200 \* Portland, Oregon 97232-1590

Mailing Address: P.O. Box 12127 \* Portland, Oregon 97212-0127

Phone 503-284-9005 Fax 503-284-5458

E-Mail: joe@westoninv.com

RECEIVED  
PLANNING BUREAU  
2015 MAR 13 A 10: 28

March 10, 2015

Planning & Sustainability  
City of Portland  
1900 SW 4<sup>th</sup> Avenue, Suite 7100  
Portland, Oregon 97201-5380

COPY

RE: Sylvan Commercial Area  
City of Portland

To Whom It May Concern:

Weston Investment Co. LLC owns property on the top of Sylvan where the Sunset Highway and SW Skyline join (see map enclosed).

This property was developed in the 1960's and I refer to them as our "woody walk ups", them being frame construction, non-elevator, and for the most part do comply with the ADA standards, as when they were built there was no ADA requirements.

This site is within three minutes of the central downtown area and the site is not currently being used to its highest and best use.

I envision the area as an office retail complex with a series of six to eight story brick buildings, a parking structure, and retail area within the building to support the occupancy.

For the past thirty years plus I have allowed the Oregon Zoo, the Forestry Center, and the Children's Museum to use our parking at night and on weekends for overflow parking, as there is not suffice parking at their facilities.

Twelve years ago I offered to Tri-met and the Zoo, free land at the east edge of our property for a parking structure, as the current Sunset park and ride station is not of adequate size and cannot be enlarged as the footing and building design did not allow for expansion.

The free land gift requirement was with provisions that the parking facility would be made available to the tenants of the office campus complex that would be developed. At that time Tri-met felt a park and ride station that close to the City Central district would go against their established policy of locating park and ride parking structures.

Tri-met did acknowledge that the Max line Zoo station stop is under-utilized during the week and if parking was available it would be of benefit. The Zoo, Forestry Center, and Children's Museum now charge for parking, so the issue of parking facilities should once again be studied.

Due to my age, I will not develop an office complex on the office site in question and when the property is sold by my Foundation at my demise the new owner may not be of the mind set to share parking, but will develop the entire site as a Central City office complex because of its proximity location to City Center.

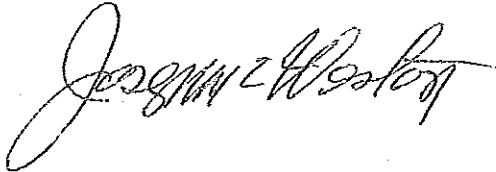
Under your comprehensive plan proposal you indicate a zone designation of Mixed Use Dispersed, which is a low density.

In my opinion, the zoning designation that should be assigned should be mixed use civic corridor or mixed use urban center, and I ask that you give serious consideration to these zoning designations.

If there is additional information needed or if you feel a meeting would be beneficial I am available.

Thank you for your consideration.

Yours truly,  
Weston Investment Co. LLC



Joseph E. Weston

JW/ts  
Enclosure

CC: Keith Vernon, Senior Vice President, Weston Investment Co. LLC  
Joan Frederiksen  
Planning & Sustainability  
City of Portland  
1900 SW 4<sup>th</sup> Avenue, 7<sup>th</sup> Floor  
Portland, Oregon 97201



*Weston Investment Co. LLC  
Sylvan Area*



1730 Skyline Building  
1730 SW Skyline Blvd  
20,301 sq ft

1750 Skyline Building  
1750 SW Skyline Blvd  
36,553 sq ft

Canyon Court Building  
5457 SW Canyon Ct  
6,550 sq ft

Sylvan-Westgate  
5319 SW Westgate Dr  
69,407 sq ft

25



Mar 10<sup>th</sup>, 2015

City of Portland, Oregon  
Bureau of Planning and Sustainability  
1900 SW 4<sup>th</sup> Avenue, Suite 7100  
Portland, OR 97201-5380

**RE: PSC Comprehensive Plan Testimony  
(High Density Single-Dwelling (R5a) to Single-Dwelling (R7)  
8450 SE Harney St., Portland, OR 97266  
Tax Lot Property ID: R146057  
Tax Lot Property ID: R146058**

To whom it may concern:

I am writing in regards to the Notice of a Proposed Comprehensive Plan Map Change regarding the proposed designation change to my rental properties at **8450 SE Harney St., Portland, 97266, Tax Lot Property ID: R146057 and Tax Lot Property ID: R146058** in the back.

My rental properties are currently designated as **High Density Single-Dwelling, Residential R5a zone**. Your proposed designation is **Single Dwelling, Residential R7 zone**.

I respectfully request that these properties remain as High Density Single-Dwelling, R5a Zone. My basis for this request is as follows:

My rental properties consist of single house and two separate lots (as shown in the attached map) for a total of .74 acres (32,780 SF). The two southern end lot of my rental properties is .11 acre (5,000 SF) each, which is meet minimum requirement for R5a.

We intend to build duplexes unit within the existing space more affectively to the market demand and affordability. The new proposed designation will not allow this to happen.

The location for this property is less than .5 miles from the SE Flavel St. Max Station, the Tri-Met Bus stop at 92nd and Flavel. It is also less than .5 mile from the bike path, Wal-mart, Best Buy, Fred Meyer including pharmacy, Home Depot, a bank, a credit union, restaurants, Great Clips for hair, a gas station plus other businesses are all located within less than a mile of my property. All of the above points are conducive for good access and reduction of automobile usage. I believe that all of these considerations are basic goals of the Proposed Comprehensive Plan. Please reconsider the proposed designation for my properties.

Thank you for your time and review of my request.

Sincerely,



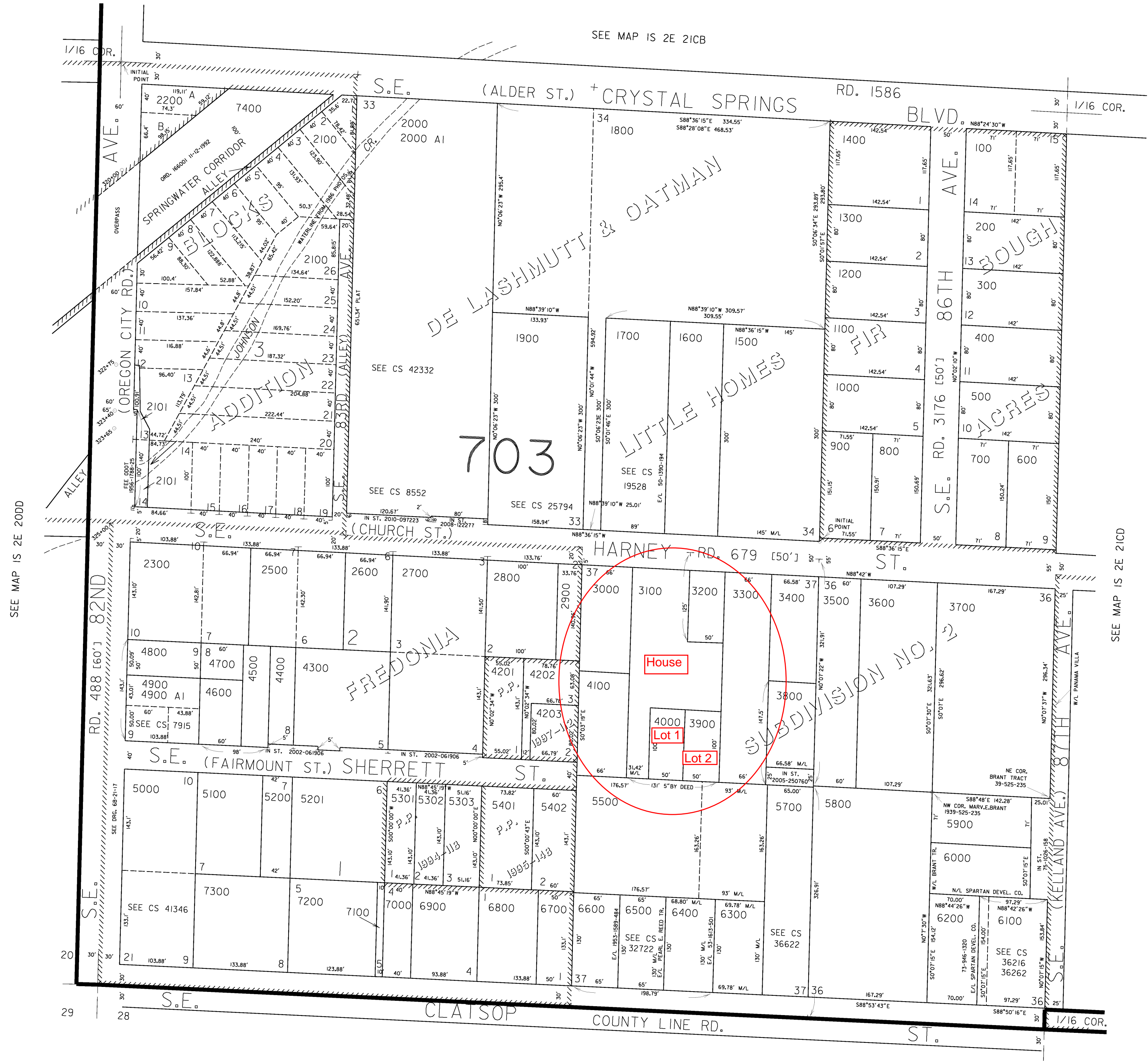
Lily Nguyen  
1775 Sunburst Terrace NW.  
Salem, OR. 97304

Email : [tiger6200@comcast.net](mailto:tiger6200@comcast.net)

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY

SW1/4 SW1/4 SEC. 21 T.1S. R.2E. W.M.  
MULTNOMAH COUNTY  
1" = 100'

IS 2E 21CC  
PORTLAND



CANCELLED NO.  
2400  
4200  
5300  
5400  
5600

SEE MAP IS 2E 20DD

SEE MAP IS 2E 21CD

CLATSOP COUNTY LINE RD.  
GLACKAMAS COUNTY

IS 2E 21CC  
PORTLAND

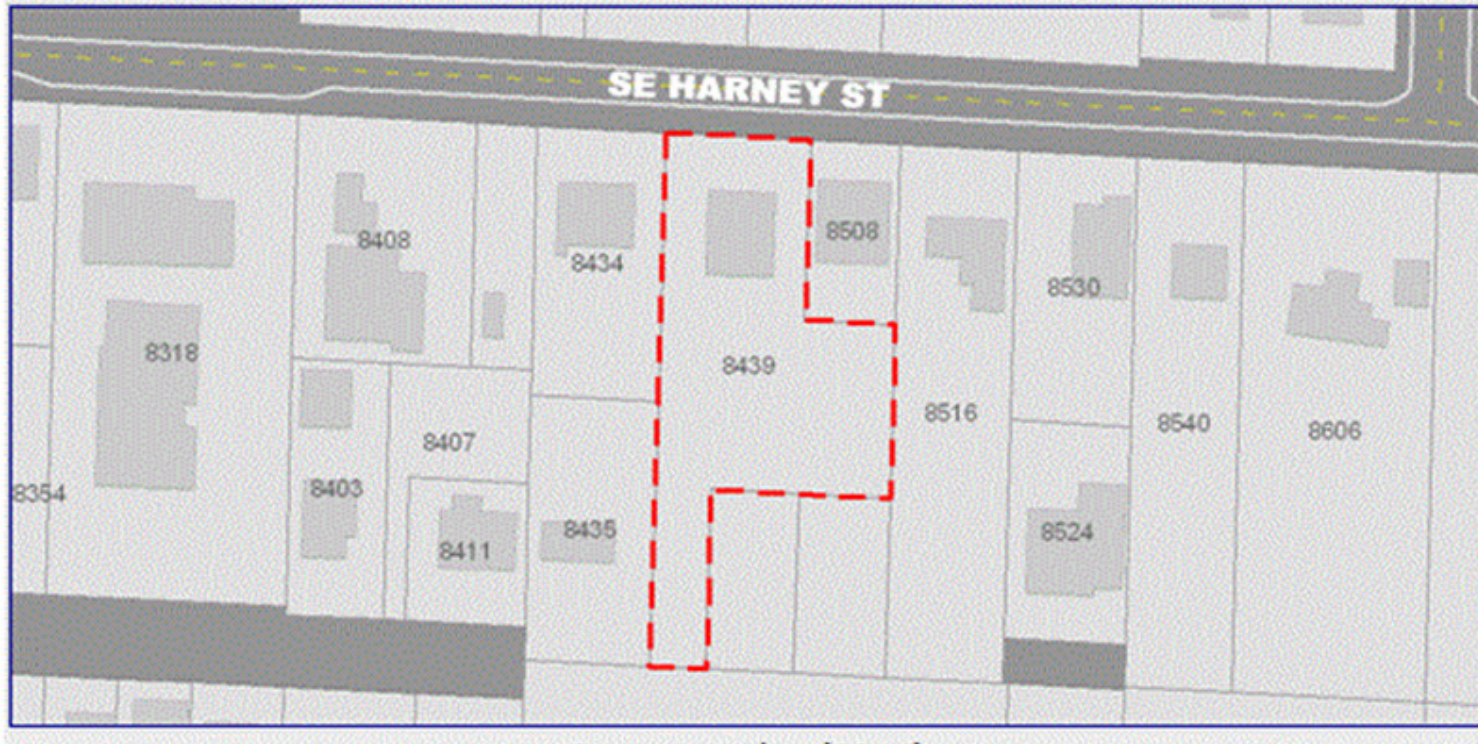


# 8450 SE HARNEY ST PORTLAND, OR 97266



Description	SINGLE FAMILY RESIDENTIAL [SFR]
Size	2,436 square feet
Number of Bedrooms	
Bathrooms	TWO FULL BATHS

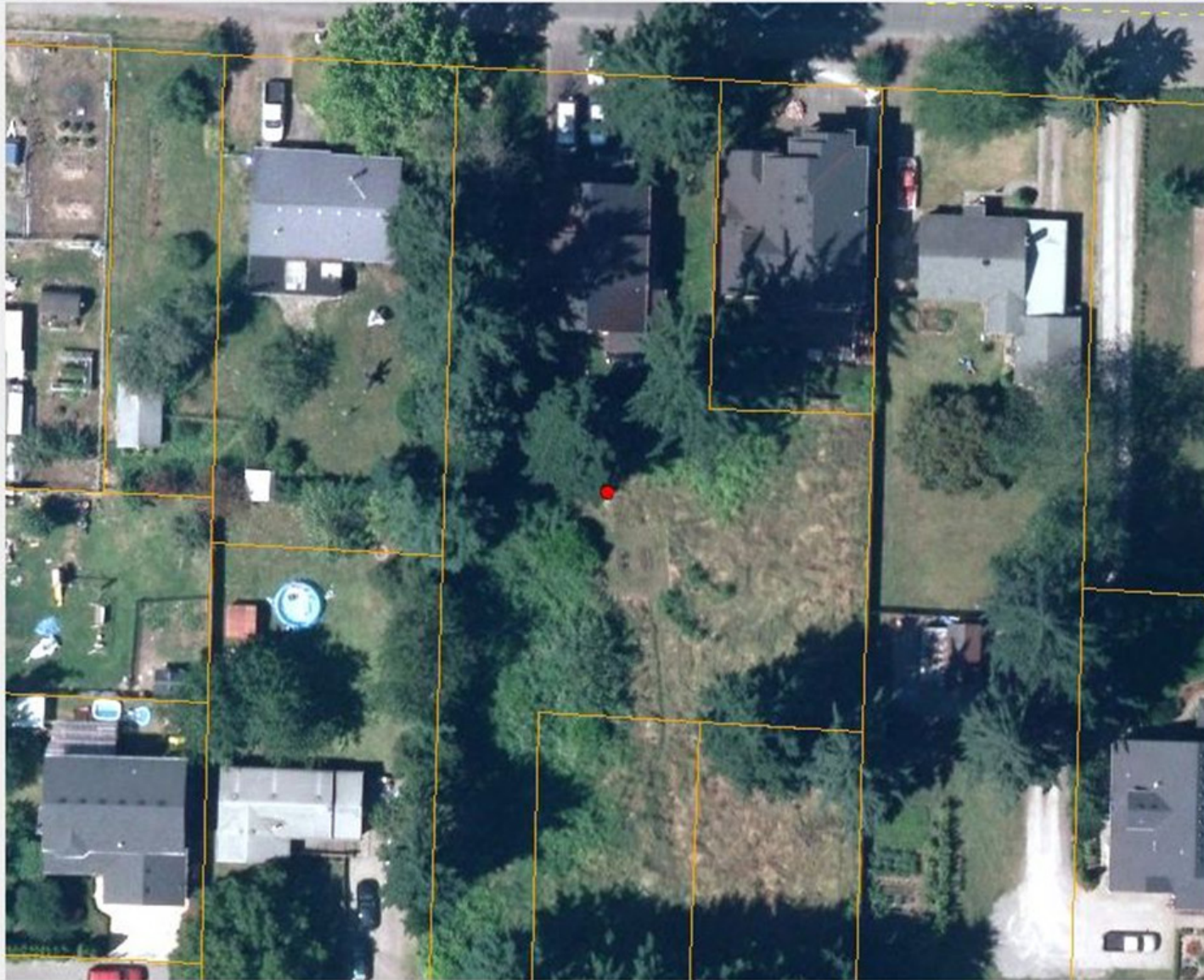
Property Map





Aerial Photo

2012 / '11 / '10 / '09 / '08 / '07 / '06 / '05 / '04 / '03 / '02 / '01 6" / 2' / 4' / 10' / 20' Streets: On Lots: On Dot: On



0 |—————| 50 FT



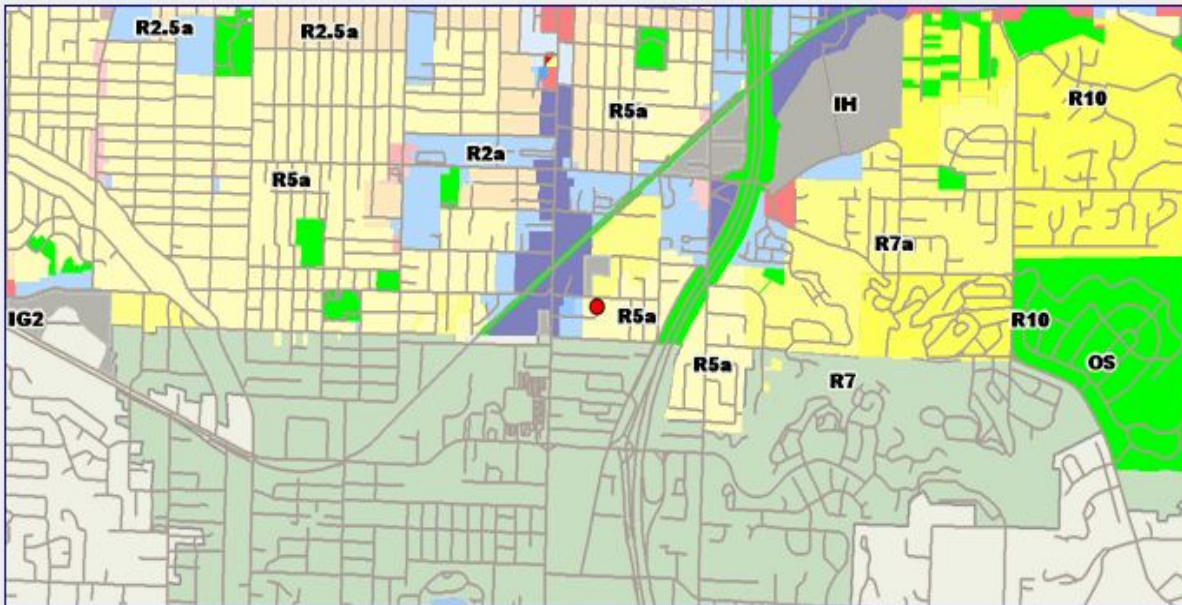
**Zoning**



- Commercial
- Employment
- Industrial
- Open Space
- Residential (Single)
- Residential (Farming)
- Residential (Multi)
- Commercial/Residential

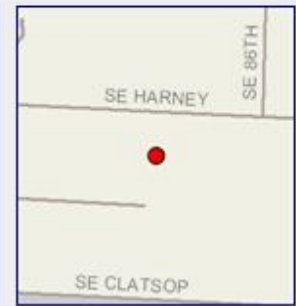
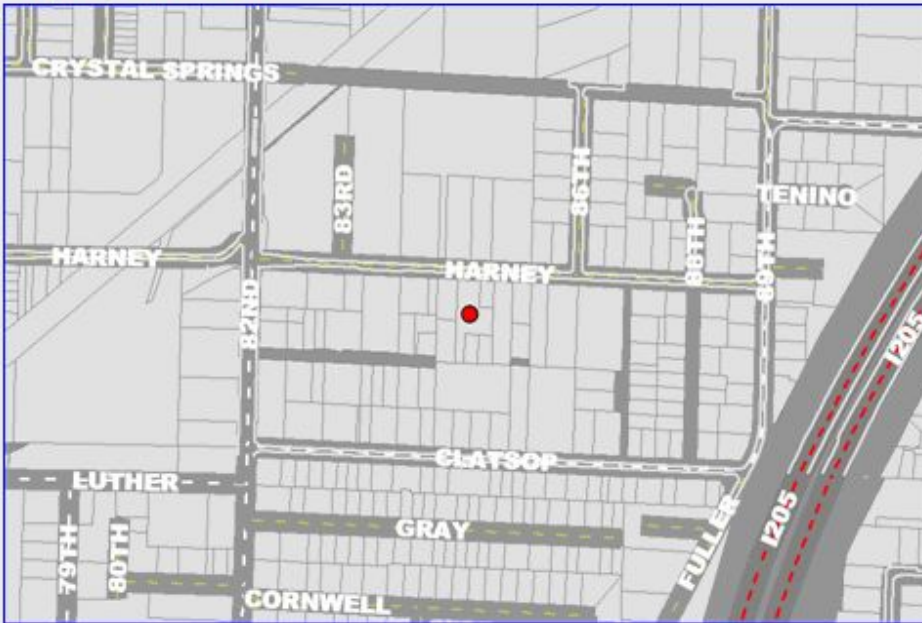
0 |—————| 300 FT

Zone	R5 (Residential 5,000)	Plan District	Johnson Creek Basin
Overlay	a	NRMP District	
Comp Plan	R5	Historical Resource Type	
Comp Plan Overlay		Historic District	
Zoning Map	3839	Conservation District	
Urban Renewal Area	Lents Town Center	Wellhead Protection Area	No



0 |—————| 3000 FT

Property & Location



**Nguyen-Bui Enterprises LLC**  
**Lily Nguyen & Nam Bui**  
c/o 1775 Sunburst Terrace NW  
Salem, OR 97304  
Phone: 503-302-2486  
Email: [Nguyen-Bui.LLC@comcast.net](mailto:Nguyen-Bui.LLC@comcast.net)

---

Mar 10<sup>th</sup>, 2015

City of Portland, Oregon  
Bureau of Planning and Sustainability  
1900 SW 4<sup>th</sup> Avenue, Suite 7100  
Portland, OR 97201-5380

**RE: PSC Comprehensive Plan Testimony**  
**(From General Commercial to Multi-Dwelling 2,000)**  
**6919-6933 SE 82nd Avenue, Portland, OR. 97266**  
**Tax Lot Property ID: R336300**

To whom it may concern:

I am writing in regards to the Notice of a Proposed Comprehensive Plan Map Change regarding the proposed designation change to my business rental locate at **6919-6933 SE 82nd Avenue, Portland, OR. 97266** along with the **Tax Lot Property ID: R336300** on the North side of the 6919 building.

My rental building is currently designated as **General Commercial, (CG) zone**. Your proposed designation is **Multi-Dwelling 2,000, Residential R2 zone**. The backside of the property (east side of SE 181st Place) is currently designated as **High Density Multi-Dwelling, (RH) zone**, and the new proposed designation is **Multi-Dwelling 2,000, Residential R2 zone**.

I would like to register my strongest opposition against the destination and zone change for our location at 6919 - 6933 SE 82nd ave. because of the following basic things:

First, the building at 6919-6933 SE 82nd is currently in a commercial zone. In 2011, my 9000 SF building was built in the way is zoned and how it is used now. If the proposed plan goes into effect, our building would be an exception in the neighborhood but still the property won't be able to be used as commercial for retail and service space, and would limit our ability to sell it in the future as a commercial. We intend to build apartment complex within the existing high Density Multi-Dwelling RH zone more affectively to the market demand and affordability. The new proposed designation to Multi-Dwelling 2,000, Residential R2 zone will not allow this to happen.

Second, 82<sup>nd</sup> ave. is a major arterial, five-lanes cross section with full bicycle and pedestrian facilities, ADT is above 26,000 veh., designated as a main street in the region. Traffic conditions on this highway such as the vehicle volumes and speeds, number of travel lanes, vehicle, freight, and transit functions will get worse in the future. This segment is also includes multiple top of 10% SPIS sites, meaning it has

severe safety problems. As an ODOT employee for over 25 years, safety is always my top priority. In my opinion, 82nd avenue is not a safe environment to raise a family, having kids running around when cars and trucks are moving at 35-45 MPH or more.

Lastly ...you already heard about the issue. The property underwent an extensive process of a major zone change from residential to commercial, which was adopted by City Council in Oct. 2006. Now, the city wants us to revert it, go backwards, and undo all the good that we have done. Does the city know how these changes will affect our property values and how this will affect our ability to develop our property in the future? To the extent, that any of those zone changes either from commercial to residential or mixed use would cause my tenants use to be from conforming to non-conforming. You don't want to wholesale the change of commercial uses throughout the city and then start converting these conforming uses in a non-conforming uses. It absolutely makes no sense to propose.

With all that, we would like to request these locations to be "**OPT OUT**". Let the properties remain as is, and **NOT BE A PART** of the new Long-Range Comprehensive Plan.

I believe our streets matter, I believe in what our transportation system can be, and I believe we all ought to be a part of the discussion.

Thank you for your time and review of my request.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lily Nguyen', written over a horizontal line.

Lily Nguyen



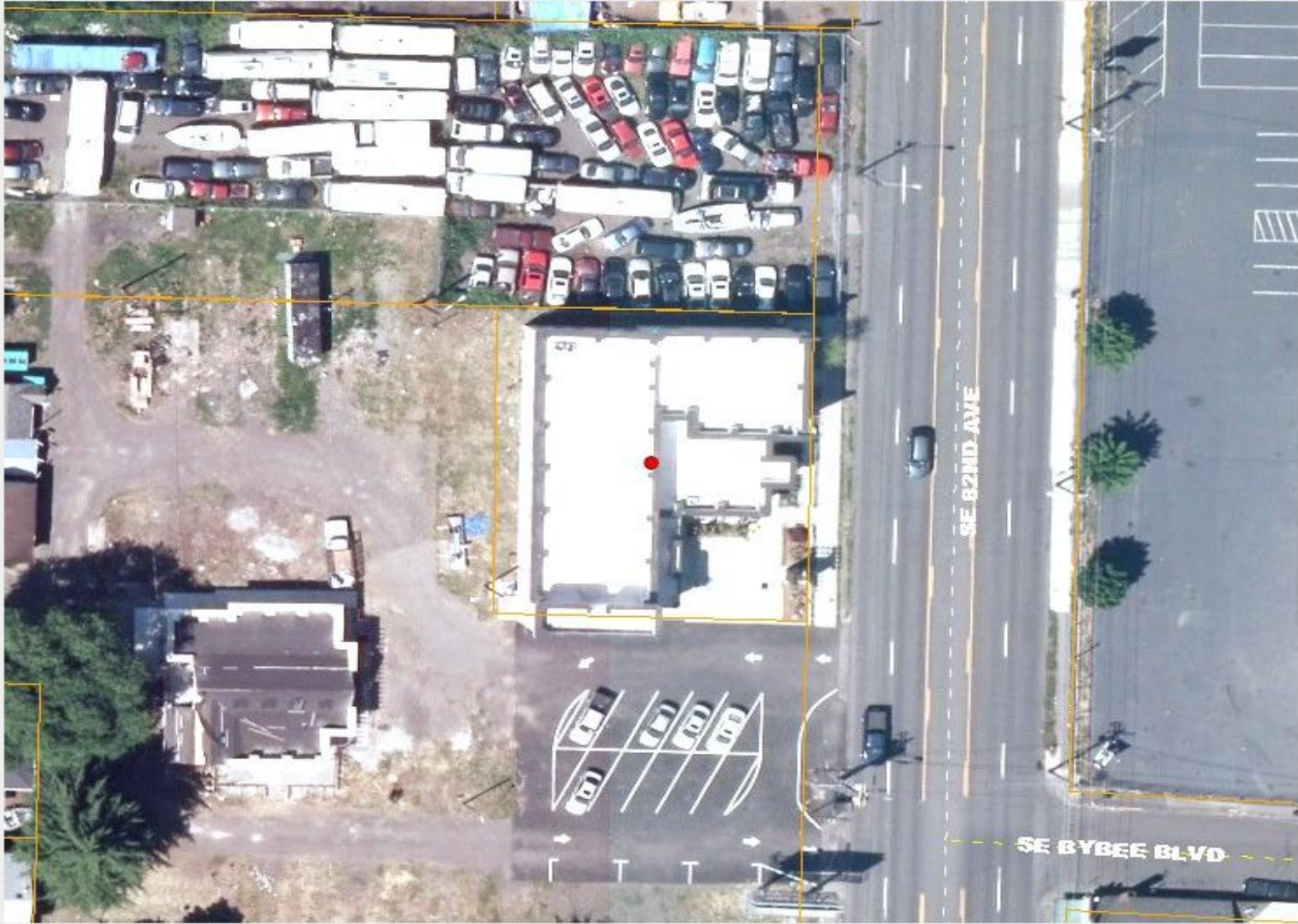
**6919 SE 82ND AVE**  
**PORTLAND, OR 97266**

Description	OFFICE [CL]
Size	10,268 square feet
Number of Bedrooms	
Bathrooms	



**Aerial Photo**

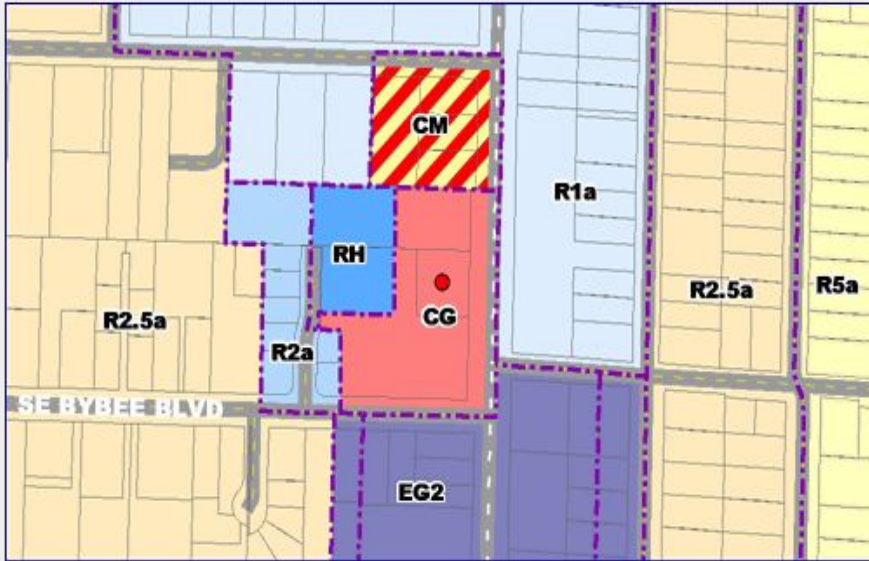
2012 / '11 / '10 / '09 / '08 / '07 / '06 / '05 / '04 / '03 / '02 / '01 6" / 2' / 4' / 10' / 20' Streets: **On** Lots: **On** Dot: **On**



0 |—————| 50 FT



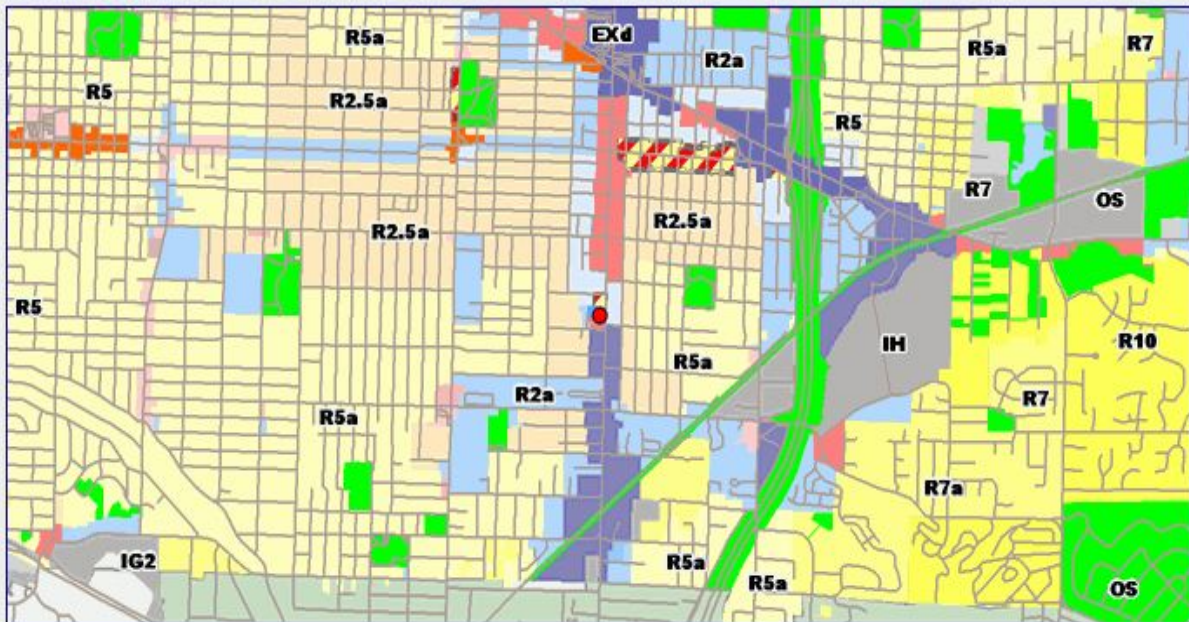
**Zoning**



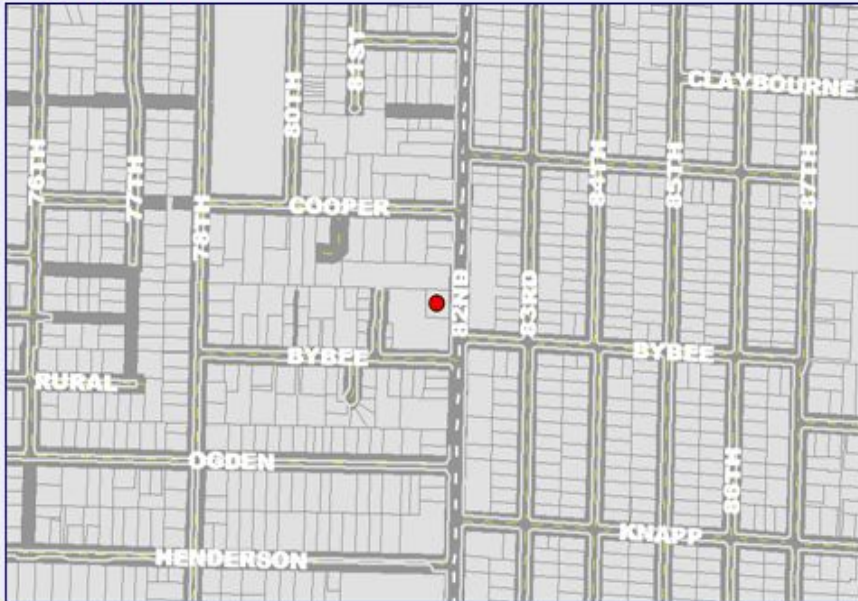
- Commercial
- Employment
- Industrial
- Open Space
- Residential (Single)
- Residential (Farming)
- Residential (Multi)
- Commercial/Residential

0 |-----| 300 FT

Zone	<a href="#">CG (General Commercial)</a>	Plan District	
Overlay		NRMP District	
Comp Plan	CG	Historical Resource Type	
Comp Plan Overlay		Historic District	
Zoning Map	<a href="#">3738</a>	Conservation District	
Urban Renewal Area	<a href="#">Lents Town Center</a>	<a href="#">Wellhead Protection Area</a>	No



Property & Location





East Columbia Neighborhood Association  
c/o Gary Kunz, Chairperson  
1611 NE Marine Drive, Portland, Or 97211

March 10, 2015

Bureau of Planning and Sustainability  
1900 SW Fourth Avenue, Suite 7100  
Portland, OR 97201-5380

Re: Testimony for the Record on the proposed Portland Comprehensive Plan Update

This is a cover letter for various testimony submittals from the East Columbia Neighborhood area. Included are the following attachments:

**Attachment A**

This is a "Land Use Request" for change in Plan designation for south of the NE Levee Road area. This attachment has the following parts:

A letter to Barry Manning dated December 28, 2013; a "Land Use Request" with Sections I, II, and III (page 1 and 2) dated December 28, 2013; and a zoning map of the area. These materials were submitted in person to the Bureau of Planning and Sustainability before the end of the 2013 calendar year. The letter and arguments were later approved by the Board of Directors of the East Columbia Neighborhood Association (ECNA) on October 9, 2014. The items were then unanimously approved by the ECNA general membership at a meeting on December 9, 2014.

**Attachment B**

These comments were sent via the Map App and are submitted again under the ECNA letterhead. They were written by the then Board Chair, Maryhelen Kincaid on December 31, 2013. The comments were on the Draft Comprehensive Plan.

**Attachment C**

Comments and property owner signatures in this submittal are included as a courtesy. They have not been reviewed or approved by the neighborhood association.

Thank you,

  
Gary Kunz  
Chairperson

Copies to: Leslie Lum, City of Portland District Liaison

# **Attachment A**

December 28, 2013

Barry Manning  
Senior Planner  
Bureau of Planning and Sustainability  
1900 SW Fourth Avenue, Suite 7100  
Portland, OR 97201-5380

Dear Barry,


I would like to thank you again for your attendance and assistance at a recent informal neighborhood gathering. Your explanations of the proposed updates to the Comprehensive Plan were most helpful.

As I am sure you recall, the topic that occupied most of the discussion was regarding an area in our neighborhood that is zoned Residential Farm/Forest with a Comprehensive Plan designation of Industrial Sanctuary.

At the gathering, you suggested that we submit information and arguments as a "Land Use Request" as part of the Plan Update procedure for land use designation and zoning change. Attached is a "Land Use Request" to consider changing the Plan designation from Industrial Sanctuary (IS) to Residential (R20). In conjunction with such action, the zoning could also be changed to R-20 or left at Residential Farm/Forest until individual zone change requests to the R-20 zone are submitted with development proposals.

There are several justifications for the "Land Use Request" as attached. The primary two are (1) a change in circumstances that occurred with enactment of the latest environmental overlay zones on those properties, and (2) the lack of a viable public street system for industrial truck traffic in the area.

As a retired Senior Planner with Multnomah County I appreciate the complexity and sometimes confusing history of some of these types of situations. (I actually worked on some nearby areas when they still in County jurisdiction.) I hope that the information included with the land use request will be helpful. I thank you for your and the planning staff's considered review. Feel free to contact me if I can be of any further help.

  
Gary Clifford  
1150 NE Faloma Road  
Portland, OR 97211  
kerrclifford@hotmail.com  
503-515-5508

**“Land Use Request” for Plan Map Designation Change  
from Industrial Sanctuary to Residential (R-20)  
as Part of the Comprehensive Plan Update**

December 28, 2013

**Location:** East Columbia Neighborhood; abutting or using access to NE Levee Road and unimproved NE 13<sup>th</sup> Avenue

**Property IDs:** R171711 (9009 NE Levee Rd); R171707 (9000 NE Levee Rd); R171713 (8855 NE Levee Rd); R171708 (8916 NE Levee Rd); R171709 (8850 NE Levee Rd); R171714 (vacant, no address); R171716 (vacant, no address, same ownership as abutting lot R17119 to the north)

**Existing Zoning:** RFhp (RF: Residential Farm/Forest, h: Aircraft Landing Overlay Zone, p: Environmental Protection Overlay Zone); RFch (c: Environmental Conservation Overlay Zone); RFhpx (x: Portland International Airport Noise Impact Overlay Zone); RFchx; RFhx; and RFh

**Existing Plan:** IS: Industrial Sanctuary; ISb (b: Buffer)

**Considerations:**

- I. “Change in Circumstances” since enactment of the Industrial Sanctuary Designation
  - A. In 2011, as part of the Middle Columbia Corridor/Airport Natural Resources Inventory, this area received substantial coverage of the Environmental Overlay Zoning of “p” protection and “c” conservation (see zoning map included). That map shows the “p” and “c” overlay zones covering: approximately one-half of four of the properties; one-third of one property; two-thirds of one property; and all of one property.
  - B. The extensive coverage of the “p” overlay zone is important for future development potential. As characterized in the Zoning Code website “Zone Summaries”: “The Environmental Protection zone provides the highest level of protection to the most important resources and functional values. . . . Development will be approved in the environmental protection zone *only in rare and unusual circumstances.*” [*Emphasis added*]. The environmental zoning appears to have taken the majority of this area out of potential development in the future. As such, any development, in particular industrial development with its large buildings and extensive paving associated with heavy truck traffic, would not be anticipated to be approved or occur in the majority of this area with the Plan designation of Industrial Sanctuary.
  - C. The portion of the lots not covered by environmental zoning is where there are five houses with a total improvement value of over \$655,000. A reasonable expectation is that these homes outside the environmental zoning would be less likely to be developed for industrial uses due to the existing improvement values and the relatively small acreage not in the “p” or “c” zones.

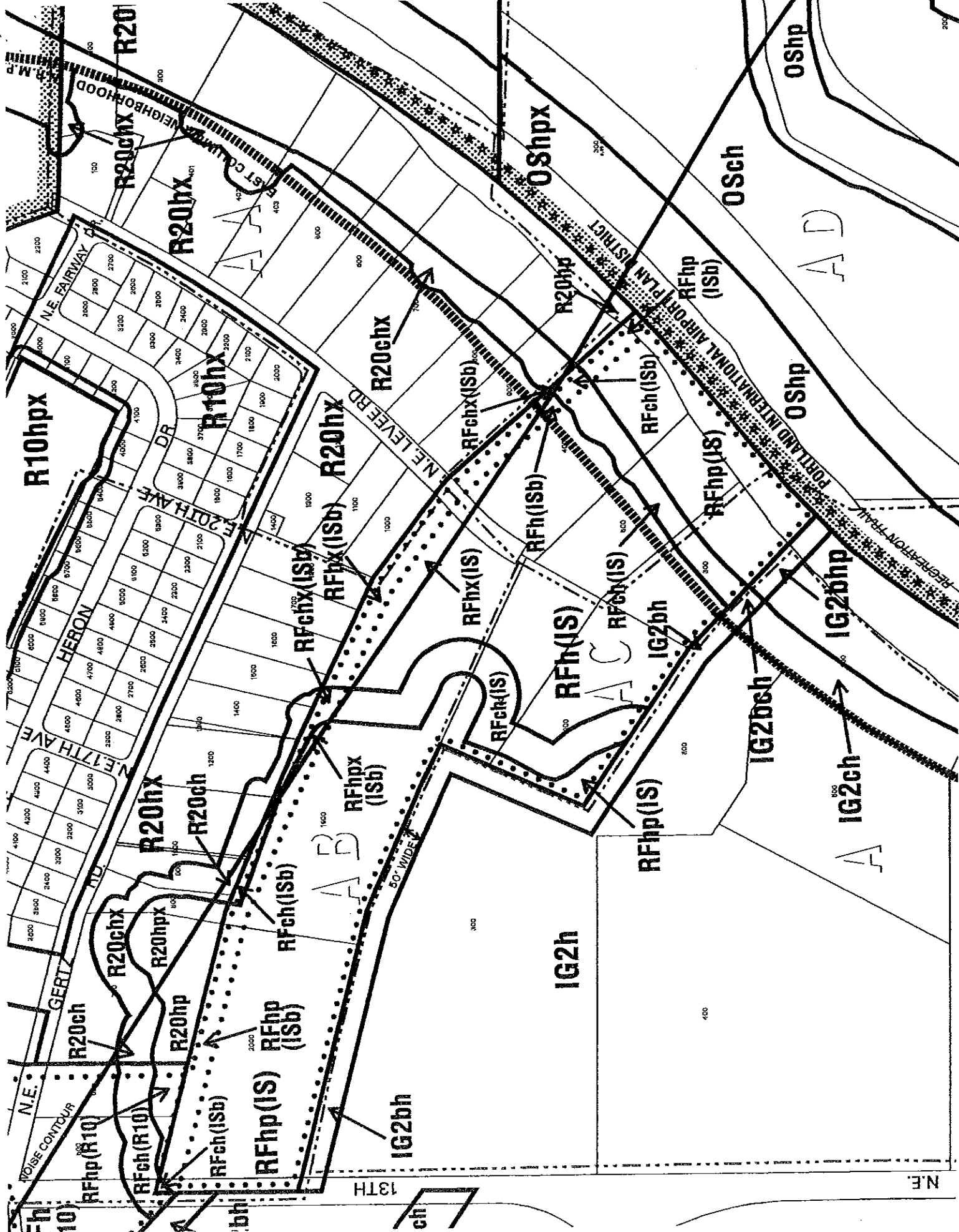


## II. R-20 Zoning Request

- A. R-20 zoning would match and be compatible with the zoning to the immediate north.
- B. R-20 residential zoning would protect environmental resource values by not developing those areas and yet add a few additional new home sites concentrated in the area of NE Levee Road outside the “p” and “c” zones. In addition, there could also be the possibility of application by individual property owners for small Planned Development lots located outside the environmental zones. A Planned Development can result in a lot density closer to the development potential of their entire property.
- C. A buffer between industrial and residential uses already exists in the abutting industrial zoned (IG2h) property to the south. Along the industrial property’s northern boundary is a 50-foot wide buffer strip zoned IG2bh. The “b” buffer zone was a condition of approval of the industrial development and was enacted to serve as a “buffer” to reduce adverse effects between incompatible land use attributes, such as noise, lights, and views.
- D. It is recognized that there is a “need” to maintain adequate planned areas for future industrial growth. However, continuing to include this area in the inventory of acreage to fulfill future industrial need could be viewed as representing a false acreage number in that inventory. That is because the majority of the acreage is covered by undevelopable environmental zones and, except for one smaller lot, the remaining acreage is already developed with housing, significantly reducing the conversion to industrial land use.

## III. Transportation and Access Issues

- A. The homes in this area gain access to the public road system only through NE Levee Road to NE Gertz Road, which are both narrow, two-lane, local streets without full improvements. There is no outlet to the east because of a major drainage slough; to the west, NE Gertz Road contains a major truck barrier (tight radius traffic circle) constructed to keep large industrial truck traffic from the nearby residential neighborhoods; and NE 13<sup>th</sup> Avenue is posted with “no truck” signs at NE Marine Drive. Therefore, there is no legal large truck traffic route to this area from the north.
- B. The industrial property to the south has existing frontage and access necessary for truck traffic on a portion of NE 13<sup>th</sup> Avenue south of the unimproved part of NE 13<sup>th</sup> which effectively disconnects the industrial traffic from the residential streets to the north. To the west, the industrial road system connects via NE Fazio Way and NE Gertz Road, to NE Vancouver Way.
- C. In summary, the road system to the north of this area does not allow industrial truck traffic and the property owner to the south does not appear to have the incentive to provide a road system through the property to reach the small developable (not environmentally zoned) part of the subject ownerships.



