

From: Planning and Sustainability Commission
Sent: Thursday, February 26, 2015 10:17 AM
To: Kovacs, Madeline
Subject: FW: Portland City Transportation System Plan/Urban Trails

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: jcmorris61@comcast.net [mailto:jcmorris61@comcast.net]
Sent: Thursday, February 26, 2015 9:50 AM
To: Planning and Sustainability Commission
Subject: Portland City Transportation System Plan/Urban Trails

Please make the following changes to your Plan:

1. Include 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.
2. Reduce the importance and lengthen the timing of the projects related to SW Bertha/BH Hwy intersection and the two bicycle greenway projects which will not serve a large number of cyclists because of the steepness of the grade and limited bicycle and pedestrian "customer shed".
3. Include the combination extended shoulder 2 way pedestrian route and climbing bicycle lane on the uphill side of both Dosch Road and Marquam Hill Road. These are key SW connectors. In the case of Marquam Hill Road, it carries many 4T walkers who are visitors to our city, and is not safe by any measure. The 4T website, 4TTrail.org, had over 70,000 hits last year by people interested in walking the 4T.

John Morris
6626 SW Burlingame Ave.
Portland 97239

From: Planning and Sustainability Commission
Sent: Thursday, February 26, 2015 10:18 AM
To: Kovacs, Madeline
Subject: FW: Safe access on Boons Ferry to the shopping center

Julie Ocken
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From: julierall@comcast.net [mailto:julierall@comcast.net]
Sent: Thursday, February 26, 2015 10:05 AM
To: Planning and Sustainability Commission
Cc: Transportation System Plan
Subject: Safe access on Boons Ferry to the shopping center

Dear TSP Planning and Sustainability Commission:

This piece of sidewalk would have a huge return for the investment: The installation of approximately 425 ft. of pedestrian and bicycle facilities along the west side of SW Boones Ferry Road, between SW Orchard Hill Road and the City boundary, to provide safe and convenient access to the nearest shopping and commercial area. The proposed pedestrian and bicycle improvements would connect to existing sidewalks on the Lake Oswego side of the City/County line.

Adding 425' of sidewalks and a bicycle lane—the width of just four residential lots—would provide safe access for Southwest residents to the nearest commercial hub and shopping center, which sits directly on the Portland and Lake Oswego city boundary. This bustling neighborhood center is anchored with a New Seasons market, and includes a DMV, restaurants, outlet stores, offices, a variety of retail shops, and parking space for transit users. Installing sidewalks and a bike lane along this busy section of SW Boones Ferry Road—a north/south commuter route with a 40mph speed limit—would provide safe access to all area residents, including: senior citizens (who often use personal shopping carts), kids on bicycles, people pushing strollers, wheelchair users, and school-age children.

I see pedestrians day and night trying to walk on this unsafe stretch of Boons Ferry. I would use it if it existed.

Sincerely, Julie Rall
745 SW Stephenson Ct.
Portland 97219

From: Planning and Sustainability Commission
Sent: Thursday, February 26, 2015 12:29 PM
To: Kovacs, Madeline
Subject: FW: NWNW R326896 6141 SW Canyon Ct. Existing R20; request to change to Multi Family 2,000

Julie Ocken
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From: Frederiksen, Joan
Sent: Thursday, February 26, 2015 12:02 PM
To: Planning and Sustainability Commission
Subject: FW: NWNW R326896 6141 SW Canyon Ct. Existing R20; request to change to Multi Family 2,000

From: Terry Kem [mailto:Terry@Deerdance.org]
Sent: Thursday, February 26, 2015 11:58 AM
To: Frederiksen, Joan
Subject: NWNW R326896 6141 SW Canyon Ct. Existing R20; request to change to Multi Family 2,000

Dear Ms. Frederiksen,

As fourteen year residents of the neighborhood, we oppose the idea of rezoning the property at 6141 SW Canyon Ct., to R200. This property is accessed from SW 61st Dr.. Increased traffic and the safety risks involved is our biggest concern. Cyclists and pedestrians frequent SW 61st Dr., which is a very winding road with blind corners and no sidewalks. We have seen many cars go into the ditches over the years.

SW Canyon Ct. presents additional traffic and safety problems. It makes a sharp turn north at SW 58th Ave., near the school, at 1849 SW 58th Ave.. Cars often go too fast here and cross into the opposing lane. There are bottlenecks at and near the school at high traffic times, when kids, school busses, cars, and cyclists jockey for position. In winter during snow conditions, this area is notorious for incidents. It can be touch and go on SW Canyon Ct. as cars are left parked on both sides of the road depending on where they lose control of their vehicles.

Because these traffic/safety concerns would be exacerbated, we feel strongly that the property should NOT be rezoned to R2000.

Juile Papavero/ Terry Kem
1515 SW 61st. Dr.
Portland, Or. 97221

From: Planning and Sustainability Commission
Sent: Thursday, February 26, 2015 12:29 PM
To: Kovacs, Madeline
Subject: FW: OHSU's Comments on the Draft TSP

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
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From: Michael Harrison [mailto:harmicha@ohsu.edu]
Sent: Thursday, February 26, 2015 11:37 AM
To: Planning and Sustainability Commission; Transportation System Plan
Cc: Brian Newman; Brett Dodson
Subject: [User Approved] OHSU's Comments on the Draft TSP

Dear Planning and Sustainability Commission,

Please accept this email as Oregon Health & Science University's formal input on updates to the City of Portland's Transportation System Plan. Over time, the City and OHSU have mutually supported various infrastructure improvements that have ensured continued multi-modal access into and out of South Waterfront. OHSU has contributed financially to many of these endeavors, be it directly through SDCs, LIDs, building east/west streets and providing land to light rail, or indirectly through fostering private development that contributes TIF revenue. These improvements have made it possible to transform a brownfield into an important part of the Central City and have allowed OHSU to fulfill our commitment to remain and grow within the City.

The current TSP draft acknowledges that additional improvements to the city's arterial network are needed in South Waterfront. Without these improvements, it will not only be difficult for OHSU to grow, but congestion will also constrain travel to and from the whole of the southern edge of the Central City. This congestion will impact private development plans as well as impact the city's plans for land immediately north of the Marquam Bridge.

OHSU has reviewed the TSP project list, and are supportive of all those which help ensure multimodal passage in and through the South Waterfront. However, of these, the three most critical are 20102: Bond Ave Phase 2, 20007: South Portal Intersection Improvements and 101640: Moody Avenue Extension. We are heartened to see that they are all anticipated in Years 1-10. As the City's capital planning process develops a shorter Years 1-5 list, we hope all of these projects are included in this timeframe as well. If they cannot all be included on the Years 1-5 list, we encourage you to select project

20102 and whichever (20007 or 101640) of the remaining projects is proven to most ease traffic congestion within South Waterfront.

Thank you for this opportunity to provide comment and for your work.

Sincerely,

Brian Newman
AVP Campus Planning and Development
Oregon Health & Science University

From: Planning and Sustainability Commission
Sent: Thursday, February 26, 2015 3:46 PM
To: Kovacs, Madeline
Subject: FW: Supporting a substantial public trail system in SW Portland

Julie Ocken
City of Portland
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Portland, OR 97201
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From: julierall@comcast.net [mailto:julierall@comcast.net]
Sent: Thursday, February 26, 2015 3:44 PM
To: Community-Initiated Trails
Cc: Planning and Sustainability Commission; Transportation System Plan
Subject: Supporting a substantial public trail system in SW Portland

We need trails in SW Portland!

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 and into our right of ways.

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>

Don't let a few paranoid property owners ruin things for everyone!

People love the trolley track trail in Oak Grove. I have a relative who lives next to this trail. The main traffic is runners, families with children and walkers. The crime rate dropped. Why can't we have trails like this in our neighborhood?

Sincerely, Julie Rall

745 SW Stephenson Ct. Portland 97219

From: Planning and Sustainability Commission
Sent: Thursday, February 26, 2015 4:41 PM
To: Kovacs, Madeline
Subject: FW: TSP Commnnt

Julie Ocken
City of Portland
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Portland, OR 97201
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From: Elizabeth Marantz [mailto:towhee2@easystreet.net]
Sent: Thursday, February 26, 2015 3:52 PM
To: Planning and Sustainability Commission
Subject: TSP Commnnt

Dear TSP Planning and Sustainability Commission and PSC:

I would very much like to see improvements on a short stretch of Boones Ferry Road between Orchard Hill Road and the Portland border with Lake Oswego added to your list. It needs pedestrian improvements and a bike lane. These improvements will make a HUGE difference to the Arnold Creek neighborhood because the shopping center with a New Seasons store, a large day care facility, a bank, a coffee shop, restaurants and many other business is, in effect, the commercial and social hub of our Portland neighborhood, even though the shopping center is actually in Lake Oswego.

Boones Ferry Road, lacking a sidewalk and bike lanes, is a very significant barrier to those of wanting to ditch our cars and walk to shopping. It is quite a short stretch, it would not be a major budget busting undertaking, but the benefits would be huge.

Thank you for considering my comments, Elizabeth Marantz, 11941 SW 25th, Portland.

From: Planning and Sustainability Commission
Sent: Friday, February 27, 2015 10:05 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
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-----Original Message-----

From: Angela [mailto:ajmolloy@comcast.net]
Sent: Thursday, February 26, 2015 8:02 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. I personally don't feel there is a need for light industrial properties in the middle of a family neighborhood. There is enough land between Sandy Blvd and Marine Drive for that. More apartment complexes will only bring in more trouble. If the vacant land isn't going to be used for farming then add more single family homes that tie into the neighborhood that is already here.

>> Angela Molloy
>> 3953 NE 135th Ave
>> Portland, Or 97230



Sean Green, President
Laurelhurst Neighborhood Association

(971) 998-7376
green.sean@gmail.com

February 23, 2015

Mr. André Baugh, Chair

City of Portland Planning and Sustainability Commission
City of Portland Bureau of Planning and Sustainability
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201
bps@portlandoregon.gov

Re: 2035 Comprehensive Plan Transportation Systems Plan

This letter concerns transportation issues on NE Glisan Street that come under the purview of the 2035 Comprehensive Plan and that should be addressed in an integrated way in the Transportation Systems Plan. The Laurelhurst Neighborhood Association (LNA) endorses certain recommendations of the North Tabor Neighborhood Association (NTNA) and proposes projects that are specific to the LNA. Because the endorsements and proposal involve Tri-Met and the Portland Bureau of Transportation (PBOT), copies of this letter are being sent to those agencies. We would like this letter to bring attention and accolades to PBOT for having anticipated one of our concerns when it recently lowered the speed limit all along Glisan to 30 mph.

Background

Some portion of the existing problems on NE Glisan, beginning roughly at NE 60 and extending west to Cesar Chavez Boulevard, derive from the high number of commuting trips to and from the Portland Providence Medical Center (PPMC) campus. That campus, which is contiguous on its west end with Laurelhurst, creates downstream effects on congestion and safety in our neighborhood.

In the Transportation Impact Analysis of its 2012 Conditional Use Master Plan, PPMC estimated that during the morning peak hour, some 1000 cars turn into PPMC from Glisan and from NE 47. As near as can be calculated, these cars comprise 46 percent of total traffic on those streets. PPMC Master Plans conditionally approved in 2003 and 2012 could increase the number of cars arriving at PPMC daily in 2022 to 1200.

Almost all decreases in the percentage of commute trips made by car that have been realized since 1996 through the PPMC Transportation Demand Management plan have resulted from

Laurelhurst Neighborhood Association Volunteer Board Members

Sean Green (President), Chris McGhie (Vice President), Joelle Osterhaus (Secretary), Nancy Schwartz (Treasurer)
Don Gardner (SEUL Rep.), Gary Naylor (At-Large Rep.), Jim Edelson (SW Quad Rep.)
Becca Smith-Morgan (SE Quad Rep.), Tony Nickles (NW Quad Rep.), Bruce Richard (NE Quad Rep.)
Mary Sheridan (Newsletter Editor), Eric Fruits (Past President)

shifts from auto to bus commuting. **For that reason, LNA endorses the following NTNA proposals designed to increase ridership of Tri-Met—both Bus #19 and the MAX—and, at the same time to make Glisan safe for pedestrians and bicyclists.**

- 1) Upgrade the #19 bus to a frequent service route during peak commuting hours.
- 2) Explore the possibility of a pull-through of bus #19 onto the PPMC campus.