# **Attachment B**



December 31, 2013

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

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



# Attachment C

# ... Plan Comments. NE Portland

Martha Johnston <ediplumb@gmail.com>  
To: pdxcompplan@portlandoregon.gov

Tue, Dec 31, 2013 at 4:59 PM

Please allow 30 days additional time for comments. The comments were not working today, and the map comments would not identify the person making the comments. Also, the Manual maps were not received until nov. 24th, 2013. Which is not enough time to review and meet with other neighbors due to the short period of time during the Holidays.

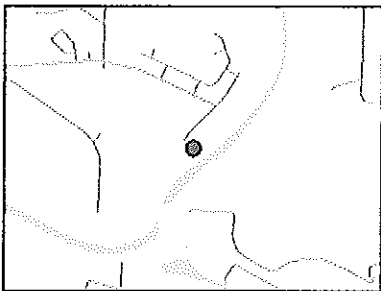
Briefly,

1. keep the Columbia Edgewater zoning the same. NE Marine Dr will not handle the increase in heavy truck traffic. See City of Portland's Study of the situation called East Columbia Marine Drive safety Task Force Report from the late 1990.s for more info.
2. Provide Trail Access from the Columbia Children's Arboretum sub-trail to NE Meadow Dr. to NE 13th Ave. turning South proceed to Columbia Slough trail easement ( dedicated in the Meritt Zone Change,) This would provide an important trail head for the Completion of several miles of off NE Marine Dr trails and progress towards connecting with the expansion of the North slough trail from N Denver Ave. to N. Vancouver. finished this last fall. This would provide fantastic animal wildlife viewing for educational as well as healthy stress reducing place for people to walk, bike and ride horses... This is completely layered out in the East Columbia NA wetlands management Plan, approved in 1990 by City Couci; resolution
3. approve the green street designations on N Vancouver Way to NE 6th Dr. to Marine Dr.
4. request Zone Change to R-20 or least of all a comprehensive Plan map amendment on the impacted parcels on NE Levee Rd south of NE Gertz rd. and east of NE 13th Ave. These properties have an IS designation with no hope of this ever happening therefore making a false claim of Potential IS availability to our State Land use Board. There is no connection to the Industrial lands and NE Levee Rd and NE Gertz Rd are local street not capable of ever providing industrial access. Also, an Environmental Zone of P and C in some of these properties make Industrial development completely unfeasible.

December 10, 2013

We are homeowners in NE Portland. We purchased a two acre lot in 1992 on Levee Road. We subsequently built a home and have been living here since. We have some environmental overlays and are zoned RF and Industrial with a new zoning overlay called IS (Industrial Sanctuary). It would not be practical or likely that our property will be used for industry. There are no roads into or out of our property that could accommodate industrial use. We are in a residential neighborhood and would like to be zoned accordingly. It has been our plan since purchasing this property to divide it and build our retirement home next to our present home, and sell our present home. We have looked into requesting a zoning change in the past and were told it could be \$30,000 just to ask, and we could be turned down. We don't understand what the use of an "Industrial Sanctuary" is except for a buffer between the trucking company and our other residential neighbors. We don't find this zoning equitable to us. Why are we the buffer, zoned with IS, and have none of the opportunities of using our land to promote our family's welfare as our neighbors and other Portland residents can? We could put up with the noise, slow trucks using Gertz Rd. to turn onto Vancouver Way, and other inconveniences of being located next to industry, if we could use our property to fulfill our plans. We are in favor of keeping the environmental overlays in place so we all can enjoy nature, and keeping our zoning such that few homes may be built on these larger parcels. We are proposing that our zoning be changed to R20. We feel that both industry and residents have the right to exercise their property rights. We feel industrial properties adjacent to us have been given these rights, but we don't have the same rights and equitable treatment with the IS zoning. With moderate infill the city would also have a few more taxable lots that would increase city funds without impacting the neighborhood negatively.

Loren & Jannice Davis  
8916 NE Levee Rd.  
97211



March 10, 2015

To: Portland Planning and Sustainability Commission  
Portland Planning and Sustainability Bureau

Re: Testimony on Proposed Comp Plan Regarding Affordable Housing

As a long term advocate of affordable housing, I appreciate the opportunity to comment on the Proposed Comprehensive Plan. The people who most desperately need affordable housing are unlikely to provide comments. Yet the need for affordable housing for very low income households and people with special needs is at a critical level. I appreciate the interest in affordable housing contained in the proposed language. I am writing to urge you to strengthen policies that support affordable housing production in Chapter 5. Please consider the following:

With respect to policies promoting a **diverse and expanding housing supply**:

- Add a policy that encourages mixed income housing, especially where high density housing is developed near public transit.
- Add a policy that promotes public/nonprofit partnerships with private/for profit development. These types of partnerships can facilitate affordable housing development.

With respect to policies on **housing access**:

- In Policy 5.13, replace "Encourage" with "Sustain and increase". Recognize that some mature neighborhoods with older housing stock provides affordable housing that needs to be preserved.
- Add a policy that promotes use of publicly owned land for affordable housing. For example, city-owned parking lots could be redeveloped to include both parking and affordable housing. New libraries or other community buildings could be redeveloped as mixed use buildings, combining affordable housing with the public resource.

With respect to **housing location**:

- Add a policy that continues support of accessory dwelling units. These expand housing density in single family neighborhoods and allow families to care for aging relatives or provide affordable lower-density living options.

With respect to **housing affordability**:

- Policy 5.24 needs to be strengthened! It should say "Improve and strengthen plans and investments that increase the supply of affordable housing."
- Add a policy that sets a goal to increase affordable housing units in proportion to increased overall residential density. For example, 20% of new housing units overall should be affordable to persons with incomes at or below 80% of Area Median Income. This can be implemented by maintaining a lower allowed base density while higher density is achieved through affordable housing bonuses. To achieve higher density, developers could either incorporate affordable units or contribute to an affordable housing fund. The Central City Plan currently provides such a "payment in lieu" option at PCC 33.510.210.C.15; similar provisions should be explored for other areas.


With respect to **homelessness**:

- Expand the list of affordable housing opportunities in Policy 5.39 to include "permanent supportive housing". Most of the accommodation types listed are transitional or temporary when the greatest need is for permanent settings that provide support.



I appreciate the City's emphasis on affordable housing and hope my suggestions help to strengthen the policies in a constructive way. Adequately addressing affordable housing is truly important.

Thank you for your consideration.

A handwritten signature in black ink that reads "Vicki Skryha". The signature is written in a cursive style with a long, sweeping tail on the "y".

Vicki Skryha  
1728 NW Hoyt Street, Portland OR 97209  
vskryha@aol.com

March 10, 2015

To Whom It May Concern:

I respectfully submit the following comments to the Transportation System Plan.

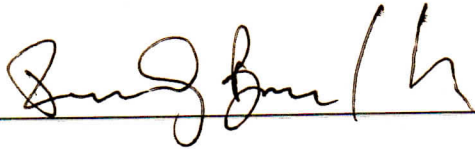
Currently the updated TSP lists project **#90006 Inner SW 35<sup>th</sup> (Pedestrian/Bike Improvements)** from Vermont Avenue to Barbur Blvd. I am writing to you today to recommend an alternative route to #90006 that would utilize SW 30<sup>th</sup>->SW Hume->SW 31<sup>st</sup> (for the section between Capitol Hwy and Barbur Blvd).

SW 30<sup>th</sup>->SW Hume->SW 31<sup>st</sup> would better serve the public good and:

- Provide the flattest route between Multnomah Village and Barbur Blvd. which would encourage active transportation options for more people, inclusive of seniors, caregivers of small children, and disabled;
- Meet pedestrian and cyclist safety demands along a route with higher vehicular traffic and poor lines of sight;
- Leverage numerous safety improvements at key intersections and provide sidewalk infill of less than a 1/2 mile;
- Connect high-density, workforce and senior housing and the people who live here to transit, businesses, and the vital social services located within Multnomah Village including Neighborhood House's food pantry, the Multnomah Senior Center, the Meals on Wheels dining room, and the Southwest Community Health Center; and
- Provide the essential bicycle and pedestrian improvements for families; and individuals to access two recreational features at either end of this alternative route including Spring Garden Park (recently funded for improvements in 2016) and the enrichment opportunities housed at the Multnomah Arts Center.

As the City of Portland upholds the concept of complete neighborhoods, providing bicycle and pedestrian improvements along SW 30<sup>th</sup> -> SW Hume-> SW 31<sup>st</sup> between Capitol Hwy and Barbur Blvd. would put the Multnomah Neighborhood one step closer to achieving that goal.

Sincerely,

Randy Bonella 

Name

4122 SW Garden Home Rd 97219

Address & Zip Code

March 10, 2015

To Whom It May Concern:

I respectfully submit the following comments to the Transportation System Plan.

Currently the updated TSP lists project **#90006 Inner SW 35<sup>th</sup> (Pedestrian/Bike Improvements)** from Vermont Avenue to Barbur Blvd. I am writing to you today to recommend an alternative route to #90006 that would utilize SW 30<sup>th</sup>->SW Hume->SW 31<sup>st</sup> (for the section between Capitol Hwy and Barbur Blvd).

SW 30<sup>th</sup>->SW Hume->SW 31<sup>st</sup> would better serve the public good and:

- Provide the flattest route between Multnomah Village and Barbur Blvd. which would encourage active transportation options for more people, inclusive of seniors, caregivers of small children, and disabled;
- Meet pedestrian and cyclist safety demands along a route with higher vehicular traffic and poor lines of sight;
- Leverage numerous safety improvements at key intersections and provide sidewalk infill of less than a 1/2 mile;
- Connect high-density, workforce and senior housing and the people who live here to transit, businesses, and the vital social services located within Multnomah Village including Neighborhood House's food pantry, the Multnomah Senior Center, the Meals on Wheels dining room, and the Southwest Community Health Center; and
- Provide the essential bicycle and pedestrian improvements for families; and individuals to access two recreational features at either end of this alternative route including Spring Garden Park (recently funded for improvements in 2016) and the enrichment opportunities housed at the Multnomah Arts Center.

As the City of Portland upholds the concept of complete neighborhoods, providing bicycle and pedestrian improvements along SW 30<sup>th</sup> -> SW Hume-> SW 31<sup>st</sup> between Capitol Hwy and Barbur Blvd. would put the Multnomah Neighborhood one step closer to achieving that goal.

Sincerely,

Patrick Brunett, property owner

Name

7435 SW Capitol Hwy, Portland 97219

Address & Zip Code



March 10, 2015

To Whom It May Concern:

I respectfully submit the following comments to the Transportation System Plan.

Currently the updated TSP lists project **#90006 Inner SW 35<sup>th</sup> (Pedestrian/Bike Improvements)** from Vermont Avenue to Barbur Blvd. I am writing to you today to recommend an alternative route to #90006 that would utilize SW 30<sup>th</sup>->SW Hume->SW 31<sup>st</sup> (for the section between Capitol Hwy and Barbur Blvd).

SW 30<sup>th</sup>->SW Hume->SW 31<sup>st</sup> would better serve the public good and:

- Provide the flattest route between Multnomah Village and Barbur Blvd. which would encourage active transportation options for more people, inclusive of seniors, caregivers of small children, and disabled;
- Meet pedestrian and cyclist safety demands along a route with higher vehicular traffic and poor lines of sight;
- Leverage numerous safety improvements at key intersections and provide sidewalk infill of less than a 1/2 mile;
- Connect high-density, workforce and senior housing and the people who live here to transit, businesses, and the vital social services located within Multnomah Village including Neighborhood House's food pantry, the Multnomah Senior Center, the Meals on Wheels dining room, and the Southwest Community Health Center; and
- Provide the essential bicycle and pedestrian improvements for families; and individuals to access two recreational features at either end of this alternative route including Spring Garden Park (recently funded for improvements in 2016) and the enrichment opportunities housed at the Multnomah Arts Center.

As the City of Portland upholds the concept of complete neighborhoods, providing bicycle and pedestrian improvements along SW 30<sup>th</sup> -> SW Hume-> SW 31<sup>st</sup> between Capitol Hwy and Barbur Blvd. would put the Multnomah Neighborhood one step closer to achieving that goal.

Sincerely,

Carolyn Brunett, property owner  
Name

7435 SW Capitol Highway, Portland OR 97219  
Address & Zip Code



March 10, 2015

To Whom It May Concern:

I respectfully submit the following comments to the Transportation System Plan.

Currently the updated TSP lists project **#90006 Inner SW 35<sup>th</sup> (Pedestrian/Bike Improvements)** from Vermont Avenue to Barbur Blvd. I am writing to you today to recommend an alternative route to #90006 that would utilize SW 30<sup>th</sup>->SW Hume->SW 31<sup>st</sup> (for the section between Capitol Hwy and Barbur Blvd).

SW 30<sup>th</sup>->SW Hume->SW 31<sup>st</sup> would better serve the public good and:

- Provide the flattest route between Multnomah Village and Barbur Blvd. which would encourage active transportation options for more people, inclusive of seniors, caregivers of small children, and disabled;
- Meet pedestrian and cyclist safety demands along a route with higher vehicular traffic and poor lines of sight;
- Leverage numerous safety improvements at key intersections and provide sidewalk infill of less than a 1/2 mile;
- Connect high-density, workforce and senior housing and the people who live here to transit, businesses, and the vital social services located within Multnomah Village including Neighborhood House's food pantry, the Multnomah Senior Center, the Meals on Wheels dining room, and the Southwest Community Health Center; and
- Provide the essential bicycle and pedestrian improvements for families; and individuals to access two recreational features at either end of this alternative route including Spring Garden Park (recently funded for improvements in 2016) and the enrichment opportunities housed at the Multnomah Arts Center.

As the City of Portland upholds the concept of complete neighborhoods, providing bicycle and pedestrian improvements along SW 30<sup>th</sup> -> SW Hume-> SW 31<sup>st</sup> between Capitol Hwy and Barbur Blvd. would put the Multnomah Neighborhood one step closer to achieving that goal.

Sincerely,

Carol McCarthy

Name

4311 SW Freeman St. Portland 97219

Address & Zip Code

March 10, 2015

To Whom It May Concern:

I respectfully submit the following comments to the Transportation System Plan.

Currently the updated TSP lists project **#90006 Inner SW 35<sup>th</sup> (Pedestrian/Bike Improvements)** from Vermont Avenue to Barbur Blvd. I am writing to you today to recommend an alternative route to #90006 that would utilize SW 30<sup>th</sup>->SW Hume->SW 31<sup>st</sup> (for the section between Capitol Hwy and Barbur Blvd).

SW 30<sup>th</sup>->SW Hume->SW 31<sup>st</sup> would better serve the public good and:

- Provide the flattest route between Multnomah Village and Barbur Blvd. which would encourage active transportation options for more people, inclusive of seniors, caregivers of small children, and disabled;
- Meet pedestrian and cyclist safety demands along a route with higher vehicular traffic and poor lines of sight;
- Leverage numerous safety improvements at key intersections and provide sidewalk infill of less than a 1/2 mile;
- Connect high-density, workforce and senior housing and the people who live here to transit, businesses, and the vital social services located within Multnomah Village including Neighborhood House's food pantry, the Multnomah Senior Center, the Meals on Wheels dining room, and the Southwest Community Health Center; and
- Provide the essential bicycle and pedestrian improvements for families; and individuals to access two recreational features at either end of this alternative route including Spring Garden Park (recently funded for improvements in 2016) and the enrichment opportunities housed at the Multnomah Arts Center.

As the City of Portland upholds the concept of complete neighborhoods, providing bicycle and pedestrian improvements along SW 30<sup>th</sup> -> SW Hume-> SW 31<sup>st</sup> between Capitol Hwy and Barbur Blvd. would put the Multnomah Neighborhood one step closer to achieving that goal.

Sincerely,



Name



Address & Zip Code

March 10, 2015

To Whom It May Concern:

I respectfully submit the following comments to the Transportation System Plan.

Currently the updated TSP lists project **#90006 Inner SW 35<sup>th</sup> (Pedestrian/Bike Improvements)** from Vermont Avenue to Barbur Blvd. I am writing to you today to recommend an alternative route to #90006 that would utilize SW 30<sup>th</sup>->SW Hume->SW 31<sup>st</sup> (for the section between Capitol Hwy and Barbur Blvd).

SW 30<sup>th</sup>->SW Hume->SW 31<sup>st</sup> would better serve the public good and:

- Provide the flattest route between Multnomah Village and Barbur Blvd. which would encourage active transportation options for more people, inclusive of seniors, caregivers of small children, and disabled;
- Meet pedestrian and cyclist safety demands along a route with higher vehicular traffic and poor lines of sight;
- Leverage numerous safety improvements at key intersections and provide sidewalk infill of less than a 1/2 mile;
- Connect high-density, workforce and senior housing and the people who live here to transit, businesses, and the vital social services located within Multnomah Village including Neighborhood House's food pantry, the Multnomah Senior Center, the Meals on Wheels dining room, and the Southwest Community Health Center; and
- Provide the essential bicycle and pedestrian improvements for families; and individuals to access two recreational features at either end of this alternative route including Spring Garden Park (recently funded for improvements in 2016) and the enrichment opportunities housed at the Multnomah Arts Center.

As the City of Portland upholds the concept of complete neighborhoods, providing bicycle and pedestrian improvements along SW 30<sup>th</sup> -> SW Hume-> SW 31<sup>st</sup> between Capitol Hwy and Barbur Blvd. would put the Multnomah Neighborhood one step closer to achieving that goal.

Sincerely,

*Deborah Honthaner*

Name

*8430 SW 37<sup>th</sup> Ave Pld 97219*

Address & Zip Code



March 10, 2015

To Whom It May Concern:

I strongly support Project #90026 to bring much needed and overdue multimodal and stormwater improvements to the SW Capitol Highway Corridor between Multnomah Boulevard and Taylor's Ferry Road. This corridor serves as a critical link between the Multnomah Village business district and all points south. Unfortunately, this busy stretch of roadway is known for its lack of basic infrastructure – no sidewalks, no bike lanes, no crosswalks, and no stormwater management. Quite simply, the corridor is woefully inadequate from an environmental standpoint and an outright danger for pedestrians and bicyclists alike.

Since its development in 1996, the *Capitol Highway Plan* has provided a framework for pedestrian and bicycling improvements for SW Capitol Highway. Unfortunately, after nearly 20 years, the project remains incomplete. Last year, Southwest Neighborhoods, Inc. (SWNI) and its neighborhood associations/business associations identified the project as the top priority for SW Portland. I agree that the project is needed now more than ever before.


Upon completion, this project will drastically improve the safety and livability for thousands of residents of Southwest Portland who depend on this vital corridor on a daily basis. Further, the addition of stormwater infrastructure would prevent deterioration of new and existing transportation infrastructure in this area, ensuring taxpayer dollars are well spent. I strongly support Capitol Hwy Corridor Improvements in the Transportation System Plan (TSP) and ask that you make the project a top priority for SW Portland.

Thank you for your consideration.

Sincerely,



Name

  
Address & Zip Code





March 10, 2015

To Whom It May Concern:

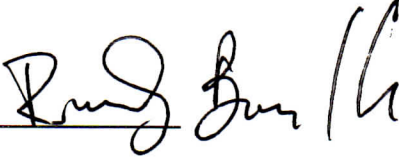
I strongly support Project #90026 to bring much needed and overdue multimodal and stormwater improvements to the SW Capitol Highway Corridor between Multnomah Boulevard and Taylor's Ferry Road. This corridor serves as a critical link between the Multnomah Village business district and all points south. Unfortunately, this busy stretch of roadway is known for its lack of basic infrastructure – no sidewalks, no bike lanes, no crosswalks, and no stormwater management. Quite simply, the corridor is woefully inadequate from an environmental standpoint and an outright danger for pedestrians and bicyclists alike.

Since its development in 1996, the *Capitol Highway Plan* has provided a framework for pedestrian and bicycling improvements for SW Capitol Highway. Unfortunately, after nearly 20 years, the project remains incomplete. Last year, Southwest Neighborhoods, Inc. (SWNI) and its neighborhood associations/business associations identified the project as the top priority for SW Portland. I agree that the project is needed now more than ever before.

Upon completion, this project will drastically improve the safety and livability for thousands of residents of Southwest Portland who depend on this vital corridor on a daily basis. Further, the addition of stormwater infrastructure would prevent deterioration of new and existing transportation infrastructure in this area, ensuring taxpayer dollars are well spent. I strongly support Capitol Hwy Corridor Improvements in the Transportation System Plan (TSP) and ask that you make the project a top priority for SW Portland.

Thank you for your consideration.

Sincerely,

Randy Bonella 

Name

4122 SW GARDEN HOME RD 97219

Address & Zip Code

March 10, 2015

To Whom It May Concern:

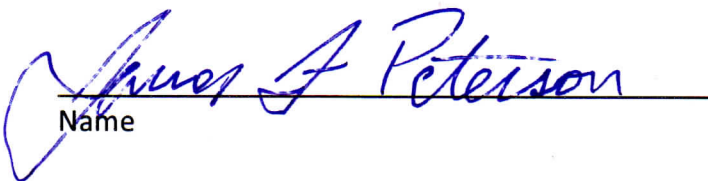
I strongly support Project #90026 to bring much needed and overdue multimodal and stormwater improvements to the SW Capitol Highway Corridor between Multnomah Boulevard and Taylor's Ferry Road. This corridor serves as a critical link between the Multnomah Village business district and all points south. Unfortunately, this busy stretch of roadway is known for its lack of basic infrastructure – no sidewalks, no bike lanes, no crosswalks, and no stormwater management. Quite simply, the corridor is woefully inadequate from an environmental standpoint and an outright danger for pedestrians and bicyclists alike.

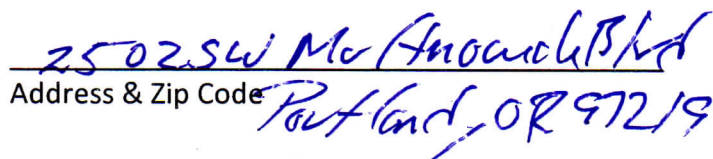
Since its development in 1996, the *Capitol Highway Plan* has provided a framework for pedestrian and bicycling improvements for SW Capitol Highway. Unfortunately, after nearly 20 years, the project remains incomplete. Last year, Southwest Neighborhoods, Inc. (SWNI) and its neighborhood associations/business associations identified the project as the top priority for SW Portland. I agree that the project is needed now more than ever before.

Upon completion, this project will drastically improve the safety and livability for thousands of residents of Southwest Portland who depend on this vital corridor on a daily basis. Further, the addition of stormwater infrastructure would prevent deterioration of new and existing transportation infrastructure in this area, ensuring taxpayer dollars are well spent. I strongly support Capitol Hwy Corridor Improvements in the Transportation System Plan (TSP) and ask that you make the project a top priority for SW Portland.

Thank you for your consideration.

Sincerely,

  
Name

  
Address & Zip Code

March 10, 2015

To Whom It May Concern:

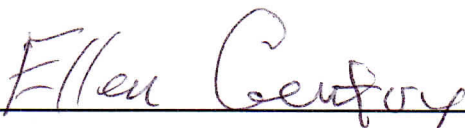
I strongly support Project #90026 to bring much needed and overdue multimodal and stormwater improvements to the SW Capitol Highway Corridor between Multnomah Boulevard and Taylor's Ferry Road. This corridor serves as a critical link between the Multnomah Village business district and all points south. Unfortunately, this busy stretch of roadway is known for its lack of basic infrastructure – no sidewalks, no bike lanes, no crosswalks, and no stormwater management. Quite simply, the corridor is woefully inadequate from an environmental standpoint and an outright danger for pedestrians and bicyclists alike.

Since its development in 1996, the *Capitol Highway Plan* has provided a framework for pedestrian and bicycling improvements for SW Capitol Highway. Unfortunately, after nearly 20 years, the project remains incomplete. Last year, Southwest Neighborhoods, Inc. (SWNI) and its neighborhood associations/business associations identified the project as the top priority for SW Portland. I agree that the project is needed now more than ever before.

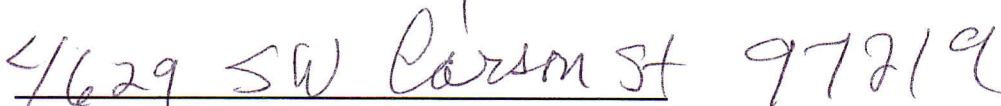
Upon completion, this project will drastically improve the safety and livability for thousands of residents of Southwest Portland who depend on this vital corridor on a daily basis. Further, the addition of stormwater infrastructure would prevent deterioration of new and existing transportation infrastructure in this area, ensuring taxpayer dollars are well spent. I strongly support Capitol Hwy Corridor Improvements in the Transportation System Plan (TSP) and ask that you make the project a top priority for SW Portland.

Thank you for your consideration.

Sincerely,

  
\_\_\_\_\_

Name

  
\_\_\_\_\_

Address & Zip Code



March 10, 2015

To Whom It May Concern:

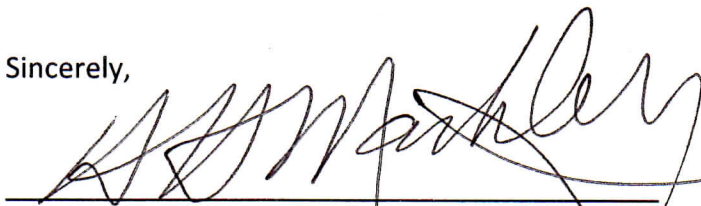
I strongly support Project #90026 to bring much needed and overdue multimodal and stormwater improvements to the SW Capitol Highway Corridor between Multnomah Boulevard and Taylor's Ferry Road. This corridor serves as a critical link between the Multnomah Village business district and all points south. Unfortunately, this busy stretch of roadway is known for its lack of basic infrastructure – no sidewalks, no bike lanes, no crosswalks, and no stormwater management. Quite simply, the corridor is woefully inadequate from an environmental standpoint and an outright danger for pedestrians and bicyclists alike.

Since its development in 1996, the *Capitol Highway Plan* has provided a framework for pedestrian and bicycling improvements for SW Capitol Highway. Unfortunately, after nearly 20 years, the project remains incomplete. Last year, Southwest Neighborhoods, Inc. (SWNI) and its neighborhood associations/business associations identified the project as the top priority for SW Portland. I agree that the project is needed now more than ever before.

Upon completion, this project will drastically improve the safety and livability for thousands of residents of Southwest Portland who depend on this vital corridor on a daily basis. Further, the addition of stormwater infrastructure would prevent deterioration of new and existing transportation infrastructure in this area, ensuring taxpayer dollars are well spent. I strongly support Capitol Hwy Corridor Improvements in the Transportation System Plan (TSP) and ask that you make the project a top priority for SW Portland.

Thank you for your consideration.

Sincerely,



Name

4629 SW Carson ST 97219

Address & Zip Code



March 10, 2015

To Whom It May Concern:

I strongly support Project #90026 to bring much needed and overdue multimodal and stormwater improvements to the SW Capitol Highway Corridor between Multnomah Boulevard and Taylor's Ferry Road. This corridor serves as a critical link between the Multnomah Village business district and all points south. Unfortunately, this busy stretch of roadway is known for its lack of basic infrastructure – no sidewalks, no bike lanes, no crosswalks, and no stormwater management. Quite simply, the corridor is woefully inadequate from an environmental standpoint and an outright danger for pedestrians and bicyclists alike.

Since its development in 1996, the *Capitol Highway Plan* has provided a framework for pedestrian and bicycling improvements for SW Capitol Highway. Unfortunately, after nearly 20 years, the project remains incomplete. Last year, Southwest Neighborhoods, Inc. (SWNI) and its neighborhood associations/business associations identified the project as the **top** priority for SW Portland. I agree that the project is needed now more than ever before.

Upon completion, this project will drastically improve the safety and livability for thousands of residents of Southwest Portland who depend on this vital corridor on a daily basis. Further, the addition of stormwater infrastructure would prevent deterioration of new and existing transportation infrastructure in this area, ensuring taxpayer dollars are well spent. I strongly support Capitol Hwy Corridor Improvements in the Transportation System Plan (TSP) and ask that you make the project a top priority for SW Portland.

Thank you for your consideration.

Sincerely,

Carolyn Brunell, property owner

Name

7435 SW Capitol Highway, Portland OR 97219

Address & Zip Code

March 10, 2015

To Whom It May Concern:

I strongly support Project #90026 to bring much needed and overdue multimodal and stormwater improvements to the SW Capitol Highway Corridor between Multnomah Boulevard and Taylor's Ferry Road. This corridor serves as a critical link between the Multnomah Village business district and all points south. Unfortunately, this busy stretch of roadway is known for its lack of basic infrastructure – no sidewalks, no bike lanes, no crosswalks, and no stormwater management. Quite simply, the corridor is woefully inadequate from an environmental standpoint and an outright danger for pedestrians and bicyclists alike.

Since its development in 1996, the *Capitol Highway Plan* has provided a framework for pedestrian and bicycling improvements for SW Capitol Highway. Unfortunately, after nearly 20 years, the project remains incomplete. Last year, Southwest Neighborhoods, Inc. (SWNI) and its neighborhood associations/business associations identified the project as the top priority for SW Portland. I agree that the project is needed now more than ever before.

Upon completion, this project will drastically improve the safety and livability for thousands of residents of Southwest Portland who depend on this vital corridor on a daily basis. Further, the addition of stormwater infrastructure would prevent deterioration of new and existing transportation infrastructure in this area, ensuring taxpayer dollars are well spent. I strongly support Capitol Hwy Corridor Improvements in the Transportation System Plan (TSP) and ask that you make the project a top priority for SW Portland.

Thank you for your consideration.

Sincerely,

Carol McCarthy

Name

4311 SW Freeman St, Portland 97219

Address & Zip Code

March 10, 2015

To Whom It May Concern:

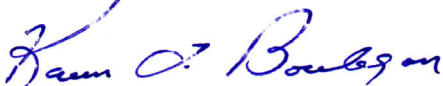
I strongly support Project #90026 to bring much needed and overdue multimodal and stormwater improvements to the SW Capitol Highway Corridor between Multnomah Boulevard and Taylor's Ferry Road. This corridor serves as a critical link between the Multnomah Village business district and all points south. Unfortunately, this busy stretch of roadway is known for its lack of basic infrastructure – no sidewalks, no bike lanes, no crosswalks, and no stormwater management. Quite simply, the corridor is woefully inadequate from an environmental standpoint and an outright danger for pedestrians and bicyclists alike.

Since its development in 1996, the *Capitol Highway Plan* has provided a framework for pedestrian and bicycling improvements for SW Capitol Highway. Unfortunately, after nearly 20 years, the project remains incomplete. Last year, Southwest Neighborhoods, Inc. (SWNI) and its neighborhood associations/business associations identified the project as the top priority for SW Portland. I agree that the project is needed now more than ever before.

Upon completion, this project will drastically improve the safety and livability for thousands of residents of Southwest Portland who depend on this vital corridor on a daily basis. Further, the addition of stormwater infrastructure would prevent deterioration of new and existing transportation infrastructure in this area, ensuring taxpayer dollars are well spent. I strongly support Capitol Hwy Corridor Improvements in the Transportation System Plan (TSP) and ask that you make the project a top priority for SW Portland.

Thank you for your consideration.

Sincerely,



Name KAREN L. BOULEGON

4128 SW MARIGOLD ST.  
PORTLAND, OR. 97219

Address & Zip Code



March 10, 2015

To Whom It May Concern:

I strongly support Project #90026 to bring much needed and overdue multimodal and stormwater improvements to the SW Capitol Highway Corridor between Multnomah Boulevard and Taylor's Ferry Road. This corridor serves as a critical link between the Multnomah Village business district and all points south. Unfortunately, this busy stretch of roadway is known for its lack of basic infrastructure – no sidewalks, no bike lanes, no crosswalks, and no stormwater management. Quite simply, the corridor is woefully inadequate from an environmental standpoint and an outright danger for pedestrians and bicyclists alike.

Since its development in 1996, the *Capitol Highway Plan* has provided a framework for pedestrian and bicycling improvements for SW Capitol Highway. Unfortunately, after nearly 20 years, the project remains incomplete. Last year, Southwest Neighborhoods, Inc. (SWNI) and its neighborhood associations/business associations identified the project as the **top** priority for SW Portland. I agree that the project is needed now more than ever before.

Upon completion, this project will drastically improve the safety and livability for thousands of residents of Southwest Portland who depend on this vital corridor on a daily basis. Further, the addition of stormwater infrastructure would prevent deterioration of new and existing transportation infrastructure in this area, ensuring taxpayer dollars are well spent. I strongly support Capitol Hwy Corridor Improvements in the Transportation System Plan (TSP) and ask that you make the project a top priority for SW Portland.

Thank you for your consideration.

Sincerely,



Name



Address & Zip Code



March 10, 2015

To Whom It May Concern:

I strongly support Project #90026 to bring much needed and overdue multimodal and stormwater improvements to the SW Capitol Highway Corridor between Multnomah Boulevard and Taylor's Ferry Road. This corridor serves as a critical link between the Multnomah Village business district and all points south. Unfortunately, this busy stretch of roadway is known for its lack of basic infrastructure – no sidewalks, no bike lanes, no crosswalks, and no stormwater management. Quite simply, the corridor is woefully inadequate from an environmental standpoint and an outright danger for pedestrians and bicyclists alike.

Since its development in 1996, the *Capitol Highway Plan* has provided a framework for pedestrian and bicycling improvements for SW Capitol Highway. Unfortunately, after nearly 20 years, the project remains incomplete. Last year, Southwest Neighborhoods, Inc. (SWNI) and its neighborhood associations/business associations identified the project as the top priority for SW Portland. I agree that the project is needed now more than ever before.

Upon completion, this project will drastically improve the safety and livability for thousands of residents of Southwest Portland who depend on this vital corridor on a daily basis. Further, the addition of stormwater infrastructure would prevent deterioration of new and existing transportation infrastructure in this area, ensuring taxpayer dollars are well spent. I strongly support Capitol Hwy Corridor Improvements in the Transportation System Plan (TSP) and ask that you make the project a top priority for SW Portland.

Thank you for your consideration.

Sincerely,

Patrick Brunett, property owner  
Name

7435 SW Capitol Hwy, Portland 97219  
Address & Zip Code

March 10, 2015

City of Portland Bureau of Planning and Sustainability

1900 SW 4<sup>th</sup> Avenue

Suite 7100

Portland, Oregon 97201

Re: Request for Zone change via Comp Plan

R330113 Section 21 Tax lot #3300 & #3400

8004 & 8030 SW Capitol Hill Road Portland, Oregon

Re: Request for Zone change via Comp Plan

R330097 Tax lot 3700 from R7 to CG as designated in the Comp Plan.

To whom it may concern:

We would like to petition the City of Portland to amend the existing zoning of R-2 to a new designation of R-1. We would like this change to be included with the proposed comprehensive plan under development.

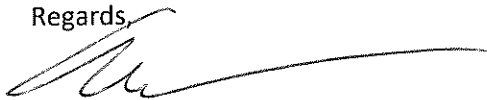
We've met with various departments within the City of Portland and based on those conversations, we've chosen to move forward with this process.

Our intent is to increase the allowed density of the site for future development. Expanding the number of multifamily units will help increase the value of our property so it's more in line with current assessed values.

We will be notifying our neighborhood associations to ensure their informed of our request and to discuss any potential problems that may exist.

Please feel free to contact me with any questions or concerns.

Regards,



Scott Edwards, Cora B Edwards Trust, Jonathan & Glenda Edwards

8205 SW Barbur Blvd

Portland, Oregon 97219

From: Planning and Sustainability Commission  
Sent: Monday, March 09, 2015 10:25 AM  
To: Kovacs, Madeline  
Subject: FW: Project #90026: Capitol Hwy Corridor Improvements

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

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

From: Donna Jean Paterson [mailto:[donnajean@twofirs.com](mailto:donnajean@twofirs.com)]  
Sent: Monday, March 09, 2015 10:23 AM  
To: Planning and Sustainability Commission; Transportation System Plan  
Subject: Project #90026: Capitol Hwy Corridor Improvements

As property owners on Capitol Highway and avid walkers in the Multnomah Village area, we are extremely concerned about the improvements proposed for Capitol Highway.

Our primary concern is preserving the neighborhood's "rural feeling" and livability. The previous proposal was too large and disruptive for our neighborhood, and too expensive.

We support a "one side" solution, adding a sidewalk and bike lane to just one side of the highway along the proposed 1.1 mile stretch of road.

One obvious reason for this is that the Capitol Highway viaduct into Multnomah Village has a sidewalk on only one side. Widening the viaduct to add another sidewalk is beyond the scope of this project and would probably make it prohibitively expensive. Wheelchair access that ends at the viaduct would force the disabled to cross the highway at a mostly blind and dangerous intersection (Capitol Highway and Garden Home Road), or force them into the traffic lane on the viaduct.

A "one side" solution would also mitigate the amount of land, ours included, that would be needed to widen Capitol Highway for sidewalk and bike lanes on both sides. We are specifically worried about our two large fir trees that would probably need to be removed, or could possibly be damaged by excessive roadway improvements. It is our understanding that the City of Portland is dedicated to preserving our city's trees.

To be honest, sidewalk improvements are not a big priority to us. We walk from our home on Capitol Highway into Multnomah Village daily, and in all but the wettest part of winter, the current path is quite adequate and often even pleasant.

Thank you for your consideration,  
Christopher Houghton and Donna Jean Paterson  
8629 SW Capitol Hwy  
Portland, OR 97219-3634



From: Planning and Sustainability Commission  
Sent: Monday, March 09, 2015 11:52 AM  
To: Kovacs, Madeline  
Subject: FW: Zoning Change

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

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

From: Frederiksen, Joan  
Sent: Monday, March 09, 2015 11:46 AM  
To: Planning and Sustainability Commission  
Subject: FW: Zoning Change

Joan Frederiksen | West District Liaison

City of Portland Bureau of Planning and Sustainability  
1900 SW 4th Avenue | Suite 7100 | Portland, OR 97201  
p: 503.823.3111 f: 503.823.5884  
e: [Joan.Frederiksen@portlandoregon.gov](mailto:Joan.Frederiksen@portlandoregon.gov)  
[www.portlandoregon.gov](http://www.portlandoregon.gov)

? Please consider the environment before printing this e-mail  
From: [darylepeck@aol.com](mailto:darylepeck@aol.com) [<mailto:darylepeck@aol.com>]  
Sent: Sunday, March 08, 2015 8:33 PM  
To: Frederiksen, Joan  
Subject: Zoning Change

Dear Joan:

As a South Burlingame homeowner for the past 46 years, I fully support changing the zoning in South Burlingame from R5 to R7.

Additionally, I request that you include South Burlingame on your March 10th meeting agenda.

Thank you.

Sincerely,

Daryle Peck  
8035 SW 8th Ave.  
Portland, OR 97129

From: Planning and Sustainability Commission  
Sent: Monday, March 09, 2015 12:17 PM  
To: Kovacs, Madeline  
Subject: FW: comprehensive plan testimony-argay neighborhood

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

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

From: carolyn [mailto:carolyn76@gmail.com]  
Sent: Monday, March 09, 2015 12:05 PM  
To: Planning and Sustainability Commission  
Subject: comprehensive plan testimony-argay neighborhood

I am a resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay neighborhood be reclassified to R-5 or R-7 single family residential and the proposed Mixed Employment areas (change numbers 287,288,289 located at the SE corner of NE 122nd & Shaver and 290 located at the SW corner of NE 147th & Sandy Blvd) also be reclassified to R-5 or R-7 single family. Also, I support the City's similar change #688 along NE 148th Ave north of I-84.

I want to keep Argay a family friendly neighborhood. I love this neighborhood. Not all parts of the city should be as dense as 35th & Division. Please protect Argay!

Sincerely,

Carolyn Williams  
3322 NE 127th Ave  
Portland, OR 97230

From: Planning and Sustainability Commission  
Sent: Monday, March 09, 2015 12:51 PM  
To: Kovacs, Madeline  
Subject: FW: comprehensive plan testimony-argay neighborhood

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

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

From: Alexander Williams [mailto:[axelraden@gmail.com](mailto:axelraden@gmail.com)]  
Sent: Monday, March 09, 2015 12:29 PM  
To: Planning and Sustainability Commission  
Subject: comprehensive plan testimony-argay neighborhood

I am a resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay neighborhood be reclassified to R-5 or R-7 single family residential and the proposed Mixed Employment areas (change numbers 287,288,289 located at the SE corner of NE 122nd & Shaver and 290 located at the SW corner of NE 147th & Sandy Blvd) also be reclassified to R-5 or R-7 single family. Also, I support the City's similar change #688 along NE 148th Ave north of I-84.

I want to keep Argay a family friendly neighborhood. I love this neighborhood. Not all parts of the city should be as dense as 35th & Division. Please protect Argay!

Sincerely,

Alexander Williams  
3322 NE 127th Ave  
Portland, OR 97230



	A	B	C	D	E	F	G	H	I	J	K	L
1										Feb. 27th 2015		
2	<b>City of Portland Major Projects (SWNI)</b>						<b>Transportation System Plan Update</b>					
3	<b>TSP ID</b>	<b>Neighborhood Coalition</b>	<b>Lead Agency</b>	<b>Facility Owner</b>	<b>Project Name</b>	<b>Project Location</b>	<b>Project Description</b>	<b>Estimated Cost (\$2014)</b>	<b>Financially Constrained (Within Revenue Forecast)</b>	<b>Timeframe</b>	<b>Notes/Comments - Keith Liden</b>	<b>Comments-Marianne Fitzgerald</b>
4	90014	SWNI	Portland	ODOT	Barbur Blvd ITS	Barbur Blvd, SW	Install intelligent transportation system infrastructure to improve safety and enhance traffic flow.	\$ 550,000	Constrained	Years 1 - 10		
5	90016	SWNI	Portland	ODOT	Inner Barbur Corridor Improvements	Barbur Blvd, SW (3rd - Terwilliger)	Design and implement transit, bicycle, and pedestrian improvements. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 3,669,200	Constrained	Years 1 - 10	Sounds good, but impossible to know what this would really entail, especially since Barbur is under ODOT's jurisdiction south of Naito. The biking environment is very good between Sherdian and Naito, but there are sidewalk gaps to be addressed.	Not sure why this is here and the Barbur Bridges moved to the "Other Agency" list (#113240 should be Iowa and Newbury viaducts). Outer Barbur has more needs for for safety and multimodal improvements than Inner Barbur.
6	90019	SWNI	Portland	Portland	Beaverton-Hillsdale Hwy ITS	Beaverton-Hillsdale Hwy, SW	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$ 315,675	Constrained	Years 1 - 10	This should include detectors in the left turn lanes for bikes at Shattuck, 45th, etc.	
7	90020	SWNI	Portland	Portland	Beaverton-Hillsdale Hwy Corridor Improvements	Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th)	Build new sidewalks, improve existing sidewalks, improve crossings, and enhance access to transit. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 3,565,023	Constrained	Years 1 - 10	Besides the general lack of sidewalks along BH Hwy east of Shattuck, the city needs to evaluate how to incrementally improve pedestrian and bike connections to/from BH Hwy. The improvements described here are a good start, but streets like SW Shattuck, 30th/Dosch, etc. must allow safe walking and bicycling near BH Hwy.	This 2.3 mile stretch of needed improvements probably wouldn't have made the constrained list if it wasn't a high crash corridor. I think the cost is underestimated and would like to see the details on this project. Are they the projects in the street fee proposal?
8	90022	SWNI	Portland	Portland	Bertha Blvd Ped/Bike Improvements	Bertha Blvd, SW (Beaverton-Hillsdale Hwy - Vermont)	Design and implement pedestrian and bicycle facilities. Project requires street widening. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 2,104,500	Constrained	Years 1 - 10	I'm not sure what's proposed here. Unless I'm missing something, it's pretty good except at both ends (Barbur and between Vermont and BH Hwy). Fixing the Vermont to BH stretch is important.	Low priority.
9	90026	SWNI	Portland	Portland	Capitol Hwy Corridor Improvements	Capitol Hwy, SW (Multnomah Blvd - Taylors Ferry)	Replace existing roadway and add sidewalks, improved crossings, bicycle facilities, and stormwater management.	\$ 10,000,000	Constrained	Years 1 - 10	Yes!!! In addition, the city and ODOT need to get serious about how to traverse the huge gap between SW Tayors Ferry and the east side of Barbur.	Top #1 priority. Waiting since 1990 for these improvements. A lot of people with limited mobility will thank you for funding it. There are no alternative N/S routes in this area. On the SDC list since 1997. Busy corridor between two centers.
10	90028	SWNI	Portland	Portland	B-H Hwy/Bertha/Capitol Hwy Improvements	Beaverton-Hillsdale /Bertha/Capitol Hwy, SW	Redesign intersection to improve safety.	\$ 1,403,000	Constrained	Years 1 - 10	It's not clear what this project and #90022 above do and how they'll complement one another.	

	A	B	C	D	E	F	G	H	I	J	K	L
	TSP ID	Neighborhood Coalition	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe	Notes/Comments - Keith Liden	Comments-Marianne Fitzgerald
3												
11	90050	SWNI	Portland	Portland	SW Multnomah Blvd Ped/Bike Improvements, Phase 2	Multnomah Blvd, SW (31st - 45th)	Provide separated pedestrian and bicycle facilities, along with stormwater management facilities.	\$ 5,000,000	Constrained	Years 1 - 10	This would be a perfect complement to the Multnomah Blvd. work that's wrapping up.	Agree with Keith, this would fix an area where joggers and walkers with strollers currently share the bike lane with the high-speed bicycle traffic.
12	90066	SWNI	Portland	Multnomah County	SW Terwilliger Ped/Bike Improvements	Terwilliger, SW (Taylors Ferry - County Line)	Design and implement pedestrian and bicycle facilities, including improved crossings at Lewis & Clark and Maplecrest Dr.	\$ 1,174,144	Constrained	Years 1 - 10	This should be re-scoped to only go as far south as needed to accommodate Lewis and Clark. Going to the co. line with no commitment to extend it to LO, is not a priority given the funding gap.	Another 2.2 mile stretch of road where the highest priority need is through Burlingame commercial area to Lewis and Clark. Please segment/rescope.
13	90070	SWNI	Portland	Portland	Capitol/Vermont/30th Intersection Improvements	Capitol Hwy, SW (Vermont - 30th)	Realign the Capitol/Vermont/30th intersection and provide sidewalks, bike lanes, and drainage improvements.	\$ 1,898,314	Constrained	Years 1 - 10	Yes! This gap, which has been discussed for years, seriously compromises two good bike routes on Capitol Hwy and Vermont.	Another very high priority project from the 1996 plan. SWNI submitted a proposal to PBOT in 2012 to more efficiently manage stormwater and bikes/ped traffic in this intersection.
14	90087	SWNI	Portland	Portland	Hood Ave Pedestrian Improvements	Hood Ave, SW (Lane - Macadam)	Install sidewalk with barrier along east side and pedestrian crossing at Lane Street.	\$ 1,000,000	Constrained	Years 1 - 10		
15	90090	SWNI	Portland	Portland	Barbur to PCC Neighborhood Greenway	53rd Ave, SW (Barbur - PCC)	Design and implement a neighborhood greenway connection between Barbur Blvd and PCC. Improve intersection at 53rd and Pomona to increase safety.	\$ 850,000	Constrained	Years 1 - 10	Not sure what good this is now without significant improvement of Barbur and a change in the auto-centric culture at PCC.	These are important components of the SW Corridor HCT Plan. Not sure why you combined them. There are three blocks of dirt street on 53rd.
16	90091	SWNI	Portland	Portland	Terwilliger Bikeway Gaps	Terwilliger, SW	Design and implement bicycle facilities to fill in gaps in the Terwilliger Bikeway.	\$ 1,000,000	Constrained	Years 1 - 10	Yes! Yes! Yes! Full disclosure - It's my bike commute to downtown. However, personal bias aside, it's a major connection between many major SW destinations with one of the state's largest employers (VA & OHSU), largest university (PSU), and downtown along the way. The description must be amended to include the major facility deficiencies from the Sam Jackson/Terwilliger intersection to SW Jackson.	
17	90092	SWNI	Portland	Portland	Inner Canby Neighborhood Greenway	Canby St, SW (45th - 35th)	Design and implement bicycle facilities.	\$ 516,000	Constrained	Years 1 - 10	Yes! This could be a super, family-friendly route connecting the Gabriel Park community center, Multnomah Village, and surrounding neighborhoods. However, this needs to be connected at both ends with the Illinois community greenway and along SW 35th to Multnomah Village. In lieu of building a facility connection along SW 45th, the city should consider utilizing the new pedestrian crossing at SW Idaho and Vermont with a pathway through the park, some of which is existing and some would need to be new to accommodate bikes/peds.	Low priority. The routes through Gabriel Park have not been improved in probably 35 years. They show their age and there definitely needs separate paths for pedestrians and bicyclists. There needs to be an update to the park master plan and commitment from PP&R for this to go anywhere.