At the present time, riders have to walk 200 feet down a steeply graded sidewalk or a series of 20 steps, often braving adverse weather, to reach PPMC's main entrance.

- 3) Explore the possibility of realigning traffic lanes on NE 60 to NE 47 to better accommodate cars, buses, and bicycles.
- 4) Install a covered bus stop shelter, equipped with proper lighting and Track-It technology at NE 53.
- 5) Relocate bus stops near NE 53 and near NE 56 to align eastbound and westbound stops at the signal at NE 53, and at a needed pedestrian crossing at NE 56 (see #6 below).
- 6) Install striping and a safety island at NE 56, an intersection used frequently by residents of the Providence Emilie House.
- 7) Upgrade signals at NE 47/Glisan to include a left-turn light for north and south bound traffic turning left from NE 47 to Glisan.

That signal already has left turn lights for Glisan traffic, but only left-turn pockets for NE 47. As a consequence, cars turning left, especially those coming from the north in the morning, form a queue that is hazardous to through traffic and dangerous to pedestrians.

- 8) Complete phase 2 of the Sullivan's Gulch Trail (PBOT project #40104) to facilitate bicycle and pedestrian commuting from the Hollywood MAX station to PPMC.

Additional proposals of the LNA

- 9) Install a Safe Routes to School crossing at either NE 44 or NE 43.

Both intersections are used by parents escorting children to Laurelhurst School. Daily, some 9500 cars pass these intersections.

- NE 44 is a route used frequently by cyclists and pedestrians going to the Hollywood Transit Center. A light at that intersection could be easily seen by cars approaching from either direction.

- NE 43 is a Tri-Met stop. However, due to the down hill between NE 44 to NE 43, it is visible to westbound traffic for only one block.

Two Laurelhurst citizens are heading up this Safe Routes to Schools project, Mary Casanave Sheridan (541- 317-2951) and Peg Houston (503-320-7015).

- 10) Recalibrate the timing of the school signal at NE 41/Glisan and, in concert with PBOT Project #7005 (Modernization of Cesar Chavez), redesign traffic at Coe Circle to improve flow during peak hours and safety at all times of the day.

Some of these projects, obviously, are too small for listing separately on the TSP, but all of them are parts of a whole project that could be identified as NE Glisan Street Revitalization.

Thanking you for your attention to these concerns of residents of Laurelhurst.

Sean Green
President, Laurelhurst Neighborhood Association

Cc/
Mr. John Cole
Senior Planner
Bureau of Planning and Sustainability
bps@portlandoregon.gov

Ms. Marty Stockton
SE District Liaison
Bureau of Planning and Sustainability
marty.stockton@portlandoregon.gov

Transportation Systems Plan
TSP@portlandoregon.gov

Mr. Zef Wagner
Portland Bureau of Transportation
zef.wagner@portlandoregon.gov

Mr. Bernie Bottomly
Executive Director Public Affairs
Tri-Met
1800 SW 1st Ave, Suite 300
Portland, OR 97201
comments@trimet.org

Bob Kellett
Land Use and Transportation
Southeast Uplift
bob@seuplift.org

Terry Dublinski-Milton
North Tabor Neighborhood Association
terry.dublinski@gmail.com

February 2015

To the City of Portland's Bureau of Planning and Sustainability,

We, the undersigned, are concerned about the new oversized, single-family homes being built in Multnomah Village. The Village's quaint cottages are being destroyed and overshadowed by houses nearly five times their size. Scenic views, history and green space are disappearing. Even viable, modest homes are targeted and threatened with demolition.

These much larger homes may increase property taxes and make the neighborhood's comparatively small homes LESS valuable, as their owners may eventually only be able to sell them for the land value to developers who build for maximum profit, creating a domino effect. We prefer that our neighborhood maintain its eclectic character rather than become a tract of homogenous, expensive houses.

We are not against demolition of homes in serious need of repair, but would like the city to consider the following guidelines:

We propose that new construction:

- is in keeping with the average size of homes on the same block
- preserves neighbors' scenic views
- preserves neighbors' solar access (for solar panels/gardening)
- maintains ample green space
- maintains setbacks in keeping with the neighborhood standard

We believe that more modest-sized, new homes would sell well, fit the neighborhood better and be more affordable. We question how sustainable it is to demolish livable homes; diminish green space and permeable surface; and use large amounts of new materials in building comparatively oversized homes.

We urge you to serve your community first and to resist pressure from developers.

Signature: Jennie Shimomachi

Address: 3551 SW Logan St, Portland, OR 97219

2015 FEB 25 P 3: 20
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PLANNING BUREAU

February 2015

To the City of Portland's Bureau of Planning and Sustainability,

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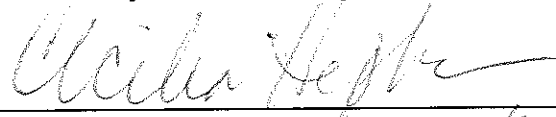
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We urge you to serve your community first and to resist pressure from developers.

Signature: 

Address: 7420 SW 36th Ave
Port 97219

Are You Concerned About Development in Multnomah Village?

A current, pressing issue in our neighborhood is the dramatic new housing being built. Many neighbors would like to have more input in the direction of that change.

Please consider your opinion about the rash of huge homes replacing cottages in our neighborhood. Maybe you have even received a letter from a developer asking you to sell them your house. Some of us would like to ensure that the character of the neighborhood remains intact and that modest-to-small-sized homes are not pushed out by development.

There is a very important meeting addressing this and related issues on **Feb 10 at 7 p.m. at the Multnomah Art Center. Comments are being accepted for the City's Draft Comprehensive Plan. (Read about the plan and comment online at www.portlandoregon.gov/bps/57352). Concerned neighbors are meeting beforehand (after 5:30) at Grand Central Bakery.**

If you are the owner of a large, newer home, please consider commenting on whether or not you would have preferred or have been willing to buy a smaller home with more green space. Developers claim they provide homes that people want. We have a hunch that people primarily want to live in this *neighborhood*. The irony is that the march of these giant homes threatens to destroy the diversity that makes Multnomah Village attractive and affordable to a wide range of people.

If you care about the future of our area, please attend this Multnomah Neighborhood Association forum to express your feelings about development trends and plans. If you can't attend but would like to show support, please write your own letter (see talking points on reverse side), or sign the one included on the reverse. Please bring it to the meeting or mail it to: **MNA c/o SWNI, Multnomah Art Center, 7688 Capitol Highway, Portland, OR 97219.**

An Idea: Do you or any neighbors you know plan to move within the next few years? Do you know people wanting to move to Multnomah Village and carefully restore old homes or build new ones whose sizes blend in with those already here? To encourage sustainable, human-scale development in our neighborhood, one idea is to gather names of architects, contractors that build to fit the neighborhood and local folks interested in moving here so neighbors wanting to sell their homes have options. This way, until better regulations are established, neighbors could band together to curb the kind of mega-development currently happening here.

There are many ways to engage in this development issue. Locally, you can become involved with the Multnomah Neighborhood Association and its parent organization, SWNI, located in the Multnomah Arts Center. Help create the vision you want for the future of our unique area!

**Also check out the citywide group, United Neighborhoods for Reform, to learn more about this topic and get involved: <http://unitedneighborhoodsforreform.blogspot.com/>

Thank you for your cooperation and citizenship!
George Bailey and friends

February 2015

To the City of Portland's Bureau of Planning and Sustainability,

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These much larger homes may increase property taxes and make the neighborhood's comparatively small homes LESS valuable, as their owners may eventually only be able to sell them for the land value to developers who build for maximum profit, creating a domino effect. We prefer that our neighborhood maintain its eclectic character rather than become a tract of homogenous, expensive houses.

We are not against demolition of homes in serious need of repair, but would like the city to consider the following guidelines:

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We believe that more modest-sized, new homes would sell well, fit the neighborhood better and be more affordable. We question how sustainable it is to demolish livable homes; diminish green space and permeable surface; and use large amounts of new materials in building comparatively oversized homes.

We urge you to serve your community first and to resist pressure from developers.

Signature:

Bernie Knapp

Address:

3503 S.W. ~~GARD~~ CANBY ST.
APT 102, OR 97219

February 2015

To the City of Portland's Bureau of Planning and Sustainability,

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We urge you to serve your community first and to resist pressure from developers.

Signature: Elizabeth J. Clitchison

Address: 3710 S.W. Caldwell St. Portland 97219

Are You Concerned About Development in Multnomah Village?

A current, pressing issue in our neighborhood is the dramatic new housing being built. Many neighbors would like to have more input in the direction of that change.

Please consider your opinion about the rash of huge homes replacing cottages in our neighborhood. Maybe you have even received a letter from a developer asking you to sell them your house. Some of us would like to ensure that the character of the neighborhood remains intact and that modest-to-small-sized homes are not pushed out by development.

There is a very important meeting addressing this and related issues on **Feb 10 at 7 p.m. at the Multnomah Art Center. Comments are being accepted for the City's Draft Comprehensive Plan. (Read about the plan and comment online at www.portlandoregon.gov/bps/57352). Concerned neighbors are meeting beforehand (after 5:30) at Grand Central Bakery.**

If you are the owner of a large, newer home, please consider commenting on whether or not you would have preferred or have been willing to buy a smaller home with more green space. Developers claim they provide homes that people want. We have a hunch that people primarily want to live in this *neighborhood*. The irony is that the march of these giant homes threatens to destroy the diversity that makes Multnomah Village attractive and affordable to a wide range of people.

If you care about the future of our area, please attend this Multnomah Neighborhood Association forum to express your feelings about development trends and plans. If you can't attend but would like to show support, please write your own letter (see talking points on reverse side), or sign the one included on the reverse. Please bring it to the meeting or mail it to: **MNA c/o SWNI, Multnomah Art Center, 7688 Capitol Highway, Portland, OR 97219.**

An Idea: Do you or any neighbors you know plan to move within the next few years? Do you know people wanting to move to Multnomah Village and carefully restore old homes or build new ones whose sizes blend in with those already here? To encourage sustainable, human-scale development in our neighborhood, one idea is to gather names of architects, contractors that build to fit the neighborhood and local folks interested in moving here so neighbors wanting to sell their homes have options. This way, until better regulations are established, neighbors could band together to curb the kind of mega-development currently happening here.

There are many ways to engage in this development issue. Locally, you can become involved with the Multnomah Neighborhood Association and its parent organization, SWNI, located in the Multnomah Arts Center. Help create the vision you want for the future of our unique area!

**Also check out the citywide group, United Neighborhoods for Reform, to learn more about this topic and get involved: <http://unitedneighborhoodsforreform.blogspot.com/>

Thank you for your cooperation and citizenship!
George Bailey and friends

To the Bureau of Planning and Sustainability and the Portland Development Commission:

We, the undersigned, are concerned about the new oversized, single -family homes being built in Multnomah Village. The Village's quaint cottages are being destroyed and overshadowed by houses nearly four times their size. Our scenic views, history and green space are disappearing. Even viable, modest homes are targeted and threatened with demolition.

These much larger homes may increase property taxes and make the neighborhood's comparatively small homes LESS valuable, as their owners may eventually only be able to sell them for the land value to developers who build for profit, creating a domino effect. We prefer that our neighborhood maintain its eclectic character rather than become a tract of homogenous, expensive houses.

We are not against demolition of homes in serious need of repair, but would like the city to suggest the following guidelines:

We propose that new construction:

- remain the average size of homes on the same block
- preserve neighbors' scenic views
- preserve neighbors' solar access (for solar panels/gardening)
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- maintain setbacks in keeping with the neighborhood standard

We believe that more modest-sized, new homes would sell well, fit the neighborhood better and be more affordable. We question how sustainable it is to demolish livable homes; diminish green space and permeable surface; and use large amounts of new materials in building comparatively oversized homes.

We urge you to serve your community first and to resist pressure from developers.

Signature Andy Munato address 3525 SW Logan St

* * * * * or write your own message below

To City Planners

Signature _____ address _____

February 2015

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Signature: Michael R. Thomas MICHAEL THOMAS

Address: 3433 SW CANBY

February 2015

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Signature: *Kathryn Leeds*

Address: 3605 SW Canby St 97219

Are You Concerned About Development in Multnomah Village?

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February 2015

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We urge you to serve your community first and to resist pressure from developers.

Signature: Christina Sparks (Christina Sparks)

Address: 7535 SW 36th Ave Portland 97219

TAMARA WHITE BAKEWELL
7225 SW 29TH AVENUE
PORTLAND, OR 97219

February 10, 2015

Planning and Sustainability Commission
1900 SW Fourth Ave
Portland, OR 97201-5380

Re: Changes to the Proposed Draft 2035 Comprehensive Plan

I request the following:

- That the below language be deleted from page GP10-8 of the Plan (under Land Use Designations):

In some cases, the alternative development options allowed in single dwelling residential zones (e.g. duplexes and attached houses on corner lots; accessory dwelling units) may allow additional residential units beyond the general density described below.

- That Section 33.110.240.E of the zoning code associated with the Plan be deleted. It allows corner lots in R5 or R7 zones to be rezoned to R2.5 if larger than 50 feet by 110 feet.
- That the Plan designate Multnomah Village a Neighborhood Corridor, not a Neighborhood Center.

The Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted similar requests.

Please add this to the record.

Sincerely,



DAVID WITHERS
7225 SW 29TH AVENUE
PORTLAND, OR 97219

February 10, 2015

Planning and Sustainability Commission
1900 SW Fourth Ave
Portland, OR 97201-5380

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Sincerely,

A handwritten signature in black ink, appearing to be 'D. Withers', with a long horizontal flourish extending to the right.

February 2015

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We urge you to serve your community first and to resist pressure from developers.

Signature: 

Address: 3624 SW Caldew St.



Sylvan-Highlands Neighborhood Association

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

February 26, 2015

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

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

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

Dear Planning and Sustainability Commission:

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

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

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

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

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

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

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

Sincerely,

Dave Malcolm
SHNA Director and Land Use Committee chair



February 26, 2015

VIA U.S. FIRST CLASS MAIL AND EMAIL: PSC@PORTLANDOREGON.GOV

Portland Planning and Sustainability Commission
Comprehensive Plan Update
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Re: Comments on Comprehensive Plan Proposed Draft

Dear Commissioners:

Lewis & Clark College (“Lewis & Clark” or the “College”) appreciates this opportunity to comment on the City of Portland’s (“City”) Comprehensive Plan Proposed Draft (“Draft Plan”). Because the City’s Comprehensive Plan is a long-range plan for the City that will be used to manage the location of population and job growth, land development, and related public investments in infrastructure, the College supports the Draft Plan to the extent it changes the College designation to “Campus Institution”. At the same time, we urge the Commission to revisit the extent of the Campus Institution designations in the Draft Plan to ensure that institutions are provided the necessary flexibility to grow and change over the next 20 years.

A. The Interests of Lewis & Clark College

Lewis & Clark is a private college located atop Palatine Hill in the Collins View neighborhood. The College has an undergraduate College of Arts and Sciences, a School of Law, and a Graduate School of Education and Counseling. Lewis & Clark provides a mix of economic, cultural, educational, and open space benefits to its immediate neighbors and the entire City. The College employs over 750 FTE staff and spends over \$70,000,000 on salaries and benefits.¹ The College is also a major workforce development resource. The College attracts students from across the United States, many of whom remain in the City and contribute to its economic vitality.

¹ The Draft Plan notes that health care and educational institutions are projected to be the City’s leading job growth sectors, adding more than 50,000 new jobs by 2035 at campus institutions and in other commercial areas. Draft Plan at GP6-15.

In addition, the College contributes to the City's academic and cultural life, and provides recreational open space amenities to City residents. Each year, the College sponsors numerous theater productions, symposia, lectures, art exhibits, athletic events and concerts, most of which are open to the public. And the College opens its athletic facilities and its 137-acre campus to neighbors and other members of the community.

I have had the privilege of serving on the Economic Development Policy Expert Group which helped the City craft the recommended goals for institutional campuses and which recognized the deficiency of expansion lands for this important sector. Additionally, I am currently serving on the Campus Institution Zoning Update Project Advisory Group, staffed by John Cole.

B. Specific Comments

1. The City's application of the Campus Institution designation to Lewis & Clark is inconsistent with the purpose of Comprehensive Plan designations.

In the Frequently Asked Questions section of the City's Proposed Draft Map App, the City notes that the Comprehensive Plan Map is about the future. Specifically, it provides that the Comprehensive Plan Map "depicts a long-term vision of how and where the city will grow and change over the next 20 years to accommodate expected population and job growth." The City then contrasts Comprehensive Plan designations with subsequent decisions about zoning, noting that zones are more specific than Comprehensive Plan designations and designed to clarify what uses are allowable today.

Understanding the difference between Comprehensive Plan designations and zoning, it is unclear how the City applied the Campus Institution Comprehensive Plan designation in the Draft Plan. In the case of Lewis & Clark, the Draft Plan applies the Campus Institution designation only to those properties that are currently within the boundaries of the College's existing Conditional Use Master Plan; there appears to be no allowance for future growth of the institution beyond the current boundaries. The College currently owns a number of residential properties adjacent to its campus, but these properties are not receiving the "Campus Institution" designation in the draft plan (map attached). Many of these properties are adjacent to properties covered by the existing Conditional Use Master Plan. Thus, it appears that the City applied the Campus Institution designation based on current uses rather than providing a long-term vision of how the institution may change over time.

2. The City's application of the Campus Institution designation leaves the City with an unmet need for additional buildable land for campus institutions.

Not only is the City's application of the Campus Institution designation inconsistent with the purpose of Comprehensive Plan designations (*i.e.* to depict a long-term vision), it does not address the demand for additional buildable land for campus institutions. Statewide Planning Goal 9, Economic Development, requires the City to provide adequate long-term and short-term land supply for economic development and job growth. Consistent with that requirement, Policy 6.12 in the Draft Plan directs the City to "[p]rovide supplies of employment land that are sufficient to meet the long-term and short-term employment growth forecasts, adequate in terms

of amounts and types of sites, available and practical for development.” With respect to institutional land, the City forecasts that the demand for buildable land by 2035 will include 370 acres for campus institutions. Despite this, the Draft Plan does not appear to provide sufficient supplies of institutional land to meet the demand.

3. The City’s application of the Campus Institution designation represents an unreasoned departure from past policy.

The City’s application of the Campus Institution designation also represents an unreasoned departure from the City’s current treatment of campus institutions. Under the current zoning code, conditional use master plans “may encompass lands not presently controlled by the use.” PCC 33.820.020.C. Although we understand that the City is currently working to revise the current conditional use master plan regime, there is no justification for preventing institutional uses from planning for the future. Accordingly, expansion of the application of the Campus Institution designation to those properties owned by the College but outside the College’s existing Conditional Use Master Plan would seem warranted. Those properties are designated as “Faculty Staff Housing” and “Rental Property” on the attached map.

4. The City should adopt new zoning applicable to Campus Institutions Legislatively, rather than force costly contested cases.

I want to first commend the work of the Campus Institution Zoning Update Project Advisory Group (“CIZUP”) which has been working with John Cole for the past year in an attempt to design the zoning which will apply to the newly designated Campus Institutions Zone. One aspect of the zoning currently being considered will unnecessarily force institutions to spend precious resources to qualify for the new zoning. The process being considered would require each institution with a Conditional Use Master Plan to undergo one last contested case application and request the new zoning. We believe a better solution would be to legislatively apply the new Comp Plan and zone to campus institutions, and grandfather the development approvals already approved in their current conditional use master plans.

C. Conclusion and Proposed Revision

As the Frequently Asked Questions section of the City’s Proposed Draft Map App notes, the Comprehensive Plan Map and the Zoning Map are: “like a leader and a follower. The plan map is the leading map and the zone map is the following map. The zone map can ‘catch up’ to the plan map, but it can’t go past.” Under the Draft Plan, however, there is no opportunity to ‘catch up’ because the “future vision” simply reflects the existing conditions.

For this reason and those outlined above, the College urges the Commission to revisit the Campus Institution designations in the Draft Plan to ensure that it provides for the necessary flexibility for institutions to grow and change over the next 20 years to accommodate expected population and job growth. At a minimum, to achieve this objective, the City should apply the Campus Institution designation to those residential properties that are currently owned by the College (see attached map) and designated as Faculty Staff Housing and Rental Property.

We also request that the City adopt the new zoning applicable to the Campus Institutions legislatively rather than require additional quasi-judicial actions by the institutions. The City certainly has both the authority and significant precedent for rezoning lands legislatively. By grandfathering development already approved in existing conditional use master plans, institutions and their neighbors will receive the benefits of the process undertaken to approve those plans. Then, going forward, new development (not grandfathered from the current master plans) will be governed by the new zoning regulations enacted by the city.

Thank you in advance for your thoughtful consideration of these comments.

Sincerely,








David G. Ellis

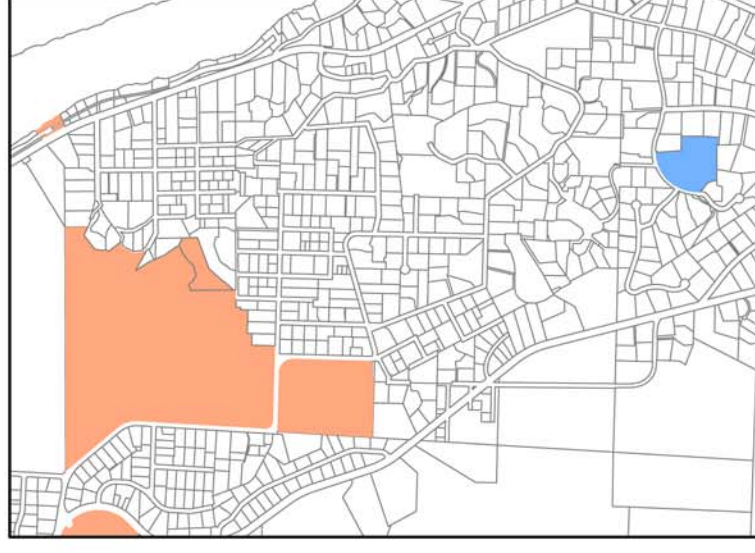
Vice President, Secretary and General Counsel