	A	B	C	D	E	F	G	H	I	J	K	L
	TSP ID	Neighborhood Coalition	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe	Notes/Comments - Keith Liden	Comments-Marianne Fitzgerald
3												
18	90093	SWNI	Portland	Portland	Nevada Ct Neighborhood Greenway	Nevada Ct, SW (45th - Capitol Hill Rd)	Design and implement bicycle facilities.	\$ 653,000	Constrained	Years 1 - 10	I like this, but would urge the city to complete the remaining bike lane gaps on Vermont in the short-term and push this to the unconstrained list.	Very low priority for the same reasons as #90092, and the fact that a good alternative on Vermont is nearby.
19	101910	SWNI	Portland	Portland	Garden Home & Multnomah Intersection Improvements	Garden Home Rd & Multnomah Blvd, SW	Improve and signalize the intersection of Garden Home & Multnomah.	\$ 1,931,033	Constrained	Years 1 - 10	I like this one. The intersection is pretty chaotic, especially for cyclists and pedestrians.	High priority, promised back in 1992 and on the SDC list since 1997. Dangerous intersection for all modes and leads to a thriving commercial "center" with a lot of infill near the intersection. Design will be challenging, similar to the Stephenson/Boones Ferry design discussions.
20	20106	CENT/SWNI	Portland	ODOT	I-405 South Portland Crossing Improvements	I-405, SW (Harbor Dr - Broadway)	Improve opportunities for bicycles and pedestrians to cross over/under I-405 on Harbor Drive, Naito Parkway, 1st, 4th, 5th, 6th, and Broadway.	\$ 5,000,000	Constrained	Years 11 - 20	Yes! Yes! Yes! This needs to be in the immediate category - not 11-20 years out. The city has systematically ignored the obstacles for peds/bikes entering downtown for the past 20 years, and it's time. This project list may need to be re-scoped to start with the easy ones first that maybe could be done with street re-striping and similar low cost solutions.	
21	90002	SWNI	Portland	Portland	SW 19th Ave Ped/Bike Improvements	19th, SW (Barbur - Spring Garden)	Design and implement bicycle and pedestrian facilities.	\$ 749,177	Constrained	Years 11 - 20	The city needs to get ODOT to re-stripe the bridge with bike lanes in the short-term. There's plenty of width, and the double-wide northbound lane (presumably for auto quequing) appears unnecessary. The missing sidewalk pieces are not as easy.	This was one of the Infill Sidewalk projects that built a sidewalk on one side of the street. Other projects would be a higher need than this one, although it's one of the few connectors over I-5.
22	90004	SWNI	Portland	Portland	26th Ave Ped/Bike Improvements	26th Ave, SW (30th - Taylors Ferry)	Design and implement pedestrian and bicycle facilities.	\$ 1,000,000	Constrained	Years 11 - 20	This project needs to include a route/connection to Multnomah Village on the west side.	This is an important link, but will be challenging.
23	90007	SWNI	Portland	Portland	Outer SW 35th Ave Ped/Bike Improvements	35th Ave, SW (Taylors Ferry - Stephenson)	Add bicycle facilities, sidewalks, crossing improvements, and median islands.	\$ 1,440,161	Constrained	Years 11 - 20		
24	90008	SWNI	Portland	Portland	SW 45th Ave Ped/Bike Improvements	45th Ave / 45th Dr / 48th Ave, SW (Cameron - Taylors Ferry)	Design and implement pedestrian and bicycle facilities.	\$ 5,177,241	Constrained	Years 11 - 20	This needs to be re-scoped to complete critical sections noted earlier (#90092) including complementing and connecting the Illinois greenway with Vermont and Gabriel Park.	I agree it needs to be re-sized and re-scoped. Some sidewalks are in the CIP (St. Luke's, near the SW Community Center). This will be a very expensive project and not the highest priority.

	A	B	C	D	E	F	G	H	I	J	K	L
	TSP ID	Neighborhood Coalition	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe	Notes/Comments - Keith Liden	Comments-Marianne Fitzgerald
3												
25	90009	SWNI	Portland	Portland	SW 48th/Alfred Bikeway	48th/Alfred, SW (Taylors Ferry - 55th)	Design and implement bicycle facilities.	\$ 648,488	Constrained	Years 11 - 20		Low priority. Very hilly, some dirt roads, some bootleg roads, does not connect to other facilities.
26	90017	SWNI	Portland	ODOT	Outer Barbur Corridor Improvements	Barbur Blvd, SW (Terwilliger - City Limits)	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhanced transit access and stop locations, traffic signal at Barbur & 30th, and enhanced bicycle facilities. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 13,759,500	Constrained	Years 11 - 20		The Demo Plan (funded) is the highest priority project in the 1999 Streetscape Plan but much more is needed, particularly in West Portland Town Center and between Luradel and SW 26th.
27	90027	SWNI	Portland	Portland	Outer Capitol Hwy Corridor Improvements	Capitol Hwy, SW (West Portland Town Center - 49th)	Construct curb extensions, medians, improved crossings, and other pedestrian improvements. Make safety improvements including left turn pockets and improved signal timing.	\$ 3,900,626	Constrained	Years 11 - 20		Low priority. At one time a road diet was suggested. Needs rescaping in context of SW Corridor Plan.
28	90029	SWNI	Portland	Portland	Inner Capitol Hwy Corridor Improvements	Capitol Hwy, SW (Terwilliger - Sunset)	Construct sidewalks, crossing improvements for access to transit, and bike improvements, and install left turn lane at the Capitol/Burlingame intersection.	\$ 2,806,000	Constrained	Years 11 - 20	Why is a left turn lane needed at SW Burlingame?	The third gap in the 1996 Capitol Highway Plan, in my opinion the lowest priority of the three gaps. It leads from the Hillsdale Town Center to a relatively low density area.
29	90047	SWNI	Portland	ODOT	SW Macadam Ped/Bike Improvements	Macadam, SW (Bancroft - County line)	Improve pedestrian and bicycle crossings of Macadam and connections to the Willamette Greenway Trail. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 1,000,000	Constrained	Years 11 - 20		How does this mesh with the Johns Landing Streetcar proposal? May need to be rescoped.
30	90048	SWNI	Portland	Portland	Markham School Pedestrian/Bicycle Overpass	SW 52nd - Markham School (bridge over I-5 and Barbur Blvd)	Construct pedestrian/bicycle path and bridge over Barbur Blvd and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	\$ 4,861,395	Constrained	Years 11 - 20		This is a very high priority for Crestwood and Ashcreek neighborhoods, two of the worst walkscore neighborhoods in the city. Would enable us to walk/bike to the library, schools and other services without using Taylors Ferry Road.
31	90049	SWNI	Portland	Portland	Marquam Hill Pedestrian Improvements, Phase 2	Gibbs St, SW (13th - 11th); Marquam Hill Rd, SW (Gibbs - Fairmount)	Design and implement pedestrian facilities.	\$ 2,353,761	Constrained	Years 11 - 20	This should be amended to include accommodation of cyclists traveling uphill.	
32	90060	CENT/SWNI	Portland	ODOT	South Portland Corridor Improvements	Naito Pkwy, SW (Arthur - Barbur)	Reconstruct Naito Pkwy as a two-lane road with bicycle facilities, sidewalks, left turn pockets, and on-street parking. Includes realignment/regrading at intersecting streets; removal of Barbur tunnel, Ross Island Br ramps, Arthur/Kelly viaduct, and Grover pedestrian bridge. This project will be coordinated with ODOT and with the Southwest Corridor Plan, and will consider impacts to ODOT facilities including Naito Parkway and the Ross Island Bridge.	\$ 39,695,079	Constrained	Years 11 - 20		The South Portland Circulation Study has a very high potential to transform inner SW Portland into a more livable community, free up the traffic nightmare at the west end of the Ross Island Bridge, and open up land for redevelopment. Today it's a dangerous area but the solution needs to consider complete connections between US-26 and I-405 (it's a mess near Sheridan/Carruthers as well).



	A	B	C	D	E	F	G	H	I	J	K	L
	TSP ID	Neighborhood Coalition	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe	Notes/Comments - Keith Liden	Comments-Marianne Fitzgerald
3												
33	90065	SWNI	Portland	Portland	Inner Taylors Ferry Ped/Bike Improvements	Taylors Ferry, SW (Macadam - 35th)	Widen shoulder in uphill direction on SW Taylors Ferry Rd from Macadam to Terwilliger to provide bicycle climbing lane and stripe bike lanes from Terwilliger to 35th. Construct sidewalks for pedestrian travel and access to transit.	\$ 1,651,140	Constrained	Years 11 - 20	As scoped, this doesn't appear to be worth the effort between Terwilliger and Macadam. It would provide a miserable uphill route with high volume/speed traffic with no downhill complement. The city needs to secure a permanent route between Macadam and top of the hill. Riverview Cemetery is great, but the management could close it at any time (and it's closed after dark now). With the opening of the Sellwood Bridge, I would expect bike traffic there to increase dramatically. Even with stellar cyclist behaviour, will this simply be too much for the cemetery?	This project definitely needs to be phased and/or rescoped. A developer has proposed a large subdivision that will use the section of Taylors Ferry between Macadam and Terwilliger for most of its traffic flow, exacerbating an existing mess at the Burlingame intersection. It is in a historic landslide area as well.
34	90068	SWNI	Portland	Portland / ODOT	West Portland Town Center Pedestrian Improvements	West Portland Town Center, SW	Improve sidewalks, lighting, crossings, bus shelters, and benches on Barbur, Capitol Hwy, and surrounding neighborhood streets.	\$ 7,015,000	Constrained	Years 11 - 20		These improvements were highlighted in both the Capitol Highway Plan and the 1999 Barbur Streetscape Plan. The West Portland Town Center has everything a 20-minute neighborhood needs except sidewalks and bike lanes. It desperately needs improvements.
35	90071	SWNI	Portland	Multnomah County	Willamette Greenway Trail Extension	Willamette Greenway, SW (Sellwood Bridge - County Line)	Extend the Willamette Greenway Trail from the Sellwood Bridge to the County line.	\$ 2,000,000	Constrained	Years 11 - 20	Without a connection to something on the south end, this is a low priority. Put the money elsewhere for now.	Low priority, I agree with Keith.
36	90086	SWNI	Portland	Portland	Red Electric Trail to Corbett Connector	Slavin Rd, SW (Barbur - Corbett)	Build multi-use trail on Slavin Road from Barbur to Corbett.	\$ 7,100,000	Constrained	Years 11 - 20		Low priority and very expensive.
37	90088	SWNI	Portland	Portland	Marquam Hill Pedestrian Connector	Gibbs Street right-of-way, SW (Barbur - Terwilliger)	Construct a new pedestrian walkway under the tram within the Gibbs right-of-way through the Terwilliger Parkway. The steep grade and forested area will require lighting and stairs.	\$ 3,000,000	Constrained	Years 11 - 20		This is parks property, very dark and muddy and feels very unsafe. The trail is needed but it's in terrible shape and may be expensive to bring up to needed accessible (type C) standards.
38	90096	SWNI	Portland	ODOT	US 26 Multi-use Path	US 26 (Canyon Ct - Canyon Rd / Murray St)	Design and implement a multi-use path.	\$ 1,596,000	Constrained	Years 11 - 20	I like it. My concerns are: optimistic cost estimate and no eastbound connection once cyclists get to SW Jefferson.	
39	90097	SWNI	Portland	ODOT	Lower I-405 Multi-use Path	I-405 (6th - Montgomery)	Design and implement a multi-use path.	\$ 572,000	Constrained	Years 11 - 20	I'm not clear where this would go. I'd wait on this one and focus on getting ACROSS I-405, not traversing along it.	I agree with Keith--low priority.
40	103540	SWNI	Portland	Portland	Red Electric Trail	Red Electric Trail, SW	Build remaining segments of the Red Electric Trail to provide an east-west route for pedestrians and cyclists in SW Portland that connects the existing Fanno Creek Greenway Trail to Willamette Park.	\$ 17,653,000	Constrained	Years 11 - 20	Like many things SW, the city should work with the community to figure out how to tackle segments. In particular, ROW acquisition where we have a gap west of 30th should be funded now.	There are a lot of challenges to building this very expensive trail and I'm not so sure how huge the benefits will be to the local community. Consider the cost-benefits of this project compared to other needed projects in SW that help people access commercial centers, bus stops etc.

	A	B	C	D	E	F	G	H	I	J	K	L
	TSP ID	Neighborhood Coalition	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe	Notes/Comments - Keith Liden	Comments-Marianne Fitzgerald
3												
41	116390	CENT/SWNI	Portland	Portland / ODOT	Johns Landing Streetcar Extension	Lowell - Willamette Park, SW	Corridor Alternatives Analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Portland to Johns Landing.	\$ 80,000,000	Constrained	Years 11 - 20	I'd drop this without commitments from LO and others. I can think of numerous places in SW and elsewhere to spend this amount on active transportation for greater benefit.	Low priority.
42	90001	SWNI	Portland	Portland	Montgomery to Vista Bikeway	12th/Broadway/Cardinell/Davenport, SW (Montgomery - Vista)	Design and implement bicycle facilities.	\$ 4,135,188	Unconstrained		No. Don't fund this ever. Very steep route and way too expensive.	I agree with Keith
43	90003	SWNI	Portland	Portland	SW 25th/Kanan Pedestrian Improvements	25th/Kanan, SW (23rd - Beaverton-Hillsdale Hwy)	Construct a walkway for pedestrian travel and access to transit.	\$ 1,597,369	Unconstrained			
44	90005	SWNI	Portland	Portland	SW 30th Ave Ped/Bike Improvements	30th Ave, SW (Vermont - Beaverton-Hillsdale Hwy)	Design and implement pedestrian and bicycle facilities, and improve the pedestrian crossing at Beaverton-Hillsdale Hwy & 30th. Project requires street widening.	\$ 1,839,333	Unconstrained		Re-scope this to look for opportunities connecting with BH Hwy to complement #90020. Short segments on streets such as Shattuck, between BH Hwy and Boundary, and 30th between BH Hwy and Bertha, should be considered for improving ped/bike access.	This should be phased and possibly rescope.
45	90006	SWNI	Portland	Portland	Inner SW 35th Ave Ped/Bike Improvements	35th Ave, SW (Vermont - Barbur)	Design and implement pedestrian and bicycle facilities.	\$ 6,314,316	Unconstrained		Re-scope to provide connections to/from Multnomah Village.	The neighborhood needs better connections between Multnomah Blvd. and Barbur but SW 30th/Hume would be a better alternative. This route includes dirt roads and dead ends.
46	90011	SWNI	Portland	Portland	SW 55th/Pasadena/Pomona/64th Bikeway	55th/Pasadena/Pomona/64th, SW (Taylors Ferry - Barbur)	Design and implement bicycle facilities.	\$ 6,480,415	Unconstrained			This one definitely needs to be phased to focus on the area zoned R2.5 that leads to the frequent service bus on Barbur (from SW 61st/Pomona to SW 64th/Barbur) in the constrained list. High Priority for a Home Forward housing complex that currently has to walk in the street to get to the bus stop.
47	90012	SWNI	Portland	Portland	SW 62nd/61st Ped/Bike Improvements	62nd/61st, SW (Taylors Ferry - Pomona)	Provide bicycle facilities, including shoulder widening and drainage, and construct sidewalks.	\$ 4,375,701	Unconstrained			Need to fix #90011 and #90064 in order for this to get to any other facilities. PBOT needs to require developers to build sidewalks in front of new homes built in 2015 on this busy street.
48	90013	SWNI	Portland	Portland	SW Arnold Ped/Bike Improvements	Arnold, SW (Boones Ferry - 35th)	Design and implement bicycle and pedestrian facilities.	\$ 3,191,287	Unconstrained			
49	90023	SWNI	Portland	Portland	Boones Ferry Rd Bikeway	Boones Ferry Rd, SW (Terwilliger - City Limits)	Design and implement bicycle facilities.	\$ 7,015,000	Unconstrained		Without a connection to something on the south end, this is a low priority. Put the money elsewhere for now. If SW Stephenson was improved, it could make sense to go that far south.	Important access to Tryon Creek State Park. Needs ped/bike connection from either Stephenson or Orchard Hill Road to the Mountain Park shopping center (New Seasons). Needs phasing.

	A	B	C	D	E	F	G	H	I	J	K	L
	TSP ID	Neighborhood Coalition	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe	Notes/Comments - Keith Liden	Comments-Marianne Fitzgerald
3												
50	90024	SWNI	Portland	Portland	SW Broadway Dr Pedestrian Improvements	Broadway Dr, SW (Sherwood - Grant)	Construct a walkway and crossing improvements.	\$ 4,676,654	Unconstrained		I agree with ranking. Re-scoping is recommended to do only the lower part for peds/cyclists up to the apartment complex above SW Hoffman.	
51	90025	SWNI	Portland	Portland	SW Cameron Rd Pedestrian Improvements	Cameron Rd, SW (45th - Shattuck)	Construct a walkway for pedestrian travel and access to transit.	\$ 2,814,276	Unconstrained		Low priority. Work on connections to BH Hwy first. For some walking trips, Boundary is a good alternate.	
52	90031	SWNI	Portland	Portland	SW Dosch Rd Ped/Bike Improvements	Dosch Rd, SW (Patton - B-H Hwy)	Design and implement pedestrian and bicycle facilities.	\$ 5,269,889	Unconstrained		This should be re-scoped to provide a first phase going up from BH Hwy to SW Doschdale Dr. or SW Boundary St.	
53	90033	SWNI	Portland	Portland	Garden Home Ped/Bike Improvements	Garden Home Rd, SW (Multnomah - Capitol Hwy)	Design and implement pedestrian and bicycle facilities.	\$ 10,218,488	Unconstrained		It seems this could be scoped to improve selected portions, such as between SW Capitol Hwy and 45th.	Needs phasing. The section between Capitol and SW 45th urgently needs ped and bike facilities to get to Multnomah Village. Ashcreek NA will be submitting comments to rescope the segment west of SW 45th.
54	90034	SWNI	Portland	Portland	SW Hamilton Ped/Bike Improvements	Hamilton St, SW (Dosch - Scholls Ferry)	Widen street to provide two travel lanes, bicycle facilities, curbs, and sidewalks.	\$ 12,420,360	Unconstrained		Focus areas should be considered, such as near Bridlemile Elementary.	I hate to lose the SDC matching funds for this potential Safe Routes to School project. Consider phasing or rescopeing.
55	90038	SWNI	Portland	Portland	SW Humphrey Blvd Ped/Bike Improvements	Humphrey Blvd, SW (Patton - Scholls Ferry)	Design and implement pedestrian and bicycle facilities.	\$ 4,000,000	Unconstrained		This will be way more than \$4 M, and it's not worth the money. Focus on making the same connection via SW Patton (Talbot/Humphrey to Hewett) and Hewitt as a community greenway to Sylvan.	
56	90043	SWNI	Portland	Portland	SW Lancaster Rd Ped/Bike Improvements	Lancaster Rd, SW (Taylors Ferry - Stephenson)	Design and implement pedestrian and bicycle facilities.	\$ 10,218,488	Unconstrained			
57	90046	SWNI	Portland	ODOT	Macadam ITS	Macadam, SW (Bancroft - Sellwood Br)	Install needed ITS infrastructure (communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system.	\$ 401,794	Unconstrained			
58	90052	SWNI	Portland	Portland	SW Palatine Hill Rd Ped/Bike Improvements	Palatine Hill Rd, SW (Boones Ferry - City Limits); Riverview Cemetery, SW (Palatine Hill Rd - Macadam)	Design and implement pedestrian and bicycle facilities on Palatine Hill Rd. Design and implement an enhanced shared roadway bicycle facility through Riverview Cemetery from SW Palatine Hill Rd to SW Macadam Ave.	\$ 9,173,000	Unconstrained			
59	90053	SWNI	Portland	Portland	SW Palatine Street Extension	Palatine St, SW (27th - Lancaster)	Complete neighborhood collector to provide multimodal access to Lancaster Rd.	\$ 2,120,098	Unconstrained			

	A	B	C	D	E	F	G	H	I	J	K	L
	TSP ID	Neighborhood Coalition	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe	Notes/Comments - Keith Liden	Comments-Marianne Fitzgerald
3												
60	90054	SWNI	Portland	Portland	SW Patton Rd Ped/Bike Improvements	Patton Rd, SW (Homar - Shattuck)	Design and implement pedestrian and bicycle facilities.	\$ 5,719,678	Unconstrained		Re-scope this to address critical section near the SW Talbot/Hewett intersections. This is a key crossroads area for vehicles, pedestrians, and cyclists. As noted under #90038 above, Partial bike and pedestrian improvements already exist. They should be completed between Talbot and Hewett.	
61	90055	SWNI	Portland	Portland	SW Pomona St Ped/Bike Improvements	Pomona St, SW (35th - Barbur)	Design and implement pedestrian and bicycle facilities.	\$ 2,476,710	Unconstrained			This is a high priority for the West Portland Park NA. It connects to Barbur at SW 53rd (project 90090) and carries a high volume of auto traffic to PCC and Jackson Middle School, among other destinations nearby. PBOT has not required sidewalk or bike improvements in front of recent new homes.
62	90059	SWNI	Portland	Portland	SW Shattuck Rd Ped/Bike Improvements	Shattuck Rd, SW (Patton - Vermont)	Design and implement pedestrian and bicycle facilities.	\$ 5,875,307	Unconstrained		As noted above, the segment between BH Hwy and Boundary should be considered as part of 90020. It's partially improved now and shouldn't take that much additional investment.	Would be ideal to access Alpenrose Dairy from BHH.
63	90061	SWNI	Portland	Portland	SW Spring Garden St Ped/Bike Improvements	Spring Garden/22nd, SW (Taylors Ferry - Multnomah)	Design and implement pedestrian and bicycle facilities, including improved crossings at 22nd & Barbur and 22nd & Multnomah.	\$ 3,820,555	Unconstrained		I thought this got funded. Did it fall through or am I mistaken? Crossing opportunities across Barbur/I-5 are infrequent and challenging. These need to be priorities.	
64	90062	SWNI	Portland	Portland	SW Stephenson Ped/Bike Improvements	Stephenson, SW (Boones Ferry - 35th)	Design and implement bicycle and pedestrian facilities.	\$ 3,191,287	Unconstrained			This is a high priority for the Arnold Creek neighborhood and a safe route to school.
65	90063	SWNI	Portland	Portland	Sunset Blvd Ped/Bike Improvements	Sunset Blvd, SW (Dosch - Capitol)	Design and implement pedestrian and bicycle facilities and improved crossings. Project requires street widening.	\$ 9,204,384	Unconstrained			People like the new sidewalks to 18th and they need to be extended to Martha to get to Robert Gray Middle School. Rescope to match new infill design.
66	90064	SWNI	Portland	Portland	Outer Taylors Ferry Ped/Bike Improvements	Taylors Ferry, SW (Capitol Hwy - City Limits)	Provide bicycle facilities, including shoulder widening and drainage, and construct sidewalks for access to transit (40th - 60th).	\$ 4,400,000	Unconstrained			This is a high priority for SWNI, and a top project for both the Crestwood and Ashcreek Neighborhood Associations. Definitely needs to be on the Constrained list, especially from Taylors Ferry-SW 48th. It is the only way to get to West Portland Town Center from the west (Crestwood, Ashcreek, and Tigard/Washington County) and there are no alternatives for literally miles in any direction because of the presence of Woods Creek and I-5. There is no shoulder for the uphill bike traffic heading westbound, and there's a narrow 1980's walkway with a broken fence over the creek on the east side that's an accident waiting to happen. It's a key connector to the commercial center and frequent service transit, as well as PCC (and the freeway ramps, which attract a heavy volume of cars).



	A	B	C	D	E	F	G	H	I	J	K	L
	TSP ID	Neighborhood Coalition	Lead Agency	Facility Owner	Project Name	Project Location	Project Description	Estimated Cost (\$2014)	Financially Constrained (Within Revenue Forecast)	Timeframe	Notes/Comments - Keith Liden	Comments-Marianne Fitzgerald
3												
67	90067	SWNI	Portland	Portland	SW Vermont St Ped/Bike Improvements	Vermont St, SW (30th - Oleson)	Add bicycle facilities, construct sidewalks, and redesign intersection at 25th. Project requires street widening.	\$ 7,909,800	Unconstrained		Re-scope this one for sure. The critical segments for me are: 1) completing the missing WB bike lane between 30th-35th and 2) extending improvements between 45th and 52nd. Assuming the 30th/Capitol Hwy/Vermont intersection is fixed, this would make Vermont "whole" improving neighborhood access generally and to Gabriel Park specifically. It would also get the Illinois-Westwood community greenway near completion.	I agree with Keith.
68	90069	SWNI	Portland	ODOT	West Portland Crossroads Intersection Improvements	Barbur / Capitol / Huber / Taylors Ferry, SW	Construct safety improvements for all modes at the intersections of Capitol Hwy, Taylors Ferry, Huber, and Barbur, including possible modifications to the I-5 ramps. This project will be coordinated with ODOT because it is within the interchange influence area.	\$ 40,000,000	Unconstrained			A lot of people have studied the West Portland Town Center for many years and have concluded you need a very big creative solution to fix the mess. This cost estimate came out of thin air based on a presentation at Metro several years ago.
69	90072	SWNI	Portland	Portland	Lesser Road Ped/Bike Improvements	Lesser Rd / Capitol Hwy, SW (49th - Kruse Ridge)	Design and implement pedestrian and bicycle facilities.	\$ 6,792,853	Unconstrained			Another very long ( ) but key connection to the Lesser Road entrance to PCC. A simpler (phased) fix would be to connect SW 60th and Barbur with Lesser with sidewalks and uphill bicycle facilities to PCC.
70	90073	SWNI	Portland	Portland	SW Dolph Ct Ped/Bike Improvements	Dolph Ct, SW (26th - Capitol Hwy)	Design and implement pedestrian and bicycle facilities.	\$ 8,000,000	Unconstrained		Recommend using SW Spring Garden as a community greenway instead.	See comments above regarding the need for pedestrian and bicycle connections between Multnomah Village and Barbur (90006).
71	90079	SWNI	Portland	Multnomah County	SW 55th Dr Pedestrian Improvements	55th Dr, SW (South of Patton Rd)	Add sidewalks to both sides of street.	\$ 2,734,695	Unconstrained		In the context of other needs, this project makes no sense. Sidewalk to where?	I agree, very low priority.
72	90089	SWNI	Portland	ODOT	Multnomah Viaduct Safety Improvements	Multnomah Blvd, SW (I-5 Crossing)	Construct new bicycle and pedestrian facilities at or parallel to Multnomah Blvd viaduct crossing I-5.	\$ 1,664,243	Unconstrained			
73	90094	SWNI	Portland	Portland	Fairmount Blvd Bikeway	Fairmount Blvd, SW (loop from Talbot Rd to Talbot Rd)	Design and implement bicycle facilities.	\$ 845,000	Unconstrained		Re-scope this one to focus on the busy portion of Fairmount between SW Talbot and Markham Hill, which is the backdoor access to the VA and OHSU.	
74	90095	SWNI	Portland	Portland	Montgomery Bikeway	Montgomery St/Dr, SW (Patton - Harbor)	Design and implement bicycle facilities.	\$ 1,082,000	Unconstrained		Yes! Re-scope this one to focus on the worst part the first switchback where the sidewalk and room on the street for bikes ends. A paved uphill shoulder (approx. 400') would do the trick to give peds/cyclists some room.	
75	90098	SWNI	Portland	Portland	Capitol Hwy / Bertha Blvd Bridge Replacement	Capitol Hwy, SW (bridge over Bertha Blvd)	Replace existing weight-restricted bridge over Bertha Blvd (#081) with a new structure with improved vertical clearance.	\$ 5,326,682	Unconstrained			
76	90099	SWNI	Portland	Portland	Capitol Hwy / Multnomah Blvd Bridge Replacement	Capitol Hwy, SW (bridge over Multnomah Blvd)	Replace existing weight-restricted bridge over Multnomah Blvd (#082) with a new structure.	\$ 7,156,281	Unconstrained			

From: Planning and Sustainability Commission  
Sent: Monday, March 09, 2015 2:17 PM  
To: Kovacs, Madeline  
Subject: FW: TSP Comments

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

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

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

From: Lee Buhler [mailto:[leebuhler@gmail.com](mailto:leebuhler@gmail.com)]  
Sent: Monday, March 09, 2015 2:11 PM  
To: Planning and Sustainability Commission  
Subject: Re: TSP Comments

Hi Julie,

I just sent in another comment email. My mailing address is:

018 SW Hamilton St.  
Portland, OR 97239

Please contact me if you need anything else.

Thanks!

Lee Buhler

On 03/09/2015 02:09 PM, Planning and Sustainability Commission wrote:

> Hello Lee,

>

> Thank you for your comments to the Planning and Sustainability Commission. So that I may include your testimony in the record and forward it to the Commission members, can you please email me your mailing address? That is required for all testimony.

>

> Thanks,

> julie

>

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

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

> -----

>

>

> -----Original Message-----

> From: Lee Buhler [mailto:leebuhler@gmail.com]  
> Sent: Monday, March 09, 2015 2:08 PM  
> To: Planning and Sustainability Commission; Transportation System Plan  
> Subject: TSP Comments

>

> Dear Planning and Sustainability Commission,

>

> This email is to support two suggestions from Southwest Trails for the Transportation System Plan. They are:

>

> A wider climbing lane on the uphill side of Dosch Road. This would dramatically increase safety on this road where cars routinely go too fast.

>

> In a similar situation Marquam Hill Road needs a wide climbing lane. I use this route a lot to hike to Council Crest and it is the most unpleasant part of the route as the shoulder is narrow and the road curves so cars can come up fast. There are spots where walkers need to walk in the road as there is no shoulder at all and the cars come up fast and are hard to hear.

>

> I believe safety should be our most important priority and these two projects would go a long way in providing increased safety.

>

> Sincerely,

>

> Lee Buhler

From: Planning and Sustainability Commission  
Sent: Monday, March 09, 2015 4:58 PM  
To: Kovacs, Madeline  
Subject: FW: Public Testimony for TSP/Comp Plan

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

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

From: Patty Barker [mailto:[pbarker99@aol.com](mailto:pbarker99@aol.com)]  
Sent: Monday, March 09, 2015 4:57 PM  
To: Planning and Sustainability Commission; Transportation System Plan  
Subject: Public Testimony for TSP/Comp Plan

Dear TSP Planning and Sustainability Commission:

I am submitting for your consideration some important transportation projects that ought to be high priorities. Please note that the projects meet all the project objectives.

I highly recommend that you fully fund Red Electric Trail in the 1-10 years category. This trail will provide a key pedestrian and bike connection to/from Downtown Portland for SW residents. The trail will offer a safe active transportation option for City residents to access businesses and other essential destinations, including access for children to several local schools.

I also recommend a wide climbing bike lane on SW Dosch and SW Marquam Hill Road to provide pedestrians a safe place to walk and for cyclists to safely travel these uphill routes. Please note that the Marquam Hill Road route is part of the 4T trail connection--a favorite tourist route.

Additionally, a well-thought out and comprehensive trails plan is necessary in order to maintain existing trails and build new links on the already successful and impressive urban trail network--a City gem! I fully support the draft Community-Issued Trails plan by Portland's leading urban trails group--SW Trails. The development of the draft was a collaborative effort by stake-holders throughout the City in response to PBOT's first draft, which was complicated and overly restrictive. The SW Trails version is much more practical and democratic. Check it out on the SWTrailsPDX website.

The projects I am recommending herein--the Red Electric Trail, as well as the wide bike lanes on SW Dosch and SW Marquam Hill Road--meet all the project objectives. Pedestrian/bicyclists safety is vastly improved, which will get people more connected with nature and exercise thus improving health and well-



being. The projects allow people to more easily and economically travel throughout the City. The projects are cost effective and will cut down on the use of automobiles and SOV trips. There is wide community support for all of the aforementioned projects and I hope you will consider them in the 1-10 years category.

Thank you for your consideration of these very worthy projects.

Sincerely,

Patty Barker  
503.245.2590

12115 SW Orchard Hill Way  
Lake Oswego Oregon 97035  
(note the above mailing address is within Portland City limits)

From: Planning and Sustainability Commission  
Sent: Tuesday, March 10, 2015 9:17 AM  
To: Kovacs, Madeline  
Subject: Fw: Comprehensive Plan Testimony- Argay Neighborhood

---

From: Larry And Deanna <thelees66@gmail.com>  
Sent: Monday, March 9, 2015 7:21 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony- Argay Neighborhood

We are residents of the Argay Neighborhood in East Portland. We are amount those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287,288,289 located at the S.E. Corner of N.E. 122nd and Shaver and 290, located at the S.W. Corner of N.E. 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single- family. Also, I support the City's similar change #688 along N.E. 148th Avenue north of I-84. We want to keep Argay a family friendly neighborhood.

Larry and Deanna Lee  
14304 N.E. Beech

Sent from my iPad

618  
NORTHWEST  
GLISAN  
SUITE 401  
PORTLAND  
OREGON  
97209  
BTAOREGON.ORG  
T503  
226  
0676  
F503  
226  
0498

March 9, 2015

Portland Planning and Sustainability Commission  
1900 SW 4th Ave  
Portland, OR 97201

Dear Chair Baugh and Members of the Commission,

Thank you for leading the effort to update the City of Portland's Comprehensive Plan. We are grateful for the opportunity to provide comments on the draft approach and are focused primarily on Chapter 9, the staff report to your commission regarding the transportation system plan, corresponding project list, and financial plan. We look forward to working with you on any and all of these comments and proposals.

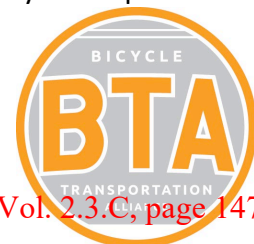
At the BTA safety is our number one priority. In every chapter of the comprehensive plan, including the upcoming Transportation System Plan (TSP), we would like to see a stronger emphasis on Vision Zero. Simply put, Vision Zero holds the position that no life is worth losing in the name of mobility and that every crash can and should be avoided. New policy direction in the transportation system plan, with this principle firmly embedded at the core, is critical to reducing serious injuries and fatalities in our neighborhoods.

We would like to see the Portland Bicycle Plan for 2030 incorporated into the TSP in its entirety. It has been five years since the plan was written and adopted by Portland City Council, spending that intervening time in a gray area in terms of providing binding policy direction for the city. It is past time to incorporate this visionary document into our city's guiding policy while redoubling our efforts towards the goal of achieving 25% of daily transportation trips in Portland by bicycle in the year 2030.

Please consider the following proposals and comments regarding the draft goals and policies in Chapter 9 of the Comprehensive Plan:

Goal 9.G: Safety – This goal is not strong enough. It appears at the bottom of the list of goals and does not include a commitment to vision zero. We believe commitments should be made to prioritize human safety above all other goals and for this goal to clearly lay out a path to achieving zero crashes, injuries, and fatalities. This policy should set a specific goal of getting to zero fatalities and serious injuries for all people who use the roads by a specific date.

Goal 9.A: Achieve multiple goals – An emphasis on defining the currently incomplete networks within the city's transportation system, namely walking, biking, and transit networks (Active Transportation) should be made



clear in this goal. Prioritizing efforts to build complete Active Transportation networks would greatly improve this goal.

Goal 9.C: Environmentally sustainable – This goal should align with specific adopted carbon reduction targets such as HB 3543 which codifies greenhouse gas reduction goals: namely by 2010 to begin to reduce greenhouse gas emissions, by 2020 to achieve greenhouse gas levels 10% less than 1990 levels, and by 2050 to achieve greenhouse gas levels 75% below 1990 levels. Additionally, in the 2009 Climate Action Plan, the City of Portland and Multnomah County set targets of achieving carbon reductions of 40% below 1990 levels in the year 2030 and 80% below 1990 in the year 2050. These are bold goals and in Oregon nearly 40% of all carbon emissions come from the transportation sector. Spelling out these goals, committing to achieve them, and setting forth explicit and measurable policies to achieve them will be critical if we hope to be successful.

Goal 9.D: Equitable transportation – This goal is well written and important. It should include the following, “Prioritize transportation investments that create affordable transportation options for all people, ensure fair access to quality jobs, workforce development, and contracting opportunities in the transportation industry, promote healthy, safe, and inclusive communities; and equitably focus on results.”<sup>1</sup>

Policy 9.5: Mode share goals and Vehicle Miles Travelled (VMT) reduction – This is a fantastic policy and it should be made more explicit in terms of prioritizing investment, identifying education and encouragement activities to help achieve the targets, and provide more clarity on which bureau will conduct specific actions, with specific deadlines, and include measurable outcomes.

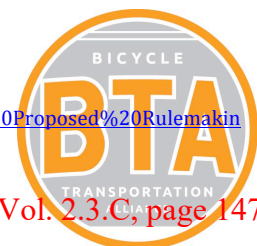
Policy 9.6: Transportation hierarchy for people movement – The Bicycle Transportation Alliance strongly supports the inclusion of the prioritization system defined in this policy.

Policy 9.7: Moving goods and delivering services – This policy lacks a specific reference to the need to reduce single occupancy vehicle trips. Freight system reliability is largely a question of congestion and, to a lesser extent, roadway design. Given that we already have a well defined and statutorily protected freight network ensuring roadway design that accommodates truck mobility, one of the single most effective things we can do to prioritize freight movement is to reduce traffic and congestion through increased walking, biking, and transit trips. This policy should acknowledge these basic facts. Additionally, it should specifically encourage bicycle access in the City’s freight districts and streets and require under-carriage safety bars on trucks. Employees, residents, and visitors on freight streets deserve the opportunity to get to their jobs and destinations safely by bike and this policy should make that opportunity clear.

---

1

<http://equitycaucus.org/sites/default/files/PolicyLink%20Comments%20to%20USDOT%20on%20Proposed%20Rulemaking%20on%20State%20and%20Metro%20Planning.pdf>





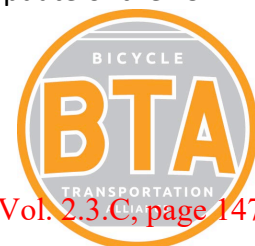
Policies 9.10-9.17 Thank you for defining goals that integrate our City's land uses and transportation priorities while pointing out that our streets need to be managed as public spaces. As Portland grows in population we need to be able to evaluate our streets in relation to the adjacent land use. Policies 9.14 and 9.15 are vitally important when it comes to creating safe streets where people can walk and bike and easily access transit. Creative street uses that prioritize people on foot, as in Policy 9.6, should be considered as a component of every development application and transportation project. Please consider strengthening the language in these policies to make it clear that safety, community interaction, and recreation can attain equal footing in transportation decision-making.

Policy 9.21: Bicycle transportation – As previously mentioned in the Transportation Expert Group testimony to the Planning and Sustainability Commission, The City of Portland is aiming too low with this policy. If the City truly seeks to gain bicycle mode share deep into the double-digits, it should seek to make bicycling more attractive than driving for most trips of approximately five miles or less. This radius allows most of inner Portland to find trips to and from downtown to be more attractive trips by bicycle than by auto. This doesn't seem to be a difficult standard to achieve, as long as the City is willing to make the choices required to devote the necessary portions of the public rights-of-way to bicycles, especially on the main arterials that connect downtown to the neighborhoods, and within downtown.

Policy 9.22: Accessible bicycle system – The Bicycle Transportation Alliance strongly supports this policy.

Policy 9.23: Bicycle classifications – We look forward to the continued improvement of the City's bicycle street classifications and would like an opportunity to work directly with staff in pursuit of this policy goal to ensure adequate community involvement and strong representation among people who ride bikes.

Policy 9.46: Performance measures – Establishing multimodal performance measures and using them to improve existing standards such as the auto-oriented "level of service" is absolutely critical to the City's ability to be successful at meeting its safety, climate, VMT, and bicycle use goals. It is hugely concerning to us at the BTA that the Portland Bureau of Transportation has been developing these performance measures for over two years yet they are not completed or published nor do they appear to be included in this current update to the TSP. Our request here is for an inter-bureau work group, including community representatives like the BTA, to come together and determine a path forward to ensure that the new multimodal performance measures are included in this update of the TSP. We do not want to wait for this new tool to be developed and launched while lacking policy adoption until the next update of the TSP.



Policy 9.47: Regional congestion management – We support market based pricing for auto trips and parking as a tool to reduce regional congestion.

Policy 9.48 – 9.50: Parking management – Thank you for including polies to address all the benefits that can accrue from parking management. Taken in concert with Policy 9.15 and Policy 9.47, an explicit approach to managing for policy goals in the curb zone is a powerful tool to meet community demand for our precious public rights-of-way.

Policy 9.53: Bicycle parking – While this is a great policy, it does not go far enough. Please include commitments to increasing bike parking in commercial corridors, among employers, along all transit lines and stations not just those with high capacity, and in the context of all new and remodeled residential development. This City will not be able to accommodate significant growth in bicycling without a robust approach to increasing safe, well-lit, secure, and covered bike parking at every opportunity.

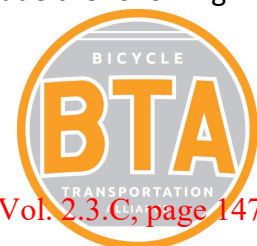
Policy 9.59: Funding – While this policy is good as far as it goes, much more needs to be codified in policy regarding our City’s commitments to increasing funding for critical transportation infrastructure and collaborative partnerships with regional governments and the state when it comes to raising new revenue.

Please consider the following proposals and comments regarding the City staff report to the Planning and Sustainability Commission regarding the transportation system plan.

We would like to echo the comments from the Portland Bicycle Advisory Committee in their letter dated February 22nd from Chair Ian Stude in their support for the TSP Project Selection Criteria. BTA staff participated in the development and trial of these outcome-based criteria and they represent a step in the right direction regarding how we prioritize transportation projects for funding and evaluate their effectiveness.

Basic safety investments in Safe Routes to School, Neighborhood Greenways, and protected bike lanes are the most cost effective at reducing crashes, injuries and fatalities and should be our highest priority. Due to this, as an overall concept, the Bicycle Transportation Alliance strongly supports the creation of new program areas (TSP ID 10005 – 10013) in order to ensure that the City has an opportunity to address small-scale transportation needs in a comprehensive way. These new programs are complimentary to the larger projects and integral to the success of the overall transportation system.

The Bicycle Transportation Alliance strongly supports many of the proposed major projects and citywide programs. Equally, we understand that the city faces hard choices due to limited funding and we look forward to a revitalized effort to raise new revenue to fund street safety and maintenance projects. Our top priorities include the following five programs and ten projects.



TSP ID	Project Name
10006	Bikeway Network Completion Program
10005	Pedestrian Network Completion Program
10008	High Crash Corridor Program
10009	Safe Routes to School Program
10007	Neighborhood Greenway Program
116460	NE Broadway Corridor Improvements, Phase 1
90016	Inner Barbur Corridor Improvements
116470	I-205 Undercrossing
113610	Portland Bike Share
80020	4M Neighborhood Greenway
116440	North Portland Greenway Segment 5
116330	Gresham-Fairview Trail, Phase 5
50044	Parkrose Neighborhood Greenway
20077	Inner Eastside Pedestrian/Bicycle Bridge
90071	Willamette Greenway Trail Extension

Regarding the Financial Plan Summary contained in the staff report to PSC, the Bicycle Transportation Alliance would like to express our strong support for the overall approach to identifying and forecasting funding opportunities and shortfalls throughout the plan horizon. We are thrilled to see such detailed, if preliminary, twenty year forecasts that include categories such as new parking policy, new regional transportation revenue measures, increases in state revenue from gas tax and vehicle administration fees, and potential federal funds for implementation of vision zero. Our organization stands ready to support the City as they pursue critical funding to implement the goals of this plan.

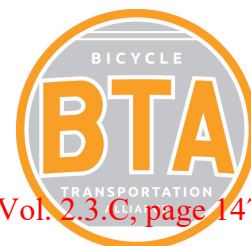
Thank you, again, for your leadership and hard work to create a comprehensive plan and forward thinking transportation system plan to guide our City's investments and priorities for the future.

Sincerely,



Rob Sadowsky  
Executive Director

Cc: Commissioner Steve Novick  
PBOT Director Leah Treat  
Courtney Duke  
Peter Hurley  
Eric Engstrom  
Noel Mickelberry  
Ian Stude



# Your Last Chance to Help Decide the Future of Argay

The City of Portland Comprehensive Plan is the master development plan for the City for the next 20 years. Now being revised, it will determine how all of the yet to be developed land areas in Argay will be zoned and developed in the future. Current City plans are for office buildings, warehouses, repair facilities, and more apartments to fill these areas. Single family homes like those now in Argay would not be allowed. Your Argay Neighborhood Association disagrees and wants to see Argay continue as a family friendly neighborhood of primarily single family homes.

Under any plan, Argay's family farms can continue. Only when farming ends and new development takes place will the actual zoning direct how those lands will be developed. The City now proposes that the area at the southeast corner of 122<sup>nd</sup> and Shaver be developed with office and light industrial properties and with apartments (all up to three stories high) to the east and south – right up to the new Beech Park. The proposed new plan also designates the area from NE 147<sup>th</sup> west to the backyards of the existing homes in Argay for offices and light industrial uses, as well.

The Argay Neighborhood Association has met with planners and has submitted the official Neighborhood Association hearing testimony. Other residents have submitted their comments. Even if you disagree with the Argay Neighborhood Association and support the City's changes, you have a right to comment. Either way, make your voice heard!

Below is a sample comment. Write your own or use what is there. The Comprehensive Plan email address and regular mail address are provided. The more people who comment, the more the City has to listen. The Comment deadline is March 13, 2015; but the sooner the better. To prevent "loading" or "skewing" the results and because these comments are treated as hearing testimony, the City wants to be able to verify that each comment comes from an Argay resident or property owner and only one comment is received from each person. That is why they need your name and address.

For more information check the ANA website at: [www.argay.org](http://www.argay.org) under the "Comp Plan or "Land Use" headings or contact Al Brown, ANA Land Use Chair: Email: [alanlbrown@msn.com](mailto:alanlbrown@msn.com) or by phone: 971-271-8097.

## Take a few minutes now, to protect and change the future of your neighborhood!

Email Address:

Regular Mail Address

TO: [psc@portlandoregon.gov](mailto:psc@portlandoregon.gov) (The Comment email address)

Planning and Sustainability Commission  
Comp Plan Comments – Argay Neighborhood  
1900 SW 4<sup>th</sup> Avenue  
Portland Oregon 97201-5380

SUBJECT LINE: Comprehensive Plan Testimony – Argay Neighborhood

I am a resident of the Argay Neighborhood in East Portland.

I am a resident of the Argay Neighborhood in Ea

I am among those residents who are requesting that all the vacant or un  
Neighborhood be reclassified to R-5 or R-7 single-family residential, and  
(Change Numbers 287, 288, 289 located at the SE corner of NE 122<sup>nd</sup> and  
147<sup>th</sup> and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Al  
NE 148<sup>th</sup> Avenue north of I-84.

I am among those residents who are requesting  
Neighborhood be reclassified to R-5 or R-7 singl  
(Change Numbers 287, 288, 289 located at the S  
147<sup>th</sup> and Sandy Blvd.) also be reclassified to R-5  
NE 148<sup>th</sup> Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

I want to keep Argay a family friendly neighborho

Name:

Judith D. Fehr

Name: BARBARA MILLER

Address:

4120 NE. 131<sup>st</sup> Pl.

Address: 3805 NE 138TH AVE.

PORTLAND, OR 97230





March 9, 2015

City of Portland Planning and Sustainability Commission  
1900 SW 4th Ave, Suite 7100,  
Portland, OR 97201

Dear Chair Baugh and Commission Members:

The Portland Freight Committee welcomes the opportunity to provide further comments on the City of Portland Transportation System Plan as part of the Comprehensive Plan update. We recognize the significance of these plans in providing direction for City decision-making on key land use and transportation issues and setting the framework for future infrastructure investments. The PFC also recognizes that a robust transportation network is critical if we are to continue our goal in supporting Portland's industrial base and grow middle-income jobs for residents of our region. To accomplish this goal, our transportation system needs to facilitate safe and efficient goods movement to support our traded-sector economy and remain competitive with both domestic and foreign markets.

The PFC appreciates the efforts on the part of PBOT and BPS staff in addressing many of the issues that were previously raised and the overall improved recognition of freight transportation in the draft TSP and Comprehensive Plan update. We also appreciate the revisions to the Transportation Hierarchy as it was originally proposed and the inclusion of economic benefit criteria for freight access and mobility to help prioritize transportation projects that provide the greatest return on investment. We would, however, like to bring to your attention the following issues that remain to be addressed:

#### Transportation Hierarchy

While the Transportation Hierarchy has been revised from the original proposal, much confusion still remains on its overall intent and which street classifications it would be applied to. It's also unclear on the overall utility of the hierarchy in addressing policy conflicts or how it will be applied at the project development and design levels. Since most Portland street corridors are multi-functional, street design is based on the context sensitivity of the surrounding land uses and connecting transportation network. As currently proposed, it's unclear how the hierarchy would help resolve classification conflicts and competing modal needs. Unless otherwise clarified how it will be applied, the PFC requests that the hierarchy be limited to residential districts and excluded from designated freight districts/industrial areas and along major commercial corridors. As an alternative, the PFC is supportive of using the Vancouver B.C. transportation hierarchy as a model to help resolve conflicts between modal needs.

#### Freight and Civic Corridors

The PFC appreciates that Freight Corridors have been included into the policy language and map in the Urban Form and Design chapter. As stated in Chapter 3: "Freight Corridors are the primary routes into and through the city that supports Portland as an important West Coast hub and a gateway for international and domestic trade." However, many designated freight routes are not identified on the map on page 3-26 and need to be included as Freight Corridors – i.e., N. Lombard Street from Columbia Blvd to Marine Drive, N. Marine Drive

from Lombard to I-5, N. Portland Road, NE Killingsworth west of I-205, NE 47<sup>th</sup> Ave, NE Cornfoot Rd, NE Alderwood Rd, and NE Airport Way.

Many proposed Civic Corridors we previously identified as being in conflict with designated Priority and Major Trucks Streets are still included on the map on page 3-26 – i.e., St. Johns Bridge (US 30), MLK south of Lombard, NE Sandy Blvd, NE/SE 122<sup>nd</sup> Ave, SE Stark, 82<sup>nd</sup> Ave south of Sandy, Powell Blvd (US 26), SW Macadame Ave (Hwy 43), SW Barbur Blvd, and SW Bertha Blvd/Beaverton/Hillsdale Hwy. The PFC remains concerned that by also classifying these important freight streets as Civic Corridors will create policy conflicts and compromise their intended function to provide truck mobility and access to surrounding commercial and employment districts along these corridors.

#### Emergency Vehicles and Over-Dimensional Truck Routes

The PFC believes it is essential for Portland's emergency preparedness strategies to be addressed in a specific section in the chapter on transportation. Over-dimensional truck routes are necessary for emergency response vehicles, police, fire, ambulance, tow trucks and other emergency providers to be able to reach their destinations in an efficient and timely manner. Over dimensional routes are also necessary for transporting over-sized equipment (heavy construction equipment, culverts, transit supports, building materials, etc.) A Regional Over-Dimensional Truck Route Study is currently underway and we request the results be reviewed and policies added or refined as part of the Comprehensive Plan and Transportation System Plan (TSP) Updates. Again, the PFC offers Vancouver B.C.'s transportation hierarchy as an example of addressing Emergency and Over-Dimensional Truck routes.

#### Industrial Land

Transportation is critical to Industrial areas. The movement of employees to and from work is just as critical as the flow of goods and services. The quality of life for every Portlander depends on employment along with a safe and reliable transportation network. We ask that policy makers join us in ensuring that Industrial lands are included in transportation planning as they are critical to the economy by providing family wage jobs.

#### Truck Parking and Loading

Truck loading zones are an important element in the movement and delivery of goods and service throughout the City. Policy language needs to be included to protect and provide safe loading zones for delivery personnel. As part of implementing the adopted Climate Action Plan, a Central City Truck Parking and Loading Plan will be conducted in 2015 through 2016. However the finalization of this project may not be soon enough to inform the City Wide Street Parking Project. We ask that parking and loading zones be taken into consideration even if the plan does not consider them. The PFC would like to see the Central City Truck Parking and Loading Plan recommendations incorporated in the Comprehensive Plan and TSP Updates.

#### Transportation System Plan Project List

One of the concerns the committee has expressed is the need for more clarification on the use of the project criteria, how the projects were selected and the project scores. During initial meetings we requested an exercise that would test the criteria and the scoring process in an effort to validate the methodology. We have not received the scores on the projects and request they be shared through this public process. The Freight criteria was taken from the 2006 Freight Master Plan and we consider this a first step, however, it is important that we continue to work with PBOT on improving the selection process and refining the criteria.

The PFC advocates that the TSP remain a list of 20 year transportation needs and not as a programming document for allocating short-term transportation funding. The TSP is a list of projects that are in response to

the needs of the overall transportation system. Establishing transportation system priorities are determined by PBOT leadership and the TSP is used as a resource to determine what projects can fulfill their priorities. The TSP is used as a project resource to determine funding for projects that follow these priorities. As the population grows both the city and Oregon's transportation system will be challenged. As such we ask for strategic transportation policies and investments that take into consideration the whole system and mitigates appropriately when capacity is displaced.

#### Project Priorities

The PFC understands the challenges in addressing the wide gap that remains between the demand for providing transportation system improvements and the availability of resources to pay for them. As a result, we strongly advocate for the prioritization of those projects that can demonstrate the greatest return on investments in respect to improved freight mobility, access to industrial lands and the ability to leverage multiple funding sources. Based on our review of the TSP project list the PFC recommends the following projects be prioritized for funding:

- **TSP 30084 (Columbia Blvd/Columbia Way Bridge Replacement):** Replace the existing structurally deficient Columbia Blvd bridge (#079) over Columbia Way.
- **TSP 30005 (Columbia Blvd/Railroad Bridge Replacement):** Replace the existing fracture critical Columbia Blvd bridge (#078) over railroad with a new structure, and perform seismic upgrades on parallel bridge (#078A).
- **TSP 10011 (Freight Priority Program):** Improve freight speed, reliability, safety, and access along major freight routes to include signal priority, freight-only lanes, queue jumps, loading zones, and turning radius improvements.
- **TSP 20050 (Southern Triangle Circulation Improvements):** Improve local street network and regional access routes in the area between Powell, 12th, Willamette River, railroad mainline, and Hawthorne Bridge. Improve freeway access route from CEID to I-5 SB via the Ross Island Bridge.
- **TSP 50016 (Airport Way ITS):** Install needed ITS infrastructure to include communication network, new traffic controllers, CCTV cameras, and vehicle /pedestrian detectors.
- **TSP 30038 (Marine Drive ITS):** Install CCTV at N Portland Rd and changeable message signs at Portland Rd, Vancouver and 185<sup>th</sup>.
- **TSP 20002 (I-405 Corridor ITS):** ITS improvements at six signals between Clay and Glisan including communications infrastructure; closed circuit TV cameras, variable message signs for remote monitoring and control of traffic flow.
- **TSP 116590 (Rivergate Blvd Overcrossing):** Build a grade-separated overcrossing of N Rivergate Blvd.
- **TSP 40009 (NE 47th Ave Corridor Improvements):** Widen and reconfigure intersections to better facilitate truck turning movements to the cargo area located within the airport area.
- **TSP 40061 (Columbia/MLK Intersection Improvements):** Complete the unfunded project segment: northbound MLK to eastbound Columbia Blvd.

#### Other Agency Project Priorities

The PFC also supports the following projects from other agencies to form partnerships with other non-city freight infrastructure providers:

- **TSP 30039 (Marine Drive Rail Overcrossing):** Reroute rail tracks and construct an above-grade rail crossing at Rivergate West entrance to improve safety and reduce vehicle and rail traffic conflicts.

- **TSP 30069 (Columbia Slough Rail Bridge):** Construct a rail bridge across Columbia Slough to provide rail connection to South Rivergate from Terminal 6.
- **TSP 103780 (T6 Internal Overcrossing):** Construct an elevated roadway between Marine Drive and Terminal 6.
- **TSP 108840 (I-5/Broadway/Weidler Interchange, Phase 2):** Acquire right-of-way to improve safety and operations on I-5, connection between I-84 and I-5, and access to the Lloyd District and Rose Quarter.
- **TSP 116540 (Time Oil Road Reconstruction):** Reconstruct Time Oil Road to improve industrial land access in South Rivergate.

Recommended Studies

The PFC would also like to see the following studies initiated and completed within the next five years:

- **Freight Master Plan Update:** Incorporate freight-related studies and other projects that were initiated after the FMP was adopted in 2006.
- **Transportation System Capacity Analysis:** Evaluate impacts from reduced freight route capacity from completed and planned projects impacting major freight routes and industrial districts, such as North Interstate Avenue, SE 17<sup>th</sup> Avenue and NE Sandy Boulevard.
- **Airport Industrial District Truck Assess and Circulation Study:** Evaluate freight system needs in the PDX area.
- **Columbia Corridor Truck/Rail Access and Circulation Study:** Evaluate the interaction between the UP Kenton line and truck access along NE Columbia Blvd and US 30 Bypass.

While these projects and studies alone will not address all of our transportation needs, they will help improve the function and resilience of our goods delivery system and traded-sector economy and provide insights to future system needs.

Thank you in advance for consideration. The Portland Freight Committee would appreciate the opportunity to collaborate with the City in any way we can to work through our policy differences as well as support you in the areas of agreement.

Sincerely,



Debra Dunn  
PFC Chair



Pia Welch  
PFC Vice Chair





## **Powellhurst-Gilbert Neighborhood Association**

East Portland Neighborhood Office, 1017 NE 117<sup>th</sup> Avenue, Portland, OR 97220

March 9, 2015

Dear Andre Baugh and other PSC Commissioners,

Thank you for your work to consider downzoning in our Powellhurst-Gilbert Neighborhood. In reviewing your February 25<sup>th</sup> memo we, as the Powellhurst-Gilbert Neighborhood Association Board, disagree with level of downzoning that you are proposing in the area east of 136<sup>th</sup> Street, identified in blue on the map on page 33. We strongly encourage you to downzone this area to R5, or at least more than the suggested R2.5 outlined in the memo. In the mid 1990's this area was zoned R1 and R2a, but we have found these higher densities not to work with the limited connectivity and structure of our neighborhood. We believe the single-family residences built after 1995 along 136<sup>th</sup> south of Ellis are an example of a better match for housing in this area.

We just received a pre-application notice for new development around 137<sup>th</sup>, and the map of that proposal and the other adjacent parcels that have already been developed show poor design, with the primary thought being how to fit as many homes into as little space as possible. The structure of these developments is awkward; they are difficult to navigate, find space to park, and even something as simple as the logistics of trash and recycling are a cumbersome at best. Please see the attached map for an aerial view; or drive through 137<sup>th</sup> to take a look for yourself! We are especially concerned that by the time downzoning process finally occurs, this area will have been "developed". Can one put a hold on development until decisions have been made?

This whole area still lacks major connectivity to employment and commercial areas, especially access to healthy food. For families without a car, there is no easy bus access to the nearest grocery store at 122<sup>nd</sup> and Powell. While we look forward to transit improvements associated with the TSP, we do not agree with your analysis "C" on page 15 in that we feel that future investment might only bring us closer to the base level of infrastructure enjoyed by most of the rest of the city. This area has much less connectivity than many places that you are considering downzoning in inner East Portland, and the simple equity of where high density and lower income housing is built in the city should trump simply retaining neighborhood "character".

Thank you for being concerned about the capacity of the David Douglas School District. While the DDSA analysis is not yet completed, we believe that it is more cost-effective long-term to serve a greater percentage of students in existing facilities in other parts of the city than build new here.

Thanks for your continued consideration of downzoning our neighborhood. Come and visit!

Sincerely,

Richard Dickinson  
Chair, Powellhurst-Gilbert Neighborhood Association

# Notice of a Pre-Application Conference

**Time and Date:** March 12, 2015 at 8:30 AM

**Location:** 1900 SW 4th Avenue, 4th Floor, Room 4a

**File Number:** EA 15-115891

---

## Proposal and Property Information

**Location:** 5342 SE 136TH AVE

**Proposal:** Pre-Application Conference to discuss a proposed 16-lot land division. A private street is proposed to serve 5 attached-dwelling lots. The plan shows SE 137th Avenue being extended through the site to serve 10 attached-dwelling lots. The existing house fronting SE 136th Ave will remain.

**Land Use Reviews Expected:** Type III Land Division

**Site Zoning:** R2 a – Multi-Dwelling Residential 2,000 zone with the “a” Alternative Design Density overlay zone. The site is within the Johnson Creek Basin Plan District

**Tax Account Number(s):** R201308, R625019

---

## Contacts

**Applicant:** Danielle Isenhardt, EMERIO DESIGN \*DANELLE ISENHART, (503) 880-4979

**Conference Coordinator:** Sheila Frugoli, 503-823-7817

**Neighborhood Association:** Powellhurst-Gilbert, contact Mark White at 503-761-0222.

**District Coalition:** East Portland Neighborhood Office, contact Richard Bixby at 503-823-4550.

**Business District:** Midway, contact Bill Dayton at 503-252-2017.

**Neighborhood within 1,000 feet:**

---

## General Information About Pre-Application Conferences

### What is a Pre-Application Conference?

A Pre-Application Conference is a meeting that the Bureau of Development Services has with a person who is interested in doing a development project in the City of Portland. City Bureaus send their representatives to this meeting to give information to the person about what each bureau will require.

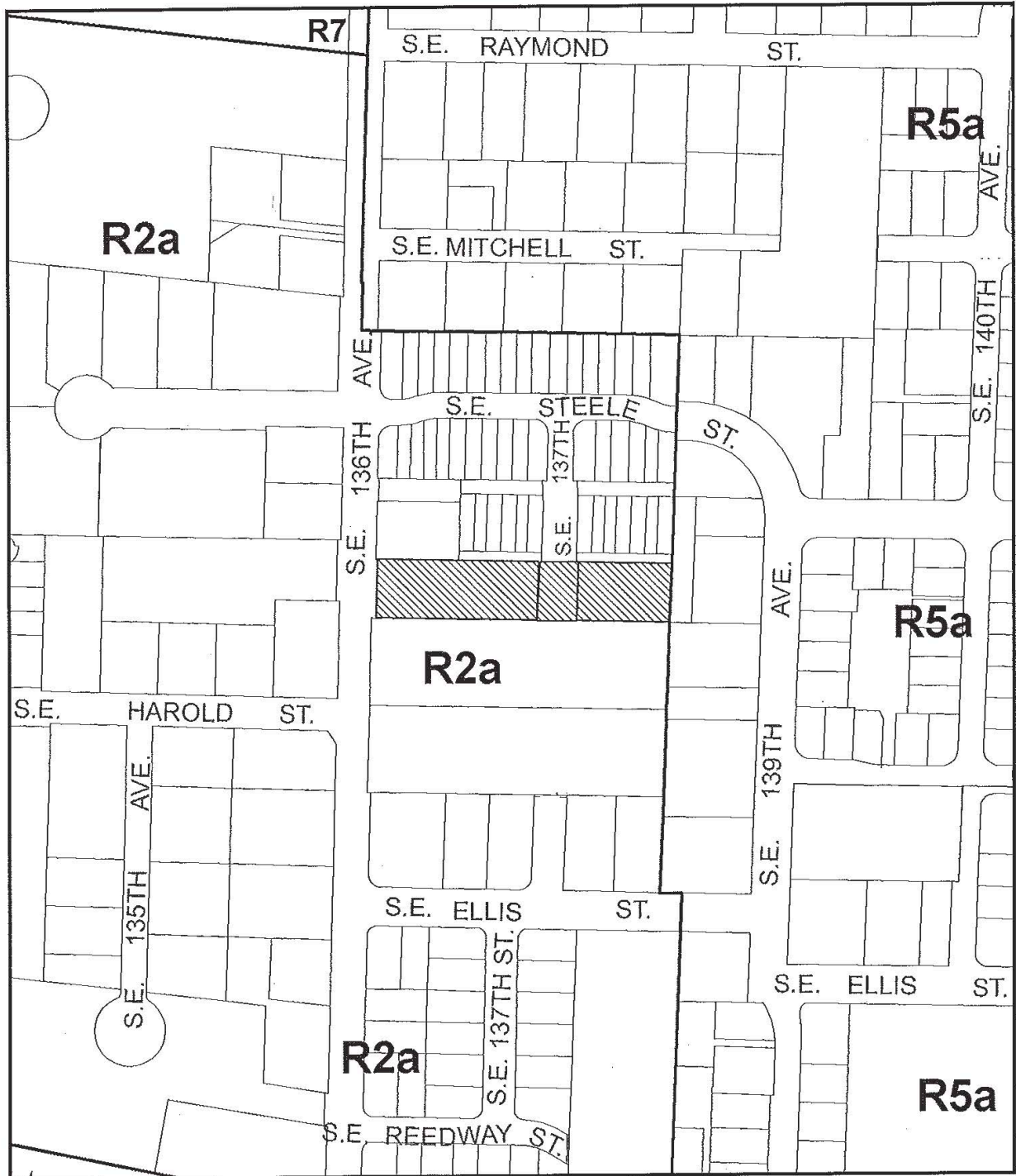
### What is the purpose of the Pre-Application Conference?

The purpose of the conference is to provide information to the applicant to help them prepare a complete project proposal. Interested parties may attend, but the purpose is to provide information to the applicant.

### When is a Pre-Application Conference required?

A Pre-Application Conference is required prior to submittal of all Type III and Type IV Land Use Reviews.

The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).



# ZONING

 Site



This site lies within the:  
JOHNSON CREEK BASIN PLAN DISTRICT

File No. EA 15-115891 PC  
 1/4 Section 3544  
 Scale 1 inch = 200 feet  
 State\_Id 1S2E14AC 2400  
 Exhibit B (Jan 26, 2015)

March 9, 2015

Portland Planning and Sustainability Commission  
Comprehensive Plan Update  
1900 SW 4th Ave, Suite 7100  
Portland, OR 97201

Re: PSC Comprehensive Plan Testimony

To whom it may concern:

My name is Ken Ball and I would like to request that my property at 2400 SE Ankeny St. be considered for a zoning change from the current R2.5 zone to a Mixed Commercial/Residential (CM2) zone as is being proposed in the 2035 Comprehensive Plan for a number of properties along this portion of SE Ankeny St.

I bought my property in August of 2012 with the understanding that it is a Nonconforming Situation. Prior to purchasing the property we requested and received from the Bureau of Development Services a letter confirming the properties Legal Non-Conforming Use Status. (Case # 2012-169975-000-00-PR). In September of 2012 I was able to move in my business Analog Line Out LLC (ALO Audio) and have continued to operate at this site.

Over the last couple of years I have realized the limitation of owning a property that is operating with a Non-Conforming situation, in this case a Warehouse/Shipping and Receiving use in an R2.5 zone. It is my understanding one of the goals of the 2035 Comprehensive Plan is to bring properties like mine more in line with their actual use. When this building was built in 1978 it was approved for Light Manufacturing and has never been a residence. When I think of possible future development for this property I do not foresee development that would utilize the R2.5 zoning, but rather I see a mixed use of commercial and residential consistent with the CM2 zone and the direction this area of town is taking.

Thank your for considering this property for a zoning change, and please let me know if there is anything I can do to aid in the process.

Regards,



Ken Ball  
ALO Audio  
2400 SE Ankeny St.  
Portland Oregon 97214



From: Planning and Sustainability Commission  
Sent: Monday, March 09, 2015 8:52 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony - Argay Neighborhood

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

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

From: Colleen Malmberg McClain [mailto:[ccmalmberg@msn.com](mailto:ccmalmberg@msn.com)]  
Sent: Sunday, March 08, 2015 8:11 AM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony - Argay Neighborhood

To Whom it May Concern,

My family and I are residents of the Argay Neighborhood in East Portland. We moved to this neighborhood because of it's unique beauty and it's safe, family friendly environment.

I would like to request that all of the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single family residential. I also request that the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of NE 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy Blvd) also be reclassified to R-5 or R-7 single family.

There are three schools within a block of the area that is proposed for Mixed Employment development on 122nd and Shaver, all of which my son will likely attend. It makes sense that these areas become single family homes in order to keep the area near to the schools safe and less congested with traffic.

Please consider and respect the opinions of the residents that live in this neighborhood when making your final decisions.

Sincerely,

Colleen McClain  
3253 NE 130th Ave  
Portland, OR 97230

From: Planning and Sustainability Commission  
Sent: Monday, March 09, 2015 8:52 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony – Argay Neighborhood

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

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

From: Brian Riney [mailto:[smupony86@gmail.com](mailto:smupony86@gmail.com)]  
Sent: Sunday, March 08, 2015 10:35 AM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony – Argay Neighborhood

I'm a resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of NE 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I support the City's similar change #688 along NE 148th Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

Thank you for your consideration.  
Brian Riney  
12641 NE Fremont  
Portland, OR 97230

From: Planning and Sustainability Commission  
Sent: Monday, March 09, 2015 8:53 AM  
To: Kovacs, Madeline  
Subject: FW: TSP Testimony

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

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

From: davidpdxrealty@gmail.com [mailto:davidpdxrealty@gmail.com] On Behalf Of Bridlemile Transportation Chair  
Sent: Sunday, March 08, 2015 12:08 PM  
To: Transportation System Plan; Planning and Sustainability Commission  
Subject: TSP Testimony

The following is the complete testimony that I would like to offer to Planning and Sustainability Commission hearing. I did testify at the February 24th hearing, but was only allowed 2 minutes to testify (advance materials provided did say we would be given 3 minutes). The following is the complete testimony that I wanted entered into the record on behalf of the Bridlemile Neighborhood Association:

=====  
=====

My name is David Martin and I am the transportation chair with the Bridlemile Neighborhood Association. I have been specifically authorized to appear and testify on behalf of the neighborhood association at this hearing.

There are two specific projects that we are interested in addressing Hamilton Street (90034) and Shattuck Rd (90059), both in SW Portland.

For those of you not familiar with the Bridlemile Neighborhood, Hamilton Street dissects the neighborhood, east west, and Shattuck Road dissects our neighborhood, North-South. From an overview, they'd appear as a giant cross right in the middle of the neighborhood; with one the primary grade schools of Southwest Portland, Bridlemile Elementary, located just 2 blocks from the intersection of both streets. Neither street currently has any real pedestrian facilities, which is why automobile and bus traffic dominates how people bring their kids to school

A December, 2014 update of walkability in Bridlemile gives us a walk score of 37, and a rank as the “74th most walkable neighborhood in Portland” (of 95 neighborhoods).

These are not new projects of interest to our neighborhood.

\* I have a vision statement from the Bridlemile Neighborhood Association, June of 1997 which highlights 100% of the neighborhood association favoring Shattuck and Hamilton Safe Walks.

\* A 2005 PBOT Safe Routes to School Engineering Study which again highlights the lack of pedestrian access to one of the focal points of our neighborhood, Bridlemile School.

\* A 2007 BES Ditches to Swales which was intended to address the lack of safe pedestrian facilities.

\* And both Shattuck Road and Hamilton Street were part of the failed HALO/Lid project of 2008.

The need, and the recognition of the problem, isn't new. Because of this, when you conducted the public outreach portion of prioritizing the TSP list, the results were not at all surprising.

Correct me if I'm wrong, but by my calculations, Hamilton Street received the most positive comments of any project under consideration, 85 individual comments during the initial commenting period, which constituted almost 14% of the comments, submitted for all the projects, CITY-WIDE. And 2nd on the list, Shattuck Road with 57 comments. Combined, about 20% of all the comments for the 200 or so projects under consideration city wide were for Hamilton Street and Shattuck Road.

And based upon that overwhelming show of public support, our Neighborhood Association remains at a loss as to how you completely drop Hamilton Street from active consideration and throw Shattuck Road in as an unfunded project for years 11-20?

There are two immediate things that come to mind in regards to those decisions.

The first is the cost.

The Hamilton Street project called for full sidewalks and bike path on both sides of the street for a very steep price tag of \$12.4 million dollars. In my opinion, that price tag doomed it from the beginning.

As has been highlighted by all the previous studies, there are less expensive options that should have been considered.

For example, the Bureau of Environmental Services is conducting the SW Hamilton Roadside Swales project this summer, 2015. That project involves the conversion of over 1,000 feet of ditches along 2 sections of SW Hamilton Street near Bridlemile school to provide better storm water management facilities, as well as to install a 4 foot wide shoulder. The BES cost for the project is \$82,200, and PBOT's cost to install a 4 foot wide shoulder, \$11,875. Combined costs equate to about one-half of a million dollars per mile. And the total length of Hamilton Street is just over 1.5 miles. I do recognize it probably isn't as simplistic as saying the total length could be done for \$750,000 dollars, but I am very confident that it could be done for far less than the \$12.4 million dollar albatross price tag that was hung on the project.

One other thing to point out is that the Hamilton Street project has been visibly and repeatedly dangled out as potential project in the event that a new Street Fee/Tax is implemented. A more cynical person than myself might even think that these projects



are being held hostage in order to generate support for the implementation of a Street Fee. Regardless, it is difficult to understand how the Hamilton Street project could be one of the featured projects associated with the street free, and then after receiving overwhelming public support during the public outreach portion of the TSP project, you drop it. We simply don't understand how you get from A to B based upon those circumstances.

As a Neighborhood Association, it is not our place to design transportation projects that is the city's responsibility. But it is our place, as a Neighborhood Association, to demand that something be done.

There have already been pedestrian fatalities in our neighborhood; just a few years ago there was one at the intersection of Shattuck Rd and Beaverton Hillsdale Hwy. And with the minimal improvements being considered for our neighborhood, we are most certainly concerned that there will be more.

I thank you for your time and consideration.

David Martin  
Transportation Chair  
Bridlemile Neighborhood Association

4020 SW 43rd Ave.  
Portland, OR 97221  
(503) 545-2429.

From: Planning and Sustainability Commission  
Sent: Monday, March 09, 2015 9:24 AM  
To: Kovacs, Madeline  
Subject: FW: Mixed Use Commercial Zones - Comment from RCPNA member

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

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

From: Stephen Effros [mailto:[stepheneffros@mac.com](mailto:stepheneffros@mac.com)]  
Sent: Sunday, March 08, 2015 8:21 PM  
To: Planning and Sustainability Commission  
Subject: Mixed Use Commercial Zones - Comment from RCPNA member

To Whom It May Concern,

I was notified about the proposed Mixed Use Commercial Zoning concepts from our local Rose City Park Neighborhood Association (RCPNA) representative. Because I was unable to attend either of the recent open houses, I wanted to share our family's perspective on these concepts:

Our family lives close to the intersection of NE Halsey St and NE 60th St and we are very supportive of the new designation for this intersection as "Dispersed Mixed Use Commercial." This is a very nice residential part of the neighborhood, but there are few amenities for local residents within walking distance. We would love to see opportunities for small shops and cafes to open at this intersection, in addition to more multi-family housing. Beyond this zoning change, further safety measures for pedestrians along NE Halsey St and NE 60th (re-striping, buffer/landscaped zones, etc) would greatly improve the livability and accessibility of this part of the Rose City Park Neighborhood.

I appreciate your consideration in advance. Please let me know if you have further questions.

Thank you,

Steve Effros  
1426 NE 58th St

Steve Effros  
[stepheneffros@mac.com](mailto:stepheneffros@mac.com)



From: Planning and Sustainability Commission  
Sent: Monday, March 09, 2015 9:27 AM  
To: Kovacs, Madeline  
Subject: FW: Zoning Change

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

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

From: darylepeck@aol.com [mailto:darylepeck@aol.com]  
Sent: Sunday, March 08, 2015 8:46 PM  
To: Planning and Sustainability Commission  
Subject: Zoning Change

Planning and Sustainability Commission Members:

As a South Burlingame homeowner for the past 46 years, I fully support changing the zoning

in South Burlingame from R5 to R7.

Additionally, I request that you include South Burlingame on your March 10th meeting agenda.

Thank you.

Sincerely,

Daryle Peck  
8035 SW 8th Ave.  
Portland, OR 97219

From: Planning and Sustainability Commission  
Sent: Monday, March 09, 2015 9:28 AM  
To: Kovacs, Madeline  
Subject: FW: Support for SW Trails Projects

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

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

From: Mike and Pat Ivie [mailto:mprvie@gmail.com]  
Sent: Sunday, March 08, 2015 9:07 PM  
To: Planning and Sustainability Commission  
Subject: Support for SW Trails Projects

Hello,

Please consider supporting the following projects the fulfill needs of pedestrians as well as cyclists. As a result, these projects will support both locals and tourists.

1. Community Supported Red Electric Trail for a simpler route: Bicycles go on Vermont from SW Vermont at SW Bertha to SW Burlingame Avenue, to SW Burlingame Terrace, to SW Nebraska to SW Parkhill Drive then on new construction down at a 10% grade to a switchback that heads under the Newbury Barbur Bridge and loops up onto the road via the bike and pedestrian lane northbound on Barbur Blvd. It also has a connection linking the route on the west side of Barbur to the western side of Barbur south of the Newbury Structure.
2. A wide climbing bike lane on SW Dosch for both pedestrians to have a safe place to walk and for climbing bicycles.
3. A wide climbing bike lane on SW Marquam Hill Road for both pedestrians to have a safe place to walk and for climbing bicycles.

Thank you,  
Pat Ivie  
6404 SW Roundtree Ct  
Portland, OR 97219



326 SE 53<sup>rd</sup> Avenue  
Portland, OR 97215-1208

March 8, 2015  
Planning and Sustainability Commission  
1900 SW Fourth Avenue, Suite 7100,  
Portland, Oregon 97201

To the Commissioners:

The land at 6801 SE 60<sup>th</sup> Ave. in Portland is currently zoned as **Low Density Multi-Family Residential with an Alternative Density Overlay (R2A)**. It is my understanding that in the 2035 Comprehensive Plan, the zoning designation will be changed to **Residential 5000(R5)**.

I respectfully request that, instead, you re-designate and re-zone this parcel of land to **Open Space (OS)** as part of the 2035 Comprehensive Plan.

6801 SE 60<sup>th</sup> Ave. is the site of several thriving urban farming programs, providing fresh produce for local families and supporting hands-on experience with edible farming. These include the PSU Learning Gardens Lab, the Portland Fruit Tree Project, the Brentwood Neighborhood Community Garden, and the Master Gardeners' Demonstration Garden. The PSU program includes beds used by Lane Middle School students, Lane Family Gardens, PSU students, and students in the Beginning Urban Farmer Apprenticeship (BUFA) program.

I have participated in one of these programs: the Demonstration Garden created and maintained by volunteers from the Multnomah County Chapter of the Oregon Master Gardeners Association. Since 2008 chapter members have developed unproductive bare land into a highly productive demonstration edibles garden. This garden now yields over 2,000 pounds/year of fresh, organic vegetables, fruits and herbs, which are donated to the Lents Meals on Wheels program and the Schools Uniting Neighborhoods [SUN] program at Kelly School.

Changing the designation to **OS** will allow the Master Gardeners to continue to improve the site and to preserve this source of high quality fresh food to organizations that serve low income people. The requested zoning would also allow the other community organizations who use this site to provide opportunities to grow and harvest food while strengthening community ties.

The food grown at 6801 SE 60<sup>th</sup> Ave. is a positive, healthy, local community-based answer to the problem of food insecurity in Portland. Designation of this productive, fertile piece of ground as **OS** in the 2035 Comprehensive Plan can only be a winning proposition for the City of Portland and the residents who benefit from it.

Thank you for your time and consideration of this request. I encourage you to come and visit this amazing location. I think you will see why the **OS** designation is the best plan for this space.

Sincerely,



Christina M Gullion  
OSU Extension Service Master Gardener

March 8, 2015

TO: Planning and Sustainability Commission  
Bureau of Planning and Sustainability Comprehensive Plan Update Team

RE: 2035 Comprehensive Plan Proposed Draft

There is a tremendous amount of good work apparent in the *2035 Comprehensive Plan Draft*. I won't comment on all aspects of the Plan, but I do think that all in all, it is an excellent document and roadmap for the future. I especially like the focus on creating complete neighborhoods, and the concept of using an "equity lens" when making infrastructure decisions.

My focus will be on the Regulated Affordable Housing section of the plan that you will be discussing in your work session on March 10. I was the project manager for the current Comprehensive Plan Housing Policy (adopted 1998), and may be able to offer some insights on what we were thinking then, particularly regarding the current Policy 4.7, Balanced Communities: "Strive for livable mixed-income neighborhoods throughout Portland that collectively reflect the diversity of housing types, tenures (rental and ownership) and income levels of the region." And Objective A.: "Achieve a distribution of household incomes found citywide, in the Central City, Gateway Regional Center, in town centers, and in large redevelopment projects. I have also attached the commentary section for the Balanced Communities Policy 4.7 so that you can get a more in depth view of what went into development of that policy, what we were thinking. In fact, the four boards and commissions that were involved in housing at the time: Planning, Portland Development Commission, Housing Authority Board, and Housing and Community Development Commission (defunct), met jointly and were all engaged in the review and development of the current housing policy, the first time that there was that level of engagement across housing silos.

At the time the current housing policy was developed there were major redevelopments in the planning stages, notably in the River District, and later the South Waterfront (North Macadam) URA. There was very strong sentiment from advocates and residents that the City's investment in redevelopment of former industrial areas should serve all the people; and that the City should not be financing infrastructure and amenities (e.g. parks, trolleys, trams) in enclaves for high income households. The City and PDC, in conjunction with housing advocates and others, developed a housing investment strategy in the River District aimed at reflecting the city's income profile, with specific goals by income level, and with annual monitoring. As a result of these efforts, the City has been somewhat successful in carrying it out. In the River District, and particularly the Pearl District, there are a few buildings that serve households below 60% of median income, and one notably for very low-income households below 30% MFI at a prime location across from Jamison Square.

The same approach, striving to achieve the city's income profile that was used in the River District, was used in the planning phase of the North Macadam Plan. The North Macadam steering committee adopted a constrained goal that did not match the city's income profile for low-income housing, but still set a respectable goal for the early stage of development. Because of the constrained goal, the Committee also set a goal that once 3000 housing units had been built in the area, and created the necessary increment, that the City would work to match the city's income profile.

PDC and the City have not followed through on their commitments to meet even the constrained goal in North Macadam, even while exceeding the target for market rate housing. Only one project has been completed, Gray's Landing, with about 207 units of housing, including over 40 units for formerly

homeless veterans. This despite the fact that at the outset of the North Macadam redevelopment, PDC identified potential affordable housing sites, and purchased options for later development. It appears that most of those opportunities are now lost; PDC has identified only one additional Parcel for development of affordable housing. The other properties owned by PDC were sold for market rate housing, hotels, OHSU, and other uses. The fate of affordable housing in North Macadam is still under discussion.

The current housing policy set a target of achieving a distribution of household incomes similar to the distribution found citywide in the Central City, the Gateway Regional Center, town centers, and large redevelopment projects, not in every neighborhood. These areas are not unlike the proposed Comprehensive Plan's "opportunity areas". If you read the commentary attached for Policy 4.7.A, you will see that the focus of the Balanced Communities Policy Objective 4.7.A. was on areas with greater development potential rather than on retrofitting existing neighborhoods.

I reviewed the February 25, 2015 memo from the Bureau of Planning and Sustainability staff, and while I have great respect for staff and the excellent work they have done on the Housing Policy, I disagree with their recommendation to use "access to high opportunity areas" and the housing location policies (5.19, 5.20, 5.21, 5.26, and 5.27) that call for a diversity of housing types, higher density, access to opportunities, and development in opportunity areas) to replace the specific income profile target. I think all of the proposed policies that staff cited are good policies, I just don't think they achieve the same result as setting a more specific numeric target.

As I understand it, the only income targets in play (West Quadrant Plan, but possibly expanded to Central City?) are for 30% of housing in the Central City to be affordable to low income households between 0 and 80% MFI. This is a very weak target. According to the staff report, currently 30% of Portland households have incomes **below 50% MFI**, which is considered "very low-income." A proposed target of 30% of households at or below 80% MFI in the Central City, the area targeted for most of the projected growth over the next 20 years, leaves a lot of room for gentrification and displacement of low income households while staying within the target. It also does not speak to the issue of economic integration of housing for extremely low-income households, those below 30% of MFI for example, into these opportunity areas, which by their nature are close to the transportation and services that they need.

What is relevant for you to consider is that the currently Comprehensive Plan Housing Policy for Balanced Communities has been the policy foundation and the measuring stick against which we measure our success in achieving what the proposed Comp Plan might call "complete communities." We didn't have the concept of "equity lens" in 1998, I wish we had, because it is a great idea. But we were striving for equity and used the income profile target as a way to get there.

What is very clear today is that for all the City's good intentions and sometimes impassioned rhetoric about the need for affordable housing, good intentions without targets get us nowhere. We need to have specific goals, a commitment to resource development, and policies that require economic integration and inclusionary housing. While we have not yet been successful yet in North Macadam, without the Comprehensive Plan policy that calls for Balanced Communities, we would not have a strong policy foundation to even engage in this difficult conversation. And we have not given up.

I ask that the Planning and Sustainability Commission add a more specific policy target for housing affordable to low income households.



## Commentary

**The City's Role in Ensuring Housing Opportunity.** The city plays numerous roles in ensuring housing opportunity. In the area of regional housing opportunities and fair housing, the city acts as an advocate for enforcement of federal and state laws, and an active participant in the creation of regional policies and programs. The city promotes housing opportunities and neighborhood livability through political leadership and its use of regulatory and funding tools to support opportunity for all citizens.

**Policy 4.7:** This policy reflects the desire of most residents for "balanced" communities with enough diversity of incomes to support viable commercial areas. Ideally a "balanced" community would be an inclusive, rather than an exclusive, community, offering a range of housing types attractive to a range of households: corporate CEOs and executives, families with children, singles, elderly households, and couples. The range of housing options would include housing affordable to people of different income levels, and people in protected classes. A "balanced" community would also offer both rental and ownership options in both single dwelling detached, attached and multi-dwelling housing. Integration of low-income households throughout the city, rather than concentration in just a few neighborhoods is an important part of this policy. Over time the income mix in the city would be similar to the region as regional growth management strategies are implemented with a regional transportation system, and an equitable access to job opportunities. This policy relates to Policy 4.8, Regional Housing Opportunities, and its Objective A that calls for a regional "fair share" strategy. Both policies are supported by the research of Myron Orfield, David Rusk, and Anthony Downs, who call for using regional growth management tools to reduce the economic disparities between central cities and the balance of the metropolitan area. The success of regional growth management depends on a strong and vital central city with all the functions that entails.

**A.** This objective reflects the policy that served as a foundation for the River District Housing Implementation Strategy. More and more neighborhoods or stakeholder groups are coming up with their own definition of "balanced." Rather than that approach, which could leave the lowest income group out entirely this objective provides a standard against which to measure development. Objective A focuses on areas of greater potential development rather than on all existing and built up neighborhoods, because of the greater likelihood that the objective could be achieved over time with increased development.

**B.** In her classic work, *The Death and Life of Great American Cities*, Jane Jacobs wrote about the vitality and livability generated by the diversity inherent in her Greenwich Village neighborhood. She wrote about the importance of creating "seams" of neighborhoods - places where diversity is most likely to happen, and places that knit neighborhoods together. Mixed-use design areas are potentially "seams" to knit together largely residential areas to foster such diversity. A diversity of housing types is necessary to foster income diversity. Maintaining income diversity over the long-term is a challenge because neighborhoods go through cycles of revitalization, equilibrium, and sometimes disinvestment. Each cycle brings a different challenge. Neighborhood revitalization may attract residents from outside the area, often of higher income levels. Disinvestment on the other hand can lead to an exodus of residents from what they perceive as a declining neighborhood. The city has encouraged community-based strategies for revitalization. In the Albina Community Plan and Outer Southeast Plan, for example, specific policies and objectives encouraged non-profit and CDC ownership of housing as part of a long-term strategy to accomplish revitalization while maintaining long-term affordability for existing residents. The overall objective in both efforts was to reduce the displacement that would result from the successful revitalization of the area. In 1997 over 3,100 rental housing units received property tax abatements under the *Charitable Non-Profit* property tax exemption program. The units, which serve households with incomes below 60 percent MFI, are predominately located in north, northeast, and inner and outer Southeast Portland. In 1985-1986, the first year that the program was available, 432 units received tax abatements. The increase in the number of units eligible for the abatement is a measure of the support the city has given non-profit housing developers to revitalize and stabilize neighborhoods.

## Commentary

**E.** This objective supports both mixed-income communities and widespread availability of housing with on-site social services. This objective must be weighed with Policy 4.9 Fair Housing, Objective C, which recognizes that some populations are better served by access to particular social services and public transit, so dispersal may not be a realistic option in all cases.

**F.** The city provides special assistance to geographic target areas. These areas are called by a variety of names: target areas, urban renewal districts, distressed areas, enterprise communities, and through a variety of programs they become eligible for specialized assistance. This objective supports City intervention to improve housing conditions in these areas. Some reviewers of the discussion draft were critical of the city's neighborhood revitalization strategies because the city often does not acknowledge the potential for gentrification and displacement of existing residents. The city's neighborhood housing revitalization strategies have focused on support for non-profit and community development corporations to acquire rehabilitate and build housing affordable to very low to low-income households. Non-profit developers of rental housing own and manage housing to ensure long-term affordability. In target areas the city also provide grants and low-interest loans to very low to moderate-income homeowners for housing rehabilitation. Recent first-time homebuyers programs supported with city-controlled funds have required subsidy retention so that home ownership opportunities remain available for low-income households over the long-term.

**G.** The city's property tax exemption program for Transit Oriented Residential and Mixed-Use Development encourages housing that serves households at a range of income levels near transit stations. Tri-Met encourages a mix of market and below-market rate housing built near transit to encourage ridership among those who might not otherwise choose to use public transit. Many households that can afford to pay market rate rents or prices for housing own more than one car. Housing options near transit may allow these households to give up one of their cars.

Access to public transit and employment is particularly critical for low and moderate-income households who are often dependent on public transit to get to and from their work. Locating low-income housing near transit and employment supports balanced communities in two ways: potentially decreasing the share of household income spent on transportation, freeing more discretionary income for food, clothing, medical care, and recreation; and increasing a family's income potential.



## Commentary

C. There is increasing public support at the federal and local level for mixed-income housing since it can provide economic diversity within a particular development or within a neighborhood. Encouraging mixed-income housing through incentives or regulations is one strategy to reduce concentrations of low-income households in any one area of the city. The Urban Growth Management Functional Plan may require cities to consider incentive-based inclusionary zoning to encourage the production of housing affordable to low and moderate income households. The city has included incentives for mixed-income housing in the Housing Investment Fund program, and in the Transit-Supportive Residential or Mixed-Use Development tax abatement program.

D. The concentration of low-income households in any one area can discourage investment in neighborhood commercial services and facilities, and can adversely affect school enrollment and quality. Quality jobs are often lacking in such areas, resulting in fewer economic opportunities for low-income households. Low-income households who have opportunities to locate in higher income areas may benefit from expanding social networks that lead to better jobs and opportunities. This objective is supported by recommendations from the Task Force on Strategies for Fair Housing and is implemented by the city's *Subsidized Housing and Shelter Policy*. The *Subsidized Housing and Shelter Policy* limits direct City funding for housing in census tract block groups that are identified as "impact areas." An "impact area" is defined as census tract block groups where more than 50 percent of the households are below 50 percent of area median income, or where more than 20 percent of the existing housing units are identified as "public and assisted." In the identified impact areas mixed-income housing is encouraged.

Some public comment indicated that the draft policy to discourage concentration the of very low-income households by providing opportunities throughout the city was not sufficient and that the city also needed policies, strategies and programs to support the creation of middle and upper-income housing in neighborhoods that are disproportionately low-income. Policies 4.7, Balanced Communities and 4.10, Housing Diversity, support economic diversity and mixed-income communities. In terms of strategies and programs the city has administered property tax abatement programs to stimulate housing production for specific geographic areas. Within the Central City area the *New Multiple Unit Housing Program* has provided property tax abatements to over 2,543 units of housing since its inception, much of it for middle-income households. The city also authorizes property tax abatements in designated distressed areas for single-unit housing that is priced up to 120 percent of the median sales price in the city. Over 674 units of housing, mostly in inner northeast and outer southeast Portland, have received 10-year property tax abatements through this program. Tax increment funds have also been used to finance middle-income housing in urban renewal areas. Non-housing funds are used to support parks, transportation improvements, public safety programs, and other amenities that enhance neighborhood livability and encourage the private sector to invest in middle and upper income housing.

## Commentary

**H.** Attracting a proportionate share of households with children is essential to maintaining a vital public school system that in turn contributes to neighborhood stability and livability. This objective carries forward the concept of maintaining families in the city, one of the foundation policies of the city's 1978 Housing Policy.

**I,J.** The Planning Commission added these two objectives to reflect the policy intent to expand housing opportunities necessary to create balanced communities. The objectives reference a regional benchmark as a method of analyzing balance. These objectives are intended to reflect a long-term or gradual transition in the mix of housing opportunities available in a particular area.

**K.** This objective focuses on issues of involuntary displacement. Even though the city cannot regulate all of the market factors that lead to displacement, the Planning Commission's intent is to encourage the evolution of neighborhoods to achieve a balance through the introduction of new housing opportunities rather than the involuntary displacement of people from their communities caused by a decreasing stock of affordable housing.