cc: President Glassner
Vice President Carl Vance
John Cole, Senior Planner, BPS

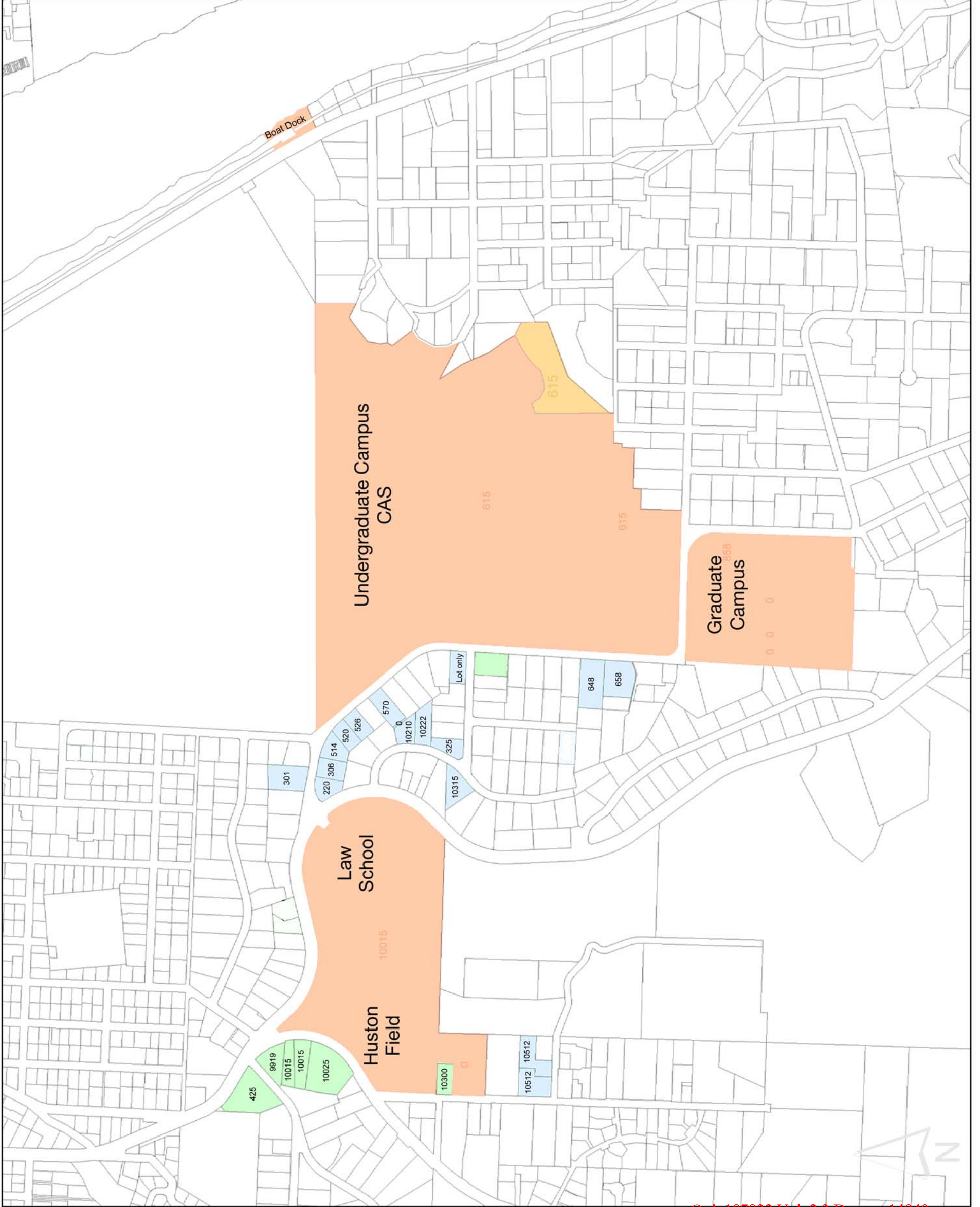
Lewis & Clark Properties

-  Campus Property - CUMP
-  Campus Property - Multnomah County
-  Faculty/Staff Housing
-  Cooley House
-  Rental Property

Cooley House



Lewis & Clark Campus Property Map



From: Phil and Rosie Hamilton [mailto:rosiephilh@msn.com]

Sent: Thursday, February 26, 2015 5:28 PM

To: Planning and Sustainability Commission; Transportation System Plan

Subject: Proposed Transportation System Plan

I urge you to make the following changes to the proposed plan.

1. Include 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.
2. Reduce the importance and lengthen the timing of the projects related to SW Bertha/BH Hwy intersection and the two bicycle greenway projects which will not serve a large number of cyclists because of the steepness of the grade and limited bicycle and pedestrian "customer shed".
3. Include the combination extended shoulder 2 way pedestrian route and climbing bicycle lane on the uphill side of both Dosch Road and Marquam Hill Road. These are key SW connectors. In the case of Marquam Hill Road, it carries many 4T walkers who are visitors to our city, and is not safe by any measure. The 4T website, 4TTrail.org, had over 70,000 hits last year by people interested in walking the 4T.

Phil Hamilton

7215 SW LaView Dr.

Portland 97219

From: Planning and Sustainability Commission
Sent: Thursday, February 26, 2015 10:12 AM
To: Kovacs, Madeline
Subject: FW: Project #90026: Capitol Highway 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

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: BetteLynn Johnson [mailto:writerbabe38@gmail.com]
Sent: Wednesday, February 25, 2015 7:40 AM
To: Planning and Sustainability Commission
Subject: Project #90026: Capitol Highway Corridor Improvements

I am BetteLynn Johnson, 4407 SW Marigold Street, Portland 97219.

I am writing to comment on the importance of this project:

Despite the muddy, ungraveled, treacherous footpath the length of SW Capitol Highway from SW Garden Home to SW Brugger Street, you can already witness the heavy foot traffic: our veterinarian with her two large dogs walking the mile down to Little Gabriel Park from her office, moms struggling with strollers, elders laboring unsteadily to go shopping at the excellent independent grocery store, Barbur World Foods.

Despite the nonexistent bike lanes and lane-wide trucks, many bicyclists are forced to share the narrow highway on their way south to PCC Sylvania or north to work downtown. The highway is heavily trafficked most hours of the day and many hours of the night as it is the only major north-south arterial serving Multnomah Village aside from SW Barbur Boulevard.

For NINETEEN YEARS we in Southwest have been promised sidewalks and bike lanes on that short, busy stretch of SW Capitol Highway, but the City has failed to so much as widen the asphalt shoulders outside the fog line.

The City That Works has failed to work for us.

When it's widely known that the federal government regularly redistributes back to municipalities grants of taxpayer dollars, it is unconscionable to Southwest residents and businesses that our City has done little more for us than dig up SW Multnomah Boulevard THREE TIMES.

From: Planning and Sustainability Commission
Sent: Thursday, February 26, 2015 10:14 AM
To: Kovacs, Madeline
Subject: FW: Comp Plan comment submission

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

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From: davidashman@comcast.net [mailto:davidashman@comcast.net]
Sent: Wednesday, February 25, 2015 5:34 PM
To: Planning and Sustainability Commission
Cc: Burr, Ellen; brian koppang; beth s bryson; stuf one; Stockton, Marty; Erb, Miriam; karlandelayne@comcast.net; kimferris713@gmail.com
Subject: Comp Plan comment submission

Dear Planning and Sustainability Commission,

Please accept the following testimony as official comments on area #681 collectively from the following neighbors:

David Ashman & Laura Carim Todd
8075 SE 8th Ave.
Portland, OR 97202

Brian and Kathy Koppang
8084 SE 8th Ave.
Portland, OR 97202

Elizabeth Bryson & Stefan Szczepanski
735 SE Tacoma St.
Portland, OR 97202

Miriam & John Erb
1002 SE Spokane St.
Portland, OR 97202

Elayne Janiak & Karl Voiles
1014 SE Spokane St.
Portland, OR 97202

Ron Olson
947 SE Spokane St.
Portland, OR 97202

Rosa Thomas
934 SE Spokane St.
Portland, OR 97202

Kimberly Ferris
1003 SE Spokane St.
Portland, OR 97202

"As homeowners and residents of the area included in Comprehensive Plan change #681 along SE Tacoma in Sellwood, we support the designation change from Urban Commercial to Mixed Use – Neighborhood. However, we feel strongly that this portion of the neighborhood is not ready to be rezoned as commercial and should be kept as R2.

Of the 34 impacted properties, 100% are either small multi-family or single-family residential dwellings with no commercial activity. Many of these properties are in very good condition and some have been renovated. We consider it an area of residential stability. There is a pure neighborhood feel that starts just one house to the north and to the south of Tacoma. We support incremental development over time through the zoning and permitting processes already in place. To preserve and respect the existing homes in this area and adjacent areas, let's wait to see how the development demographic plays out in the future."

David Ashman

From: Planning and Sustainability Commission
Sent: Thursday, February 26, 2015 10:15 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

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From: Beth Omansky [mailto:bethfomansky@aol.com]
Sent: Wednesday, February 25, 2015 7:38 PM
To: Planning and Sustainability Commission
Subject: Project #90026: Capitol Hwy Corridor Improvements

Hello -

Please make the Capitol Hwy. sidewalk and storm water management project a top priority in the City's Comprehensive Plan. This project will make it possible for pedestrians to safely access the area from Multnomah Village to essential businesses along Capitol Hwy to Barbur Blvd, including grocery store, pharmacy, and veterinary clinics. This is especially critical for people like myself - a blind person - and for wheelchair users to experience the promise of the Americans with Disabilities Act of 1990 to have access to public thoroughfares.

Sidewalks along Capitol Hwy. will also make it safer for people using bus stops along that route. Finally, this project will help alleviate the damage currently done to our roadways from uncontrolled or inadequate stormwater management.

Thank you.

Dr. Beth Omansky
7852 SW 31st Ave.
Portland, OR 97219
(503) 892-5668

From: Planning and Sustainability Commission
Sent: Tuesday, February 24, 2015 11:23 AM
To: Kovacs, Madeline
Subject: FW: Strongly encourage including sidewalks as part of Project #90026:
Capitol Hwy Corridor Improvements

TSP

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
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From: Karen McKibbin [mailto:karen.j.mckibbin@gmail.com]
Sent: Tuesday, February 24, 2015 8:46 AM
To: Planning and Sustainability Commission; Transportation System Plan
Subject: Strongly encourage including sidewalks as part of Project #90026: Capitol Hwy Corridor Improvements

Dear City of Portland.

I wanted to email you to strongly encourage the development and maintenance of sidewalks on Capitol Hwy between Multnomah Village/Garden Home Rd and Barbur Blvd, as part of Project #90026: Capitol Hwy Corridor Improvements. As a resident of this area with a young family, it is extremely difficult, not to mention unsafe, for me to walk either down to the village or up to Walgreens World Foods area with my child in a stroller. Cars move up and down Capitol Hwy so fast and often don't look for pedestrians. If you walk along this area with a stroller or a bike, there are areas where you have to walk on the road because there is no way to maneuver these things along the small pathway. This issue will only worsen with increased traffic once the project is complete and a serious accident resulting in injury or worse seems inevitable. Putting in sidewalks and bike lanes along this route should be an essential part of the program so that it can be safe for everyone to use in the future.

Sincerely,
Karen McKibbin, PsyD and family
4331 SW Lobelia Street
Portland, OR 97219

From: Planning and Sustainability Commission
Sent: Tuesday, February 24, 2015 11:24 AM
To: Kovacs, Madeline
Subject: FW: 5557 SE Jenne Ln Portland OR 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

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From: Marcia Chabot [mailto:backyardkreations@icloud.com]
Sent: Tuesday, February 24, 2015 9:37 AM
To: Planning and Sustainability Commission
Subject: 5557 SE Jenne Ln Portland OR 97236

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.

Marcia J Chabot
31 Magnolia Ave
Manchester MA 01944

Home phone. 978-526-7611
Cell: 978-985-8467

From: Planning and Sustainability Commission
Sent: Tuesday, February 24, 2015 11:25 AM
To: Kovacs, Madeline
Subject: FW: Petition

Address is
21890 Willamette Dr, West Linn, OR 97068

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

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From: Cherie Gallina [mailto:CGallina@polarsystems.com]
Sent: Tuesday, February 24, 2015 10:15 AM
To: Planning and Sustainability Commission
Subject: Petition

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.