March 8, 2015

Planning & Sustainability Commission

1900 SW 4<sup>th</sup> Avenue

Portland, OR 97201-5380

psc@portlandoregon.gov

RE: Comprehensive Plan Testimony

*(via postal and electronic mail)*

Dear Planning & Sustainability Commission:

We would like to write in support of specific recommendations for the comprehensive plan that was put forward by the Northeast Coalition of Neighbors (NECN). We strongly support their recommendation for de-incentivizing the destruction of affordable existing homes, as this current tidal wave of demolitions is resulting in the conversion of these homes to either much larger and more expensive new homes, or to two tall 'skinny' homes on what was formerly a single-dwelling plot. We know that many of our established neighbors, ourselves included, would not have been able to buy into this neighborhood if such large new homes had been available. The introduction of skinny houses in increasing numbers is changing the nature of neighborhoods, away from the type of housing most Portlanders would prefer to seek.

We are also concerned because these new homes are changing the nature of existing neighborhood's building stock in other ways. They tend to often be among the tallest as well as being wider (extending close to the property line). This can leave neighboring houses both more often in the shade, and with less privacy. It also means that the new homes cannot support the type of gardening that is of interest to many home-owners (or potential home-owners).

We feel that the nature of the city's housing stock is being changed so rapidly, driven by the goals of developers, with minimal consideration of what kind of housing the residents want or can afford. It is time to address this trend.

We have copied below, after our signatures, sections from the NECN letter to this commission regarding demolitions and skinny houses.

Sincerely,

Nancy Hedrick  
6902 N Villard Av  
Portland OR 97217

Rob Ranta  
7144 N Boston  
Portland, OR 97271

\*\*\*\*\*

***Residential Demolitions:***

New planning guidelines should discourage unnecessary demolitions of single-family homes and encourage preservation of dwellings and other buildings where feasible. At present, demolitions in our neighborhoods are typically no longer just replacing dilapidated dwellings or filling in previously-vacant full-size lots. Instead, new construction is replacing older, generally sound homes that tend to be affordable to median-income households, with much larger single-family homes that tend to be unaffordable to all but the highest-income households within our neighborhood. This trend is slowly chipping away at the historically affordable housing stock within our neighborhood, is environmentally destructive, and does little or nothing to contribute to density.

The Plan should adopt policies to favor preservation and renovation over demolition where feasible. Demolition should be a tool of last resort, deployed only when the existing structure has reached the end of its useful lifespan.

***Skinny houses on undersized lots in the R5 zone:***

R5 zones are viewed by neighbors as areas with roughly 5,000 square foot lots. Though it is understood that the City has allowed lot sizes down to 3,000 square feet in some areas of R5 zones, there should be a minimum lot size in the R5 zone, below which development of new primary dwelling units is not allowed (because, in fact, a legal “lot” does not exist; instead, the area in question is the yard of the adjacent house). In certain areas, “lots of record” or “historically platted lots” were sold off with dimensions of 25x100, two, three, or four at a time, so that buyers could choose whether they wanted 5,000, 7,500, or 10,000 square foot lots for their upscale homes and gardens. The City has recently taken the opinion that these are, in fact, all buildable 2,500 square foot lots, despite the fact that they are located in an R5 zone, and thus

are smaller than the minimum lot size required to be buildable in that zone. The City should halt all new development on lots of substandard size, and require that a lot be of a certain size, within R5 zones, in order to be considered buildable without a zone change. This policy would still allow for the construction of accessory dwelling units; and, if implemented along with the other recommendations in this letter, would also allow for the primary residential structure to be divided into multiple dwelling units. The yard size, however, would remain large enough to preserve the character of the R5 zone.

*NECN Recommendation:* Modify the Zoning Code to clarify that all new construction requiring permits within the City in R5 zones shall be on lots that are as close as possible to 5,000 square feet. A single lot of 5,000 square feet in size shall not be subdivided, nor any interpretation of historic plat lines interpreted to allow, for two skinny houses to be constructed in such a zone. The minimum buildable lot size for a new primary structure in the R5 zone shall be 4,000 square feet.



March 7, 2015

To Whom it may concern:

I am a resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SW corner of NE 122<sup>nd</sup> and Shaver and 290, located at the SW corner of NE 147<sup>th</sup> and Sandy Blvd.) also be reclassified to R-5 or R-7 single family. Also, I support the City's similar change #688 along NE 148<sup>th</sup> Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

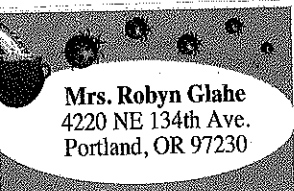
Thank You,

*Robyn Glahe*

Robyn Glahe  
4220 NE 134<sup>th</sup> Ave.  
Portland, OR 97230

DELAYED DELIVERY DUE TO EQUIPMENT. OPENED IN ERROR.

PORTLAND OR 970  
09 MAR 2015 PM 1 L



**RECEIVED**  
MAR 30 2015  
City of Portland  
Bureau of Planning and Sustainability

Commissioner  
Planning & Sustainability  
Comp. Plan Comments - Argay Neighborhood  
1900 SW 4th Avenue

Ord. 187832 Vol. 23.C, page 14742

Portland, OR  
97201-5335

March 7, 2015

RECEIVED  
PLANNING BUREAU  
2015 MAR 12 A 9:10

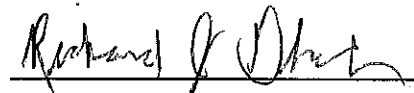
To Whom it may concern:

I am a resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SW corner of NE 122<sup>nd</sup> and Shaver and 290, located at the SW corner of NE 147<sup>th</sup> and Sandy Blvd.) also be reclassified to R-5 or R-7 single family. Also, I support the City's similar change #688 along NE 148<sup>th</sup> Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

Thank You,



Richard Glahe  
4220 NE 134<sup>th</sup> Ave.  
Portland, OR 97230

From: Planning and Sustainability Commission  
Sent: Friday, March 06, 2015 10:46 AM  
To: Kovacs, Madeline  
Subject: FW: DMA properties to update in the Comp Plan

2536 SE 122nd Avenue 97236

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

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

From: Lori Boisen [mailto:[divisionmidwayalliance@gmail.com](mailto:divisionmidwayalliance@gmail.com)]  
Sent: Friday, March 06, 2015 9:50 AM  
To: Planning and Sustainability Commission  
Cc: Scarzello, Christina  
Subject: DMA properties to update in the Comp Plan

Dear PSC-  
The Division-Midway Alliance has identified a number of properties that serve the community and have community support to become "conforming" in their locations along SE Division Street. Most of the businesses are minority-owned and are members of the Division-Midway Alliance, a neighborhood prosperity initiative created to build and improve neighborhood commercial districts. The businesses are located along the north side of Division Street adjacent to medium-density residential areas; some have been established for many years, having achieved Multnomah County approval well before annexation into the city of Portland. They are all businesses that serve the existing community, and each location is used for commercial purposes only. We respectfully request that these properties receive Mixed Use commercial designation and zoning:

14229 SE Division - Rollin' Wheels Mini Storage  
2446 SE 141st or 14115 SE Division - China Acupuncture  
14011 SE Division - Lotus Massage & A & J Hair Studio  
13809 SE Division - D & K Detectors  
13717 SE Division - Arthur Academy  
13429 SE Division - Angel Hair Salon

Thank you for your consideration.

All the best,

Lori Boisen,  
Division Midway Alliance  
for Community Improvement  
Building a better Midway  
971 207 6553  
<http://www.divisionmidwayalliance.com/>

From: Planning and Sustainability Commission  
Sent: Friday, March 06, 2015 11:38 AM  
To: Kovacs, Madeline  
Subject: FW: Potland comprehensive Plan and Transportation Plan

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

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

From: Cspagi [mailto:[cspagi@aol.com](mailto:cspagi@aol.com)]  
Sent: Friday, March 06, 2015 11:35 AM  
To: Planning and Sustainability Commission  
Subject: Potland comprehensive Plan and Transportation Plan

We support the clearing of the right of ways to allow safe travel for bicyclists and pedestrians; Dosch road is especially treacherous.  
Public right of way is a given in every community we've lived in except this one.  
thank you,  
Steven Balthazaar and Carol Hammond  
1669 Sw Sunset Blvd  
Portland 97239



From: Planning and Sustainability Commission  
Sent: Friday, March 06, 2015 12:46 PM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony: Concerns raised over the timing of March 10 PSC work session agenda

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

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

From: Robert McCullough [mailto:Robert@mresearch.com]  
Sent: Friday, March 06, 2015 12:35 PM  
To: Stein, Deborah; Planning and Sustainability Commission; Engstrom, Eric (Planning)  
Cc: McCullough, Robert; Stockton, Marty; Hales, Mayor  
Subject: Comprehensive Plan Testimony: Concerns raised over the timing of March 10 PSC work session agenda

I sent this off to Marty Stockton this morning, but she is out of the office today . . .

Dear Marty:

I read Rod's comments on the timing of the session next week and followed up with a call with him to make sure I understood where we stand.

It appears that our carefully prepared testimony was disregarded in the staff's effort to prepare comments on testimony before the testimony was due.

If I misunderstand the schedule, please do correct me:

February 24, 2014 4:45 P,M, Eastmoreland submits its testimony

February 25, 2014 Staff comments issued

March 10, 2014: PSA Work Session

March 13, 2014: Testimony Deadline

The Eastmoreland board takes this issue very seriously. And, of course, we will be raising it with the other neighborhoods within Southeast Uplift as well

Robert McCullough

President

Eastmoreland Neighborhood Association

robert@mresearch.com  
503-771-5090

From: Planning and Sustainability Commission  
Sent: Friday, March 06, 2015 12:48 PM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan comment from Daniela Brod

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

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

From: Daniela Brod [mailto:[dbrod1571@gmail.com](mailto:dbrod1571@gmail.com)]  
Sent: Friday, March 06, 2015 12:44 PM  
To: Planning and Sustainability Commission; Transportation System Plan  
Subject: Re: Comprehensive Plan comment from Daniela Brod

PS:  
For the Record,  
My address is:  
5048 SW Florida Street  
Portland, OR. 97219

On Mar 6, 2015, at 12:42 PM, Daniela Brod <[dbrod1571@gmail.com](mailto:dbrod1571@gmail.com)> wrote:

To Whom it May Concern:

I am writing to voice my support of three projects outlined in the proposed update of the Portland Comprehensive Plan. These are:

1. Community Supported Red Electric Trail,
2. A wide climbing bike lane on SW Dosch for both bicyclists and pedestrians,  
and
3. A wide climbing bike lane on SW Marquam Hill Road for both bicyclists and pedestrians.

Second, I request the addition of a policy regarding the removal of vegetation and other encroachments that interfere with the safe passage of bikes, vehicles, and pedestrians.

Finally, I would like to also request that a rails-to-trails improvement be included

on the project list - for biking or walking between the Sellwood bridge and Lake Oswego. There needs to be a safer alternative to biking or walking along Highway 43.

Thank you for your consideration,  
Daniela Brod  
SW Portland

From: Planning and Sustainability Commission  
Sent: Friday, March 06, 2015 5:59 PM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony

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

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

From: doug cook [mailto:doug.cook12@gmail.com]  
Sent: Friday, March 06, 2015 4:04 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

To Whom It May Concern:

I am a resident of the Argay neighborhood in East Portland and am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change numbers 287, 288, 289, located at the SE corner of NE 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy Blvd.) also be reclassified to R-5 and R-7 single family. Also, I support the city's similar change #688 along NE 148th Avenue north of I-84.

The Argay neighborhood was originally made up of only single-family residences. Since the original development was completed, nearly all new development has been in the form of high density apartment complexes. As a result, our area contains some of the highest proportion of apartments to single family residences in Portland. This pendulum swing has created an imbalance in our neighborhood's composition and I believe the above proposal is needed in order to bring a more equitable level of proportion between high density and low density housing.

In addition, I am very concerned about the Comprehensive Plan's reliance on the "connectivity" directive. The idea behind connectivity is fine. Providing easier and safer access to drivers, riders, walkers and bicyclists is admirable. However, when connectivity is used to provide shortcuts for drivers to cut through single-family residential areas in order to avoid main arterials and speed their commutes, I object. Although I believe that there are situations in which connectivity creates positive results, using connectivity as a standard for every situation is short-sided and often-times counterproductive. Like most people, I am concerned when strangers who



have no connection to my community, have access to it. I do not see a single advantage to having shortcut routes through my neighborhood. I only visualize heavy traffic, cars in a hurry and children and adults alike, not being safe on their neighborhood streets.

Please consider adding "when feasible and supported by the community," to all references to connectivity.

Sincerely,

Doug Cook  
14011 NE Rose Parkway  
503-997-8000

From: Planning and Sustainability Commission  
Sent: Monday, March 09, 2015 12:52 PM  
To: Kovacs, Madeline  
Subject: FW: [Approved Sender] Re: ENA Testimony Ignored

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

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

From: Robert McCullough [mailto:Robert@mresearch.com]  
Sent: Friday, March 06, 2015 5:22 PM  
To: Stein, Deborah; 'Rod Merrick'; Planning and Sustainability Commission  
Cc: Stockton, Marty; Hales, Mayor; Robinson, Matthew; Engstrom, Eric (Planning)  
Subject: [Approved Sender] Re: ENA Testimony Ignored

Deborah:

Thank you. Have a fine weekend.

Robert  
On 3/6/2015 4:38 PM, Stein, Deborah wrote:  
Dear Rod and Robert,

My team and I appreciate the depth of analysis and documentation your neighborhood has prepared, and I want to sincerely thank you for your detailed testimony. We received Eastmoreland Neighborhood Association's testimony after the February 25, 2015 staff report had already been completed, and this is why your testimony was not directly acknowledged in that report.

I want to make sure that the process is transparent to you and other members of the public. Testimony is being bundled and sent to PSC members on a regular schedule. Testimony received up until noon on February 23rd was delivered to the PSC on February 26th, in preparation for the March 10th work session. I understand that your testimony arrived after that time, and consequently wasn't included in that packet. I agree it's very important for the PSC to have ample time to review your detailed testimony in advance of their work session. Therefore, we decided to alter the agenda for March 10th and postpone discussion of Eastmoreland and other related R5/R7 areas to the following work session on March 24th. Much of your testimony addresses issues that comprise the basis for a "single-dwelling housing

and compatibility” project staff proposes to commence this summer, pending approval of funding in the 2015-16 budget. Your testimony about issues related to alternative development standards and lots of record entitlements is quite helpful to advance this discussion; we appreciate how you’ve documented these issues. In a budget request for the FY 2015-16 budget, staff proposes to examine and revisit regulations related to:

- \* demolition of existing housing stock
- \* scale and design of new single-dwellings and the role of neighborhood character
- \* narrow-lot development and density
- \* transitions between single- and multi-dwelling development
- \* design in conservation and design districts

I understand that Marty Stockton will be joining you for your neighborhood association discussion Monday evening, and she’ll be happy to elaborate and answer questions.

Regards,

Deborah

Deborah Stein | Principal Planner | Portland Bureau of Planning & Sustainability  
1900 SW 4th Avenue | Suite 7100 | Portland, OR 97201 | 503.823.6991  
deborah.stein@portlandoregon.gov  
www.portlandoregon.gov/bps

To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me at 503-823-6991, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: Rod Merrick [mailto:merrick\_map@yahoo.com]  
Sent: Thursday, March 05, 2015 5:06 PM  
To: Stein, Deborah; Planning and Sustainability Commission; Engstrom, Eric (Planning)  
Cc: McCullough, Robert; Stockton, Marty; Hales, Mayor  
Subject: ENA Testimony Ignored

Dear Deborah-

We are formally requesting that the discussion of the R-7 zoning specifically relating to Eastmoreland be removed from the PSC Commission agenda for the March 10 work session.

The summary of issues to discuss assembled for the PSC commission as of February 25 regarding zoning appropriate zoning for the Eastmoreland neighborhood is confusing and simplistic at once. The summary fails to acknowledge the original request from the ENA December 2013 that stem from adopted neighborhood goals, distorts the representation of the overwhelming opinion of support for the R7 expressed in the MapAp, and does not include the extensive written testimony provided by the neighborhood previously submitted and attached to this email. The arguments are couched in such a way to bias the outcome of the discussion in favor of the status quo.

The neighborhood expended a great deal of effort over an extended period to develop the testimony. A balanced presentation of the issues is the least we can expect. For this reason we request that these materials be withdrawn and rewritten in consultation with the neighborhood(s)

in question so that the PSC commission has information that accurately reflects the questions at hand after the end of the comment period March 13.

Some of the issues:

The issue of density vs lot size is not addressed.

There is no mention of our original request to place the entire neighborhood in the R-7 zone that city staff have chosen to ignore in the MAP APP

Related to architectural heritage. The description dividing of the neighborhood into confusing parts and parcels is incomprehensible. There is no research and no documentation to counter our research as presented with additional information to follow this.

The summary of the comments from the map app makes no indication of the level of support or of the adopted neighborhood goals underlying the requests- Just that the neighborhood is attempting to "slow the rate of change".

There is no discussion of the underlying lots of record issues.

The argument posed by staff against the changes is that changing the zoning will compromise density standards which is precisely what the code has done.

Rod Merrick, AIA NCARB  
Merrick Architecture Planning  
Portland, OR 503.771.7762

--

Robert McCullough  
Managing Partner  
McCullough Research  
6123 S.E. Reed College Place  
Portland, Oregon 97202  
Robert@mresearch.com  
www.mresearch.com

503-771-5090 (direct) 503-777-4616 (office) 503-784-3758 (cell)

This e-mail message contains confidential, privileged information intended solely for the addressee. Please do not read, copy, or disseminate it unless you are the addressee. If you have received it in error, please call 503-777-4616 and ask to speak with the message sender. Also, we would appreciate your forwarding the message back to us and deleting it from your system. Thank you.

March 6, 2015

Portland Planning and Sustainability Commission  
Comprehensive Plan Update  
1900 SW Fourth Avenue, Suite 7100  
Portland, OR 97201

Re: PSC Comprehensive Plan Testimony on the Transportation Chapter of the  
Comprehensive Plan, TSP Update, Parks and Land Use

Dear Portland Planning and Sustainability Commission:

Southwest Neighborhoods, Inc. (SWNI) submitted comments on Portland's draft Comprehensive Plan on September 5, October 31, and November 21, 2014 and January 2, 2015. The SWNI coalition members consist of 17 neighborhood associations and three business associations, and these comments reflect the consensus of our committee members and Board of Directors. SWNI continues to study the draft and submits the following additional comments, based on committee motions approved by the SWNI Board on February 25, 2015.

As stated in previous letters to Portland City Council, SWNI requests more inter-bureau cooperation so when projects are being proposed the Bureau of Environmental Services and Bureau of Transportation work together toward solutions to stormwater and transportation needs.

#### Transportation Systems Plan Update

The Portland Bureau of Transportation published a staff report with numerous updates of the Transportation Systems Plan on January 30, 2015.

**SWNI recommends that PBOT complete a more thorough update of the TSP as soon as possible, for the reasons listed below, and to incorporate the outcomes of the Southwest in Motion Study (SWIM) that is scheduled in FY 2015-16.**

- a) The current Transportation Systems Plan is written in a one-size-fits-all manner. While the draft plan aspires to honor different pattern areas in Portland, there are very few policies that reflect unique characteristics of SW Portland. Some of the remaining work, such as district-specific policies, is needed sooner rather than later. As we noted in our January 2 letter, any consideration of costs and benefits in the transportation chapter of the Comprehensive Plan must account for issues such as lengthy gaps and deficient conditions in the existing bicycle and pedestrian network, topography, lack of connectivity and lack of stormwater management system in areas with impervious soils that will add to costs of



transportation projects but also provide benefits outside of the transportation realm (environment, public health, protection of property and resources, etc.). Without a grid system or alternative routes, the greatest benefits for the most people in SW Portland are on the major roadways. The primary pedestrian network needs to be accessible to people of all ages, needs, and abilities, citywide.

- b) Many comments on the TSP and comp plan submitted prior to PBOT's January 9 deadline are not reflected in the January 30, 2015 materials. Many of our member neighborhood associations recommended segmenting or re-scoping transportation projects to focus on the most important segments and most needed improvements, and identified new projects that are needed today that were not listed in the 2007 plan. Will these comments be carried forward to the next update? We are very concerned that the volunteer time spent providing thoughtful comments in this update will not be addressed in the TSP in the near future.
- c) The TSP staff report (page 4) states that "any new projects proposed will be in response to the land use changes or if the system is unable to meet level of service." SWNI disagrees with that statement because many infill developments over the past 20 years did not include needed infrastructure improvements and SW Portland has more "waivers of remonstrance" than any other coalition. The TSP needs to address transportation system needs citywide.
- d) New projects are particularly needed to address deficiencies within proposed centers and corridors. Centers cannot function as such until adequate and safe pedestrian and bicycle facilities and crossings are provided and transit service levels are improved so that all residents can access businesses and employment locations. SWNI requests that the Comprehensive Plan ensure that all Centers and Corridors have adequate and accessible pedestrian and bicycle facilities that allow residents to access the centers and corridors without relying on a motor vehicle. Each Center and Corridor should have supporting projects in the Transportation Systems Plan to create a complete neighborhood.

**SWNI recommends the attached Priority Projects from the Staff Rankings.**

Committee members prioritized ten projects out of the PBOT staff's top ranked list of projects in SWNI neighborhoods in the financially constrained 1-10 year list (January 30, 2015 ranked list of projects) (see attachment). SW Capitol Highway between Multnomah and Taylors Ferry and Barbur Blvd. remain our top priorities for needed pedestrian, bicycle, and safety improvements.

PBOT has also proposed nine new citywide programs in which smaller but needed projects would be funded. SWNI requests to be considered as a stakeholder in the future development of and investment prioritization of the new citywide programs.

At the PSC hearing on February 24, PBOT staff described their process for prioritizing projects using criteria-based outcomes, and admitted that the process is in its early stages and may need additional review. We testified that these draft scores and rankings need to be made publicly available, and thank staff for providing details on SW Portland projects to SWNI on February 27. Unfortunately, this only provided two weeks to review the draft SW Portland TSP project scores, without sufficient time for committee and board meetings to formalize SWNI comments in accordance with ONI guidelines. SWNI requests that as the criteria-based project rankings are refined, that our coalition is considered as a stakeholder in reviewing the process and results.

### Land Use

**SWNI recommends the following additions to Chapter 10 of the Comprehensive Plan Proposed Draft to remedy land use processes negatively impacting neighborhoods.**

The impact of the city's current "one-size-fits-all" policies that allow a standard density, scale, height and mass of development to be imposed in all plan areas of the City prompts SWNI to request additions to the policies set forth in Chapter 10 of the proposed comprehensive plan. The impact of these policies is especially jarring in the demonstrably unique Western Pattern neighborhoods, corridors and centers. In the Western Neighborhoods, such an approach results in the exacerbation of existing infrastructure deficiencies noted above. They also produce development that conflicts with the residents' reasonable common sense assumptions regarding the meaning of zoning designations and their expectations that new structures will be in some degree compatible with existing development.

To address these concerns wherever they arise throughout the city, SWNI's Board of Directors endorses the proposal of the Multnomah Neighborhood Association that language be added to the end of Policy 10.6 as follows:

**"In land divisions, each lot cannot exceed the maximum density outlined in each land use designation. To exceed the maximum density, a Comprehensive Plan amendment would be required."**

The particular process that prompts the requested language is dividing corner lots. If properly sequenced it allows the development of two living units in a common wall configuration on a historic corner property and results in the development of a third single family lot of a size much smaller than the standard lot envisioned by the area's zoning designation.

SWNI also recommends that an additional section be added to Policies in Chapter 10 as follows:

**“Building Heights and Stories. Building heights and the maximum number of stories are to be measured from the lowest elevation of the building site.”**

This recommendation arises out of concerns regarding the impact that the height of new structures envisioned for Multnomah Village will have on the carefully defined and promoted character of that unique district. It is, however, stated in much broader terms to address the concerns created by the current city ordinances, working in combination with the UBC, that result in new development which “looms” over existing development, significantly altering the character of neighborhoods and often impacting the stability, both economic and physical, of adjoining properties. This is particularly pronounced given the Western Neighborhoods’ significant variations in topography.

#### Parks

**The SWNI Parks and Community Centers Committee reviewed the 2035 Draft Comprehensive Plan Parks Policies and SWNI Board passed a motion to request that the Planning and Sustainability Commission include the following comments, suggested policy changes, and language edits as part of the public record.**

#### Policy 8.72 Acquisition, Development, and Maintenance

Increase the supply of parks, natural areas, community gardens, and recreational facilities, giving priority to: **1)** areas where serious geographical and service level deficiencies exist, **2)** acquisition of lands appropriate for parks, natural areas, community gardens, and recreational facilities that have been declared surplus by other public agencies, or that have been foreclosed for tax delinquency, and **3)** acquisition of environmentally unique areas and watersheds.

#### Policy 8.73 Service Equity

Invest in acquisition and development of parks, natural areas, community gardens, and recreational facilities making continuing progress toward equitable service level goals.

#### Policy 8.75 Capital Programming

Maintain a long-range park capital improvement program that balances acquisition, development, and operations; and provides a process and criteria for capital improvement project selection-

#### Policy 8.76 Park Planning

Improve parks, natural areas, community gardens, and recreational facilities in accordance with current master plans. Where there are no master plans, develop them with public input.

#### Policy 8.7 Park Trails

Establish, improve, and maintain a citywide system of park pedestrian trails that are a component of a larger network of pedestrian pathways.

*The committee recommended moving Policy 8.78 to Transportation.*

#### Policy 8.79 Natural Areas

Manage natural areas and resources to protect and improve their ecological health, in accordance with both the natural area acquisition and restoration strategies, and provide compatible public access.

#### Policy 8.80 Recreational Facilities

Provide a wide variety of recreational facilities and services that contribute to the health and well-being of Portlanders of all ages and abilities, as called for in Vision 2020, page 29.

#### Policy 8.81 Specialized Recreational Facilities

Establish and manage specialized recreational facilities with the park system to respond to identified public needs.

#### Policy 8.82 Enterprise Facilities

Maintain existing special recreational facilities (such as golf and motorsports) as enterprises to meet public needs and ensure maximum use and financial self-sufficiency.

#### Policy 8.83 Public-private Cooperation

Encourage cooperation with the private sector to provide recreational activities that meet identified public needs.

Committee members also approved these proposed new policies from the current Comprehensive Plan (1980, rev. 2011):

#### 11.38 Master Development Plans

Maintain master development plans for city parks that address user group needs, development priorities, development and maintenance costs, program opportunities, financing strategies and citizen involvement.

#### 11.39 Maintenance

Provide programmed preventive maintenance to all city parks and recreational facilities in a manner that reduces unplanned reactive maintenance and emphasizes the use of scheduled service delivery.

#### 11.41 Improvements

Base the priorities for improvement and development of parks, natural areas, community gardens, and recreational facilities on documented needs and the following criteria: low long-term maintenance costs, location in deficient areas, broad community support, location adjacent to schools and other public facilities, support of neighborhood stabilization and community development projects and policies according to with park master development plans.

#### 11.46 Recreation Programs

Provide recreation programs and services including cultural, educational, historical, health and physical fitness, and sports (competitive and non-competitive) as required to meet a balanced program that includes the needs of the especially handicapped and the elderly within existing resources.

Committee members also approved these proposed new policies from Parks 2020 Vision. We recommend they be included in Chapter 8.

#### Parkland population ratio

Maintain the current ratio of parkland to population—20 acres per thousand people.

#### Cultural arts facilities

Provide a full range of cultural arts facilities.

#### Recreation fees

Reduce the reliance on recreation fees through general fund revenues.

#### Protect existing resources

Acquire sufficient lands to protect existing resources (e.g., land along the Willamette and Columbia rivers) to complete natural resource areas (e.g., Forest Park, Kelly Butte), and to protect locally significant natural areas (e.g., Rosemont Bluff).

#### Civic involvement

Apply and refine the public involvement processes outlined in Planning for Southwest Parks and in Planning & Development Division Policies and Procedures when planning, developing and programming city parks, natural resources, and recreation programs.

#### Community gardens

Provide community gardens and expand the number of community gardens to meet the demand. There should be a community garden site within walking distance of every resident who needs one. Make sure there are a variety of garden types for people to learn from (e.g., culinary and medicinal herbs, fruit, and habitat or ethnic gardens).



Thank you for your consideration of these comments in support of meaningful public engagement in this draft of the Comprehensive Plan. Please feel free to contact us if you wish to discuss our comments or have questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Sam Pearson". The signature is fluid and cursive, with the first name "Sam" being more prominent than the last name "Pearson".

Sam Pearson  
President, Southwest Neighborhoods, Inc.  
503-823-4592

Attachment: SWNI TSP FC 1 to 10 years Priority Project Ranking

Cc: Mayor Charlie Hales  
Commissioner Steve Novick  
Commissioner Amanda Fritz  
Leah Treat, Director, Portland Bureau of Transportation  
Susan Anderson, Director, Portland Bureau of Planning and Sustainability  
Mike Abbate, Director, Portland Parks and Recreation  
Eric Engstrom, Portland Bureau of Planning and Sustainability  
Joan Fredericksen, Portland Bureau of Planning and Sustainability  
Art Pearce, Portland Bureau of Transportation  
Roger Averbeck, SWNI Transportation Committee Chair  
John Gibbon, SWNI Land Use Committee Chair  
Kirky Doblle, SWNI Parks and Community Centers Committee Chair

TSP #	RTP #	SWC #	TSDC eligible	Name	Location	Description	Est. Cost (2014)	# of Votes	Project Ranking:
90026	10189	5009	1997-07, 2008-17	Capitol Hwy Corridor Improvements	Capitol Hwy, SW (Multnomah Blvd - Taylors Ferry)	Replace existing roadway and add sidewalks, improved crossings, bicycle facilities, and stormwater management.	\$ 10,000,000	12	1
90016	10283	4002		Inner Barbur Corridor Improvements	Barbur Blvd, SW (3rd - Terwilliger)	Design and implement transit, bicycle, and pedestrian improvements. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 3,669,200	12	2
90066				SW Terwilliger Ped/Bike Improvements	Terwilliger, SW (Taylors Ferry - County Line)	Design and implement pedestrian and bicycle facilities, including improved crossings at Lewis & Clark and Maplecrest Dr.	\$ 1,174,144	11	3
90020	10279			Beaverton-Hillsdale Hwy Corridor Improvements	Beaverton-Hillsdale Hwy, SW (Capitol Hwy - 65th)	Build new sidewalks, improve existing sidewalks, improve crossings, and enhance access to transit. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 3,565,023	10	4
90070	10272			Capitol/Vermont/30th Intersection Improvements	Capitol Hwy, SW (Vermont - 30th)	Realign the Capitol/Vermont/30th intersection and provide sidewalks, bike lanes, and drainage improvements.	\$ 1,898,314	9	5
20057				Willamette Greenway Trail Extension	Marquam Bridge to SW Gibbs, SW Lowell to SW Lane, Benz Springs	Provide two paths in order to separate bicyclists from pedestrians in remaining gaps of South Waterfront's Willamette Greenway trail.	\$2,430,845	8	6
90022	10277			Bertha Blvd Ped/Bike Improvements	Bertha Blvd, SW (Beaverton-Hillsdale Hwy - Vermont)	Design and implement pedestrian and bicycle facilities. Project requires street widening. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 2,104,500	7	7
90087	10247?			Barbur to PCC Neighborhood Greenway	53rd Ave, SW (Barbur - PCC)	Design and implement a neighborhood greenway connection between Barbur Blvd and PCC. Improve intersection at 53rd and Pomona to increase safety.	\$ 850,000	7	8
1E+05	10191		1997-07, 2008-17	Garden Home & Multnomah Intersection Improvements	Garden Home Rd & Multnomah Blvd, SW	Improve and signalize the intersection of Garden Home & Multnomah.	\$ 1,931,033	6	9
90050	11351			SW Multnomah Blvd Ped/Bike Improvements, Phase 2	Multnomah Blvd, SW (31st - 45th)	Provide separated pedestrian and bicycle facilities, along with stormwater management facilities.	\$ 5,000,000	6	10

3/6/15

To whom it may concern:

**Re: Support for TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements**

As a neighbor in the Madison South neighborhood, I'd like to thank you for including several projects in the recommended draft TSP list that could benefit our neighborhood in the future.

I support the projects listed in the recommended draft list. There is nobody on the east side of Portland who could deny the need for improvements to the entire 82<sup>nd</sup> Avenue Corridor. Most of the other projects recommended in Madison South have a regional focus and will move people, mostly cyclists, through our neighborhood. Unfortunately, nearly half of our neighborhood (north of NE Russell Street) will still not have safe access to these recommended bicycle improvements proposed for NE Tillamook, NE Halsey, the I-205 undercrossing, or Sullivan's Gulch Trail. It's also troubling that we won't have a safe pedestrian route to access new multi-modal paths (Sullivan's Gulch Trail and I-205 undercrossing).

I ask you to prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs. Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood, the diverse population of families at our neighborhood school, and regional users of the City's growing bike network.

In terms of comfortable and safe bicycle and pedestrian travel, Madison South is limited by man-made and natural barriers: I-84 on the south, Rocky Butte/Grotto on the north, Rocky Butte/I-205 on the east, and NE 82<sup>nd</sup> Avenue on much of the west. Additionally, the center of our neighborhood includes over 20 acres of land that greatly limits north-south bike or direct pedestrian access. Only NE 82<sup>nd</sup> and NE 92<sup>nd</sup> allow north-south travel to our neighbors.

Why are pedestrian and bicycle improvements on NE 92<sup>nd</sup> Avenue important?

- Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are within a ½ to 1 mile distance (north of NE Russell Street).
- There is no alternate route to this busy neighborhood street or the neighborhood school. For many, the school will be a frequent destination and we need to make sure all arrive and depart safely.
- Many neighbors, especially families, youth, or new riders (especially north of NE Russell Street) do not feel comfortable accessing the NE Tillamook bikeway due to the unsafe stretch of NE 92<sup>nd</sup> Avenue.

- There is a unique opportunity to encourage school-aged children and their families to walk and bike within their neighborhood and begin using the greater Portland cycling network.
- NE 92<sup>nd</sup> Avenue is served by TriMet. Walking to and from bus stops can feel unsafe in the narrowest areas. The buses can create safety/visibility concerns for other pedestrians and cyclists.
- The neighborhood will likely see increases in housing infill over the next decades, so the multi-modal demands and safety conflicts on NE 92<sup>nd</sup> Avenue will likely increase.
- NE 92<sup>nd</sup> Avenue provides access to the popular cycling destination of Rocky Butte and will aid in increased eastbound bicycle travel from other inner NE neighborhoods via the proposed I-205 undercrossing

I understand the \$5M+ cost makes this project difficult to envision in the foreseeable future. If it could be done in phases, the pinchpoint that has no refuge for pedestrians, is between NE Benjamin and NE Russell. The remainder of the stretch does have some narrow shoulders and some sections of sidewalk.

Please find a way to fund improvements on NE 92<sup>nd</sup> Avenue. Without improving safety on NE 92<sup>nd</sup> Avenue, we are failing to encourage multi-modal travel for most of the neighborhood. Creating future pedestrians and cyclist in our City is a necessity to realize the benefits of this long list of transportation investments.

Sincerely,

Kimberly Better

Address:

Kimberly Better  
3436 NE 83<sup>rd</sup> Ave  
Portland OR 97230

3/6/15

To whom it may concern:

**Re: Support for TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements**

As a neighbor in the Madison South neighborhood, I'd like to thank you for including several projects in the recommended draft TSP list that could benefit our neighborhood in the future.

I support the projects listed in the recommended draft list. There is nobody on the east side of Portland who could deny the need for improvements to the entire 82<sup>nd</sup> Avenue Corridor. Most of the other projects recommended in Madison South have a regional focus and will move people, mostly cyclists, through our neighborhood. Unfortunately, nearly half of our neighborhood (north of NE Russell Street) will still not have safe access to these recommended bicycle improvements proposed for NE Tillamook, NE Halsey, the I-205 undercrossing, or Sullivan's Gulch Trail. It's also troubling that we won't have a safe pedestrian route to access new multi-modal paths (Sullivan's Gulch Trail and I-205 undercrossing).

I ask you to prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs. Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood, the diverse population of families at our neighborhood school, and regional users of the City's growing bike network.

In terms of comfortable and safe bicycle and pedestrian travel, Madison South is limited by man-made and natural barriers: I-84 on the south, Rocky Butte/Grotto on the north, Rocky Butte/I-205 on the east, and NE 82<sup>nd</sup> Avenue on much of the west. Additionally, the center of our neighborhood includes over 20 acres of land that greatly limits north-south bike or direct pedestrian access. Only NE 82<sup>nd</sup> and NE 92<sup>nd</sup> allow north-south travel to our neighbors.

Why are pedestrian and bicycle improvements on NE 92<sup>nd</sup> Avenue important?

- Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are within a ½ to 1 mile distance (north of NE Russell Street).
- There is no alternate route to this busy neighborhood street or the neighborhood school. For many, the school will be a frequent destination and we need to make sure all arrive and depart safely.
- Many neighbors, especially families, youth, or new riders (especially north of NE Russell Street) do not feel comfortable accessing the NE Tillamook bikeway due to the unsafe stretch of NE 92<sup>nd</sup> Avenue.



- There is a unique opportunity to encourage school-aged children and their families to walk and bike within their neighborhood and begin using the greater Portland cycling network.
- NE 92<sup>nd</sup> Avenue is served by TriMet. Walking to and from bus stops can feel unsafe in the narrowest areas. The buses can create safety/visibility concerns for other pedestrians and cyclists.
- The neighborhood will likely see increases in housing infill over the next decades, so the multi-modal demands and safety conflicts on NE 92<sup>nd</sup> Avenue will likely increase.
- NE 92<sup>nd</sup> Avenue provides access to the popular cycling destination of Rocky Butte and will aid in increased eastbound bicycle travel from other inner NE neighborhoods via the proposed I-205 undercrossing

I understand the \$5M+ cost makes this project difficult to envision in the foreseeable future. If it could be done in phases, the pinchpoint that has no refuge for pedestrians, is between NE Benjamin and NE Russell. The remainder of the stretch does have some narrow shoulders and some sections of sidewalk.

Please find a way to fund improvements on NE 92<sup>nd</sup> Avenue. Without improving safety on NE 92<sup>nd</sup> Avenue, we are failing to encourage multi-modal travel for most of the neighborhood. Creating future pedestrians and cyclist in our City is a necessity to realize the benefits of this long list of transportation investments.

Sincerely,

*Michael Better*  
Michael Better

Address:

*3426 NE 88 Ave, 97220*

3/6/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

3400 NE 55<sup>th</sup> Ave.  
Portland OR  
97218

3/6/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,

A handwritten signature in black ink, appearing to be "M. Lee".

ADDRESS:

3405 NE 88<sup>th</sup> Ave  
Portland, OR 97220

3/6/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

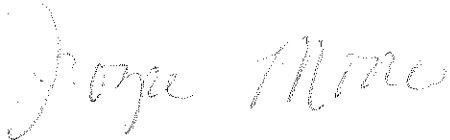
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

3425 NE 85<sup>th</sup> Av.



**HOLLYWOOD NEIGHBORHOOD ASSOCIATION**  
*"All roads lead to Hollywood"*

March 6<sup>th</sup>, 2015

City of Portland  
Attn: Planning & Sustainability Commission  
1900 SW 5<sup>th</sup> Ave.

Portland, OR 97204

Re: Comp. Plan Update – Recommendations from Hollywood Neighborhood Association

Honorable Chairman Baugh & Commissioners,

Thank you for keeping the record open for comments until March 13, 2015. This allowed our neighborhood association time to prepare the following comments regarding elements of the Proposed Draft of the Portland Comprehensive Plan that will directly affect our neighborhood.

Our primary concern is with the height, and transportation impact of "Mixed Use" designations and the potential to have "height inflation" in the planning and zoning definitions, meaning use of zone definitions typically found in downtown Portland, being applied to small mixed urban and residential centers like Hollywood Town Center and the Sandy Corridor and Halsey Street.

We have serious concerns regarding the lack of planning for off-street parking to meet the growing population's needs. The severe limitations on parking requirements will generate a negative impact on air quality as people search for a non-existent parking space, the livability for current residents is compromised. We recommend language changes throughout the document that will allow the Parking Study Committee to implement a management program where strategically located off-street parking could be developed for Town Centers and major corridors. We see the transition from use of the private vehicle to public transportation as a future possibility that needs to occur over a 20+ year timeframe. The transition will be supported by increased provision of timely transportation service alternatives and high gas prices.

We appreciate that the Proposed Draft states that will honor adopted plans such as the Hollywood and Sandy Blvd Plans. We request you continue the 45' height limit in the Hollywood Neighborhood and these Corridors to step down the development intensity in areas well outside of the Downtown and Central Business District (CBD) height definitions.

In Chapter 2, Community Involvement: Recommendations for public involvement were significantly weakened in the current draft. At a minimum the information regarding neighborhood associations and business associations that had been part of the 1981 Comprehensive Plan should be reinstated and we recommend you include the public



involvement material that had been removed between the Preliminary Draft and the Proposed Draft of the Comp. Plan Update.

The following are the Hollywood Neighborhood Associations recommendations to the Comprehensive Plan Update.

In The Hollywood Town Center area and on NE Sandy Blvd. Civic Corridor: adequate off-street parking needs to be included for expected apartment buildings and existing parking on Sandy for businesses needs to be continued. A height restriction of 4 stories of 45 ft. needs to be retained for all mixed use designations and residential designations in the Hollywood Neighborhood. For new development in mixed use designations, developers need to provide at a minimum, of at least one parking space per two units, TriMet needs to step up to ensuring convenient, reliable transit.

The Hollywood and Sandy Blvd. Plan was recommended for approval by the Planning Commission in 1999 after agreeing with residents that NE Sandy Blvd. needed to retain a maximum height of 45 feet. We request that the Sandy Civic Corridor retain the 45 foot height limitation as “Low-Rise” Mixed Use in the Hollywood Town Center and that this 45’ height limit be maintained eastward on Sandy Blvd. and Halsey Street.

Hollywood Neighborhood Association Recommendation: We Support the development of infrastructure, bike, and sidewalk improvements and pedestrian crossings in the Hollywood Transit Station Area, including integration of the potential Sullivan Gulch Trail improvements.

Hollywood Neighborhood Association Recommendation: We support the development of the Sullivan Gulch Trail to and through the 60<sup>th</sup> Ave. Max Station Area. This will become an essential link for bike commuting to and from downtown and needed to reduce motorized vehicle use.

## **Chapter 2, Community Involvement:**

(Additions to the text of the Plan are noted with a highlight. Deletions are marked in red.)

### **Goal 2.A: Community involvement as a partnership**

The City of Portland government works together as a genuine partner with Portland communities. The City promotes, builds, and maintains relationships and communicates with individuals, communities, neighborhood associations, business associations, business associations, businesses, organizations, institutions, and other governments to ensure meaningful community involvement in land use decisions.

***Hollywood Commentary:** Neighborhood associations and business associations need to be specifically identified since they are geographic in nature and cover most of the city. Neighborhood association and business associations offer a means to relay important land use and transportation proposals to residents and businesses throughout Portland’s neighborhood areas.*

### **Goal 2.B: Social justice and equity**

The city of Portland seeks social justice by working to expand choice and opportunity for all community members, recognizing a special responsibility to identify, orient, and

involve underserved and under-represented communities in land use planning. The Office of Neighborhood Involvement (ONI) promotes the integration of community diversity into Bureau public out-reach programs, and neighborhood, and business associations. The City actively works to improve its land use-related decisions to achieve more equitable distribution of burdens and benefits.

***Hollywood Commentary:** The Office of Neighborhood Involvement has become the leading bureau in the city in developing contacts and citizen involvement with diverse populations that are often underserved. ONI provides the neighborhood and business associations with opportunities for greater inclusion of diverse populations in all our activities.*

### **Goal 2.E: Meaningful participation**

Community members have meaningful opportunities to participate in and influence all stages of planning and decision-making. Neighborhood associations, business associations and other affected stakeholders are to be notified when issues impact their communities. Public processes engage the full diversity of affected community members, including under-served and under-represented individuals and communities.

***Hollywood Commentary:** Neighborhood associations and most business associations have developed procedures and a means to facilitate public involvement for land use and transportation issues that impact their areas. It is important to list these associations to allow the reader and city bureaus to understand their rolls.*

### **Partners in Decision Making**

#### **Policy 2.1 Partnerships and coordination:**

Maintain partnerships and coordinate land use and transportation planning engagement with....

***Hollywood Commentary:** Transportation planning should also be included in the coordination. If the term 'land use' is intended to be all inclusive in reverence to transportation then that needs to be clarified in a definition in the Glossary.*

#### **Policy 2.2 Broaden Partnerships:**

“Work with neighborhood associations and business associations, as depicted in Graphics #1 and # 2 to increase diversity and to help the reflect the diversity of the people and institutions the serve.” (Insert maps depicting the (#1) Portland Neighborhood Associations and (#2) Portland Business Associations.

***Hollywood Commentary:** Both neighborhood and business associations are geographically identified throughout the city. Including them in a map form provides the user of the Comprehensive Plan a better understanding of who may be impacted by a pending study of proposal. Invest in Education and Training.*

**Policy 2.3 Community capacity building:** The Office of Neighborhood Involvement (ONI) and other Bureau enhance the ability of community members, particularly those in under-served and/or under-represented groups, to develop the relationships, knowledge, and skills to effectively participate in land use planning processes.

***Hollywood Commentary:** The Office of Neighborhood Involvement has developed and provides citizen involvement training. They have and continue to be instrumental in the city developing communities of diversity that participate regularly in public involvement programs. Inserting this language identifies that they will continue to serve this vital role.*

### **Chapter 3 Urban Form – Corridors**

Civic Corridors are the city’s busiest, widest and most prominent streets. They provide major connections among centers, the rest of **Portland** and the region. They support the movement of people and goods across the city, with high levels of traffic and, in some cases, pedestrian activity. Civic Corridors provide opportunities for growth and transit supportive densities of housing, commerce, and employment. Development in Civic Corridors is intended to be mid-rise **to low-rise in scale**. Mid-rise development includes buildings from five to 10 stories in height, but most frequently ranging from five to six stories, that are to be located nearer the City Center and Regional Centers. **Low-rise development includes buildings from three to five stories in height, but most frequently ranging from three to four stories.** The low-rise development Civic Corridor segments are to be located further from the City Center and contain supportive mixed uses for **Town Centers and Neighborhood Centers.**

***Hollywood Commentary.** The concept of Hollywood Neighborhood and Halsey Street from 39<sup>th</sup> to 102<sup>nd</sup> and NE Sandy Blvd from Couch out to NE 122<sup>nd</sup> consistently being built up with five to ten stories is not reasonable. The scale of the structures should reflect where sections of these corridors are in proximity to the City Center/Regional Centers connecting to Town Centers verses Town Centers connecting to Neighborhood Centers. The Hollywood Neighborhood and the section for NE Sandy Blvd from NE 47<sup>th</sup> to NE 57<sup>th</sup> have been through several studies, including the Hollywood and Sandy Boulevard Study. There was the agreement by the Planning Commission with the approval of these studies that development would NOT exceed 45 feet in height, which is currently considered four stories. Hollywood Neighborhood Association strongly recommends retaining the 45’ height limitation in Hollywood Town Center and on Sandy Blvd from NE 50<sup>th</sup> eastward as ‘low-rise’ development along this corridor. Higher structures than 45’ would have a negative effect on livability and negatively impact the adjacent low density residential light and air.*

#### **Police 3.38 Integrated land use and mobility:**

Enhance Civic Corridors as distinctive places with transit-supportive densities of housing and employment, and high-quality transit service and pedestrian and bicycle facilities and **strategically located off-street parking facilities** that are models of ecologically-sensitive **and human-scale** urban design.

*Hollywood Commentary: Off-street parking spaces will be required to maintain commercial vitality along these corridors. This concept was approved by the Planning Commission in 1993 in the Livable Cities – Growing Better Study stating on p. 78, “For larger Main Streets projects, more extensive private improvements and public investments might be undertaken including the addition of such facilities as – pocket parks; landscaping; and parking lots/garages shared between various businesses and uses, including possibly some city-owned facilities.” The addition of “human-scale” is a very critical attribute for creating an*

*attractive pedestrian space. This can be done through simple design elements such as building façade step-ups in height that give the pedestrian more light and air while lessening the impact of the “canyon’ effect.*

**Policy 3.39 Design to be great places:**

Encourage public streets and sidewalk improvements along Civic Corridors to support the vitality of business districts, create distinctive places, provide a safe, healthy, and attractive pedestrian environment, and contribute to creating quality living environments for residents.

***Hollywood Commentary:** The term “healthy” needs to be inserted in this policy to assure that design, materials, and environmental features are to be considered in these pedestrian environments since these streets have air quality impacts due to being used as mobility and freight corridors as well.*

**Hollywood Recommended Additional Policy:**

**Policy: 3.42 “Enhance as Centers of Community:**

“Enhance Civic Corridors as unifying places of community identity by maintaining and enhancing neighborhood integrity through preserving historic features and structures, promote development designs integrate the character and scale of the existing neighborhood and structures that step down in building height near the lower density residential uses.”

***Hollywood Commentary:** This added policy addresses key elements that were in the 1981 Comprehensive Plan and the earlier draft of the Comp. Plan Update. It is critical that historical/geological features are not lost with new development. These corridors should serve as beacons for the community identity.*

**Chapter 4 Design and Development - Historic and cultural resources**

**Page GP4-11 Policy 4.37 Continuity with established patterns.**

Encourage development that fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources and elements unique to the local neighborhood.

***Hollywood Commentary:** Language needs to be added here to help design review carry out the elements that are unique to the five Pattern Areas. Further, we recommend the establishment of separate Design Review Boards for each of these Pattern Areas. The oversight by such a Board would likely help guide better development along NE Sandy Blvd. rather than the mismatched facades that have been going up on Division, Hawthorn, and Fremont.*

**Chapter 9 – Transportation**

(Additions to the text of the Plan are noted with a highlight. Deletions are marked in red.)

**Page GP 9-5 GOAL 9.C: Environmentally sustainable**

The transportation system increasingly uses renewable energy, or electricity from renewable sources, achieves adopted carbon reduction targets, and reduces air pollution, water pollution, noise, and Portlanders’ reliance on single occupancy vehicles.

**Hollywood Commentary:** Over 70% of the congestion we currently experience on our streets is caused by single occupancy vehicles.

**Hollywood Recommended Additional Policy: Policy 9.43a Transit Traffic Management**

Encourage the addition of buss pullouts and/or bus zons at transit stops so freight movement and traffic flow is maintained and not obstructed by buses stopping in travel lanes when discharging and/or boarding passengers.

**Chapter 0 Transportation - Parking Management**

Page GP9-13 **Policy 9.48** Parking management.

“Manage parking supply to achieve transportation policy objectives for neighborhood livability, safety, business district vitality, VMT and carbon reduction, and improved air quality.”

**Hollywood Commentary:** We propose adding the term carbon. We suggest the overall policy goal to include carbon reduction, which would be a more targeted approach toward reducing single occupancy cars/trucks (70% of congestion-which is the other target for VMT use) while supporting carpooling, electric vehicle use and scooters. This has the added benefit of better aligning the Comprehensive Plan with city and regional climate action plans.

Page GP9-13 **Policy 9.50** On-street parking.

Manage parking and loading demand, supply , and operations in the public right of way to encourage safety, economic vitality, and livability. Recognize that eh curb zone is a public space, and as such, a physical and spatial asset that has value and cost. Allocate and manage on-street parking and loading within the curb zone in a manner that achieves the highest and best use of this public space to support adjacent uses. in support of broad City Policy goals and local land use context.

**Hollywood Commentary:** The meaning and application of the phrase “broad City policy gals and local land use context.” is too vague to be useful in this policy, therefore we recommend deleting it.

Page GP9-13 **Policy 9.51** Off-street parking.

**Limit Manage** the development of new parking spaces to achieve land use, transportation, and environmental goals. Regulate off-street parking to achieve mode share objectives, promote compact and walkable urban form, encourage lower rates of car ownership, and promote the vitality of commercial and employment areas. Utilize transportation demand management and pricing of parking in areas with high parking demand.

**Hollywood Commentary:** The term “limit” definitely should be replaced with “manage”. The term “limit” is not encompassing enough for what is needed here. The term “manage” allows for a strategic implementation of off-street parking when and where it is needed. There should be a gradual transition over from single occupancy vehicles to other modes of travel over the next 20 years. It will not happen overnight without drastic consequences to economic vitality and neighborhood livability. Over time these same parking spaces could then be transitioned into additional Mixed Use or transitioned to serve an increasing



number of spaces for car pool, shared cars, motor cycles, scooters, and electric cars/carts. Businesses need parking in order to be viable, seniors need parking in order to thrive, living quarters and the inhabitants need parking in order to work, play and grow. Parking spaces in the neighborhoods is needed for deliveries, the residents, friends and relations who visit, and care givers who tend to those in need.

To date we in the Hollywood neighborhood have seen no studies or on-the-ground evidence that the sizable new apartment buildings built in our neighborhood, with no required parking, have encouraged lower rates of car ownership, therefore we recommend deleting the phrase *encourage lower rates of car ownership*, unless the Plan has a specific policy to reduce car ownership and leasing.

### **Policy 9.6 Transportation hierarchy for people movement.**

Implement a hierarchy of modes for people movement by making transportation system decisions according to the following prioritization:

1. Walking
2. Cycling
3. Transit
4. Zero emission vehicles Taxi/commercial transit /shared vehicles
5. Taxi/commercial transit/shared vehicles/Other private vehicles Zero emission vehicles
6. Other private vehicles

**Hollywood Commentary:** Zero emission vehicles should be promoted. The remaining ones on the list should be given a rating of #5.

### **Appendix A: Glossary**

**Civic Corridors:** “These are a prioritized subset of the city’s most prominent transit and transportation streets. They connect Centers, provide regional connections, and include segments where commercial development and housing are focused. Civic corridors are intended to become places that continue their important transportation functions by maintaining a safe and efficient traffic flow that is compatible with the adjacent neighborhood residential and commercial uses. They are also intended to provide livable environments for people and evolve into distinctive places that are models of livability, commerce, and ecological design.”

**Hollywood Commentary:** The Civic Corridors need to support transportation functions while enhancing segments that are intended to evolve into models of both livability and thriving commerce. This language is intended to assure pedestrian functions for crossing the Corridor are enhanced and the travel speed do not compromise safety.

### **Page G-9 Glossary**

**Office of Neighborhood Involvement (ONI):** A City of Portland bureau that provides assistance through promoting community involvement, drawing together representatives from Portland’s diverse communities, and supporting information exchange within the city network of neighborhood and business associations.

**Neighborhood Association:** A group of residents, business representatives, and/or other interested citizens and property owners who devote their time and energy to improve and enhance the livability of defined geographic area recognized by ONI.

**Business Association:** A membership organization of business representatives, residents, and other interested citizens and property owners who devote their time and energy to improving the economy, business and community environment in a defined, geographic area recognized by ONI.

*Hollywood Commentary: The definitions for Office of Neighborhood Involvement and Neighborhood Associations and Business Associations is needed to identify these organizations that also actively participate in the Portland land use and transportation process.*

Thank you again for extending the comment period to enable our participation in this process. These propose recommendations to the Proposed Draft of the Comprehensive Plan Update are critical to our neighborhood livability, economic vitality, and to help us meet our goal for increased diversity. We look to you to step out of downtown and work with us in embracing the Pattern Areas concept as well as broaden the vision for the Town Centers and Civic Corridors so development can be guided to integrate with the integrity of existing neighborhoods. Please let us know if you have any questions or we can be of assistance to clarify these comments.

Respectfully,

Jo Schaefer, Chair  
Hollywood Neighborhood Association  
4415 NE 87th Ave  
Portland, OR 97220

Cc:

Susan Anderson, BPS Director [susananderson@portlandoregon.gov](mailto:susananderson@portlandoregon.gov)  
Joe Zehnder, Long Range Planning Manager [joe.zehnder@portlandoregon.gov](mailto:joe.zehnder@portlandoregon.gov)  
Erik Engstrom, Comp. Plan Project Manager [eric.engstrom@portlandoregon.gov](mailto:eric.engstrom@portlandoregon.gov)  
Alison Stoll, Exec, Director Central NE Neighbors [alisons@cnmcoalition.org](mailto:alisons@cnmcoalition.org)  
Nan Stark AICP City Planner [nan.stark@portlandoregon.gov](mailto:nan.stark@portlandoregon.gov)

From: Planning and Sustainability Commission  
Sent: Friday, March 06, 2015 8:33 AM  
To: Kovacs, Madeline  
Subject: FW: ENA Testimony Ignored

Follow Up Flag: Follow up  
Flag Status: Flagged

Address is 3627 SE Cooper St / 97202

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

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

From: Rod Merrick [mailto:merrick\_map@yahoo.com]  
Sent: Thursday, March 05, 2015 5:06 PM  
To: Stein, Deborah; Planning and Sustainability Commission; Engstrom, Eric (Planning)  
Cc: McCullough, Robert; Stockton, Marty; Hales, Mayor  
Subject: ENA Testimony Ignored

Dear Deborah-

We are formally requesting that the discussion of the R-7 zoning specifically relating to Eastmoreland be removed from the PSC Commission agenda for the March 10 work session.

The summary of issues to discuss assembled for the PSC commission as of February 25 regarding zoning appropriate zoning for the Eastmoreland neighborhood is confusing and simplistic at once. The summary fails to acknowledge the original request from the ENA December 2013 that stem from adopted neighborhood goals, distorts the representation of the overwhelming opinion of support for the R7 expressed in the MapAp, and does not include the extensive written testimony provided by the neighborhood previously submitted and attached to this email. The arguments are couched in such a way to bias the outcome of the discussion in favor of the status quo.

The neighborhood expended a great deal of effort over an extended period to develop the testimony. A balanced presentation of the issues is the least we can expect. For this reason we request that these materials be withdrawn and rewritten in consultation with the neighborhood(s) in question so that the PSC commission has information that accurately reflects the questions at hand after the end of the comment period March 13.

Some of the issues:

The issue of density vs lot size is not addressed.

There is no mention of our original request to place the entire neighborhood in the R-7 zone that city staff have chosen to ignore in the MAP APP

Related to architectural heritage. The description dividing of the neighborhood into confusing parts and parcels is incomprehensible. There is no research and no documentation to counter our research as presented with additional information to follow this.

The summary of the comments from the map app makes no indication of the level of support or of the adopted neighborhood goals underlying the requests- Just that the neighborhood is attempting to "slow the rate of change".

There is no discussion of the underlying lots of record issues.

The argument posed by staff against the changes is that changing the zoning will compromise density standards which is precisely what the code has done.

Rod Merrick, AIA NCARB  
Merrick Architecture Planning  
Portland, OR 503.771.7762

From: Planning and Sustainability Commission  
Sent: Friday, March 06, 2015 8:33 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony - Argay Neighborhood

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

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

From: Bernie W. Rask [mailto:[bernie.rask@gmail.com](mailto:bernie.rask@gmail.com)]  
Sent: Thursday, March 05, 2015 8:58 PM  
To: Planning and Sustainability Commission  
Cc: Debra Rask  
Subject: Comprehensive Plan Testimony - Argay Neighborhood

To Whom It May Concern:

I am a resident of the Argay Neighborhood in East Portland. My wife and I have lived at 3208 NE 132nd. Avenue, Portland, OR 97230 since 1989. We also simultaneously owned a house at 3635 NE 139th. Avenue, Portland, OR 97230. We owned that property for 5 years and sold it in 2011.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of NE 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I support the City's similar change #688 along NE 148th Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

Sincerely,

Bernard W. & Debra R. Rask  
3208 NE 132nd. Avenue  
Portland, OR 97230-2802  
[bernie.rask@gmail.com](mailto:bernie.rask@gmail.com)



## Hamilton Consulting, LLC

To: Portland Planning and Sustainability Commission

[PSC@portlandoregon.gov](mailto:PSC@portlandoregon.gov), [TSP@portlandoregon.gov](mailto:TSP@portlandoregon.gov); [baack@q.com](mailto:baack@q.com);

Date: March 5, 2015

Subject: Funding Red Electric Trail, SW Dosch Road, SW Marquam Hill Road Projects

**I am writing in support of putting the funding of the Red Electric Trail as well as a SW Dosch Road and a SW Marquam Hill Road project into the first five years category.**

The completed Red Electric Trail will contribute significantly to the goal of promoting more efficient movement of Greater Portland residents from suburban cities and neighborhoods to downtown Portland's commercial and cultural center. In the same way that new High Capacity Transit Corridors in the Southwest quadrant of the city will improve commuting throughout the hub-and-spoke transportation infrastructure, the Red Electric Trail is a critical part of the plan to move pedestrians and bicyclists within and between neighborhood schools, shops, and parks as well as from Tualatin or Tigard to downtown. The "hub-and-spoke" metaphor should be replaced, perhaps, by that of the bee-colony or termite (white-ant) mound, with large and small trails, streets, tracks, greenways, and arterials giving efficient access to schools, shops, homes, parks, and offices.

What SW Trails PDX has proposed regarding the Red Electric Trail has been made very clear in their brochures and at their website. You are undoubtedly aware of what this organization has accomplished with a mighty input of volunteer labor, small grants of money, and Don Baack's vision and leadership. Moving the Red Electric Trail to a top-tier of priority for funding continues in an appropriately accelerated way, the partnership among SW Trails, neighborhood association coalitions, and city/county/state/Metro governments which has greatly benefitted Portland residents: walkers, runners, bicyclists, as well as those who choose other means of transportation.

A wide climbing bike lane on SW Dosch Road is also needed for both pedestrians to walk and for climbing bicycles. Dosch Road is in desperate need of attention because of the unsafe conditions for both motorists and the many walkers (some with baby strollers, some who are school children), runners, and bicyclists. As one prominent neighborhood activist told our Hillsdale Neighborhood Association meeting last night: "You are crazy if you walk Dosch Road." But many people are forced to do so, even at night to catch a bus or to attend a church meeting within a few blocks of their home.

A wide climbing bike lane on SW Marquam Hill Road is needed for pedestrians and for climbing bicycles. This is a favorite tourist route on the popular 4T trail.

Please contact me if I can be of additional assistance in the effort to fund these three necessary projects as soon as possible.

Sincerely yours,

Robert E. Hamilton, Ph.D.

505 Couch Street; Suite 400; Portland, OR 97209

[Robert@phww.org](mailto:Robert@phww.org)

Cell: 503-320-5994

Ord. 187832 Vol. 2.3.C, page 14782

# Hamilton Consulting, LLC

505 Couch Street; Suite 400; Portland, OR 97209

[Robert@phww.org](mailto:Robert@phww.org)

Cell: 503-320-5994

Ord. 187832 Vol. 2.3.C, page 14783

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School

We strongly ask that you prioritize TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



CARNOY AURELIEN, CHRISTINA, WILLIAM

ADDRESS:

8710 NE BEECH ST

PORTLAND OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

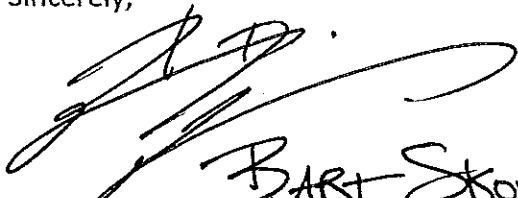
Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School

We strongly ask that you prioritize TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



BART SKONDIN

ADDRESS:

3616 NE 90<sup>th</sup> Ave  
Portland, OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

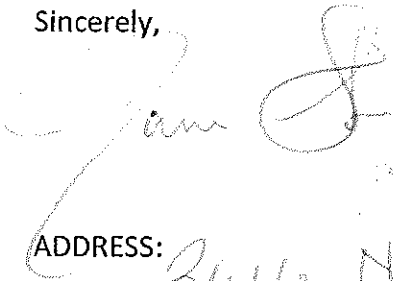
Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School

We strongly ask that you prioritize TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

3416 NE 90th Ave  
Portland, OR 97220



3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

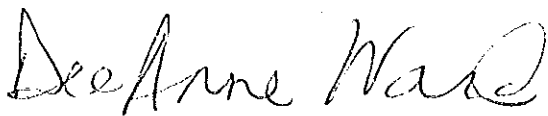
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS: 8722 NE Dyer ST  
PORTLAND OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



CRYSTAL CALANCA

ADDRESS:

3445 NE 87<sup>TH</sup> Ave  
PORTLAND, OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:


**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

3115 NE 87th Pl.  
Portland, OR  
97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

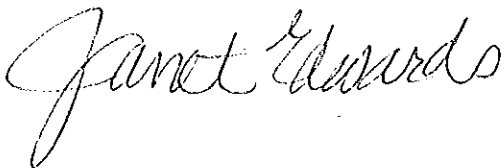
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

3115 NE 87<sup>th</sup> PE  
Portland, OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

3345 NE 84th Ave, PDX, 97220



3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,

AMANDA AQUILINO

ADDRESS:

3336 NE 88<sup>th</sup> Avenue  
Portland, OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

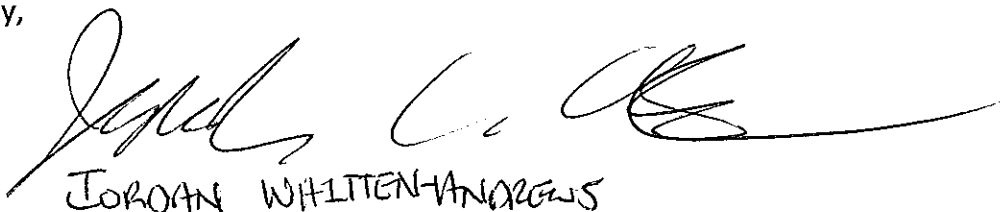
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



JOROEN WHITTEN-ANDREWS

ADDRESS:

1912 NE 70<sup>th</sup> AVE  
PORTLAND, OR 97213

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

9011 SE Stephens St  
Portland OR 97219.

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:


**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,

  
Elissa Andreses

ADDRESS:

8700 NE Thompson  
Portland OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

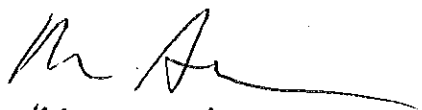
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



Marc Andresen

ADDRESS:

8700 NE Thompson St  
Portland OR 97220



3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

8346 NE Thompson St. Portland, OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

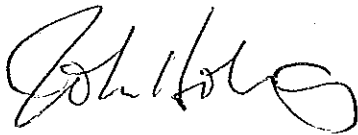
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

John Hold esp  
9325 NE Sacramento St  
97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

8116 NE Schuyler  
Portland OR 97213

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



BEN WATSON

ADDRESS:

9101 NE THOMPSON ST.  
PORTLAND, OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

8333 N.E. Sacramento St  
Portland, OR 97220



3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

8233 NE Eugene St

Portland, OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

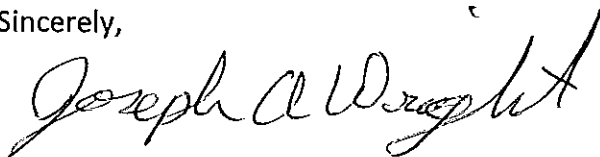
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

8508 NE Knott Unit C  
Portland OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

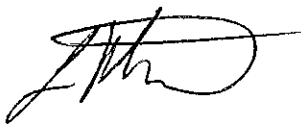
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

James Holstein  
9038 NE Fremont St  
Portland, OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

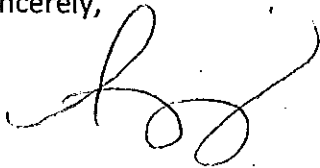
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS: Ayrna Uhlig  
7111 NE Broadway St.  
Portland OR 97230

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

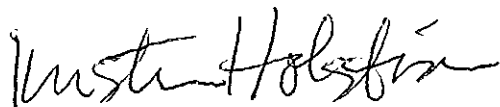
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

9038 NE Fremont  
Pdx, OR 97220



3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS: Ranjeeta Shrestha,  
8350 NE Thompson St,  
Portland, Oregon, 97220.

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

Lorajean Kelley  
2926 NE 89th Ave  
Portland OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

1914 NE 73 Ave  
Portland OR  
97213

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

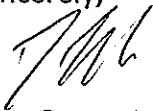
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



David Buchta

ADDRESS:

1914 NE 73<sup>rd</sup> Ave #2  
Portland, OR 97213

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

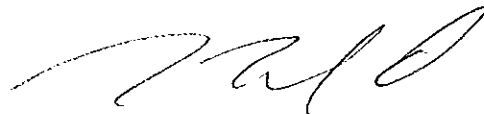
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



MATT WARFORD

ADDRESS: 8847 NE SCHUYLER ST.  
PORTLAND OR 97220



3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,

*Kristin M. Moore*

ADDRESS:

*Kristin M. Moore  
8847 NE Schuyler St  
Portland, OR 97220*

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,

Anie Anyang

Anie Anyang

ADDRESS:

3022 NE 92<sup>nd</sup> ave  
Portland, OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,

*Kali E Capps*  
Teacher at Jason Lee K-8

ADDRESS:

*2222 NE 92<sup>nd</sup> Ave.  
Portland, OR 97220*

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,

  
Jennifer A. Stine

ADDRESS:

8508 NE Knott unit C  
Portland, OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

Stig Hagnes  
8816 NE Broadway  
Portland, OR 97220



3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,

Denise N. Holtrop

ADDRESS:

Denise Holtrop  
9325 NE Sacramento St  
Portland OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:


**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



Chris Epperson

ADDRESS:

8438 NE Knott St Unit #B  
Portland OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

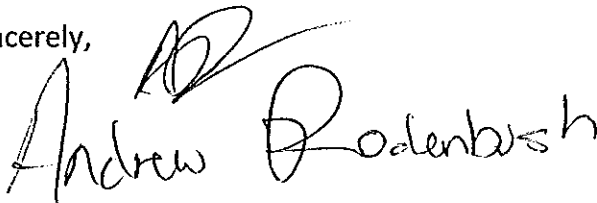
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



Andrew Rodenbush

ADDRESS:

7011 NE Broadway St.  
97213

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

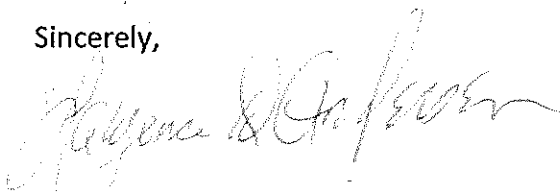
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

3350 NE 85TH AVE  
PORTLAND, OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

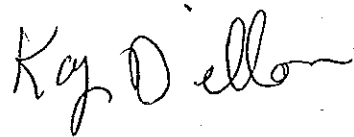
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,



ADDRESS:

3175 N.E. Fremont Dr.  
Portland, OR 97220



3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,

ADDRESS:

William J. Allman William Allman  
2833 N.E. 89<sup>th</sup> Ave  
Portland, OR 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:


**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,

  
ALVEN RIMES

ADDRESS:

3214 NE 99<sup>th</sup>  
PORT OR. 97220

3/5/15

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To Whom It May Concern:

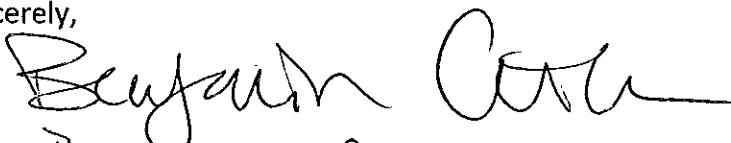
**Re: TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements Needed for Lee K-8 School**

We strongly ask that you prioritize **TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements** or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs.

Many students of Jason Lee K-8 School cannot currently walk or ride bicycles to this neighborhood school—even if they are less than a mile from school. Our school is likely the busiest local destination within our neighborhood. If we could provide walking and bicycle options for families, we could reduce vehicle congestion around school in the morning and afternoon, promote healthy activity, and provide flexibility and peace of mind for parents and guardians with work schedules that don't always match up with the school bell.

Improvements to NE 92<sup>nd</sup> Avenue would benefit our immediate neighborhood and the diverse population of families at our neighborhood school. Please find a way to make it happen.

Sincerely,

  
BENJAMIN COTLER

ADDRESS: 8604 NE BEECH ST.  
PORTLAND, OR 97220

Milton C. Lankton and Helena Barbey Lankton  
Portland, Oregon 97221  
503-292-1335

March 5, 2025

City of Portland  
Planning and Sustainability Commission  
1900 S W 4<sup>th</sup> Ave. Suite 7100  
Portland, OR 97201

Opposition to Request for a Change in Comprehensive Plan Zoning  
from R-20 to R 2000 for property on SW 61<sup>st</sup> Drive and SW Canyon Ct.  
(nominally 6141 SW Canyon Ct.)

Dear Planning and Sustainability Commission:

This letter is in support of the many letters opposing a Comprehensive Plan zone change from R-20 residential to R-2000 apartments, row houses, townhouses, etc. for the property nominally 6141 S.W. Canyon Ct. Portland, Oregon. The current Comprehensive Plan and zoning would permit two residences on the property. The proposed change would permit up to 27 apartments, townhouses, row houses, etc.

The actual access to and from the property is from SW 61<sup>st</sup> Drive (not SW Canyon Ct.) There is a high concrete retaining wall between the property and SW Canyon Ct. which does not permit access from the property to SW Canyon Ct. Instead, the driveway from the property to public streets actually is to SW 61<sup>st</sup> Drive.

SW 61<sup>st</sup> Drive is a semi-rural, winding, residential street. All of the houses on that street comply with the R-20 zoning. At the driveway from the subject property to the street, there is a steep driveway which enters a steep section of SE 61<sup>st</sup> Drive. Just a few feet away from the subject property driveway where it enters SW 61<sup>st</sup> Drive, SW 61<sup>st</sup> Drive intersects SW Canyon Ct. at a very sharp angle, making it difficult to view oncoming Eastbound traffic from SW Canyon Ct. Also, in snow conditions (which occur frequently at that altitude), cars from SW 61<sup>st</sup> Drive frequently slide into the intersection into SW Canyon Ct. Having some 27 or more additional cars sliding down the steep driveway onto the steep approach to nearby SW Canyon Ct. will create a serious traffic hazard to SW 6st Drive and SW Canyon Court.

Also, as pointed out by several other letters, adding another 27 plus cars to the steep uphill portion of SW 61<sup>st</sup> Drive to access the only nearby grocery shopping at SW Barnes Rd. (Thriftway) will increase substantially the traffic in this quiet suburban neighborhood, increase the already long delays to access NW Burnside from SW Barnes Rd. or from SW. Skyline Rd.

I have lived next door to the subject property for 49 years. Each of my three sons were hit on their bikes by automobiles upon entering from my driveway to SW 61<sup>st</sup> Drive because of the

steep street of SW 61<sup>st</sup> Drive just a few feet uphill from the driveway from the subject property. Fortunately, the children were not seriously hurt and the destroyed bikes were replaceable. Adding another 27 residences on the subject property will create a very serious safety and traffic hazard. Mr. Nadir Rasoulli, the applicant, may have lived there for a few days or weeks but during the several years, that he has owned the property, he has rented out his house. There is a current proposal to change from the office campus (which is a few blocks West of the subject property) to a block or two West of the subject property. That will add substantially to the traffic on SW Canyon Ct. which intersects with SW 61<sup>st</sup> Drive at the corner of the subject property, increasing the hazard at that intersection.

I join the many neighbors in the Sylvan area who strongly oppose changing the Comprehensive Plan to create the substantial traffic hazard which will result from allowing the proposal and will make a detrimental change to the single family neighborhood on SW 61<sup>st</sup> Drive.

Sincerely,

  
Milton C. Lankton

Helena B. Lankton



From: Planning and Sustainability Commission  
Sent: Wednesday, March 04, 2015 8:57 AM  
To: Kovacs, Madeline  
Subject: FW: Leave neighborhood associations alone! They work!

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

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

From: Jane Peterson, PhD [mailto:[humansystems@comcast.net](mailto:humansystems@comcast.net)]  
Sent: Wednesday, March 04, 2015 1:04 AM  
To: Planning and Sustainability Commission  
Subject: Leave neighborhood associations alone! They work!

The new Comprehensive Plan devastates a core element of Portland livability, democracy, and quality of life--the neighborhood associations. Please leave them as they are. They are the only advocate for those who are currently living in Portland deserve the respect of City Council, not dismantling.

Thank you,

Jane

Jane Peterson, PhD  
4220 SW Freeman Street  
Portland, OR 97219  
Jane Peterson, PhD  
Post-Doctoral Fellow  
INSTITUTE FOR SOCIAL INNOVATION  
Fielding Graduate University  
Email: [jpeterson@email.fielding.edu](mailto:jpeterson@email.fielding.edu)  
Web: <http://www.fielding.edu/whyfielding/ci/isi.aspx>  
Executive Director  
HUMAN SYSTEMS INSTITUTE™ Inc  
Tel: 001.503.293.0338  
Email: [humansystemsinstitute@gmail.com](mailto:humansystemsinstitute@gmail.com)  
Web: <http://www.human-systems-institute.com>  
Consulting Sessions: <https://www.schedulicity.com/Scheduling/HSILDA>

From: Planning and Sustainability Commission  
Sent: Wednesday, March 04, 2015 9:28 AM  
To: Kovacs, Madeline  
Subject: FW: Please share with the Commissioners as a comment Re: West Hayden Island

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

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

From: Robert Bernstein [mailto:[bobbo1946@yahoo.com](mailto:bobbo1946@yahoo.com)]  
Sent: Wednesday, March 04, 2015 12:12 AM  
To: Planning and Sustainability Commission  
Subject: Please share with the Commissioners as a comment Re: West Hayden Island

Interestingly in perusing the Port's information on WHI, online, found little, if any, mention of the fact that development had already been blocked when it was owned by PGE. It was a gamble from the start..and they knew it. It will be loss for them should you turn them down..or maybe with their other losses of late..they don't even need WHI ...Either way, you know, we all take gambles..relationships, houses..you fill in the blanks...Their eyes were open..there should not be a sense of entitlement. Maybe it's a learning opportunity.

Another point is the need for no net losses of habitat. Every time a lot is developed or subdivided, a yard made smaller, a setback, set aside..it's a habitat loss. Every large tree, taken down for development, is a loss..to Robins, Towhees, Sparrows, Wrens...we are losing the character of Portland's neighborhoods, people are voicing their grief about it...I'll mourn it, to you, for the birds..Makes it all the more important to leave places like WHI.

Lastly, if WHI is developed, this time around, it will show how Portland and it's policy makers, and I will make it distinction between them and the General Public..have changed. It will show us to no longer be the City that we once were.

Respectfully,  
Robert B. Bernstein  
Laura Webb  
7415 SE Main St.  
Portland, OR 97215  
503-233-9671

From: Planning and Sustainability Commission  
Sent: Wednesday, March 04, 2015 1:10 PM  
To: Kovacs, Madeline  
Subject: FW: My Comments on the City of Portland Comprehensive Plan and the Transportation System Plan

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

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

From: Miller's Subscriptions [mailto:Subscriptions@themillershouse.com]  
Sent: Wednesday, March 04, 2015 1:00 PM  
To: Planning and Sustainability Commission; Transportation System Plan  
Subject: My Comments on the City of Portland Comprehensive Plan and the Transportation System Plan

My Comments on the City of Portland Comprehensive Plan and the Transportation System Plan

Trees often obstruct my vehicle on Terwilliger Parkway.

\* Policy 8.44 Right of way maintenance. Remove vegetation and encroachments that interfere with the safe passage of vehicles, pedestrians, and bicyclists on both built and unbuilt right of way.

I support the following three projects.

- \* 1. Upgrade Marquam trails to all-year and bicycle use
- \* 2 Make a A wide climbing bike lane on SW Marquam Hill Road for both pedestrians to have a safe place to walk and for climbing bicycles.
- \* 3 Make a A wide bike lane / pedestrian lane on Fairmont Blvd

Christopher Miller  
4209 SW Homestead Dr.  
Portland, OR 97239

From: Planning and Sustainability Commission  
Sent: Wednesday, March 04, 2015 1:12 PM  
To: Kovacs, Madeline  
Subject: FW: Traffic improvements in SW Portland

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

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

From: David Thompson [mailto:[rosedalerocket@mac.com](mailto:rosedalerocket@mac.com)]  
Sent: Wednesday, March 04, 2015 12:22 PM  
To: Planning and Sustainability Commission; Transportation System Plan  
Subject: Traffic improvements in SW Portland

I am a homeowner in SW Portland. I operate an automobile, ride a bicycle, and often walk to Multnomah Village and Hillsdale and Gabriel Park from near SW Dakota and SW 39th where I live. I usually ride Trimet when going downtown. Our neighborhood is filling up with families with small children and more people, including school-age children are out walking and bicycling. Our section of SW Vermont, between SW 30th and Gabriel Park, is emblematic of the tension between the concept of an arterial corridor versus a neighborhood of families.

I very much appreciate the new sidewalk improvements on the south side of SW Vermont between SW 30th and SW 35th. I also appreciate the relocation of a Trimet bus top, although now that means that a stopped bus is blocking the new eastbound bike lane.

Thank you also for new speed limit signs on that segment of SW Vermont, lowering the limit from 35 to 30 mph. However, I believe that is still excessive, until there are sidewalks on both sides of Vermont and safer crossing opportunities. Although the new pedestrian crosswalk at SW 34th has yellow crossing signs, and the crosswalk is clearly painted, a high percentage of automobiles do not stop for me, even when I am wearing my fluorescent green flagger's vest and have my foot into the street. So in order to give the walker (or runner) a safer chance to get across, I believe the posted speed should be 20 or at most 25 mph or bright amber blinking LED crosswalk warning lights (such as those on SW Barbur) should be installed.

Thank you very much for installing the no parking zone sign on Vermont at the SW corner of the intersection of SW 35th and Vermont. Now cyclists and walkers and car drivers coming south on SW 35th toward that intersection can see vehicles coming up the hill from the west and vice versa.

Finally, I would like to register my support for the following;

1. Policy 8.44 Right of way maintenance. Remove vegetation and encroachments that interfere with the safe passage of vehicles pedestrians and bicyclists on both built and unbuilt right of way.
2. Red Electric Trail improvements.
3. A climbing lane for bicyclists trying to get to SW Patton from SW Dosch and Hamilton on steep SW Dosch Rd with all its blind curves.
4. A wide climbing lane up Marquam Hill Road that would serve both pedestrians and bicyclists and would certainly be appreciated by automobile drivers as well.

Sincerely,

David P. Thompson  
6233 SW 39th Ave  
503-789-5480



From: Planning and Sustainability Commission  
Sent: Wednesday, March 04, 2015 1:13 PM  
To: Kovacs, Madeline  
Subject: FW: 3150 SE Belmont St

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

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

From: Rahim Abbasi, pe [mailto:[rahim@abbasidesign.com](mailto:rahim@abbasidesign.com)]  
Sent: Wednesday, March 04, 2015 11:44 AM  
To: Planning and Sustainability Commission  
Cc: [chase@abbasidesign.com](mailto:chase@abbasidesign.com)  
Subject: Re: 3150 SE Belmont St

Julie,

I think we forgot to reply to this. My mailing address is 510 SW Fifth Avenue, suite 200.  
Portland, Oregon, 97204.

Also, there is another lot which we have in contract and are closing on the lot next week. We would like to request a zone change as part of the Comprehensive Plan update from its current R1 zone to CS for future development. The address is 2206 SE Division Street and is a corner lot.

Thank you,

rahim a abbasi pe  
abbasi design works +  
lift development  
+1.503.816.9466  
[www.abbasidesign.com](http://www.abbasidesign.com)

On Feb 9, 2015, at 12:05 PM, Planning and Sustainability Commission  
<[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)> wrote:  
Hello Rahim and Chase,

Thank you for your comments to the Planning and Sustainability Commission. So that I

may include your message in the record and forward it to PSC members, can you please email me your mailing address? That is required for all testimony.

Thanks,  
julie

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

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

From: Rahim Abbasi [mailto:rahim@abbasidesign.com]  
Sent: Monday, February 09, 2015 11:48 AM  
To: Planning and Sustainability Commission; Stockton, Marty  
Subject: Fwd: 3150 SE Belmont St

----- Forwarded message -----  
From: Chase Ashely <chase@abbasidesign.com>  
Date: Tue, Feb 3, 2015 at 4:22 PM  
Subject: 3150 SE Belmont St  
To: Rahim Abbasi <rahim@abbasidesign.com>

Dear Planning and Sustainability Commission,

We are interested in changing the zoning of the site 3150 SE Belmont st Portland Or. We wish to have this site be a part of the Portland Comprehensive Plan for future development. Currently the site is split zoned CM with a small portion of the site still zoned as R1. We would like to have the PSC to consider to change the site to be entirely CM for future development.

Thank you for your time and consideration.

(Abbasi Design Works) (Rahim Abbasi) Marty said to include address, current zoning, and what the PSC should consider changing it to. She also stated that for this public testimony to include your name.

Email this testimony to PSC@PortlandOregon.gov. and CC  
marty.stockton@PortlandOregon.gov

Also said we could include comments about how the adjacent 3144 se Belmont is zoned the same way.

From: Planning and Sustainability Commission  
Sent: Wednesday, March 04, 2015 1:14 PM  
To: Kovacs, Madeline  
Subject: FW: [User Approved] RE: 80th Greenway Madison High to Flavel

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

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

From: Dave Messenheimer [mailto:trimess@hotmail.com]  
Sent: Wednesday, March 04, 2015 10:44 AM  
To: bob@seuplift.org; Stockton, Marty; tsp@portlandorgeon.gov; Planning and Sustainability Commission  
Cc: Terry Dublinski-Milton; brentwood.darlington@gmail.com; jdbsherman@gmail.com; edwikoff@gmail.com  
Subject: [User Approved] RE: 80th Greenway Madison High to Flavel

We, the Brentwood-Darlington Neighborhood Association, formally endorse the following bikeway/transportation proposals:

the 60's bikeway with the turn east at SE Harney  
the Project #70071  
the East-West improvements Project #70075  
the 78th-80th greenway north to PCCSE

We voted to support the projects at our meeting on 2.5.15, and were impressed with the work done on these projects by Terry Dublinski-Milton. As these specific projects run through (at least in part) our neighborhood, we view them as a great asset to our limited cycling grid. The projects are cost effective and would greatly allow for better access to parks, schools, commercial, and work for all our neighbors. They also provide equity for lower income residents, some of whom rely solely on bicycles for their transportation. As a historically underserved neighborhood we are glad and excited to see these improvements come to our area, and recognize that they fit in line with objectives made in 1992 in the Brentwood-Darlington Plan <https://www.portlandoregon.gov/bps/article/88596> (objective 5, page 58).

David Messenheimer  
Land Use and Transportation Chair



From: Planning and Sustainability Commission  
Sent: Wednesday, March 04, 2015 1:17 PM  
To: Kovacs, Madeline  
Subject: FW: Addition on Right of Way Maintenance

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

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

From: Don q Baack [mailto:[baack@q.com](mailto:baack@q.com)]  
Sent: Wednesday, March 04, 2015 10:46 AM  
To: Transportation System Plan; Planning and Sustainability Commission  
Cc: Frederiksen, Joan; Schooley, Sara  
Subject: Addition on Right of Way Maintenance

Policy 8.44 Right of way maintenance. Remove vegetation and encroachments that interfere with the safe passage of vehicles, pedestrians, and bicyclists on both built and unbuilt right of way.

Don Baack  
6495 SW Burlingame Place  
Portland OR, 97239  
[baack@q.com](mailto:baack@q.com)  
503-246-2088 call if you need an answer w/in 24 hours



From: Planning and Sustainability Commission  
Sent: Thursday, March 05, 2015 9:11 AM  
To: Kovacs, Madeline  
Subject: FW: TSP Comment: Hawthorne Road Diet

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

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

From: Garlynn Woodsong [mailto:[garlynn@gmail.com](mailto:garlynn@gmail.com)]  
Sent: Wednesday, March 04, 2015 4:24 PM  
To: Transportation System Plan  
Cc: Planning and Sustainability Commission  
Subject: TSP Comment: Hawthorne Road Diet

Dear PSC/TSP:

Hawthorne Blvd needs a road diet and a cycle track. One travel lane in each direction, from SE 12th to SE 50th (acknowledging it is already one lane in each direction from around SE 40th to SE 40th), should be sufficient to accommodate all automobile, bus, and truck traffic. On-street parking should be moved to be adjacent to a new curb, creating room between the sidewalk and the new curb for new cycle tracks on each side of the street. The businesses on Hawthorne were opposed to this sort of change the last time it was discussed a generation ago, in the 1990s. However, it is clear that this sort of change would be positive for Hawthorne, sending the message to visitors that cars are no longer the primary mode for accessing the corridor, and that users should slow down and celebrate the place along its entire length. The focus should be on placemaking and economic development, not throughput of as many automobiles as possible.

The road diet should be studied and a project for it created for inclusion in this TSP. Currently, the TSP includes no projects on Hawthorne. This must change.

Sincerely yours,  
~Garlynn  
Garlynn G. Woodsong  
5267 NE 29th Ave  
Portland, OR 97211  
[garlynn@gmail.com](mailto:garlynn@gmail.com)  
503-936-9873

From: Planning and Sustainability Commission  
Sent: Thursday, March 05, 2015 9:12 AM  
To: Kovacs, Madeline  
Subject: FW: Right of Way support

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

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

From: Cynthia Schubert [mailto:[schuberttrussell@comcast.net](mailto:schuberttrussell@comcast.net)]  
Sent: Wednesday, March 04, 2015 5:28 PM  
To: Planning and Sustainability Commission  
Subject: Right of Way support

Policy 8.44 Right of way maintenance. Remove vegetation and encroachments that interfere with the safe passage of vehicles, pedestrians, and bicyclists on both built and unbuilt right of way.

1. Community Supported Red Electric Trail,
  2. A wide climbing bike lane on SW Dosch for both pedestrians to have a safe place to walk and for climbing bicycles.
  3. A wide climbing bike lane on SW Marquam Hill Road for both pedestrians to have a safe place to walk and for climbing bicycles. You might mention that this is a favorite tourist route on the 4T trail.
- Thank you for listening to the residents of SW Portland. We desperately need safe walking and biking paths!!!

Cynthia Schubert  
5045 SW Santa Monica Ct.  
Portland, OR 97221

From: Planning and Sustainability Commission  
Sent: Thursday, March 05, 2015 9:13 AM  
To: Kovacs, Madeline  
Subject: FW: SW Trails Group

Address is 2929 SW Multnomah Blvd, #107 97219

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

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

From: Patti Waitman-Ingebretsen [mailto:pattitwirler@COMCAST.NET]  
Sent: Wednesday, March 04, 2015 6:00 PM  
To: Planning and Sustainability Commission  
Cc: Transportation System Plan  
Subject: SW Trails Group

We have been encouraged by the SW Trails folks to ask for support when working on the Comp plan for the City of Portland and also for the Bureau of Transportation. While their requests are pretty reasonable, I would ask that you take a broader look at the entire west side. Paths and trails are nice and hiking is said to be good for the stamina. However, we in the southwest have been paying property taxes, high water rates etc. and we don't even have the services that we have been paying for! Worse than that is our variable terrain which apparently is too tricky so projects for the flat eastside get the nod. We don't have sidewalks (thanks to the city for giving the builders waivers all these years) and the bike riders complain long and hard about the unsafe bike routes. We have asked for help on Capitol Hwy but appear to be held hostage by BES.

When oh when will the west side get some of the services, improvements and safety features that are provided in other parts of the city? I think the SW Trails folks have a different agenda but the bottom line is that we all want something for the west side. We are asking for consideration as these comp plans are rolled out. When will the southwest area be the top priority?

Patti Waitman-Ingebretsen  
SW Capitol Hwy



From: Planning and Sustainability Commission  
Sent: Thursday, March 05, 2015 11:30 AM  
To: Kovacs, Madeline  
Subject: FW: Mixed Use Commercial Zoning

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

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

From: Han Ngo [mailto:[hanngo@gmail.com](mailto:hanngo@gmail.com)]  
Sent: Wednesday, March 04, 2015 9:53 PM  
To: Planning and Sustainability Commission  
Subject: Mixed Use Commercial Zoning

Dear, Planning and Sustainability Commission:

Please consider changing the Comprehensive Plan and Zone to Mixed Use Commercial for our family properties address below

1. 15336 SE Division St, Portland, OR 97236
2. 16205 SE Brooklyn St, Portland, OR 97236
3. 13308 SE Stark St, Portland, OR 97233
4. 14811 E Burnside, Portland, OR 97233

thank you very much,

Han

## COMPREHENSIVE PLAN AND TSP COMMENTS

TO: Planning and Sustainability Commission  
FROM: Keith Liden (4021 SW 36<sup>th</sup> Place, Portland, OR 97221)  
RE: Draft Portland Comprehensive Plan and Transportation System Plan (TSP)  
DATE: March 4, 2015

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

**My comments cover three general areas:**

- **Overall plan policy and approach;**
- **TSP funding assumptions and projects; and**
- **Intra- and inter-bureau coordination and cooperation.**

### OVERALL PLAN POLICY AND APPROACH

In general, the goals and policies in the draft Comprehensive Plan and those pertaining to the TSP provide sound guidance for the city. However, there are several elements that I believe need further improvement, refinement, and/or clarification.

#### Planning “Lag” Time

There is a significant lag time between the adoption of a transportation plan or transportation elements and their “official” adoption as part of the Portland TSP. For example, the *Portland Bike Plan for 2030* was adopted by resolution in early 2010. It will be 5-6 years before it becomes official. This has hindered its implementation especially when considering development review applications where the provisions of the *Portland Bike Plan for 2030* may not be considered.

***Recommendation:*** Streamline the TSP update process so that major planning efforts do not sit on the shelf for years and become outdated before they are adopted as official city policy.

#### TSP Project Evaluation Criteria

The project evaluation criteria in the draft TSP represent a positive step toward creating a more transparent decision-making and project prioritization process. I applaud this effort. While I believe the city is on the right track, adjustments are needed in several areas:

- **Comparing completely different projects with the same criteria.** Evaluating totally different projects (e.g., comparing a \$42 million rail bridge project with a modest pedestrian/bike project) while using the same criteria is awkward at best.
- **Clarifying how the evaluation criteria fit into the entire project prioritization process.** The PBOT staff has indicated the criteria are intended to guide decision-making, to inform final



decisions about which projects are placed on the “constrained” list, and to help determine how they are prioritized. But it is unclear how political and other considerations will come into play. No matter how fine-tuned and well-calibrated, the project prioritization process will not conclude with all neighborhoods and modal interests being satisfied. The question is when and how should the political process take place? At the beginning, as part of the ranking, or after the criteria rankings are complete? The process to date suggests the latter.