Cherie Gallina
Polar Systems, Inc. | Sales and Marketing Coordinator
Office: 503.212.2919 E-mail: cgalina@polarsystems.com

From: Planning and Sustainability Commission
Sent: Tuesday, February 24, 2015 11:25 AM
To: Kovacs, Madeline
Subject: FW: Request for Zone Change R5 to R7 - South Burlingame
Neighborhood
Attachments: South Burlingame Neighborhood R5 to R7 Zone Change Request.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

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From: Linda Strahm [mailto:strahml@ohsu.edu]
Sent: Monday, February 23, 2015 5:45 PM
To: Planning and Sustainability Commission
Subject: [User Approved] Request for Zone Change R5 to R7 - South Burlingame Neighborhood

Hello Planning and Sustainability Commission,

I am a resident of the South Burlingame neighborhood and I support the recent request (attached) by our neighborhood association board to rezone areas of South Burlingame identified as R5 in the Draft 2035 Comprehensive Plan to an R7 designation. I believe the neighborhood character and conditions are more reflective of the R7 zone designation.

It is my understanding that residential densities will be discussed at the Planning and Sustainability Commission's Comprehensive Plan Work Session on March 10th. I am hoping that the South Burlingame Neighborhood will be included on this agenda.

Thank you for your time and consideration.

Linda Strahm
937 SW Evans Street
Portland, Oregon 97219
strahml@ohsu.edu

From: Planning and Sustainability Commission
Sent: Tuesday, February 24, 2015 11:26 AM
To: Kovacs, Madeline
Subject: FW: Downgrading the zoning for South Burlingame from R5 to R7

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

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From: robinettehar@comcast.net [mailto:robinettehar@comcast.net]
Sent: Tuesday, February 24, 2015 11:03 AM
To: Frederiksen, Joan; Planning and Sustainability Commission; Hales, Mayor
Subject: Downgrading the zoning for South Burlingame from R5 to R7

To whom it may concern,

As residents of this unique and beautiful neighborhood, we ask that you consider supporting our quality of life, by downgrading the zoning from the current R5 to R7. We hope that we are put on the March agenda for discussion of the matter.

Thank you,

Robin and Bob Myall
8229 SW 11th Ave
South Burlingame

From: Planning and Sustainability Commission
Sent: Wednesday, February 25, 2015 1:20 PM
To: Kovacs, Madeline
Subject: FW: Red Electric Trail Comments

This starts the batch for the 3/24 compilation... last one (hopefully!).

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

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From: Barbara Bowers [mailto:vividme2@gmail.com]
Sent: Tuesday, February 24, 2015 1:49 PM
To: Planning and Sustainability Commission
Subject: Red Electric Trail Comments

From: Barbara Bowers
6388 SW Capitol Hwy, Apt. 202
Portland, OR 97239

My residence is at the confluence of Beaverton/Hillsdale Hwy, Capitol Hwy, and Bertha Court. It is an intersection designed for rural roads – not for 21st century traffic. In order to move this poorly designed intersection towards an improved intersection I would strongly urge consideration for expediting a reconfigured Red Electric Trail to be placed in the first five years of projects the City is undertaking.

As an avid walker I know that a safe connecting link between Washington County, Hillsdale, South Waterfront and downtown Portland will encourage pedestrian and bicycle users to leave their cars at home. The Red Electric Trail along Beaverton/Hillsdale Hwy follows an old train bed with gentle slope making it appealing to users. With a new route crossing Fanno Creek and directing people off Bev/Hills Hwy it will provide an alternative to waiting at the stop lights at the intersection where I live and experience too much vehicle noise and emissions.

Thank you for considering my comments.

From: Planning and Sustainability Commission
Sent: Wednesday, February 25, 2015 1:21 PM
To: Kovacs, Madeline
Subject: FW: Pleasant Valley "V" and "P" overlay

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

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

From: Nancy Lillie [mailto:replayfun@comcast.net]
Sent: Tuesday, February 24, 2015 1:55 PM
To: Planning and Sustainability Commission
Subject: Re: Pleasant Valley "V" and "P" overlay

Surely. It is 135 W Gloucester St West Gloucester St Gladstone, Or. 97027 Nancy

Sent from my iPad

> On Feb 24, 2015, at 11:22 AM, Planning and Sustainability Commission <psc@portlandoregon.gov> wrote:

>

> Hello Nancy,

>

> 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 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

>

> -----

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> -----

>

>

> -----Original Message-----

> From: Nancy Lillie [mailto:replayfun@comcast.net]

> Sent: Monday, February 23, 2015 9:09 PM

> To: Planning and Sustainability Commission; Joyce Montgomery

> Subject: Pleasant Valley "V" and "P" overlay

>

> I am writing to advocate for family members Joyce and Steven Montgomery who seem to be overly restricted in the use of their long held property. They breed and train horses there, a long held dream. Plans for planting an orchard and grape arbor, building a horse arena, putting in some training steps for the horses, and fencing off a corner being used to trespass their property reportedly are being denied. Farm work must be done by hand, not tractor as well, making it impossible to run the ranch.

>

> They state they have sought explanation for why this was done without success and without discussion despite many attempts

> They are solid, reasonable, tax paying citizens whose plans and dreams are being crushed. The value of the land which they have long owned and improved is threatened.

>

> I support environmental measures wholeheartedly, with my votes and my money. But this seems a great miscarriage of justice and needs to be looked at. Surely there is some way to support the environment without such a great cost to these good people.

>

> I am telling everyone I know about this and ask that you reconsider this matter.

>

> Thank you,

> Steve and Nancy Lillie

>

>

> Sent from my iPad

From: Planning and Sustainability Commission
Sent: Wednesday, February 25, 2015 1:23 PM
To: Kovacs, Madeline
Subject: FW: Feb. 24 testimony: 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

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From: J.Byron Tennant [mailto:j.byrontennant@gmail.com]
Sent: Tuesday, February 24, 2015 2:56 PM
To: Planning and Sustainability Commission
Cc: Maija Spencer
Subject: Feb. 24 testimony: Transportation System Plan

I want to thank the Planning and Sustainability Commission for thoughtful and open discussion of the 2035 Comprehensive Plan.

I am testifying regarding aspect of the Comp Plan/TSP which will have impacts on Northeast Portland neighborhoods, most specifically Woodlawn.

Please recommend that 13th/14th Ave. Greenway be completed in years 1-5 of the Comp Plan, rather than putting this key project off until 2025. The 22nd Ave. Greenway should also be funded in the first years possible. Such expediency will prevent costs from becoming unmanageable over time.

Please note that no outreach or engagement has occurred within Woodlawn regarding the proposed 11th/13th Ave. overcrossing between Columbia and Lombard. No promise has been made for a train quiet zone in this area. PBOT staff have not responded with certain specifics regarding this project to date.

The proposed collector/distributor on NE Argyle St. looks like more money for freight projects very close to Woodlawn Elementary School. Woodlawn PTA has expressed concerns to me about negative impacts of diesel particulate pollution on newborns and children in communities of color. Oregon DEQ's 2017 projections represent diesel pollution over 10x the established benchmark in areas near the Columbia Corridor.

It is very difficult to perceive how the new program "Freight Priority" will not negatively impact Woodlawn, and I am concerned that this new direction could influence development along Martin Luther King Jr. Blvd. and Dekum St. negatively with regards to neighborhood character. It is unclear how the widening of MLK Jr. Blvd. between Lombard and Columbia would benefit

Woodlawn. This project would seem to exacerbate present difficulties in establishing businesses on MLK in this area.

All rails on Kenton Line should be electrified to reduce local pollution in dense NE neighborhoods.

Woodlawn will request a quiet zone as soon as possible. The cost has been estimated at \$250,000-\$1million with existing infrastructure.

Please strongly consider recommending that Portland should seek exemption to Goal 9. This appears to be the only way that Comp Plan Goals and Policies of Equity and Environmental Justice can be effectively fulfilled. The obvious alternative would be to remove all language recommending Equity and Environmental Justice from the 2035 Comp Plan. This latter option should certainly be avoided.

Please ensure that the words "Prevent" and "Prohibit" are applied where necessary, if for no other reason than to limit future expenses caused by pollution, such as the estimated \$100 million needed to achieve 60% Brownfield redevelopment.

Thank you for your careful consideration of the complexities of the 2035 Comprehensive Plan and Transportation Systems Plan.

Jeremy Byron Tennant

Northeast Coalition of Neighborhoods Safety and Livability Team at-large
representative/Woodlawn neighbor

1133 NE Holman St.

(503)-269-8817

From: Planning and Sustainability Commission
Sent: Wednesday, February 25, 2015 1:31 PM
To: Kovacs, Madeline
Subject: FW: Project #90026: Capitol Hwy Corridor Improvement

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

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From: Jane Peterson, PhD [mailto:humansystems@comcast.net]
Sent: Tuesday, February 24, 2015 3:54 PM
To: Planning and Sustainability Commission
Subject: Project #90026: Capitol Hwy Corridor Improvement

To whom it may concern:

This is a highly used corridor, often by foot or bike traffic, in an important "edge" between residential and commercial areas. The improvements listed for this project will ensure people's safety and encourage the continued development of this important area. Please support this project.

Sincerely,

Jane Peterson

Jane Peterson, PhD
4220 SW Freeman Street, Portland, OR 97219
Post-Doctoral Fellow
INSTITUTE FOR SOCIAL INNOVATION
Fielding Graduate University
Email: 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
Web: <http://www.human-systems-institute.com>
Consulting Sessions: <https://www.schedulicity.com/Scheduling/HSILDA>

From: Planning and Sustainability Commission
Sent: Wednesday, February 25, 2015 1:32 PM
To: Kovacs, Madeline
Subject: FW: Portland TSP Comments

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
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From: RAHMAN Lidwien [mailto:Lidwien.RAHMAN@odot.state.or.us]
Sent: Tuesday, February 24, 2015 4:18 PM
To: Planning and Sustainability Commission
Subject: FW: Portland TSP Comments

The Oregon Department of Transportation appreciates the opportunity to participate in the development of the Portland TSP. We have the following comments. We ask that these comments be included in the record of testimony to the Planning and Sustainability Commission, and hope that the one change requested can be addressed at the staff level.

- ODOT is supportive of the concept of developing a more financially realistic TSP by prioritizing projects that contribute to meeting multiple policy objectives. We commend City staff for undertaking the huge task of sorting through and cleaning up the project list, assigning projects to one of several lists (Completed, Funded, Other Agency, Studies, Programs), and prioritizing the remaining Major Projects.
- We appreciate the approach of listing ODOT (and TriMet, Port, and County) nominated RTP projects within the City of Portland on a separate list of Other Agency Major Projects, and not evaluating or prioritizing those projects.
- ODOT is OK with most of the Recommended Modifications to Major Projects, but objects to removal of project # 70030 McLoughlin Blvd Roadway Improvements, including access management and operational improvements from Ross Island Bridge to Harold and widening to 6 lanes from Harold to Tacoma. We request it either be added to the Other Agency Major Project list or to the Major Projects list as a Non-Financially Constrained project. This project was specifically mentioned as a project not to be removed from the TSP in the "TSP needs list based on Growth and Comp. Plan changes" provided to the City by ODOT in August 2014. ODOT does have safety concerns with reversible travel lanes, so we ask that the project description be generalized to take out the mention of a reversible travel lane, retaining the need for access management and widening to 6 lanes from Harold to I-205, and adding the need for safety improvements.
- Project # 113240, Barbur Viaduct Reconstruction including Bicycle and Pedestrian Facilities on or parallel to the structures, is the only ODOT project included on the list of Other Agency Major Projects

that was not part of ODOT's RTP project list. That is OK with us, but please be aware that ODOT has no plans to reconstruct the bridges for structural reasons at this time, since we have only recently repaired them. We defer to the SW Corridor Plan to make decisions regarding the relative priority and funding strategy for reconstructing the Barbur Bridges for functional rather than structural reasons. Please do amend the project location to refer to the Vermont and Newbury viaducts, not Denver and Newbury viaducts, as previously requested.