- **Fitting one size to all situations.** Certain types of projects and areas of the city will always score poorly, regardless of the true need. Examples include active transportation projects of smaller neighborhood scale, safe routes to school, and gap filling projects, which are at a disadvantage because they will have few categories to score points (e.g., not on a high crash corridor, lower population density, limited economic benefit, no freight benefit, etc.). This appears to partially explain the relatively small number of active transportation projects shown in the Map App for the west side of the city.
- **Enhancing the existing transportation network.** The analysis is heavily focused on evaluating individual projects using criteria that primarily consider social, economic, and environmental issues. There doesn't appear to be sufficient consideration about the strategic transportation value of individual projects for making our pedestrian/bike/motor vehicle/freight system whole. At least from the public perspective, the evaluation of candidate projects did not include mapped information about the existing network to determine which new projects might best enhance the existing active transportation network. This apparently led to several active transportation projects on the constrained list for SW Portland that do a poor job of connecting with and/or complementing existing facilities.

**Recommendation:** Clarify the total decision-making and project/program prioritization process to show how and when the criteria will be used along with political and other considerations to select and prioritize transportation projects.

**Recommendation:** Adjust the criteria from the one-size-fits-all approach to one that is more nuanced to allow different projects and different areas of the city to be competitive for needed transportation improvements or program assistance.

## Transportation Hierarchy

I like this concept (Policy 9.6), but appreciate the complexity of implementation. The city needs to further engage the public and the various stakeholders about how this concept should be applied to help guide a variety of transportation facility decisions.

**Recommendation:** The city should (1) further engage the public and stakeholders regarding how this concept should be applied; and (2) acknowledge how freight and on-street parking (and the city's parking policies generally) should be considered in the context of the hierarchy.

## Comprehensive Plan and TSP Policies

As I indicated above, I believe the Comprehensive Plan and TSP-related goals and policies generally provide sound policy guidance for the city. I also appreciate how the staff has clearly tried to address

public comments on the previous draft. I have comments and recommendations regarding several plan provisions.

**Policy 3.50 – Connections** refers to having a network of city greenways connecting centers, parks, etc. However, Figure 3-5: City Greenways, does not show any in the southwest portion of the city, which seems very odd given the description of the “Western Neighborhoods Pattern Area” (Policies 3.87-3.90).

**Recommendation:** *City greenways should be considered for SW Portland.*

**Chapter 7 – Environment and Watershed Health.** I commented previously that the former chapter title “Watershed Health and the Environment” was inappropriate because it strongly implied that watershed issues were the most important, and all other environmental issues (GHG, climate change, air quality, etc.) were secondary. I appreciate the reversed order in the revised title, but I think it continues to imply a bias.

**Recommendation:** *Simply change the title of the chapter to say “Environment”, “Environmental Quality”, or similar, and avoid any implied bias regarding relative importance of different environmental issues.*

**Policy 7.24 – Impervious surfaces** calls for minimizing impervious surfaces. This makes perfect sense. However, in the city’s current application of this directive, BES requirements “penalize” impervious surfaces for bike lanes because they are lumped into the same category as motor vehicle lanes or surface parking lots.

**Recommendation:** *Consistent with the Environment and Watershed Health goals on page GP7-6, the city storm water rules should to be modified to be more lenient and flexible regarding impervious surfaces for bike lanes and similar active transportation facilities because they are essential for meeting other equally important objectives regarding environmental quality and human health.*

**Policy 7.32 – Coordinated stormwater management** calls for coordinating transportation and stormwater planning in areas like SW Portland. I fully support this policy. In addition to the policy, city bureaus will need to make a concerted effort to change existing practices because this type of coordination is not consistently carried out (more on that later in this memo).

**Recommendation:** *Amend the policy to say “... to improve water quality, pedestrian and bicyclist safety, and enhance neighborhood livability.”*

**Recommendation:** *Commit all city bureaus to effectively and efficiently work together to implement all Comprehensive Plan and TSP policies - not just the ones directly related to their core missions.*

**Policy 8.7 – Internal coordination** indicates city bureaus should coordinate planning and provision of public facilities and services “as appropriate.” I support this policy, and as noted above, the current practice needs to change so it is always consistent with this policy. Internal coordination would appear to be appropriate always – not sometimes as implied by this policy.

**Recommendation:** Amend the policy to state: “Coordinate planning and maximize the timely and efficient provision of public facilities and services among City agencies, including especially internal service bureaus, as appropriate.”

**Policy 8.41 – Coordination** calls for coordination regarding public facilities. As noted above, the phrase “as appropriate” seems odd. When would at least some level of coordination not be appropriate?

**Recommendation:** Amend the policy to say “... and adjacent landowners, ~~as appropriate.~~”

**Policy 8.98 – Leverage public investment** pertains to coordination with school districts. Unless I missed it, there should be a similar policy regarding city infrastructure.

**Recommendation:** Add a new policy (or perhaps an overall goal) in the appropriate section, which states “Leverage public investment. Encourage City infrastructure investments that complement and leverage major capital investments by the City and other agencies.”

## TSP FUNDING ASSUMPTIONS AND PROJECTS

The TSP funding assumptions and the development of the “constrained” project list are directly linked. The amount of anticipated future funding should influence the types of projects on the constrained list. When it is reasonable to assume that future funding will be robust, then larger, more expensive projects may be justified. But if the future funding outlook is bleak and/or highly speculative as it is today, less expensive and practical projects should rise as the top priorities.

### Funding Assumptions

The “reasonably aggressive” funding scenario, used to create the “constrained” project list, is really **aggressively optimistic**. It assumes that over the next 20 years, the city will maintain today’s funding level (translating to approximately \$800 million over 20 years) plus an additional \$500 million (again over 20 years) for a total of \$1.3 billion. With a dysfunctional U.S. Congress, unsettled state government, the acrimony of the Portland street fee debate, and unfunded maintenance backlog (e.g., Portland Building, parks, and other infrastructure in addition to streets), how do we really think we’ll get 60% more transportation project funding than we have today?

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

### Project List Development and Project Prioritization

Perhaps fueled by the rosy assumptions behind the “reasonably aggressive” funding scenario, the candidate project list was created by focusing on the most expensive projects (generally > \$0.5 million)

listed in existing plans. In developing the candidate project list and the “constrained” project list, major projects were equated only with highest cost – not highest benefit. As a result, many critical low cost projects were never considered, except to be dumped into “programmatic” purgatory with little prospect of being funded.

Using bicycle infrastructure as an example, it could draw from three or the proposed programmatic funding pots including the “Bikeway Network Completion” fund (\$24 million), the “Neighborhood Greenways” fund (\$19 million), and probably a portion of the “Safe Routes to School” fund (let’s say 1/3 of the \$78 million) for a total of around \$70 million over 20 years. That would mean hundreds, or perhaps thousands, of small bike improvement projects, no matter how critical, would be competing citywide for about \$3.5 million available annually. This annual figure would be closer to \$2 million if current funding levels don’t increase and all budget categories are reduced proportionately.

**Regarding funding assumptions, the city must first answer this question:**

- **Do we develop a budget to live within our means, or**
- **Do we rely on an aggressively optimistic funding future that may, and probably won’t, be realized?**

**After answering that question, it has a second choice regarding its approach to project priorities:**

- **Do we focus on the most expensive projects that will benefit only specific parts of the city, or**
- **Do we focus on the most affordable and cost effective projects that can be more fairly distributed citywide?**

***Recommendation: The city should do several things:***

- ***Assume no increased funding.*** Base future funding on an assumption that current funding levels will not rise. A second tier of prioritized projects could be included for consideration to the extent additional funding materializes.
- ***Don’t rely on minimal funding to build big projects.*** The danger of focusing on expensive projects without the funding to match is that only a small handful of neighborhoods will benefit from the few projects we can afford, while leaving most city residents with nothing.
- ***Emphasize low-cost projects.*** Virtually all small improvements (generally <\$0.5 million) were never considered for the constrained project list. Rather, they are all piled into the amorphous “programmatic” project list. With probably thousands of projects in this category and annual funding for active transportation of probably less than \$5 million, these projects will languish for decades. The project list should be turned on its head to emphasize small projects (many of which are in the “programmatic” category) and re-scoping expensive projects to focus on strategically valuable improvements that will leverage investments already made.
- ***Don’t throw babies out with the bath water.*** Several large candidate projects in SW Portland, which were rejected, include critical elements that should be high priorities. They should be revisited and re-scoped into smaller and more affordable projects that complete system gaps.
- ***Provide an equitable distribution of active transportation projects throughout the city.*** The “constrained” project list on the Map App shows how active transportation projects are concentrated in the eastern portion of the city, while the west side (including many areas of substantial need) has relatively few.

## INTRA- AND INTER-BUREAU COORDINATION AND COOPERATION

PBOT needs to partner with other bureaus to "piggyback" identified and planned pedestrian and bike facility improvements as part of other street-related projects sponsored by BES and Water Bureau. The coordination called for in Policies 7.32 Coordinated stormwater management and 8.7 Internal coordination (noted above) has not occurred with any consistency. The policies are nice, but they will not mean a thing if the city bureaus do not change the way they operate.

### Seizing Opportunities

Even with the "reasonably aggressive" funding assumption, there will be nowhere near enough money to go around. This makes it all the more important for the city to take full advantage of opportunities to make incremental improvements. However, this has often not been the case, at least in SW Portland. The city has often failed to leverage construction work in city street rights-of-way to provide critical bicycle improvements. Typically, these opportunities involve work being led by other city bureaus. With constrained budgets only becoming more so, the city must stop blowing great opportunities to make small, but important, bike and pedestrian improvements that can be done at greatly reduced cost when combined with construction projects undertaken in the same area.

The city has not been following the *Portland Bicycle Plan for 2030* in this regard. Part Five: Strategic Implementation Plan, Section 5.12 Implementation Approach has a subsection titled "Being flexible," which states "***In the past, the Bureau of Transportation has benefited from being flexible and seizing opportunities that arise to develop projects. Flexibility to respond to shifting conditions for implementation is critical for the complete implementation of this the Portland Bicycle Plan for 2030.***" Implementation recommendation 5.1 E. notes the importance to "***Be opportunistic and partner with others.***"

### Opportunity Lost - SW Terwilliger and 7th Avenue

A major opportunity was recently lost to fill a long-recognized bike lane gap on Terwilliger Boulevard between Chestnut and 7<sup>th</sup>. With all of the adopted plans, notice, and conversation with SW Portland representatives in advance of the project start, this coordination failure by the city starkly illustrates the problem, especially when considering the background:

- **2006** – The Portland TSP identifies Terwilliger as a "city bikeway" with bike lanes as the primary design treatment.
- **2010** - The *Portland Bicycle Plan for 2030* designated Terwilliger for "separated in roadway" (bike lane) treatment along its entire length. Terwilliger Gaps (#8291) is in the Appendix A: Action Plan and Project List to eliminate the gaps on Terwilliger including this one.
- **Fall 2012** - SW residents requested copies of the proposed plans to review and comment. PBOT staff indicated the city would try to fill the bike lane gap.
- **December 17, 2012** - PBOT staff gave a presentation to the SWNI Transportation Committee, indicating that potentially the design of the proposed work at Chestnut and 7<sup>th</sup> could be modified. SW Portland representatives expressed concern about the design and the need to include the missing bike lane section.



- **December 19, 2012** – I submitted design ideas and photos for PBOT consideration. I was told this would be shared with “our engineers” to see if the southbound bike lane could be included. The ideas were apparently rejected or simply ignored.
- **Spring 2014** – Completion of this bike lane gap is identified in the SW Corridor Refinement Phase as an early multi-modal project to support HCT (Project #3093).
- **Summer 2014** – The project concluded without the bike lane between Chestnut and 7<sup>th</sup> (a distance of approximately 250’) with a ***sidewalk design that conflicts the required alignment for the missing southbound bike lane (photo).***



SW 7<sup>th</sup> and Terwilliger Intersection Looking North (note sidewalk in the path of future bike lane alignment)



## Other Recent Bike Improvement Opportunities Lost and Almost Lost – SW Portland

The SW Terwilliger and 7<sup>th</sup> project is the latest in an ever expanding list of fumbled opportunities in SW Portland over the past 10 years. Equally frustrating is the extra cost involved in coming out to the same location later to complete work that could have easily been done the first time. Other disappointments are listed in the table.

Date/Location	Project	Outcome
<b>2005/SW 6<sup>th</sup> Ave. between Sheridan &amp; Broadway/I-405</b>	6 <sup>th</sup> northbound was widened from 2 to 3 lanes. While the bike lane was retained, the designers didn't consider how creating a 3-lane street approach made the I-405 crossing for cyclists much more difficult.	A partial bike lane was installed on the I-405 bridge, but this was soon compromised as described in the following entry.
<b>2008/SW 6<sup>th</sup> Ave. pedestrian crossing at Jackson</b>	The pedestrian crossing at Jackson was constructed with total disregard for bicyclists. The "compromise" bike lane was abruptly ended before reaching Jackson forcing cyclists to merge with cars just before the new crosswalk and merge with the 6 <sup>th</sup> off-ramp.	No attempt has been made thus far by the city to improve this situation. In response to citizen lobbying, PBOT staff has indicated that potential improvements may be considered.
<b>2009/SW Patton Rd. between Hewitt &amp; Dosch</b>	Water Bureau improvements required repaving of Patton between Hewitt and Dosch. Despite a TSP bike route designation, significant bike traffic between Hewitt and Dosch, suitable gravel shoulder being available, and an uphill bike lane immediately south (uphill) of this project, no bike lane improvement was contemplated.	In response to citizen lobbying, a paved shoulder was installed, but not all the way to Hewitt. Better than nothing, but not optimal.
<b>2011/SW Capitol Hill Rd. &amp; SW Capitol Hwy. at Barbur (Safeway &amp; Walgreens)</b>	The city required a 12-foot sidewalks but no bike lanes for these two developments even though the adopted TSP clearly called for bicycle accommodation on Capitol Hill Rd., Capitol Hwy., and Taylors Ferry Rd. This appeared to be driven by BES storm water standards, which "penalize" bike lanes but not sidewalks, and Dolan fears.	The intersections are permanently compromised for bikes. Ironically, Capitol Hill and Capitol Hwy. are identified in the SW Corridor Refinement Phase for early bike and pedestrian improvements to support HCT. Because the <i>Portland Bicycle Plan for 2030</i> is not adopted, it could not be considered.
<b>2013/SW 4<sup>th</sup> Ave. at Lincoln intersection reconstruction</b>	To accommodate Milwaukie LRT, this intersection, and all of Lincoln were reconstructed. However, PBOT made no bike improvements on SW 4 <sup>th</sup> to provide a better bicycle connection from the buffered bike lane on Barbur to continue north on 4 <sup>th</sup> or turn either direction onto the new bike facilities on Lincoln.	This oversight occurred around the same time as the Barbur road diet discussion, but the city apparently didn't see the connection. In response to citizen lobbying, PBOT staff has indicated that potential improvements may be considered.
<b>2013/SW Terwilliger at Capitol Hwy. intersection improvements</b>	The Water Bureau and BES are making facility improvements in the northeast quadrant of this intersection. PBOT will require street reconstruction to accommodate large vehicle/bus turns from westbound Capitol Hwy. to northbound Terwilliger. Filling the northbound bike lane gap on Terwilliger, immediately north of Capitol Hwy. was not planned.	Concerns about this intersection had been brought to PBOT's attention for several years prior. In 2010, PBOT staff indicated that design options were being considered. But in 2013 the city plans still offered no bicycle safety elements. In response to citizen lobbying, the plan has been revised, and a cycle track design will be used to safely accommodate northbound cyclists through this section of Terwilliger.

## Effective Utilization of the Programmatic List

The proposed programmatic project list is potentially where projects such as the ones above would be sequestered, assuming they are clearly identified. With annual funding of only \$2 to \$4 million theoretically available, funding for these types of projects will be lean indeed. Much more funding should be allocated to support these small opportunities, which if acted upon, can help the city efficiently reach its goals, be smart with available funding, and demonstrate that it really is “The City that Works.”

***Recommendation:*** Along with emphasizing smaller, cost-effective projects as noted above, the city needs to shift funding from being almost exclusively dedicated to specific projects to a fund intended for completion of small, opportunistic transportation facility improvements that can be efficiently and sensibly tied with other improvement projects.

***Recommendation:*** Bureaus need to work together as directed by policies 7.32 and 8.7 by sharing information about upcoming projects and determining the feasibility of including minor transportation facility improvements as part of the project scope.



March 4, 2015 (Transmitted this day via e-mail to the following)

City of Portland  
Planning and Sustainability Commission [psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)  
1900 SW 4<sup>th</sup> Ave.  
Portland, OR 97201

CC: Portland City Council, [Carla.moore-love@portlandoregon.gov](mailto:Carla.moore-love@portlandoregon.gov)  
Susan Anderson, BPS Director, [Susan.Anderson@PortlandOregon.gov](mailto:Susan.Anderson@PortlandOregon.gov)  
Leah Treat, PBOT Director, [leah.treat@portlandoregon.gov](mailto:leah.treat@portlandoregon.gov)  
Joe Zehnder, Long Range Planning [Manager, Joe.Zehnder@portlandoregon.gov](mailto:Manager, Joe.Zehnder@portlandoregon.gov)  
Erik Engstrom, Comp. Plan Project Manager, [Eric.Engstrom@portlandoregon.gov](mailto:Eric.Engstrom@portlandoregon.gov)  
Nan Stark, BPS NE District Liaison, [nan.stark@portlandoregon.gov](mailto:nan.stark@portlandoregon.gov)

Subject: RCPNA Board Final PSC Recommendations on Comprehensive Plan Update

Honorable Chairman Baugh and Commissioners:

Thank you for the opportunity to complete our Planning and Sustainability Commission testimony on the Proposed Draft of the Comprehensive Plan Update. We appreciate the guidance and responsiveness of your staff as we wrangle through the many layers of this document, including maps and the Transportation Systems Plan. A particular thanks to our District Liaison Nan Stark and Senior Planners Barry Manning, Bill Cunningham, and John Cole for their continued assistance.

On March 3, 2015, the RCPNA Board met and approved our Land Use and Transportation Committee testimony submitted to the PSC for their hearing on February 24, 2015. This document, attached, focuses on the transportation related policies and project improvement that will directly affect the RCPNA neighborhood. We also reaffirm our testimony that we submitted to the PSC on November 5, 2014, attached, with the addition of a particular note that the Inner Ring's higher density along Civic Corridors still needs to be reflected in the text of Chapter 3 – Urban Form and Chapter 4- Design and Development.

Also at this March 3<sup>rd</sup> Board meeting we approved the following additional recommendations for the Comprehensive Plan Update. Over the past several months participation at our RCPNA meetings has grown and part of their concern raised is how the Civic Corridor and Mixed Use designations will impact development along Sandy Boulevard.

Last night the Board agreed that RCPNA is seeking to develop a Design Overlay that would be implemented with required Design Review, a 'd' Overlay, for our section of the Sandy Civic Corridor. Upon reviewing the Proposed Draft it became apparent that the document appears to be missing the language that needs to be in place to support existing and the creation of new area and corridor plans.

The following amendments are recommended:

### **Community Involvement Goals**

#### **2.A: Community Involvement as a partnership**

The City of Portland government works together as a genuine partner with Portland communities. The City promotes, builds, and maintains, relationships and communicates with individuals, communities, businesses, organizations, institutions and other governments to ensure meaningful community involvement in **the development of area and corridor plans and** in land use decisions.

*Commentary: Land use decisions are but one of the processes by which public involvement takes place. A more lasting example of this partnership is evident in area and corridor plans that have been developed. This language helps recognize these important sub-area plans as a form of community contract developed through collaboration between city bureaus, other public agencies, and neighborhood and business associations.*

### **Partners in Decision Making**

<New> **Policy 2.2+ Developing and Implementing Area Plans.** Numerous neighborhood and area plans have been recognized by the City and are to be used to guide new development. These neighborhood plans are to continue to be recognized and are to help inform the public engagement process in the development of new corridor and area plans, such as for Centers and Civic Corridors.

*Commentary: We propose this new policy language be inserted after Policy 2.2 –Broaden Partnerships as it provides a clear example of how successful pattern of partnerships that have been sustained over the years by the city in collaboration with the neighborhoods. It is very important that the existing neighborhood and area plans continue to be recognized in order to maintain this legacy.*

### **Citywide Design and Development**

**Policy 3.2 Growth and Stability.** Direct the majority of growth and change to centers, corridors and transit station areas **through the use of public engagement tools such as area plans, design tool kits, and effective design standards,** allowing the continuation of the residential scale and characteristics of Portland's residential neighborhoods.

*Commentary: We inserted these public engagement tools as successful examples that have been used to interface between development and the public. These examples offer a means by which neighborhood stability can be retained as growth occurs in nearby centers and corridors. This language was placed as a higher policy since it should apply citywide.*

## Civic Corridors

**Policy 3.39 Design to be great places.** Improve Encourage public streets and sidewalks improvements and support design overlays and area plans along Civic Corridors to support promote the vitality of business districts, celebrate historic designs in addition to creating distinctive places, provide a safe, healthy, and attractive pedestrian environment, and contribute to creating quality living environments for residents.

*Commentary: 'Improve' is a stronger directive than 'Encourage'. Improved public streets and sidewalks on Civic Corridors should be considered a minimum requirement for this designation. Civic Corridors and Centers offer a unique opportunity for all the livability elements to come together through the development of area plans and design overlays. We also inserted the mention of 'historic' to emphasize the need to preserve existing character as part of the context of creating distinctive places.*

### Comprehensive Plan Map.

RCPNA formally request that the city add the 'd' (Design) overlay on the Comprehensive Plan Map and Zoning Map along the Sandy Civic Corridor from the Hollywood Town Center through to the Roseway Neighborhood Center.

Thank you again for your consideration. We look forward to working with you and your staff as we continue to firm up the final elements of this Plan with an eye towards the next steps in implementation.

Respectfully,



Tamara DeRidder, AICP  
Chair, Rose City Park Neighborhood Association  
1707 NE 52<sup>nd</sup> Ave.  
Portland, OR 97213  
503-706-5804

CC:

Honorable Mayor Charlie Hales- [mayorhales@portlandoregon.gov](mailto:mayorhales@portlandoregon.gov)

Commissioner Amanda Fritz-  
[Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov)

Commissioner Nick Fish-  
[nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)

Commissioner Dan Saltzman -  
[dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)

Commissioner Steve Novick -  
[novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)

Attached Comprehensive Plan Update Testimony:

- A. RCPNA LU&TC PSC Testimony dated February 23, 2015
- B. RCPNA Board PSC Testimony dated Nov. 5, 2014

I am a resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of NE 122<sup>nd</sup> and Shaver and 290, located at the SW corner of NE 147<sup>th</sup> and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I support the City's similar change #688 along NE 148<sup>th</sup> Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

Name: JOHN OSGOOD

Address: 4130 NE 138<sup>th</sup> Ave  
Portland, OR 97230

I love Argay & want to keep it  
this way! ☺

NE 148<sup>th</sup> Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

Name: Ernestine Scarborough

Address: 13236 NE Shaver St Portland, OR 97230

147<sup>th</sup> and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I support the City's similar change #688 along NE 148<sup>th</sup> Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

Name: Tim A. Daily

Address: 14038 N.E. Rose Parkway  
Portland, OR 97230

I want to keep Argay a family friendly neighborhood.

Name: Michael, Carolyn & William O'Connor

Address: 13620 N.E. MILTON ST.  
PORTLAND, Oregon 97230-2972

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of NE 122<sup>nd</sup> and Shaver and 290, located at the SW corner of NE 147<sup>th</sup> and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I support the City's similar change #688 along NE 148<sup>th</sup> Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

Name: PIETRO G. REBAGLIATI

Address: 4004 NE 131<sup>st</sup> Pl  
Port 97230

\* SHAVER ST. ALREADY A RACE TRACK ...



## Your Last Chance to Help Shape the Future of Argay

The City of Portland Comprehensive Plan is the long range (20 year) development plan for the City. It is the basis for all zone changes within the City. Currently being revised, it will determine how all of the yet to be developed land areas in Argay will be zoned and developed in the future. Current City plans are for office buildings, warehouses, repair facilities, and more apartments in these areas. We think most Argay residents would rather see more single family homes in Argay. The City Planners want your comments. See the Comp Plan at: [www.argay.org](http://www.argay.org) under the "Land Use" heading.

The zoning only takes effect when the current farm use on some of these areas ends, and new development is to take place. Unless changed, the area at the southeast corner of 122<sup>nd</sup> and Shaver is planned for office and light industrial use, with apartments (up to three stories high) to the east and south – right up to the new Beech Park. West from NE 147<sup>th</sup> to the backyards of the existing homes in Argay is another area planned for offices and light industrial development.

The Argay Neighborhood Association has met with planners and has submitted the official Neighborhood Association hearing testimony. Other residents have submitted their comments. Now make your voice heard!

Below are sample comments that were at the Argay Neighborhood Association meeting held on January 20<sup>th</sup>. They are suggested comments for anyone who opposes more apartments and new office buildings and light industrial in our neighborhood. They are meant as a starting-point. Write your own or use what is there. The official email address and regular address are provided. The more people who comment, the more the City has to listen. Comments need to be in by March 13, 2015; but the sooner the better. To avoid double counting or "skewing" the results and because these comments are treated just like testimony at a hearing, the City wants to be able to verify that each comment comes from an Argay resident or property owner. For that reason, they need your name and address.

Al Brown (The Land Use Chair for the Argay Neighborhood Association) said at the meeting that he would help anyone who needed more information or had questions. Email: [alanbrown@msn.com](mailto:alanbrown@msn.com) or by phone: 971-271-8097.

I am a resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of NE 122<sup>nd</sup> and Shaver and 290, located at the SW corner of NE 147<sup>th</sup> and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I support the City's similar change #688 along NE 148<sup>th</sup> Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

Name: *A. Rebagliati*  
Address: *4004 NE 131<sup>st</sup> PL 97230*  
*Shaver needs barriers - Speedway already - Gun fights - robberies cars going through houses.*  
*we been here 30 yrs - dynamics has changed - no longer safe to take a walk.*

I want to keep Argay a family friendly neighborhood.

Name: *Dorothy Bay 5*  
Address: *13430 NE Rose Parkway 97230*

PSC

1900 S.W. Fourth Avenue

Portland Oregon 97201-5380

Re: Written Comprehensive Plan and Conceptual Zone Testimony

Dear Members of the Portland Planning and Sustainability Commission,

This testimony applies to the property at 4929 N.E. Fremont Street in Portland Oregon with Property ID R111568 Map 1N 2E 19CD 2500. The owner of the property is Settlemier Award Jackets, Inc.

Currently, the property carries a Neighborhood Commercial 2 (CN2) commercial zone.

The new proposed Comprehensive Plan designation is Mixed Use-Neighborhood. This designation is acceptable to the property owner with the assumption that the new Conceptual Zone for the property becomes CM2.

The reasons for these plan and zone requests are as follows:

1. This property has 100 feet of Street frontage on N.E. Fremont Street. N.E. Fremont Street is a well established commercial corridor in northeast Portland. This particular area of Fremont Street has numerous long standing residential and commercial development.
2. Lately, there has been a recent residential development nearby on Fremont Street of a four (4) story building in an existing CS zone. The CS zone allows for a 45ft height limitation, which is similar to the new Conceptual Zone CM2.
3. The specific property lends itself to the density and height criteria of the CM2 zone. The property is bordered along the north by the open space of a cemetery, on the west by property owned by the Gladys and George, LLC, on the south by N.E. Fremont Street, and on the east by a newer three (3) story building with main floor commercial uses and residential uses on the upper floors. The Gladys and George, LLC owners are also requesting a CM2 zone. There is very limited impact on any adjacent properties.
4. N.E. Fremont Street provides City transit (bus line).
5. The new Comprehensive Plan and Zones will be in place for a long time. The City's progressive development attitude benefits the trend to live "close in" to take advantage of the resulting commercial amenities and transit. Property values, project loan criteria and the market will be important to determine the development for new projects. Settlemier Award Jackets, Inc. believes, given the increased demand for these infill sites, the ability for greater density with the bonuses and incentives of the CM2 zone will be crucial to the property ultimate development and pricing of the final product.

In conclusion, the Settlemier Award Jackets, Inc. feels the resource of a 10,000 sqft property at this location is best suited to the Mixed Use-Neighborhood Comprehensive Plan designation with a CM2 Conceptual Zone.

Thank you very much for your consideration of this matter.

Settlemer Award Jackets, Inc 4929 N.E. Fremont Street Portland Oregon 97213

*Sincerely,  
Gloria D. Settlemer*

PSC 1900 SW 4<sup>th</sup> Ave room 7100 Portland OR 97201

Testimony to the Portland Planning and Sustainability Commission

We support Steve and Joyce Montgomery in their request to have the Pleasant Valley "V" Overlay and the "P" Overlay removed from their property at 5557 SE Jenne Ln Portland OR 97236. They do not even live in the city of Portland and should not be forced to deal with these restrictive and punitive overlays which were added to the property they have owned for 30 years plus, without notification of any kind. They are still finding new ways these overlays are interfering with their utilization and enjoyment of their own land. This is wrong; it is UN-AMERICAN AND UN-OREGONIAN.

*Joanne Elavick*

*Jeff Druke*

*5515 SE Jenne Rd  
Portland, OR 97236*

March 4, 2015

The one residents of the Argay Neighborhood in East Portland.

The one among residents who are requesting that all the vacant or undeveloped R3 zoned land in the Argay Neighborhood be reclassified to R5 or R7 single family residential, and the proposed mixed employment areas (Change numbers 287, 288, 289 located at the corner of N.E. 122<sup>nd</sup> and Shawes + 290, located at the SW corner of N.E. 147<sup>th</sup> and Sandy Blvd.) also be reclassified to R5 or R7 single family. Also we support the City's similar change #688 along N.E. 148<sup>th</sup> Ave. north of 1-84.

We feel it is very important to East County be a family friendly neighborhood. The city fathers have not had East County in best interests as to a desirable livable area.

We have been residents of East County for 55 years we hope for a better East County in the next 55 years.

Sincerely,  
 David & Shirley Paul  
 Ord. 187832 Vol. 23.C. page 14860  
 Vol 8a P 152

From: Planning and Sustainability Commission  
Sent: Tuesday, March 03, 2015 8:42 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony-Argay Neighborhood

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

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

From: Lori Eggers [mailto:[calm@easystreet.net](mailto:calm@easystreet.net)]  
Sent: Tuesday, March 03, 2015 7:38 AM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony-Argay Neighborhood

Good morning,

I am a resident in the Argay Neighborhood in East Portland.

I am among the 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 single family residential and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of NE 122nd and Shaver and 290 located at the SW corner of NE 147th and Sandy Blvd) also be reclassified to R-5 or R-7 single family. Also, I support the City's similar change #688 along NE 148th Ave north of I-84

I believe this area would be best served as a family friendly neighborhood.

Many thanks,

Lori Eggers

14523 NE Stanton CT  
Portland Or 97230



From: Planning and Sustainability Commission  
Sent: Tuesday, March 03, 2015 10:26 AM  
To: Kovacs, Madeline  
Subject: FW: Rezoning

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

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

From: hallgoldenbox@aol.com [mailto:hallgoldenbox@aol.com]  
Sent: Tuesday, March 03, 2015 8:59 AM  
To: Planning and Sustainability Commission  
Subject: Rezoning

I want to express my concerns in regards to the future plans of the undeveloped areas surrounding Argay Terrace . We have lived in the heart or Argay since 1979. We have raised our children in a family friendly environment , and now working on our grandchildren. Access into our area from Sandy Blvd has brought some crime into our area and I am among those residents who are requesting that all vacant or underdeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single family residential, and the proposed Mixed Employment areas (change numbers 287, 288, 289 located at the SE corner of the 122 and Shaver and 290, located at the SW corner of the NE 147th and Sandy Blvd,) also be reclassified to R-5 or R-7 single family. Also, I support the city's similar change #688 along NE 148th avenue north of 1-84. PLEASE help us keep Argay Neighborhood a safe place to continue to raise our kids.

With the massive area north of Sandy Blvd. towards Airport way and east to 181st begging for business, I think we would be wise to keep that an exclusive manufacturing /business based area and continue to keep a residential community intact.

Philip Hall  
13728 NE Klickitat ct  
Port. Or. 97230

From: Planning and Sustainability Commission  
Sent: Tuesday, March 03, 2015 10:27 AM  
To: Kovacs, Madeline  
Subject: FW: Testimony To The Portland Planning and Sustainability Commission

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

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

From: Harold Phillips [mailto:[harold@haroldphillips.net](mailto:harold@haroldphillips.net)]  
Sent: Tuesday, March 03, 2015 9:54 AM  
To: Planning and Sustainability Commission  
Cc: Chuck Thomsen; Shemia Fagan; [Krackea37@aol.com](mailto:Krackea37@aol.com)  
Subject: Testimony To The Portland Planning and Sustainability Commission

To whom it may concern

I was deeply troubled when I heard that Steve and Joyce Montgomery, living at 5557 SE Jenne Ln Portland OR 97236, are being assessed fines for making changes to their property while it is designated part of the "V" overlay.

My understanding is that they do not live within the city of Portland's boundaries, but in unincorporated Multnomah County. While I understand that we all have to work together to preserve the environment and quality of life we enjoy in this part of the world, it seems unjust that they should be held to city of Portland rules when, due to the odd jurisdictional issues facing people living in that particular area, they cannot vote for the elected officials who put such rules into place. I have no doubt these jurisdiction issues make notification of land-use rules a challenge, and that this fact likely contributed to their lack of understanding of the rules the "V" overlay puts in place.

Given their lack of information before they were fined, I would urge you to find solution to this issue that eliminates the fines the Montgomerie's face and allows them to move forward with a firm understanding of the rules affecting their property.

Thank you for your time and consideration

Harold Phillips  
13528 SE Claybourne St.  
Portland, OR 97236  
<http://www.haroldphillips.net>

From: Planning and Sustainability Commission  
Sent: Wednesday, March 04, 2015 8:56 AM  
To: Kovacs, Madeline  
Subject: FW: Zone Change Request as Part of the Comprehensive Plan Changes

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

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

From: Renee Ferrera [mailto:[pdxrenee@aol.com](mailto:pdxrenee@aol.com)]  
Sent: Tuesday, March 03, 2015 9:48 PM  
To: Planning and Sustainability Commission; Frederiksen, Joan  
Cc: [Pdxmatza@aol.com](mailto:Pdxmatza@aol.com); [cslevy@comcast.net](mailto:cslevy@comcast.net); [david\\_tver@yahoo.com](mailto:david_tver@yahoo.com)  
Subject: Zone Change Request as Part of the Comprehensive Plan Changes

To Whom it May Concern:

I am writing on behalf of Congregation Ahavath Achim, a Jewish synagogue located at 3225 SW Barbur Blvd. Members of the executive committee of the synagogue met a couple of weeks ago with Joan Frederiksen of the City of Portland, and she recommended we send this email to this email address.

We would like to request a zone change for our property from its current zone of residential, to commercial, as part of the new comprehensive plan your office is developing. That would be more in keeping with its actual use. Additionally, as it appears that some of the trail and other transportation initiatives being discussed may adversely impact the security of our continued use of our property as a synagogue, such a change would enhance our ability to sell our property to allow us to relocate to a more secure location. As you know, Jewish religious properties are under threat of attack due to extremists around the world.

Thank you for your consideration of this request. If you need any additional information, please feel free to contact me.


Renee Ferrera, President  
Congregation Ahavath Achim  
c/o 2211 SW Park Place Apt 1001  
Portland, OR 97205  
(503)720-5102

I am a resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of NE 122<sup>nd</sup> and Shaver and 290, located at the SW corner of NE 147<sup>th</sup> and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I support the City's similar change #688 along NE 148<sup>th</sup> Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

Name: *Verna T. France*

Address:  Ms. Verna T. France  
12709 NE Shaver St.  
Portland, OR 97230

I am a resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of NE 122<sup>nd</sup> and Shaver and 290, located at the SW corner of NE 147<sup>th</sup> and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I support the City's similar change #688 along NE 148<sup>th</sup> Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

Name: *Christopher and Heather Heck*

Address: *14336 NE Fremont Ct.*

From: Melissa Sanders <melsand40@gmail.com>  
Sent: Monday, March 02, 2015 11:08 AM  
To: Planning and Sustainability Commission  
Subject: Re: Portland City Transportation System Plan

Sorry yes,  
Our address is:  
Robin Way and Melissa Sanders  
4110 SW Dosch Rd  
Portland, OR 97239

On Mon, Mar 2, 2015 at 10:54 AM, Planning and Sustainability Commission  
<psc@portlandoregon.gov> wrote:

Hello Melissa and Robin,  
Thank you for your comments to the Planning and Sustainability Commission. So that we may include them in the record and forward them to Commissioners, can you please email me your mailing address? That is required for all testimony.

Thanks,

julie

Julie Ocken

City of Portland

Bureau of Planning and Sustainability

1900 SW 4th Ave, Suite 7100

Portland, OR 97201

503-823-6041

[www.portlandoregon.gov/bps](http://www.portlandoregon.gov/bps)

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

From: robinmel@comcast.net [mailto:robinmel@comcast.net]  
Sent: Monday, March 02, 2015 10:51 AM  
To: Planning and Sustainability Commission; Transportation System Plan  
Cc: Don Baack  
Subject: Portland City Transportation System Plan

Dear PSC and TSP,

I am writing you with with my concerns for future safety and transportation options for our SW Portland neighborhood. We are a family of four living on Dosch Road, in SW Portland. We see bicyclist, dog walkers and adolescents waiting for buses risking their lives daily on SW Dosch Road. Even though this road is an arterial with heavy traffic for both commuters and pedestrians, it has no shoulder and one blind corner after another. People regularly exceed the speed limit up to double the posted 25 MPH. My husband is an entrepreneur and and business owner who has started a business and grown it to 10 employees in the last three years here in Portland. He enjoys jogging & cycling and comments regularly that he wishes he felt safe commuting to work on his bicycle. Unfortunately, he feels compelled to forgo his opportunity for alternative transportation, due to safety issues and the lack of improvements to SW Portland roads.

We feel strongly that the benefit of extended shoulders vastly out weighs the cost for roads such as SW Dosch Road and Marquam Hill road. As key SW connectors these roads are also well traveled by visitors to our city taking advantage of the wonderful 4T trail. The 4T website,

4TTrail.org, had over 70,000 hits last year by people interested in walking the 4T. Improvement should be made before the worst case scenario of someone losing their life simply to enjoy SW Portland. The combination of extended shoulder, 2 way pedestrian route and a climbing bicycle lane on the uphill side of both Dosch Road and Marquam Hill Road will drastically reduce this risk.

Additionally as parents of two preteen boys we are very interested in the "Red Electric Trail". We want to see the reconfigured Red Electric Trail with the Slavin Road route in the first five years projects because: A. It will provide a safe way for Portland and Washington County residents to get to the Hillsdale Town Center, the South Waterfront and Downtown Portland. B. It follows a railroad grade and will be easy to use by young and old, timid and experienced. C. Metro transportation models project the Red Electric will attract thousands of riders a day. D. By rerouting bicycles and pedestrians off BH Hwy to the Red Electric west of Hillsdale, the need to immediately fix the Bertha/BH Hwy intersection for safety reasons decreases.

It has also come to our attention through SW Trails the opinion that we should reduce the importance and lengthen the timing of the projects related to SW Bertha/BH Hwy intersection and the two bicycle green way projects which will not serve a large number of cyclists because of the steepness of the grade and limited bicycle and pedestrian "customer shed".

Yours sincerely,  
Melissa Sanders

--

503-442-5567

robinmel@comcast.net or  
melsand40@gmail.com



From: Melissa Sanders <melsand40@gmail.com>  
Sent: Monday, March 02, 2015 10:17 AM  
To: Planning and Sustainability Commission; Transportation System Plan  
Cc: Don Baack  
Subject: Portland City Transportation System Plan

Dear PSC and TSP,

I am writing you with with my concerns for future safety and transportation options for our SW Portland neighborhood. We are a family of four living on Dosch Road, in SW Portland. We see bicyclist, dog walkers and adolescents waiting for buses risking their lives daily on SW Dosch Road. Even though this road is an arterial with heavy traffic for both commuters and pedestrians, it has no shoulder and one blind corner after another. People regularly exceed the speed limit up to double the posted 25 MPH. My husband is an entrepreneur and and business owner who has started a business and grown it to 10 employees in the last three years here in Portland. He enjoys jogging & cycling and comments regularly that he wishes he felt safe commuting to work on his bicycle. Unfortunately, he feels compelled to forgo his opportunity for alternative transportation, due to safety issues and the lack of improvements to SW Portland roads.

We feel strongly that the benefit of extended shoulders vastly out weighs the cost for roads such as SW Dosch Road and Marquam Hill road. As key SW connectors these roads are also well traveled by visitors to our city taking advantage of the wonderful 4T trail. The 4T website, 4TTrail.org, had over 70,000 hits last year by people interested in walking the 4T. Improvement should be made before the worst case scenario of someone losing their life simply to enjoy SW Portland. The combination of extended shoulder, 2 way pedestrian route and a climbing bicycle lane on the uphill side of both Dosch Road and Marquam Hill Road will drastically reduce this risk.

Additionally as parents of two preteen boys we are very interested in the "Red Electric Trail". We want to see the reconfigured Red Electric Trail with the Slavin Road route in the first five years projects because: A. It will provide a safe way for Portland and Washington County residents to get to the Hillsdale Town Center, the South Waterfront and Downtown Portland. B. It follows a railroad grade and will be easy to use by young and old, timid and experienced. C. Metro transportation models project the Red Electric will attract thousands of riders a day. D. By rerouting bicycles and pedestrians off BH Hwy to the Red Electric west of Hillsdale, the need to immediately fix the Bertha/BH Hwy intersection for safety reasons decreases.

It has also come to our attention through SW Trails the opinion that we should reduce the importance and lengthen the timing of the projects related to SW Bertha/BH Hwy intersection and the two bicycle green way projects which will not serve a large number of cyclists because of the steepness of the grade and limited bicycle and pedestrian "customer shed".

Yours sincerely,  
Melissa Sanders

--  
503-442-5567  
melsand40@gmail.com

From: Planning and Sustainability Commission  
Sent: Tuesday, March 03, 2015 8:43 AM  
To: Kovacs, Madeline  
Subject: FW: Request to move forward with the Red Electric Trail

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

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

From: Anne Curran [mailto:[acurran\\_mail@yahoo.com](mailto:acurran_mail@yahoo.com)]  
Sent: Monday, March 02, 2015 5:44 PM  
To: Planning and Sustainability Commission  
Subject: Re: Request to move forward with the Red Electric Trail

Hi Julie

Sure. I live at 6850 sw 5th ave in portland 97219.

Thanks for your consideration.

Anne Curran

On Mar 2, 2015, at 11:15 AM, Planning and Sustainability Commission  
<[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)> wrote:  
Hello Anne,

Thank you for your comments to the Planning and Sustainability Commission. So that we may include them in the record and forward them to Commissioners, can you please email me your mailing address? That is required for all testimony.

Thanks,  
julie

Julie Ocken  
City of Portland  
Bureau of Planning and Sustainability

1900 SW 4th Ave, Suite 7100  
Portland, OR 97201  
503-823-6041  
www.portlandoregon.gov/bps

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

From: Anne Curran [mailto:[acurran\\_mail@yahoo.com](mailto:acurran_mail@yahoo.com)]  
Sent: Sunday, March 01, 2015 8:00 AM  
To: Planning and Sustainability Commission; Transportation System Plan; Commissioner Fritz  
Subject: Request to move forward with the Red Electric Trail

I strongly believe the proposed Red Electric trail merits more serious consideration by the City as to how it could move forward. <http://redelectric.org/> Please reference the Neighborhood Association request for more information on the proposal and specific ideas on next steps  
<https://redelectricdotorg.files.wordpress.com/2015/02/2013-11-3-fritz-bw400-red-electric-support.pdf>

Thanks,

Anne Curran  
Hillsdale resident

March 2, 2015

Planning and Sustainability Commission  
City of Portland  
1900 S.W. 4th Avenue  
Portland, Oregon 97201-5380

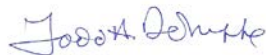
**RE: Support for More Mixed Use Zoning along N. Williams south of Russell Street for Comprehensive Plan Update.**

I own a business along North Williams Avenue. I am writing in support of the comments submitted by the Eliot Neighborhood Association's to PSC about their support for mixed use zoning along the eastside of Williams Avenue south of Russell. Currently there are multiple businesses along this stretch of Williams in highly functional commercial/industrial buildings that due to residential zoning are non-conforming uses. I believe it is much more appropriate for these properties to be rezoned to the new CM1 mixed use zone for the following reasons: recognize the current commercial and industrial uses in this area and more easily allow them or new businesses to improve or redevelop these properties to all these businesses to remain and grow; preserve the good building stock along these parcels and preserve and enhance business and employment along the corridor: match the mixed use zoning across the street; provide balance the huge amount of new apartments to the north.

It is crucial to maintain employment and business viability along this stretch of the North Williams corridor and implementation of a more flexible and appropriate mixed use zoning will greatly assist in this effort.

I have included a copy of the comments I strongly support from the Elliot Neighborhood Association on these important zoning changes dated January 28, 2015

Regards,



Sincerely,

Todd A. DeNeffe  
Founder and President



**Madison South Neighborhood Association**

**Portland, Oregon 97220  
United States of America**

March 2, 2015

Portland Planning and Sustainability Commission  
1900 SW Fourth Avenue  
Portland OR 97201-5380

To All It May Concern:

**Re: Extra Support for TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements**

The Madison South Neighborhood Association would like to express support for all of the transportation improvements in the draft TSP list that are in or near our neighborhood and benefit our residents and businesses in accessing the transportation system.

Improvements along NE 82<sup>nd</sup> Avenue could not come soon enough. Investments to improve safety and experience for pedestrians along and across NE 82<sup>nd</sup> Avenue are desperately needed. Better travel options for cyclists and pedestrians across I-205 via Halsey, Sullivan's Gulch Trail, and the I-205 undercrossing, as well as Tillamook bikeway improvements, help link our neighborhood with areas that are currently difficult to reach without a car. We support these recommendations.

All of the projects in the fiscally constrained list focus on getting people through our neighborhood, but don't directly help our neighbors access planned new facilities. We do not have a walkable/bikeable neighborhood business district. Most neighbors cannot walk to a grocery store. Few areas within a mile of the neighborhood school have sidewalks. Neighbors must wait for TriMet buses on narrow shoulders or grassy areas along NE 92<sup>nd</sup> Avenue and NE Halsey. Inexperienced bicycle riders and children cannot safely ride north-south through our neighborhood.

For these reasons, we encourage you to also prioritize TSP Project #40020 - NE 92nd Ave Ped/Bike Improvements (currently shown on the financially unconstrained list) or find a way to fund the project through the Safe Routes to Schools or other pedestrian and bicycle focused programs. Pedestrian and bicycle improvements to NE 92<sup>nd</sup> Avenue would benefit our diverse neighborhood population, our students and families attending our neighborhood school, our TriMet riders, and regional users of the planned bicycle facilities in our neighborhood.