- ODOT Preliminary Design and Traffic staff have identified other safety and operational needs, primarily on the freeways, that have not been raised in the TSP before. We are not asking for these safety and/or operational needs or solutions to be included in the TSP at this time, but ODOT does not want to preclude addressing these needs in the future. Some solutions may be identified through our Congestion Bottleneck Operations Study (CBOS), others through corridor or subarea refinement planning. For example, a need has long been identified to improve the merge of I-5 SB and I-405 SB in SW Portland, which currently creates speed differential safety issues on the Marquam Bridge.
- We want to remind the City that project development and design on all projects on or affecting State Highways must be coordinated with and are subject to approval by ODOT.
- We also want to remind the City that for locations on State Highways that do not meet the Oregon Highway Plan (OHP) Mobility Targets, identified on the "TSP needs list based on Growth and Comp. Plan changes", the City must identify the mobility and/or safety need in the TSP and follow through on the various next steps we agreed on, including performing Synchro analysis at a few selected locations; not intensifying land use intensity around Powell Blvd; completion of the Powell Division HCT, SW Corridor, 82nd Ave, and South Portal studies that are currently underway; adding projects to the TSP, and conducting additional refinement planning to develop alternative mobility targets, in a manner consistent with Oregon Highway Plan Action 1F3.
- Finally, we want to remind the City that several highway safety projects that were identified in the course of the Central City Multimodal Mixed Use Area (MMA) work, will need to be included in the TSP in the future if the City wishes to pursue ODOT's concurrence with the MMA designation, per the draft MMA Agreement.

Let us know if you have any questions,

Lidwien Rahman
Principal Planner
ODOT Region 1
123 NW Flanders
Portland OR 97209
Phone: (503) 731-8229

From: Planning and Sustainability Commission
Sent: Thursday, February 26, 2015 10:09 AM
To: Kovacs, Madeline
Subject: FW: Public Testimony--Comments on the TSP Project List

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

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From: Patty Barker [mailto:pbarker99@aol.com]
Sent: Tuesday, February 24, 2015 9:13 PM
To: Planning and Sustainability Commission; Transportation System Plan
Subject: Public Testimony--Comments on the TSP Project List

Dear TSP Planning and Sustainability Commission:

I would like to submit for your consideration an important transportation project that meets all of your project criteria. It's a small project that offers big returns for the investment: The installation of approximately 425 ft. of pedestrian and bicycle facilities along the west side of SW Boones Ferry Road, between SW Orchard Hill Road and the City boundary, to provide safe and convenient access to the nearest shopping and commercial area. The proposed pedestrian and bicycle improvements would connect to existing sidewalks on the Lake Oswego side of the City/County line.

Adding 425' of sidewalks and a bicycle lane—the width of just four residential lots—would provide safe access for Southwest residents to the nearest commercial hub and shopping center, which sits directly on the Portland and Lake Oswego city boundary. This bustling neighborhood center is anchored with a New Seasons market, and includes a DMV, restaurants, outlet stores, offices, a variety of retail shops, and parking space for transit users. Installing sidewalks and a bike lane along this busy section of SW Boones Ferry Road—a north/south commuter route with a 40mph speed limit—would provide safe access to all area residents, including: senior citizens (who often rely on personal shopping carts), kids on bicycles, people pushing strollers, wheelchair users, and school-age children.

This is just a small segment of a larger project (#90023), but it's the most critical section that supports the needs of the community. Addressing this small phase of a bigger project is very cost effective in achieving the goals of the community, and it meets all the TSP project objectives:

Improved access to daily needs—provides safe and convenient access to transit stops, grocery store,

restaurants, childcare facility, and businesses

Safety—walking along a narrow roadway with 40mph traffic is unsafe for pedestrians, and this project would reduce the real and serious threat of car-pedestrian collisions

Improved health—this project would allow people to safely walk or bike to the nearby shopping and commercial district resulting in improved health and well-being

Economics—This town center offers many job opportunities for area residents, including summer jobs for high school and college age students

Equity—this project offers non-drivers (older residents and economically disadvantaged residents) safe and convenient access to transit stops, as well as to shopping and businesses

Environment—this project will cut down on the use of cars and SOV trips, thus reducing carbon emissions and the negative impact of pollutants

Cost—this is a huge cost-savings project because it significantly reduces the scope of a much larger project—infrastructure improvements along Boones Ferry from Terwilliger to the City/County line (#90023)—while achieving the most important aspects of the overall project goals because SW Orchard Hill Road connects to Stephenson, thus connecting the entire residential area to the north with the shopping/commercial district to the south

Community Support—This is a top priority transportation improvement for the Arnold Creek Neighborhood of Southwest Portland with widespread support, and this project was one of just two projects submitted for consideration by the Neighborhood for the Street Fees project list

This project will certainly increase livability for area residents and the community-at-large. I hope you will add this little-project-with-big-results to your project list.

Many Thanks,
Patty Barker
503.245-2590

12115 SW Orchard Hill Way
Lake Oswego OR 97035
(Note: this is a Portland mailing address, served by LO post office)

PSC

1900 S.W. Fourth Avenue

Portland, Oregon 97201-5380

RECEIVED
PLANNING BUREAU

2015 FEB 24 A 9:51

Re: Written Comprehensive Plan and Conceptual Zone Testimony

Dear Members of the Portland Planning and Sustainability Commission,

This testimony applies to the following properties which are ALL owned by L&N Third, LLC :

Map 1S 1E 01AA Tax Lot 09000 Parcel # R112202 House on 5,000 sf lot (residential use on Morrison St)

Map 1S 1E 01AA Tax Lot 08900 Parcel # R112203 House on 5,000 sf lot (residential use on Morrison St)

Map 1S 1E 01AA Tax Lot 08800 Parcel # R112205 House on 3333 sf lot (commercial use on Morrison St)

Map 1S1E 01AA Tax Lot 08700 Parcel # R112204 Parking Lot on 3330 sf (commercial use on corner Morrison St./Cesar Chavez Ave)

Map 1S1E 01AA Tax Lot 08500 Parcel # R112210 2 Houses on 6667 sf lot (commercial use on Belmont St)

Map 1S1E 01AA Tax Lot 08400 Parcel # R112209 House on 3333 sf lot (residential use on Belmont St)

The existing Commercial zone for those properties fronting Belmont St is CN-2. Two of the properties, Tax Lots, 8700 and 8800, have split zoning with the south half of each CN-2 and the north half of each R-1. The other properties which front Morrison St are residential R-1.

Tax Lots 8500, 8700, and 8800 are currently commercially used for the long time neighborhood Belmont Academy school, and the other Tax Lots are currently duplex and triplex rentals.

L&N Third, LLC believes the proposed new Comprehensive Plan designation for the properties on Belmont St of Mixed Use-Urban Center is acceptable, but only with a new Conceptual Zone of CM2.

L&N Third LLC also believes the properties on Cesar Chavez Ave and Morrison St. should have a similar Comprehensive Plan designation of Mixed Use-Urban Center and a new Conceptual Zone of CM2.

The reasons for these requests are as follows:

1. All the properties are under the same ownership and are contiguous Tax Lots comprising 26,663 sf of property fronting on Morrison St on the North; Cesar Chavez Ave on the East; and Belmont St on the South.
2. The properties as they exist now have a split zones CN-2 and R-1. The R-1 properties consisting of the north half of Tax Lots 8700, 8800 and all of Tax Lots 8900, and 9000 (total of 13,331.50 sf) have Cesar Chavez Ave and Morrison St frontage. The CN-2 properties facing Belmont St are Tax Lots 8400 and 8500 and the CN-2 properties facing Cesar Chavez Avenue are the south half of Tax Accounts 8700 and 8800 (total of 13,331.50sf). Since this property is in one ownership, and

has potential as one large development with three (3) street frontages, one new commercial comprehensive plan of Mixed Use-Urban Center and one new commercial conceptual zone of CM2 provides for a better property use and eliminates the split zone problem.

3. There is a significant likelihood that the 6,000 sf property in another ownership at the Northwest corner of Belmont St and Cesar Chavez Ave (which abuts Tax Lots 8500, 8700, and 8800) will be incorporated into a development of the L&N Third, LLC property. Cesar Chavez Ave is a Civic Corridor and Belmont St a Neighborhood Corridor with both streets served by City transit at this "important" intersection.
4. Pedestrian traffic will benefit by the L&N Third, LLC property being developed as a whole.
5. The new Comprehensive Plan and Zones will likely 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. L&N Third, LLC believes, given the increased demand for these infill sites, the ability for the greater density with bonuses and incentives of the CM2 zone will be crucial to the properties ultimate development and pricing of the final product.

The Sunnyside Neighborhood Association has been contacted and those at the meeting appeared to support the CM2 zone.

In conclusion, although L&N Third, LLC would like all the property it owns at this location to have the same Comprehensive Plan/Zone, however if this is not possible to at least have the new Mixed Use-Urban Center Comprehensive Plan and new CM2 Conceptual Zone for the Tax Lots facing Belmont and Cesar Chavez Avenue.

Thank You,

L&N Third, LLC

Larry and Nina Lindstrom 11550 S.W. Riverwood Portland, Oregon 97219---owners of L&N Third, LLC

PSC

1900 S.W. Fourth Avenue

Portland Oregon 97201-5380

RECEIVED
PLANNING BUREAU

2015 FEB 24 A 9:51

Re: Written Comprehensive Plan and Conceptual Zone Testimony

Dear Members of the Portland Planning and Sustainability Commission,

This testimony applies to the property at 4915 N.E. Fremont Street in Portland Oregon with Property ID R111567 Map 1N 2E 19CD 2600. The owner of the property is the Gladys and George, LLC which is entirely owned by Steve Stanich.

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. In fact, the owners restaurant business has been open for about 65 years.
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 cemetery access, on the south by N.E. Fremont Street, and on the east by a 10,000 sqft property owned by the Settlemier Family. Adjacent east of the Settlemier Family property is a newer three(3) story building with main floor commercial uses and residential uses on the upper floors. The Settlemier's 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. The Stanich's believe, 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 Stanich Family Trust 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.

The Gladys and George, LLC by Steve Stanich PO Box 13220 Portland Oregon 97213-0220

Telephone # 503-544-1633

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.

Name: *Carl Rebstock*
(CARL Rebstock)

Address: *3544 NE 134th*
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 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.

Name: *Maileyn Rebstock*

Address: *3544 NE 134th*
Portland, OR 97230

Hi my name Raquel Valle and I am a resident in outer SE Portland. In August of 2014 I began organizing a tenants association at my property with other residents at Gladstone Square. We began organizing to get repairs done but to also get attention to tenant on tenant harassment. I work as a much needed Spanish interpreter to my community. I do this free of charge because I know the importance in providing people information to be able to stand up for themselves especially people in my Latino Community. In October of 2014 I received a letter from Cascade with allegations made towards me that were false and untrue. I believe this was retaliation for aiding in organizing my community to address harassment issues and maintenance issues. We have sent many letters with the assistance of Community Alliance of Tenants. Still we have many repairs that have not been completed. Earlier this month a Co2 leak was detected in our home. This would not have happened if the repairs would have been made when requested. The management does not do anything to help tenants and they allow other tenants to use racial hate speech and threaten members in my community. I have been called names threatened and watched other residents threatened even with deportation or ICE. The management company not only does not protect us with repairs that could be harmful they also allow tenants to remain on the property that attack people who are organizing to make it better and safer. They allow people to be attacked for the color of their skin and the language they speak.

Things have been getting way out of hand and they have heightened and even increased over the last month. We recently had a city inspector come to the property and since then one of our community members was given a 10 day notice.

I do not want to be afraid to leave my little sister and mom at home to go and follow my dreams and continue my education. I do not want to worry they will be attacked for trying to make our home better. I don't like racism I don't like to be judged for my color or being Hispanic or speaking Spanish. My family worked hard to get here we should not be allowed to be attacked in the place where we live. We need more affordable housing in Portland so people have options. We need more programs to provide education to the community and assist in outreach especially my Latino Community. People should not be afraid to ask for repairs or to contact the police if they are victims of crimes.

Raquel Valle of Gladstone Square Community
12037 SE Gladstone St A14
Portland Oregon 97266

Raquel Valle

Andrea R. Herman
February 24, 2015
Testimony for Community Alliance of Tenants
Hearing on TSP

We can only support the improvements and investments called for in the Comp Plan and in the TSP if they are accompanied by the anti-displacement measures that are presented tonight. Displacement is not only harmful to the individuals and families that are displaced -- it destroys the entire city. When tenants are wrongfully evicted, their ability to maintain steady work and livelihood falls apart. Incessantly searching for an affordable and safe home is destructive for those who cannot easily accommodate constant moving. People are struggling to maintain a lifestyle that is safe for their families. People cannot get to work, job interviews, take their kids to school, or participate in other self-improvement activities if the housing and transportation systems are not adequate. The city as a whole suffers greatly because of a lack of attention to these issues.

We need to stimulate our economy and cultural diversity, not hinder it with methods of displacement. Socio-economic division leads to higher crime rates. Separation also scrounges the ability of all cultures and creeds to appreciate the city as a whole. The beauty of Portland lies in the fact that there are various people and cultures scattered throughout the city, not isolated in particular areas.

The immigration of middle-to-high class people into Portland has led to the increase in rent all across Washington and Multnomah Counties. Because of the urban-growth boundary, and because of a lack of rent control, people limited by economic and cultural barriers cannot sustain a life in Portland or the surrounding area. This is what displacement means to Portland: the involuntary uprooting of hard-working, loyal, and diverse peoples. This displacement makes it even harder for a large city like Portland to build sufficient, affordable, and sustainable transportation.

Landlords give eviction notices in response to tenants requests for repairs - which the tenants are entitled by law to receive. But given the cultural and economic position of the tenants, they are victimized. Tenants leave their homes because of the fear of landlord action, most of them not knowing their right to a cause of action. Holding landlords to legal requirements for notice periods or "for-cause" only bases for eviction will help accomplish the goal of decreasing displacement.

Studying data is the first step to understand the extent of displacement by housing discrimination, and it is completely within the city's ability to collect this data. We need to update data constantly to accommodate for the future. The City is obliged to take a reasonable effort to pursue fairness under the law. We need to ensure that landlords are required to report a justifiable cause for a notice of eviction; this would dissuade landlords from acting in such heinous and exaggerated ways, and would reduce the amount of displacement which results from evictions without cause or proper notice.

This city was built on the commingling of cultures; homogeny will not serve us well as we move into the future. We need to provide housing for many people whom all work and play here. We can do this by providing transportation and housing frameworks that treat everyone fairly.

The Transportation System Plan will only be long-lasting and balanced if it focuses on those who need more support: residents of Portland who want a convenient and safe way to travel.

February 24, 2015

Chair André Baugh and the Planning and Sustainability Commission
Bureau of Planning and Sustainability, City of Portland
1900 SW 4th Avenue, Suite 700
Portland, Oregon 97201

Dear Chair Baugh and Planning and Sustainability Commissioners:

My name is Eavan Moore, and I have volunteered with the Community Alliance of Tenants for about two and a half years. I've come to see that the protection of renters – like myself, and unlike myself – is essential to empowering and strengthening Portland's communities. Portland will grow and change over the next 20 years, we believe for the better. Let's make sure that growth and change will not benefit only certain communities, while negatively impacting low-income tenants, working families, communities of color, and our most vulnerable.

When CAT provided postcards to people in our network and asked them to write down comments on the Comprehensive Plan, we collected 158 cards. Everyone who commented supports the general goal of having more affordable housing, and the majority of them had specific concerns or suggestions.

One thing I noticed in reading the comments is that they trace the onward progression of a story we need to stop. One person wrote: "We need rent control. Because Home Forward cannot help us, and people are being made homeless, and are living on 2-4 food boxes a month."

Another person wrote: "Our friends and family are being displaced."

In the end, some of us are being priced entirely out of the city. One of our commenters says: "I used to be living in NE Portland, I became homeless. Now I am living in Washington County."

Our commenters had a lot of concerns, but also a lot of ideas. Here are some of their suggestions: Rent control. (Twelve people specifically suggested this, by my count.) Controlling water costs. Just-cause notices for evictions, instead of the no-cause evictions that are currently legal. Landlord certification and training. Better fair housing protections. Lifting the state ban on inclusionary zoning. I counted three comments stressing that affordable housing should exist in every neighborhood in Portland, not just low-income ones.

More housing, and specifically more family dwellings. More of a focus on housing that genuinely low-income people can pay for, as opposed to what the city calls affordable. More funding for groups like REACH and Rose CDC. And empowering tenants to have more of a voice. On that note, one tenant specifically asked you to support agencies like CAT, I'm for it.

The Bureau of Planning and Sustainability, whether through this Comprehensive Plan, or in other decision-making processes, can and will have an impact on affordability, rising rents, and displacement. At CAT, we look forward to working with this Commission and the BPS, to ensure that we identify and acknowledge how those decisions have an impact on our most vulnerable populations. We need to work with tenant leaders and policy and planning experts alike, to identify

the right solutions, so that everyone has a chance to live in the neighborhood of their choosing, and people aren't forced out of the communities that they helped to build.

Our contribution includes the request made by our anti-displacement coalition, which builds on the tenant commentary we've heard. I know that the Bureau of Planning & Sustainability has read every one of our comments. With this information, I ask that you support our plan for avoiding displacement.

Thank you,

Eavan Moore
Volunteer and board member
Community Alliance of Tenants

In May, 2012 the Planning and Sustainability Commission unanimously approved the Cully Main Street and Local Streets Plan, and in August 2012 the City Council adopted the Plan. The Plan includes a recommendation to implement pilot projects in a defined target area in Cully to test the performance of a range of street improvement options. All streets in the target area are either substandard or unimproved. None of them has sidewalks. This recommendation was unaccountably omitted from the TSP Major Project List. That omission needs to be corrected.

The Major Project List does include ten other projects that are important to the Cully Neighborhood, and all are given a high priority—"financially constrained" with a 1-10 year timeframe. This estimated \$35 million infrastructure investment is much-needed and appreciated. However, a public investment of that scale will raise the risk that Cully's most vulnerable residents will be displaced by new development and rising costs.

Another recommendation this body made and the Council adopted in 2012 "directs the Bureau of Planning and Sustainability . . . to use Cully as a case study for developing policies and strategies that anticipate and address the displacement impacts of gentrification." We have yet to see evidence of such an effort.

In Cully we are working diligently to prevent displacement. You will hear today from representatives of a number of groups that are part of that effort. Together they are recommending to you a package of anti-displacement policies and strategies, developed in the absence of City leadership, that can help us in our efforts. I encourage you to include these policies and strategies in the Comprehensive Plan.

COMMUNITY-BASED ANTI-DISPLACEMENT RECOMMENDATIONS
TITLE PAGE

SECTION 1: Equity

RECOMMENDATION 1-A: Strengthen the “community involvement” section in Chapter 2 of the Proposed Draft by integrating an emphasis on equity and inclusion.

SECTION 2: Assessing and mitigating displacement impacts of development and land use actions

RECOMMENDATION 2-A: Strengthen and add detail to the “impact analysis” tool introduced in Chapter 5 of the Proposed Draft; apply to the entire Plan.

RECOMMENDATION 2-B: Require mitigation for anticipated affordability and displacement impacts.

RECOMMENDATION 2-C: Community Benefits Agreements and anti-displacement measures.

RECOMMENDATION 2-D: Capture windfall real estate profits as funding for anti-displacement measures.

SECTION 3: Housing

RECOMMENDATION 3-A: Add emphasis on “permanently affordable” homeownership; support shared-equity and cooperative forms of ownership.

RECOMMENDATION 3-B: Use land-banking as an anti-displacement tool.

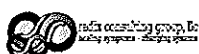
RECOMMENDATION 3-C: Create permanently affordable units in market-rate housing developments.

RECOMMENDATION 3-D: Tenant Protections.

SECTION 4: Zoning Projects

RECOMMENDATION 4-A: Reconstruction Opportunity Area Overlay Zone.

RECOMMENDATION 4-B: Mixed-Use Zones Project.



February 24, 2015

Chair André Baugh and the Planning and Sustainability Commission
Bureau of Planning and Sustainability, City of Portland
1900 SW 4th Avenue, Suite 700
Portland, Oregon 97201

Dear Chair Baugh and Planning and Sustainability Commissioners:

As a coalition of organizations and individuals profoundly concerned with preventing displacement and expanding access to affordable housing in Portland, we are proud to present you with the following policy proposals for the Comprehensive Plan update. Our organizations have carefully deliberated over and crafted these proposals for your consideration, and we stand united in calling for their immediate inclusion in the Comprehensive Plan.

These recommendations are not conceptual proposals. Rather, they are specific policies that must be incorporated into the Comprehensive Plan before it is submitted to City Council. We urge the Planning and Sustainability Commission to explicitly direct BPS staff to incorporate these specific policies into the Comprehensive Plan, and to share an updated draft of the plan with us before it is finalized. We are eager to support BPS staff in any way that would be helpful as they carry out this work. Additionally, these policies should guide the various zoning implementation projects that are associated with the Comprehensive Plan, including the Mixed Use and Institutional Zoning projects, as well as guidance to the Transportation System Plan.

As you know, the improvements to Portland’s neighborhoods envisioned throughout the Comprehensive Plan will inherently lead to increased higher property values and housing costs, and, therefore, the displacement of people of color and low-income residents. The policy proposals included in this document provide a framework by which the Comprehensive Plan can mitigate these displacement pressures and ensure that the growth and development of our city benefits, rather than further burdens, the communities that would otherwise bear the brunt of displacement.

We strongly believe that the inclusion of the following anti-displacement measures will create the foundation for a truly equitable Portland. We appreciate your continued commitment to improving outcomes for Black communities, communities of color, renters, and those of very-low and deeply-low incomes. The Commission’s leadership in this regard has been invaluable, through its stewardship and adoption of a holistic equity framework for Portland’s strategic plan. Action 5 of the Portland Plan is a clear call to action: “Where disparities in service delivery and community development programs are found, change policies and priorities to mitigate disparities...”¹ Now is the time to live up to that commitment – to “change policies and priorities” – by incorporating the following policies into the Comprehensive Plan. Doing so will make this plan a powerful tool for eliminating housing disparities and increasing opportunity for communities of color and low-income Portlanders.

SECTION 1: Equity

RECOMMENDATION 1-A: Strengthen the “community involvement” section in Chapter 2 of the Proposed Draft by integrating an emphasis on equity and inclusion. (Proposed new language in *italics*).

The goals and policies in this chapter convey the City’s commitment to equity and inclusion and intent to:

- Provide a wide range of opportunities for involvement in land use decisions, with targeted access and inclusion in decision-making for those with the potential to be adversely affected by the results of those decisions.
- Foster ongoing positive relationships between communities and the City in support of positive land use decision outcomes by ensuring accountability for improving community well-being and inclusion, and by ensuring adherence to community benefit agreements.
- Recognize that the City has a responsibility to plan for the needs of and engage with disparately under-served and under-represented communities, and to prioritize policy mandates based on need, so as to achieve greater equity for the most negatively impacted.

¹ Portland Plan, 2012, Bureau of Planning and Sustainability, City of Portland p 19.

- Expand opportunities for meaningful community engagement in land use decisions, from issue identification and project scoping through implementation, monitoring, evaluation, accountability and enforcement.
- Require transparent, well-designed, thoughtful, culturally specific and relevant, representative and responsive public processes for land use decision-making, implementation and monitoring.
- Build community capacity to increase the community’s meaningful participation, innovation, solution-making and leadership in land use decisions and monitoring.
- Utilize public comment on land use decisions as part of an equity-based community impact assessment to promote thoughtful consideration of and mitigation for land-use policies that cause a negative disparate impacts, irrespective of intent.