Sincerely,

Dave Smith, President of Madison South Neighborhood Association

8310 NE Brazee Street

Portland, OR 97220

(503) 254-7790 or chr@madisonsouth.org

On behalf of Madison South Neighborhood Association

c/o Central Northeast Neighbors

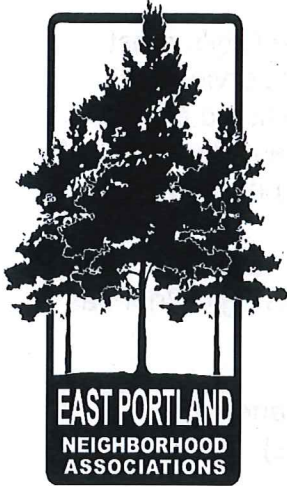
4415 NE 87<sup>th</sup> Avenue

Portland, OR 97220

4415 NE 87<sup>th</sup> Ave • Portland, Oregon • 97220 • USA

www.madisonsouth.org • info@madisonsouth.org

Ord. 187832 Vol. 2.3.C, page 14872



# East Portland Action Plan

## East Portland Action Plan & East Portland Land Use and Transportation Committee

RE: TSP Project Rankings for East Portland

March 2, 2015

1017 NE 117<sup>th</sup> Avenue  
 Portland, OR 97220  
 Phone: 503-823-4550  
 Fax: 503-823-4525  
 Email: info@epno.org

Portland Planning and Sustainability Commission, Mayor Hales, and Portland City Council:

Argay  
 Neighborhood Association

The East Portland Land Use and Transportation Committee (EPLUTC), in conjunction with its district coalition neighborhoods, community advocacy groups, and advocates with the East Portland Action Plan (EPAP), met on Wednesday, February 11th, and ranked the East Portland projects of the 2015 Transportation System Plan technical update. In our collective wisdom, we recommend the ten projects listed as the most important for East Portland:

Centennial  
 Community Association

Glenfair  
 Neighborhood Association

Hazelwood  
 Neighborhood Association

Lents  
 Neighborhood Association

Mill Park  
 Neighborhood Association

Parkrose  
 Neighborhood Association

Parkrose Heights  
 Association of Neighbors

Pleasant Valley  
 Neighborhood Association

Powellhurst-Gilbert  
 Neighborhood Association

Russell  
 Neighborhood Association

Wilkes  
 Community Group

Woodland Park  
 Neighborhood Association

Rank	TSP #	PBOT East Portland TSP Project Title
1	80015	Outer Powell Blvd Corridor Improvements Phase 1 (SE 116 <sup>th</sup> to 136 <sup>th</sup> )
2	50009	NE 148 <sup>th</sup> Ave Bicycle & Pedestrian Improvements (Marine Dr to Glisan)
3	50049	122nd Ave Multimodal Improvements
4	80020	4M Neighborhood Greenway (SE Mill/Market/Millmain/Main, I-205 to City Limits)
5	80004	SE 136th Ave Active Transportation Improvements (Division to Foster)
6	50019	Gateway Street Improvements, Phase I
7	80016	Powellhurst/Gilbert Pedestrian Improvements
8	50028	Outer Halsey Pedestrian Improvements (NE 122 <sup>nd</sup> to 162 <sup>nd</sup> )
9	80010	Outer Foster Rd Pedestrian Improvements (SE 102nd to Foster Pl)
10	50047	Holladay/ Oregon/ Pacific (HOP) Greenway (Gateway TC to NE 132 <sup>nd</sup> )

We ask you to make these listed projects a very high priority for funding and implementation when opportunities arise.

East Portland, with 20% of the City land area, is east of SE 82nd and I-205, and is home to over 25% of the City's residents, 40% of its youth, and has a predominant proportion of the City's ethnically and linguistically diverse communities, communities of color, and new



Portlanders, immigrants, and refugees. It is also an area that has most of the City's most dangerous streets, the greatest number of pedestrian fatalities, and a transit service that fails to connect its residents to family-wage employment. We believe the ten listed projects, along with the numerous "transportation program" improvements from the East Portland In Motion, will go a long way towards making East Portland safer and better connected to family-wage employment.

The listed projects, both individually and together, support several EPAP Strategic Priorities and Action Items for 2014-15, including:

Fully fund the 'East Portland in Motion' (EPIM) strategy, including the 130's and 4M greenway projects. (NA.1.3, T.2.2, T.3.3, T.3.6, T.4.7, T.6.2, T.6.5, and T.7.2)

Fund the 'Outer Powell Conceptual Design Plan'; advocate to make improvements to Powell Boulevard (US 26) east of I-205 a regional priority. (T.4.1, T.4.2, and T.4.15)

Prioritize East Portland pedestrian projects that: increase crossing safety on major arterial roadways, connect to transit, connect to neighborhood schools, and/or are concurrent with new developments. (T.1.7, T.2.2, T.2.3, T.2.4, T.2.5, T.5.3, and T.6.2)

Foster Equity in transportation decisions and services: identify and prioritize East Portland street improvement projects that keep pace with development and serve high-crash intersections and corridors. (I.2.1, I.3.2, T.4.2, T.4.3, T.4.7, T.4.8, T.4.13, T.4.14, T.4.15, T.6.1, T.6.2, T.7.2, T.7.3, and EQ.1.4)

Respectfully,

Linda Bauer,  
East Portland Land Use and Transportation Chair and  
East Portland Action Plan Transportation Representative

David Hampsten,  
East Portland Representative to the Portland Bureau of Transportation Budget Advisory  
Committee

Arlene Kimura

Jeremy O'Leary

Co-Chairs on Behalf of the East Portland Action Plan

**EAST PORTLAND ACTION PLAN**

[www.eastportlandactionplan.org](http://www.eastportlandactionplan.org)

East Portland Neighborhood Office 1017 NE 117<sup>th</sup> Ave. Portland, OR 97220  
503.823.4035 or [lore.wintergreen@portlandoregon.gov](mailto:lore.wintergreen@portlandoregon.gov)

From: Planning and Sustainability Commission  
Sent: Monday, March 02, 2015 11:15 AM  
To: Kovacs, Madeline  
Subject: FW: Testimony to the Portland Planning and Sustainability Commission

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

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

From: theresa chabot [mailto:[tchabot@verizon.net](mailto:tchabot@verizon.net)]  
Sent: Sunday, March 01, 2015 7:20 AM  
To: Planning and Sustainability Commission  
Subject: Testimony to the Portland Planning and Sustainability Commission

We support Steve and Joyce Montgomery in their request to have the Pleasant Valley “V” Overlay and the “P” Overlay removed from their property at 5557 SE Jenne Ln Portland OR 97236. They do not even live in the city of Portland and should not be forced to deal with these restrictive and punitive overlays which were added to the property they have owned for 30 years plus, without notification of any kind. They are still finding new ways these overlays are interfering with their utilization and enjoyment of their own land. This is wrong; it is UN-AMERICAN AND UN-OREGONIAN. Owning property to live on and enjoy has been the American dream for generations and has become harder and harder to realize. No one should be able to retroactively change the rules pertaining to someone’s home that will forever affect how they can utilize and maintain their property and potentially destroying their eventual resale value.

Joan and Theresa Chabot  
1 Sheehan Terrace  
Rockport, MA 01966

From: Planning and Sustainability Commission  
Sent: Monday, March 02, 2015 11:16 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony

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

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

From: Barbara McCanne [mailto:blmc29@hotmail.com]  
Sent: Sunday, March 01, 2015 10:11 AM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

3/1/2015  
Barbara McCanne 7940 SE 75th PL.  
Portland, OR 97206

The land at 6801 SE 60th Ave. in Portland is currently zoned as Low Density Multi-Family Residential with an Alternative Density Overlay (R2A). It is our understanding that in the 2035 Comprehensive Plan, the zoning designation will be changed to Residential 5000(R5). We respectfully request that, instead, you re-designate and re-zone this parcel of land to Open Space (OS) as part of the 2035 Comprehensive Plan.

This site is the location of several thriving urban farming programs, providing fresh produce for local families and supporting hands-on experience with edible farming. These include the PSU Learning Gardens Lab, the Portland Fruit Tree Project, the Brentwood Neighborhood Community Garden, and the Master Gardeners' Demonstration Garden. The PSU program includes beds used by Lane Middle School students, Lane Family Gardens, PSU students, or students in the Beginning Urban Farmer Apprenticeship program.

I have participated in one of these programs: the Demonstration Garden created and maintained by volunteers from the Multnomah County Chapter of the Oregon Master Gardeners Association. Since 2008 chapter members have developed unproductive bare land into a highly productive demonstration edibles garden at 6801 SE 60th Ave. Through thousands of volunteer hours, we have created over 2,000 sq. feet of well-tended raised beds. This garden now yields over 2,000

pounds of fresh, organic vegetables, fruits and herbs, which are donated to the Lents Meals on Wheels program and the Schools Uniting Neighborhoods [SUN] program at Kelly School. In 2014 alone, 2,209 pounds of food were donated. Changing the designation to Open Space will allow the Master Gardeners to continue to improve the site and to serve as a source of high quality fresh food to organizations that serve low income people. The requested zoning would also allow the other community organizations who use the site at 6801 SE 60th Ave. to provide opportunities to grow and harvest food while strengthening community ties.

Food scarcity is a real problem in Oregon. All the food grown at 6801 SE 60th Ave. is a positive, healthy, local community-based answer to that problem. Designation of this productive, fertile piece of ground as Open Space (OS) in the 2035 Comprehensive Plan can only be a winning proposition for the City of Portland and the people in the surrounding community who benefit from it.

Thank you for your time and consideration of this request. I encourage you to come and visit this amazing location and we think you will see why an Open Space (OS) designation is so important for its future.

From: Planning and Sustainability Commission  
Sent: Monday, March 02, 2015 11:17 AM  
To: Kovacs, Madeline  
Subject: FW: CONFIRMATION: Comprehensive Plan Testimony – Argay Neighborhood

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

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

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

From: ted johnson | design [mailto:[tedjohnson.design@gmail.com](mailto:tedjohnson.design@gmail.com)]  
Sent: Sunday, March 01, 2015 12:54 PM  
To: Planning and Sustainability Commission  
Subject: CONFIRMATION: Comprehensive Plan Testimony – Argay Neighborhood

I am a proud resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be RECLASSIFIED to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of NE 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I SUPPORT the City’s similar change #688 along NE 148th Avenue north of I-84.

I want to keep Argay a family friendly neighborhood!

Thank you for your consideration.

Sincerely, Theodore (Ted) Johnson

12611 NE Fremont St.  
Portland, Oregon 97230

.....  
ted johnson | design  
503.708.6612 | [tedjohnson.design@gmail.com](mailto:tedjohnson.design@gmail.com)

From: Planning and Sustainability Commission  
Sent: Monday, March 02, 2015 11:17 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony for Argay Neighborhood

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

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

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

From: Tamra [mailto:[raindog15@gmail.com](mailto:raindog15@gmail.com)]  
Sent: Sunday, March 01, 2015 1:06 PM  
To: Planning and Sustainability Commission  
Cc: [alanlbrown@msn.com](mailto:alanlbrown@msn.com)  
Subject: Comprehensive Plan Testimony for Argay Neighborhood

Hello. I wish my voice to be heard re subject issue.

I request all vacant or undeveloped R-3 land in Argay be reclassified to R-5 or R-7.

I further request that the proposed mixed employment areas (Change Numbers 287, 288, 289, and 290 be reclassified to R-5 or R-7. I support the similar change #688.

As a long time resident of Argay, I want to keep it a family friendly neighborhood.

Thank you.

Tamra Swerdlik  
3617 NE 142nd Ave  
Portland, OR 97230

Sent from my iPad



From: Planning and Sustainability Commission  
Sent: Monday, March 02, 2015 11:20 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony-Argay Neighborhood

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

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

From: [suess718@aol.com](mailto:suess718@aol.com) [mailto:[suess718@aol.com](mailto:suess718@aol.com)]  
Sent: Sunday, March 01, 2015 7:24 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony-Argay Neighborhood

Having lived in this neighborhood for 30 years now I have seen many changes, and sadly I have to say that none of them have been for the betterment of Argay Terrace or its surrounding area. Within two miles we used to have two small mom and pop type grocery stores, an Albertson's, two pizza parlors and a two screen, small movie theater; family friendly options. In their place we now have a Winco Foods, and not one, but two used clothing (donation) centers, and a Dollar Tree. Not even remotely close to what I would have hoped/envisioned would have been added to improve our neighborhood and make it a viable, livable area in 30 years time.

We lack decent businesses, restaurants, and grocery stores. Argay and Gateway areas have become the dumping ground for anything and everything low income. Sandy Boulevard and its trashy low rent and pay by the hour motels and cheap apartments have added a whole other element to what once was a very middle to high class neighborhood, Argay Terrace. The apartment vs. single family homes, in my opinion, also has had a negative effect on our area schools.

And now the City of Portland is proposing a long range (20 yr.) development plan for Argay that will include office buildings, warehouses, repair facilities and more apartments. So as a resident of Argay Neighborhood in East Portland I am going on the record as stating:

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in Argay Neighborhood be reclassified to R-5 or R-7 single family residential, and the proposed Mixed Employment areas (Change numbers 287,288, 289 located at the SE corner of 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I support the city's similar change #688 along NE 148th Avenue north of I-84.

I WANT TO KEEP ARGAY A FAMILY FRIENDLY NEIGHBORHOOD. (PLEASE, NO MORE APARTMENTS)

P.S. Also, the last thing our neighborhood needed was another park, Beech Park. This park will butt up to an existing school playground and neighboring homes backyards. We already have Argay Park within 1-2 miles of where this new park will be located. Our neighborhood does not need another park for the criminals to hang out in and deal their drugs in. As it is no one feels safe enough to use Argay Park with their children anymore as I once did with mine 20 years ago.

Susan Unverferth  
13915 NE Rose Parkway  
Portland, Oregon 97230

From: Planning and Sustainability Commission  
Sent: Monday, March 02, 2015 11:20 AM  
To: Kovacs, Madeline  
Subject: FW: further testimony  
Attachments: disk 2 594.jpg; disk 2 485.jpg; disk 2 598.jpg; IMG\_0530.JPG;  
IMG\_0532.JPG; IMG\_0534.JPG

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

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

From: Joyce Montgomery [mailto:foxtrotlove@hotmail.com]  
Sent: Sunday, March 01, 2015 1:56 PM  
To: Planning and Sustainability Commission  
Subject: further testimony

Additional testimony for Steve and Joyce Montgomery residents of unincorporated Multnomah county at 5557 SE Jenne Ln Portland, OR 97236.

We are sending this additional testimony, as we have been told that the PSC may not consider our earlier requests for bureaucratic reasons that really make no sense to us.

To clarify our position, we want it to be very clear, that the Pleasant Valley “V” overlay, and the “P” overlay were put on our property without our knowledge. We are asking the PSC to carefully consider having these extremely restrictive overlays removed, as they have forced us into a NON-CONFORMING USE situation. We would like the PSC to recommend to the Portland City Council that they rectify this Situation; by removing these overlays (which if they had been in existence when I purchased my property in 1989 would not have allowed my home or barn to have been built.) At this point in time, these overlays are interfering with our use and enjoyment of our property, such use and enjoyment, while not negatively impacting the environment in any way whatsoever, is still not allowed by these extremely restrictive overlays.

When we first found out about the Pleasant Valley “V” overlay, in 2010 we were simply told we couldn’t build a covered arena (this is one of our long-term goals for our horse farm) without paying \$3500.00 for an environmental review. For this reason alone, we started asking how we could go about getting this restriction removed.

It wasn't until very recently, that we discovered exactly how restrictive the overlay is, and how punitive the "mitigation" associated with it is. What possible purpose is served, to force us to remove our improvements to our property "by hand" and then plant "native species" that are likely to be detrimental to our horses? Every square inch of our property not covered by buildings or driveways is dedicated to growing pasture for our animals. The areas we improved for our enjoyment and training of our horses were either pasture or blackberries before we improved them, and we choose to return them to pasture if we are not allowed to keep them as they are right now.

The pictures with the horses show our side yard as it was before we improved it. As you can see, it was covered in blackberries, and pasture grass. If we are forced to remove our lovely patio/fire pit recreation area, we will put it back to pasture and continue using it as pasture as is our "right". Our horses have always grazed here, and they will continue to graze here. We will not allow the "punitive mitigation" to force us to plant "native species" that at the very least, will not provide food for our animals, and at the worst, may cause death or sickness if they ingest them. Please recommend to the Portland City Council, that they remove these overlays and remove us from the non-conforming situation we find ourselves in, through no fault of our own. We live with the environment daily, and we protect the environment on our property. The environment as a whole, is very important to us, much more so than it is to the bureaucrats and politicians who give it lip service, but allow major polluters to get away with destroying it, if there's enough money in it for them.

We are requesting to be set free of the agenda the BDS has for OUR property, and have our non-conforming use situation returned to what it was when I purchased this property and my only zoning was RF-R7. Thank You, Steve and Joyce Montgomery 3/01/2015



# Multnomah County Master Gardeners™

*In conjunction with OSU Extension Service*

Portland Planning and Sustainability Commission

The land at **6801 SE 60<sup>th</sup> Ave.** in Portland is currently zoned as **Low Density Multi-Family Residential with an Alternative Density Overlay (R2A)**. It is our understanding that in the 2035 Comprehensive Plan, the zoning designation will be changed to **Residential 5000 (R5)**. We respectfully request that, instead, you re-designate and re-zone this parcel of land to **Open Space (OS)** as part of the 2035 Comprehensive Plan.

This site is the location of several thriving urban farming programs, providing fresh produce for local families and supporting hands-on experience with edible farming. These include the PSU Learning Gardens Lab, the Portland Fruit Tree Project, the Brentwood Neighborhood Community Garden, and the Master Gardeners' Demonstration Garden. The PSU program includes beds used by Lane Middle School students, Lane Family Gardens, PSU students, or students in the Beginning Urban Farmer Apprenticeship program.

We have participated in one of these programs: the Demonstration Garden created and maintained by volunteers from the Multnomah County Chapter of the Oregon Master Gardeners Association. Since 2008 chapter members have developed unproductive bare land into a highly productive demonstration edibles garden at 6801 SE 60<sup>th</sup> Ave. Through thousands of volunteer hours, we have created over 2,000 sq. feet of well-tended raised beds. This garden now yields over 2,000 pounds of fresh, organic vegetables, fruits and herbs, which are donated to the Lents Meals on Wheels program and the Schools Uniting Neighborhoods [SUN] program at Kelly School. In 2014 alone, 2,209 pounds of food were donated.

Changing the designation to **Open Space (OS)** will allow the Master Gardeners to continue to improve the site and to serve as a source of high quality fresh food to organizations that serve low income people. The requested zoning would also allow the other community organizations who use the site at 6801 SE 60<sup>th</sup> Ave. to provide opportunities to grow and harvest food while strengthening community ties.

Food scarcity is a real problem in Oregon. All the food grown at 6801 SE 60<sup>th</sup> Ave. is a positive, healthy, local community-based answer to that problem. Designation of this productive, fertile piece of ground as **Open Space (OS)** in the 2035 Comprehensive Plan can only be a winning proposition for the City of Portland and the people in the surrounding community who benefit from it.

Thank you for your time and consideration of this request. We encourage you to come and visit this amazing location. We think you will see why an **Open Space (OS)** designation is so important for its future.

from the Multnomah County Master Gardeners Board



CADDIE MCINTYRE, CO-PRESIDENT

The Multnomah County Chapter of the Oregon Master Gardeners Association  
is a 501(c) (3) non-profit organization. EIN 30-0064570  
[www.multnomahmastergardeners.org](http://www.multnomahmastergardeners.org) - [multmastergardeners@gmail.com](mailto:multmastergardeners@gmail.com)  
PO Box 15158, PORTLAND, OR 97293

From: Planning and Sustainability Commission  
Sent: Friday, February 27, 2015 10:00 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony - Argay Neighborhood

Importance: High

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

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

From: Bill Lindekugel [mailto:w.lindekugel@comcast.net]  
Sent: Friday, February 27, 2015 8:58 AM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony - Argay Neighborhood  
Importance: High

I am a resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of NE 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy Blvd.) also to be reclassified to R-5 or R-7 single-family.

My rationale for these changes is that these residences would be even closer to the new Park Rose Middle School and the High School which is located a block or two from NE 122nd and Shaver. In addition, single-family homes would benefit from the new Beech Park which will be completed and open by the Spring of 2017.

Also, I support the City's similar change #688 along NE 148th Avenue north of I-84.

Over 45% of our Argay population is living in apartments. More R-5 and R-7 would help increase the mix more toward single-family homes and stabilize the neighborhood.

Ample Mixed Employment area will be available at the K-Mart sight down the road. They are not going to remain a viable entity that much longer.



I am one of those who want to keep Argay a family friendly neighborhood!

Thanks,

Bill Lindekugel  
14535 NE Rose Parkway  
Portland, OR 97230

Cell: 503-317-0574

From: Planning and Sustainability Commission  
Sent: Friday, February 27, 2015 10:02 AM  
To: Kovacs, Madeline  
Subject: FW: Supporting a substantial public trail system in SW Portland--and a quick completion of the Red Electric trail

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

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

From: Tim Davis [mailto:[pdxfan@gmail.com](mailto:pdxfan@gmail.com)]  
Sent: Thursday, February 26, 2015 5:12 PM  
To: Planning and Sustainability Commission  
Subject: Re: Supporting a substantial public trail system in SW Portland--and a quick completion of the Red Electric trail

Thank you so much, Julie; I am happy to provide that!

Tim Davis  
4227 NE 10th Ave  
Portland, OR 97211

Thanks again,  
Tim

On Thu, Feb 26, 2015 at 11:16 AM, Planning and Sustainability Commission  
<[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)> wrote:  
Hi Tim,

Thanks for your comments to the Planning and Sustainability Commission. So that I can include your message in the record and forward it to PSC members, can you please email me your mailing address? That is required for all testimony.

Thanks,  
julie

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

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

From: Tim Davis [mailto:pdxfan@gmail.com]  
Sent: Wednesday, February 25, 2015 10:44 PM  
To: Community-Initiated Trails; Planning and Sustainability Commission; Transportation System Plan  
Subject: Supporting a substantial public trail system in SW Portland--and a quick completion of the Red Electric trail

Hi everyone!

This is Tim Davis, and I VERY enthusiastically support the work that Don Baack and many others have done to greatly improve the lives of Portlanders by focusing on the many PUBLIC benefits of trails formed by the many natural ROWs in Southwest Portland (as well as other areas in Portland).

[Note: be SURE to look at the Web page linked at the end of this message; it's a huge collection of beautiful descriptions and pictures of the stunning-beyond-belief network of \*public\* paths and stairways throughout the hills above downtown Berkeley!]

It's typical NIMBY crap to fear increased criminal activity (or, more accurately, to simply be afraid of your own shadow) when trails are created near or adjoining your property.

Take Seattle's legendary Burke-Gilman Trail, for example. Before it was built, almost NONE of the nearby property owners supported it. Now it reigns as one of the most popular urban trails in the U.S., if not the most popular. And, naturally, property values \*increased\* greatly near the trail. In fact, they have increased faster very close to the trail than have other areas!

A much more dramatic example, though, is the Highline Canal in Aurora, Colorado. If you follow it and look at the property values, there is absolutely no comparison: the homes within 300 feet of the trail are worth WAY more than homes 1000 feet or more from the trail. It's an absolutely wonderful amenity in an otherwise incredibly boring and low-income suburb of Denver.

I just cannot thank Don Baack enough for all the work he has done--and the incredible JOY he has brought me as I explore phenomenal trails such as the 4T--something that no other city could even have if they wanted to! SW Portland could be full of even more wonder if we don't let the NIMBYs ruin things for everyone--including themselves!!

Also, regarding the Red Electric trail: it has taken WAY too long to get built. It needs to get finished immediately. The bicycle traffic throughout its length will be very impressive, and it

will be much cheaper to complete than most people realize (from SW 33rd & Bertha to the Hooley pedestrian bridge, among other places).

Finally, I have visited over 70 cities in the U.S., Canada, Mexico and Europe over the past year, and I can say with 100% certainty that Portland FAR lags nearly all of them in improving cycling infrastructure!! It's unbelievably embarrassing! While we celebrated completing a mere 500 \*feet\* of Marine Drive trail, Minneapolis completed yet another 10 \*miles\* of new (and completely off-street) trail in the same amount of time. Dozens of other cities are making this kind of progress, as well.

A long time ago, Portland was a huge leader in innovation, transit, cycling, sustainability, urban planning, growth management, and so much more. Not only have we lost the lead in every area, but \*people\*-friendly infrastructure (as opposed to car-choked development) is where we are falling by far the most behind other cities. You don't even have to travel to realize this; simply research what other cities are doing lately with pedestrian and cycling infrastructure.

Every dollar invested in people rather than cars pays back MANY-fold in the long run. It benefits \*every\* person going through any neighborhood--yes, even those who solely get from A to B by driving. Let's encourage people to get OUTSIDE and explore their communities--and to, for often the first time ever (tragically), get to actually KNOW their neighbors!! Who knows--they might find that they have some wonderful things in common!

But this will never happen if we keep letting ultra-private-right, often wealthy (and highly entitled-feeling) people wall off the public from the periphery of their property.

If you need to see a real-life example of a vast pedestrian trail network coursing its way through a stunningly beautiful urban neighborhood, Berkeley is a super obvious choice. I visited friends there, and I was \*stunned\* that I could walk from their house just a few blocks to an achingly beautiful set of 146 interconnected \*public\* stairways! And I wasn't the only one enjoying these unbelievably amazing public assets. I had never in my life seen anything like it, and I want that SO badly for Portland!!

So, if there's ONE place you must visit to see how wonderful urban trails can be, you really need to see the hills above downtown Berkeley. This one page alone will convince any rational person that encouraging and expanding public ROWs throughout SW Portland is the ONLY logical thing to do:

<http://stairwayfreedom.weebly.com/berkeley--oakland-stairs>

Thank you so very much for your consideration,  
Tim

From: Planning and Sustainability Commission  
Sent: Friday, February 27, 2015 10:04 AM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan To Testimony - Argay Neighborhood

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

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

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

From: Tom [mailto:kaps309@comcast.net]  
Sent: Thursday, February 26, 2015 7:53 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan To Testimony - Argay Neighborhood

I am a resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single family. Also, I support the City's similar change #688 along NE 148th Avenue north of I-84.

I want to keep Argay a family neighborhood.

Athanasios (Tom) Kapsopoulos  
3953 NE 135th Ave  
Portland, Or 97230

From: Planning and Sustainability Commission  
Sent: Friday, February 27, 2015 11:05 AM  
To: Kovacs, Madeline  
Subject: FW: South Burlingame Zoning for March Agenda

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

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

From: Frederiksen, Joan  
Sent: Friday, February 27, 2015 10:27 AM  
To: Planning and Sustainability Commission  
Subject: FW: South Burlingame Zoning for March Agenda

From: Courtney Woodside [mailto:KnotTyrs@earthlink.net]  
Sent: Friday, February 27, 2015 10:25 AM  
To: Frederiksen, Joan  
Subject: RE: South Burlingame Zoning for March Agenda

Hi Joan  
Here is my mailing address:  
8405 SW 11th ave  
PDX 97219

Thank you  
Courtney

From: Frederiksen, Joan  
Sent: 2/27/2015 10:11 AM  
To: Courtney and Pete Woodside  
Subject: RE: South Burlingame Zoning for March Agenda

Hi Courtney – Thank you for your comments. So that we may include them in the record and forward your message to the Planning and Sustainability Commission, please email me your mailing address. That is required for all testimony to the Commission.

Joan Frederiksen | West District Liaison

City of Portland Bureau of Planning and Sustainability



1900 SW 4th Avenue | Suite 7100 | Portland, OR 97201

p: 503.823.3111 f: 503.823.5884

e: Joan.Frederiksen@portlandoregon.gov

www.portlandoregon.gov

? Please consider the environment before printing this e-mail

From: Courtney and Pete Woodside [mailto:knottyrs@earthlink.net]

Sent: Thursday, February 26, 2015 10:11 PM

To: Frederiksen, Joan

Subject: South Burlingame Zoning for March Agenda

Hi Joan,

I am a resident of the South Burlingame neighborhood. Our neighborhood has been greatly impacted by the current zoning. With the current zoning, activity is allowed which changes the character of the neighborhood, strains local infrastructure, affects the quality of life in the neighborhood and may be a concern for public safety. The character and conditions of South Burlingame are more reflective of R7, than R5 designation.

It is very important for the rezoning of our neighborhood, from R5 to R7, be part of the March Agenda so this issue can be addressed as soon as possible and also be included in the 2035 Comprehensive Plan.

The neighborhood association voted to support this action in January.

Thank you for your consideration,

Dr. Courtney Woodside

From: Planning and Sustainability Commission  
Sent: Friday, February 27, 2015 12:53 PM  
To: Kovacs, Madeline  
Subject: FW: South Burlingame zoning request

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

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

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

From: Deborah Ohlsen [mailto:dohlr@com]  
Sent: Friday, February 27, 2015 12:30 PM  
To: Planning and Sustainability Commission  
Subject: Re: South Burlingame zoning request

7908 SW 5th Ave  
Portland OR  
97219

Sent from my iPhone

> On Feb 27, 2015, at 11:17 AM, Planning and Sustainability Commission <[psc@portlandoregon.gov](mailto:psc@portlandoregon.gov)>  
wrote:

>  
> We need your mailing address please. Thanks.

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

> -----  
> To help ensure equal access to City programs, services and activities, the City of Portland will provide transportation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative

formats to persons with disabilities. For accommodations, translations, complaints and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

> -----

>  
>

> -----Original Message-----

> From: Deborah Ohlsen [mailto:dohlr@am@gmail.com]

> Sent: Friday, February 27, 2015 11:13 AM

> To: Planning and Sustainability Commission

> Cc: Frederiksen, Joan

> Subject: Re: South Burlingame zoning request

>

> Yes its dohlr@am@gmail.com. Please add my husband Neil Ramiller (email

> - neilr@sba.pdx.edu) as well.

>

>> On Fri, Feb 27, 2015 at 10:03 AM, Planning and Sustainability Commission

<psc@portlandoregon.gov> wrote:

>> Hello Deborah,

>> Thank you for your comments to the Planning and Sustainability Commission. So that I may include them in the record and forward your message to the PSC members, can you please email me your mailing address? That is required for all testimony to the Commission.

>>

>> Thanks,

>> julie

>>

>>

>> Julie Ocken

>> City of Portland

>> Bureau of Planning and Sustainability

>> 1900 SW 4th Ave, Suite 7100

>> Portland, OR 97201

>> 503-823-6041

>> www.portlandoregon.gov/bps

>>

>> -----

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

>> -----

>>

>>

>> -----Original Message-----

>> From: Deborah Ohlsen [mailto:dohlr@am@gmail.com]

>> Sent: Thursday, February 26, 2015 6:44 PM

>> To: Frederiksen, Joan; Planning and Sustainability Commission;

>> sanderson@portlandoregon.gov; Hales, Mayor

>> Subject: South Burlingame zoning request

>>

>> Hello

>>

>> As a homeowner, I fully support changing the zoning in South Burlingame from R5 to R7. Additionally, I request that you include South Burlingame on your March 10th meeting agenda.

>>

>> --  
>> Deborah Ohlsen  
>> 503 702 6079 (cell)  
>  
>  
>  
> --  
> Deborah Ohlsen  
> 503 702 6079 (cell)  
> 503 892 9095 (home)

From: Planning and Sustainability Commission  
Sent: Friday, February 27, 2015 2:09 PM  
To: Kovacs, Madeline  
Subject: FW: [User Approved] Re: Comprehensive Plan Testimony

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

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

From: Gloria Bennett [mailto:[dcleopatra@comcast.net](mailto:dcleopatra@comcast.net)]  
Sent: Friday, February 27, 2015 1:31 PM  
To: Planning and Sustainability Commission  
Subject: [User Approved] Re: Comprehensive Plan Testimony

Gloria Bennett  
2825 SE Tolman St  
Portland, OR 97202

On 2/27/2015 11:05 AM, Planning and Sustainability Commission wrote:

Hello Gloria,

Thank you for your comments to the Planning and Sustainability Commission. So that I may include them in the record and forward them to the PSC members, can you please email me your mailing address? That is required for all testimony.

Thanks,

Julie

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

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

-----  
From: Gloria Bennett [mailto:dcleopatra@comcast.net]  
Sent: Friday, February 27, 2015 10:23 AM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony

Dear Commissioners,

The land at 6801 SE 60th Ave. in Portland is currently zoned as Low Density Multi-Family Residential with an Alternative Density Overlay (R2A). It is our understanding that in the 2035 Comprehensive Plan, the zoning designation will be changed to Residential 5000(R5). We respectfully request that, instead, you re-designate and re-zone this parcel of land to Open Space (OS) as part of the 2035 Comprehensive Plan.

This site is the location of several thriving urban farming programs, providing fresh produce for local families and supporting hands-on experience with edible farming. These include the PSU Learning Gardens Lab, the Portland Fruit Tree Project, the Brentwood Neighborhood Community Garden, and the Master Gardeners' Demonstration Garden. The PSU program includes beds used by Lane Middle School students, Lane Family Gardens, PSU students, or students in the Beginning Urban Farmer Apprenticeship program.

I have participated in one of these programs: the Demonstration Garden created and maintained by volunteers from the Multnomah County Chapter of the Oregon Master Gardeners Association. Since 2008 chapter members have developed unproductive bare land into a highly productive demonstration edibles garden at 6801 SE 60th Ave. Through thousands of volunteer hours, we have created over 2,000 sq. feet of well-tended raised beds. This garden now yields over 2,000 pounds of fresh, organic vegetables, fruits and herbs, which are donated to the Lents Meals on Wheels program and the Schools Uniting Neighborhoods [SUN] program at Kelly School. In 2014 alone, 2,209 pounds of food were donated.

Changing the designation to Open Space will allow the Master Gardeners to continue to improve the site and to serve as a source of high quality fresh food to organizations that serve low income people. The requested zoning would also allow the other community organizations who use the site at 6801 SE 60th Ave. to provide opportunities to grow and harvest food while strengthening community ties.

Food scarcity is a real problem in Oregon. All the food grown at 6801 SE 60th Ave. is a positive, healthy, local community-based answer to that problem. Designation of this productive, fertile piece of ground as Open Space (OS) in the 2035 Comprehensive Plan can only be a winning proposition for the City of Portland and the people in the surrounding community who benefit from it.

Thank you for your time and consideration of this request. I encourage you to come and visit this amazing location and we think you will see why an Open Space (OS) designation is so important for its future.

Sincerely, Gloria Bennett, OSU Master Gardener



From: Planning and Sustainability Commission  
Sent: Friday, February 27, 2015 2:10 PM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony - Argay Neighborhood

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

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

From: [dario.storm@comcast.net](mailto:dario.storm@comcast.net) [mailto:[dario.storm@comcast.net](mailto:dario.storm@comcast.net)]  
Sent: Friday, February 27, 2015 1:51 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony - Argay Neighborhood

I'm a resident of the Argay Neighborhood in East Portland.

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or preferably R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the corner of NE 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy Blvd.) also be reclassified to R-5 or preferably R-7 single-family. These changes keep the neighborhood as intended when established and will promote unity and re-enforce pride within the neighborhood. Also I support the City's similar change #688 along NE 148th Ave. North of I-84.

I want to keep Argay a family friendly neighborhood.

Thank you for your consideration.

Dario Storm  
12729 NE Fremont  
Portland OR, 97230

From: Planning and Sustainability Commission  
Sent: Friday, February 27, 2015 3:32 PM  
To: Kovacs, Madeline  
Subject: FW: Comprehensive Plan Testimony- Argay Neighborhood

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

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

From: hallgoldenbox@aol.com [mailto:hallgoldenbox@aol.com]  
Sent: Friday, February 27, 2015 3:23 PM  
To: Planning and Sustainability Commission  
Subject: Comprehensive Plan Testimony- Argay Neighborhood

I have been a resident of the Argay Neighborhood in East Portland for 35 years. We have always been a little oasis, hidden from most and love it that way. It has been a very quiet and family friendly area for raising our kids. We have started to have some problems with drag racing late at night on Fremont that arose due to the building of apartments on Sandy Blvd. Access into our area from Sandy has brought some crime into our area and I am among those residents who are requesting that all vacant or underdeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single family residential, and the proposed Mixed Employment areas (change numbers 287, 288, 289 located at the SE corner of the 122 and Shaver and 290, located at the SW corner of the NE 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single family. Also, I support the city's similar change #688 along NE 148th avenue north of 1-84. PLEASE help us keep Argay Neighborhood a safe place to continue to raise our kids.

Kristi Hall

13728 N.E. Klickitat ct  
Portland, Oregon 97230

From: Planning and Sustainability Commission  
Sent: Friday, February 27, 2015 4:03 PM  
To: Kovacs, Madeline  
Subject: FW: zoning change request change for 6141 SW Canyon Ct (R326896)

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

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

From: Cynthia Cunningham [mailto:[cunningcy@yahoo.com](mailto:cunningcy@yahoo.com)]  
Sent: Friday, February 27, 2015 4:02 PM  
To: Planning and Sustainability Commission; Frederiksen, Joan  
Subject: zoning change request change for 6141 SW Canyon Ct (R326896)

February 27, 2015

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

RE: Zoning change request for 6141 SW Canyon Court (R326696)

Planning and Sustainability Commission:

I am writing in support of the Sylvan-Highlands Neighborhood Association's (SHNA) communication to urge the commission to deny the proposed zoning change from R20 to Multi-Family 2,000.

In addition to the well-reasoned summary provided by the association, I'd like to provide a personal prospective as a long time resident in the affected area.

I live on Yamhill Drive – a dead end street with SW 61st as the only access/egress. SW 61st has not been upgraded (except for speed bumps paid for by residents) in all the time I've lived here, ~ 20 years.

As NW folk generally do – we walk (including pets), run and bike on this road (with no shoulder or sidewalk) - residents are cognizant of safety issues. However, when Barnes Road is clogged – we

already get a lot of traffic cutting through to Sylvan on SW 61st – generally not paying attention to speed or watching for or expecting to see anyone on the road. In winter, if there is snow or ice, there is no plowing so cars can be abandoned and the road is generally impassible. And unfortunately, there is no easily accessible public transportation.

It's clear that a multi-unit development on Canyon Court will add to the traffic on SW 61st in particular and will be a detriment to the neighborhood, and more specifically create a safety hazard.

Again, I urge you to deny the requested zoning change.

Thank you for your consideration,

Cynthia R Cunningham  
5907 SW Yamhill Dr  
Portland, OR 97221  
503-297-5661

Planning and Sustainability Commissioners:

I am submitting this addendum to my earlier testimony on the proposed zoning changes for the Belmont/Morrison Corridor in the 2035 Portland Comp Plan. I am the new homeowner at 822 SE 15<sup>th</sup>, which is comprised of the Victorian quartet including the addresses 822 SE 15<sup>th</sup>, 1503 SE Belmont, 1509 SE Belmont and 1517 SE Belmont. It is a 10,000 square foot tax lot on the corner of 15<sup>th</sup> and Belmont with four detached single family dwellings.

I am a proponent of the proposed zoning changes along Belmont/Morrison between 15<sup>th</sup> and 19<sup>th</sup>.

In addition to the reasons previously submitted which are 1) Long-term density planning 2) Property use flexibility 3) Local environment compatibility, I would like to voice the additional considerations:

4) **Sensible Design.** With the population expected to surpass 3 million in Portland by 2035, long term density planning is necessary. Opponents of the proposed changes worry that development will force out existing residents, and single family homeowners worry about parking problems. The current design does a good job of balancing the need for increased density to accommodate the population growth while addressing the concerns of existing residents – by leaving a majority of the land unchanged, and upzoning primarily along major corridors – where it makes most sense. This seems far more equitable for the public than upzoning only in concentric rings close-in to the city, and reduces the risk that large sections of homes on now residential streets would ever get demolished. Furthermore, affordable housing development incentives through the Portland Housing Bureau balance the need to put infrastructure and services in place while being compassionate towards existing low-income residents.

5) **Planning for Natural Disaster/Unplanned Demolition.** Much of the discussion around development deals with the ramifications to existing structures. However, in the event of an earthquake, major fire or any other circumstance that would demolish the existing structures, it is far more sensible to have the land zoned appropriately. If the four Victorian homes on 15<sup>th</sup> and Belmont I just purchased were to collapse ten years from now, it would seem illogical and far from the public's best interest to build four new single family dwellings on a 10,000 square foot lot on one of the City's major corridors, 15 blocks from the river. The land would be far better utilized to house twenty or thirty smaller scale living units along with some retail services for the neighborhood.

As mentioned in my prior testimony, while I think it is in the public's best interest to have the entire corridor upzoned as proposed, if that is not possible, I'd still be in favor of upzoning my individual parcel. Located three blocks from the Central Eastside Urban Renewal area, it is the only parcel along the interior of the Belmont/Morrison corridor between 12<sup>th</sup> and the first half of 15<sup>th</sup> block not currently zoned CM or CS. It sits adjacent to a coffee shop and across the street from a four story apartment building, both zoned CM. As such, making this change would appear to have minimal disruption to Buckman residents who favor status quo zoning – especially since the Victorian structures are protected historic landmarks.

Best,

Matt Brischetto

1503 SE Belmont St.

February 27, 2015

To: Portland Planning and Sustainability Commission  
Portland Planning and Sustainability Bureau

Re: Request to Adjust RH Zoning in Alphabet Historic District

We appreciate the opportunity to comment on the Proposed Comprehensive Plan. We reside in a home listed as a historic landmark in the National Registry of Historic Places and are committed to doing our part to preserve the historic heritage of one of Portland's oldest neighborhoods. Our home is in the Alphabet Historic District and Northwest Portland Plan District. The restrictions of the overlay historic and district zoning are inconsistent with the maximum allowances in the base RH zone. This creates false expectations for massing and building height and can be confusing. We request your consideration of the following:

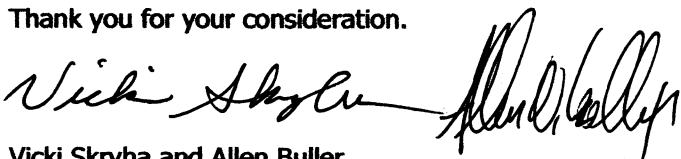
1. The current zoning designation of "RH" (high density residential) seems inappropriate for our single family home and other smaller scale historic properties in the same vicinity. The Campbell Townhomes, located nearby at NW 17<sup>th</sup> and Irving, are zoned "R1". We therefore request that our home, and the other similar properties be considered for zoning re-classification to a less dense zone such as "R1".
2. The current maximum allowances for the RH zone result in disproportionately large buildings that are out-of-scale with the historic community. Please consider reducing the Floor Area Ratio in the portion of the Alphabet Historic District zoned RH from 4:1 to 2:1. A 2:1 FAR is more consistent with the massing of existing historic buildings. Height allowances should be correspondingly reduced to correspond to roof heights of historic landmarks and buildings listed as contributing historic resources. Development recently allowed (e.g. Park 19 at NW Glisan and 19<sup>th</sup> and the Cordelia at NW Johnson and 19<sup>th</sup>) is now acknowledged as too tall and incompatible with the adjacent and nearby historic structures. [See BDS Staff Report, Historic Landmarks Commission correspondence and City Council hearing findings related to the proposed demolition of the Buck-Prager Building at 1727 NW Hoyt (LU 14-210073 DM).]
3. The interplay of base and overlay zoning in the Alphabet Historic District is complicated. The restrictions and incentives related to historic preservation in City Codes are not well publicized. Please considering developing an informational guide that explains how the various provisions apply to properties in the historic district.

There are other collections of single family and small multi-family historic properties located throughout the Alphabet Historic District that would similarly benefit from these recommendations. It is important to preserve smaller residential properties within the historic district, maintain the local character, and reduce redevelopment proposals that adversely impact the historic area. Many of the older historic properties provide more affordable and spacious living alternatives than the new development; they help preserve the housing mix that contributes to a healthy and diverse community.

The Alphabet Historic District Nomination (on page 7) addresses the inconsistency of high density residential zoning with historic properties. The RH zoning is noted as incompatible with preserving the historic single family homes.

In summary, City Codes already provide protections for historic resources, but there is much speculation for potential development in NW Portland. Making adjustments to the current RH zoning would more honestly represent the type of actual infill development allowed and reduce misunderstanding.

Thank you for your consideration.



Vicki Skryha and Allen Buller  
1728 NW Hoyt Street, Portland OR 97209  
vskryha@aol.com



February 27, 2015

Joan Frederiksen  
% Planning and Sustainability Commission  
1900 SW 4th Avenue #7100  
Portland, OR 97201

Subject: Zoning change to tax lot R326896 (6141 SW Canyon Court)

To: Planning and Sustainability Commission

I reside at 6075 SW Mill Street. I write to express my concerns over the rationale for requested changes to zoning at aforementioned subject property. 6141 SW Canyon will be accessed from 61st Avenue.

SW 61st Avenue serves a single-family residential neighborhood in a rural/urban setting. The road has no sidewalks or curbing and limited driver sight-lines due to winding curves and elevation changes. Although the current posted speed is 25 mph, traffic moves in great excess of signage. Dog owners and bicyclists often utilize the road due to no sidewalks or shoulder creating an element of current concern; the proposed zoning change will cause grief.

In 1996 Portland was coerced to install four speed bumps to calm traffic on 61st Avenue. The vehicle count 19 years ago was 800 vehicles per day. Has a recent analysis occurred? I can only imagine the current count with the growth of apartments on Canyon Court.

This residential neighborhood is vehicle dependent. A project, as specified, is inappropriate and I strongly recommend denial of this application.

Your consideration of these concerns is greatly appreciated.

Respectfully,

  
Pete Belluschi

Mr. Peter Belluschi  
6075 SW Mill St.  
Portland, OR 97221-1450

February 27, 2015

Planning and Sustaining Commission

Comp Plan Comments- Argay Neighborhood

1900 SW 4<sup>th</sup> Avenue

Portland, Oregon 97201-5380

Dear Commission:

I have been a resident of the Argay Neighborhood for 53 years.

Because my family was attracted to this area of Multnomah County, I purchased a lot and built a home, trusting that this location would always remain zoned for single family homes. All these many years, this Neighborhood has enjoyed a rural setting with farm land and low traffic. This quality of life should never be compromised or taken away from any of the residents!

I am requesting that the vacant or undeveloped R-3 zoned land in the Argay Neighborhood, be reclassified as R-5 or R-7 single family residential.

Also, the proposed Commercial Property zone change numbers; 287, 288, 289 located at the SE corner of 122<sup>nd</sup> and Shaver, and number 290 located at the SW corner of NE 147<sup>th</sup> and Sandy Blvd., also be reclassified R-5 or R-7 as single family.

I support the City of Portland planned change number 688, on NE 148<sup>th</sup> near I-84.

Sincerely,



Alfred A Kuhn

3332 N.E. 132<sup>nd</sup> Ave.

Portland, OR 97230-2804

PSC 1900 SW 4<sup>th</sup> Ave room 7100 Portland OR 97201

RECEIVED  
2015 FEB 27 A 10:42

Testimony to the Portland Planning and Sustainability Commission

We support Steve and Joyce Montgomery in their request to have the Pleasant Valley "V" Overlay and the "P" Overlay removed from their property at 5557 SE Jenne Ln Portland OR 97236. They do not even live in the city of Portland and should not be forced to deal with these restrictive and punitive overlays which were added to the property they have owned for 30 years plus, without notification of any kind. They are still finding new ways these overlays are interfering with their utilization and enjoyment of their own land. This is wrong; it is UN-AMERICAN AND UN-OREGONIAN.

James Irvine  
3826 SE JACKSON  
MILWAUKIE, OR 97222