WHERE IN THE PLAN? Chapter 2: Community Involvement

WHY IS THIS IMPORTANT? Driven by a commitment to social justice, equity and meaningful community involvement, the City’s land use policy must ensure that the needs of the most vulnerable, impacted and underserved will be the focus of public policy in the next iteration of the Comprehensive Plan. In the land use arena, a commitment to equity is a promise to enact and implement ameliorative policy that will benefit residents and communities that have historically been disparately impacted by harmful outcomes. This recommendation ensures that the City will prioritize the participation and leadership of these residents and communities in land use decision-making, and that equity will be articulated at the outset as an overarching goal of land use decisions.

SECTION 2: Assessing and mitigating displacement impacts of development and land use actions

RECOMMENDATION 2-A: Strengthen and add detail to the “impact analysis” tool introduced in Chapter 5 of the Proposed Draft; apply to the entire Plan.

Much like an Environmental Impact Analysis assesses the projected environmental impacts of proposed infrastructure and development projects, an “Affordability and Displacement Impact Analysis” will assess the impacts of public-sector actions on residential and commercial displacement, and on the long-term affordability of housing and commercial space. This analysis will take into account specific details of the development or land use action in question, as well as the context of the housing and real estate markets in the surrounding area - including historic policies, practices, and development patterns that have contributed over time to the displacement of residents and businesses. The analysis will assess three distinct impacts:

1. Added displacement pressure on existing low-income and elderly residents, people of color, and other disparately-impacted groups;
2. Added displacement pressure on existing minority-owned and other small businesses; and
3. Long-term impact on the affordability of housing and commercial space for low-income households, communities of color, and minority-owned businesses.

Actions triggering an Affordability and Displacement Impact Analysis could include the following, regardless of location:

- Planning decisions, including zoning changes and designations such as Neighborhood Centers, that will spur development and/or increase property values and housing costs;
- The designation or extension of urban renewal districts;
- Infrastructure and other significant public investments that may lead to increased property values -- including but not limited to roads and transit, street treatments, active transportation improvements, parks, urban renewal projects, and brownfields remediation;
- Issuing significant permits for private-market developments; and
- Disposal or development of publicly owned land.

WHERE IN THE PLAN? Chapter 1: The Plan and Guiding Principles, Policy 1.8: include "Affordability and Displacement Impact Analysis" among implementation tools; include in Chapter 5: Housing Access.

WHY IS THIS IMPORTANT? The entire Comprehensive Plan should be covered by an umbrella policy that requires an Affordability and Displacement Impact Analysis when the City and other public entities (including PDC and TriMet) take actions in the City of Portland that will potentially affect the real estate and housing markets, including issuing permits for development. The City should work with community partners to develop the methodology for conducting this analysis.

RECOMMENDATION 2-B: Require mitigation for anticipated affordability and displacement impacts.

Learning valuable lessons from NEPA case law, stronger mitigation direction is necessary. When an Affordability and Displacement Impact Analysis (see 2-A) finds that public-sector actions (including issuing permits for private-market developments) are projected to contribute to displacement and loss of affordability for the low-income residents, communities of color and minority-owned businesses, the Impact Analysis must also identify mitigation strategies. Implementation of these strategies must be tied to the implementation and budget of the project or policy being assessed. Potential anti-displacement strategies include those listed in Recommendation 2-C below.

WHERE IN THE PLAN? Chapter 3: Citywide Design and Development, Policy 3.3.a add "mitigate impacts of displacement."

WHY IS THIS IMPORTANT? While naming displacement as an undesired outcome is an essential first step toward preventing displacement, the City needs tools that move beyond analysis. Requiring that displacement impacts be mitigated will ensure that the City's growth and development does not come at the expense of low-income residents and communities of color.

RECOMMENDATION 2-C: Community Benefits Agreements and anti-displacement measures. After conducting an Affordability and Displacement Impact Analysis (see 2-A), the City should require developers of new developments to enter into Community Benefits Agreements which are:

1. Directly responsive to mitigation needs identified by the Impact Analysis;
2. Negotiated prior to permits being issued;
3. Legally binding; and
4. Created in collaboration with organizations and individuals embedded in communities at risk of disparate and adverse impact by the development in question.

Potential anti-displacement measures include, but are not limited to:

- Permanently affordable housing for low-income households;
- Land or money contributed to affordable housing development;
- One-for-one replacement of affordable homes (multi-family and single-family) that are lost;
- Relocation assistance for low-income renters who are displaced;
- A right of return for previously displaced neighborhood residents;
- Affordable rents for minority-owned commercial tenants, with long-term rent stability;
- Living wages;
- Employment opportunities for individuals enrolled in apprenticeships or other trades programs;
- Local-source job training and hiring;
- Contracting targets for minority- and women-owned businesses;
- Hiring targets for minority and women employees; or
- Labor neutrality agreements signed by developers and commercial tenants.

WHERE IN THE PLAN? Add in Chapter 3: Citywide Design and Development, Policy 3.3.c "Community Benefits and Anti-displacement"; Chapter 4: General development principles include a policy for "Community Benefits Agreements" that favor community development practices as a part of the City's overall development strategies; ensure implementation in Mixed Use and Institutions Zone Projects, and guidance to the Transportation System Plan.

WHY IS THIS IMPORTANT? Community benefits agreements can be powerful tools to mitigate displacement pressures and ensure that development equitably benefits, rather than burdens, the communities where it takes place. These binding agreements provide community members a voice to shape development and guide its impacts. By encouraging the use of these agreements, other cities have been able to leverage private funding for the construction of

parks and public space, and to increase living wage job opportunities close to where people live.

RECOMMENDATION 2-D: Capture windfall real estate profits as funding for anti-displacement measures.

When property owners realize windfall profits from real estate sales or rentals as a direct result of public-sector actions – including the upzoning of properties, infrastructure investments and urban renewal projects –such profits should be captured by the City in order to fund anti-displacement measures such as those listed in the Community Benefits Agreement proposal (see 2-C).

Tools that should be considered for capturing windfall real estate profits include a capital gains tax on land value increases, linkage fees, and a speculation tax. However, windfall property value increases should only be captured when property owners realize profits by renting or selling their property -- and not through a traditional property tax on assessed value. In this way, homeowners who have not yet gained additional income as a result of their windfall property value increases would not be burdened.

WHERE IN THE PLAN? Add in Chapter 3: Citywide Design and Development, Policy 3.8.a the intent to recapture increased property values for public benefits; and/or as funding source option in Chapter 5: Housing Affordability, Policy 5.28.

WHY IS THIS IMPORTANT? This measure will counteract the displacement effect that results when upzoning or new infrastructure provides property owners with the chance to rent or sell real estate at inflated prices. These windfall profits result from public-sector actions and investments, and not from any effort or investment by the property owners who benefit. Therefore, these profits should be recaptured by the City in order to fund measures that mitigate the displacement pressure caused by rising real estate values and housing costs.

SECTION 3: Housing

RECOMMENDATION 3-A: Add emphasis on “permanently affordable” homeownership; support shared-equity and cooperative forms of ownership.

WHERE IN THE PLAN? Chapter 5: Housing Affordability, Policies 5.34, 5.35 and 5.36 “support” and “encourage” homeownership. These policies should specifically refer to “permanently affordable homeownership” models (e.g. community land trusts, limited-equity cooperatives) that remove housing from the speculative market.

WHY IS THIS IMPORTANT? Permanently affordable models of homeownership ensure that lower-income households will continue to have access to those homes even after the initial

owners sell them, and that initial homeownership subsidies continue to benefit subsequent owners. This is an important long-term anti-displacement strategy.

RECOMMENDATION 3-B: Use land-banking as an anti-displacement tool.

Use land-banking as a proactive anti-displacement tool to remove properties from the private market, particularly in neighborhoods that are now experiencing or are projected to experience rising housing costs. Such properties should be reserved for permanently affordable housing and commercial spaces, and their specific uses should be guided by robust community-based planning processes.

Explore a variety of strategies to acquire properties, including eminent domain, right of first refusal on for-sale properties, acquisition of foreclosed properties, and acquisition of underused properties owned by institutions and public agencies. Develop sustainable funding mechanisms to enable non-profits and government to acquire land and manage land banks. Support and coordinate with community-based organizations that wish to use land-banking to gain control of property for community-serving purposes.

WHERE IN THE PLAN? Add as a new policy in **Chapter 5: Housing Affordability**.

WHY IS THIS IMPORTANT? Land-banking sets aside properties in gentrifying neighborhoods for affordable housing and other community-defined priorities. This practice provides a means for neighborhoods to remain inclusive and equitable, even as real estate and housing prices outpace the incomes of many neighborhood residents. Only by removing residential property from the speculative market can we preserve housing opportunity for Portlanders of low incomes.

RECOMMENDATION 3-C: Create permanently affordable units in market-rate housing developments.

Aggressively use all available tools to mandate or incent the inclusion of affordable housing units in private-market developments. Toward this end, adapt effective models being used in other jurisdictions, lobby at the state level to authorize tools that are currently preempted (such as inclusionary zoning and rent control), and explore new land use tools. Prioritize housing developed through these programs for members of communities disparately impacted by housing discrimination and involuntary displacement.

WHERE IN THE PLAN? Add a new policy in **Chapter 5: Housing Affordability**.

WHY IS THIS IMPORTANT? Public-sector and non-profit housing investments are vital, yet do not provide enough affordable housing to meet the needs of our city. Therefore, Portland must also take advantage of well-known, proven tools that create affordable units in private-market developments. Increasing the number of units available at federal affordability levels for very

and deeply low-incomes provides more options for households of any configuration or background. These policies can also compliment transit-oriented development and mixed-use objectives, ensuring housing options for households of diverse incomes and backgrounds in areas with high-quality transit, infrastructure, and services.

RECOMMENDATION 3-D: Tenant Protections.

Strengthen protections for residential tenants in order to prevent their displacement and improve their living conditions. Specific provisions to be considered include:

- Prohibit no-cause evictions;
- Limit rent increases and require landlords to document the reasons for rent increases;
- Discourage demolitions and condo conversions, and provide relocation assistance for low-income tenants who are displaced;
- Ensure strict and consistent enforcement of fair housing laws, and of codes that protect the safety and health of tenants; and
- Provide tenants with effective recourse when their rights are violated.

WHERE IN THE PLAN? Add a new policy in **Chapter 5: Housing Access.**

WHY IS THIS IMPORTANT? Tenants make up nearly 47% of Portland households, from a diverse range of races, ethnicities, ages, and abilities (ACS 2013). By supporting a fair and affordable rental market, the City can impact affordability for all income levels. Enacting these basic protections allows the City to improve housing stability, general health and habitability of homes, and provide residents the opportunity to thrive in place without the disruption of serial displacement or relocation.

SECTION 4: Zoning Projects

RECOMMENDATION 4-A: Reconstruction Opportunity Area Overlay Zone.

Create a Reconstruction Opportunity Area Overlay zoning designation which either commemorates neighborhoods of historic housing discrimination, or identifies areas with medium or high risk of displacement based on “City of Portland Gentrification Risk Study” standards. The Overlay should favor development patterns that create neighborhood stabilization for historic and existing Black communities, other communities of color, and low-income households. Such an Overlay includes first opportunity contracting and hiring practices, targeted living-wage job creation, preservation and creation of opportunities for minority-owned small businesses to grow in place, increasing the supply of permanently affordable housing units for various household configurations, culturally appropriate supports to households seeking homeownership, and ensuring affordable and accessible transportation and public space for residents. With the support of the Planning and Sustainability Commission, areas in which the Overlay is designated would convene community-based oversight to ensure that resident needs are met through Overlay activities.

WHY IS THIS IMPORTANT? The Reconstruction Opportunity Area Overlay focuses on measures to restore and stabilize communities that have historically been displaced or under-developed, as well as those areas at risk of displacement. The impacts of displacement have already rippled through Portland, in some cases disrupting the social, cultural, and political development of individual leaders and their communities. Over time these disruptions can contribute to adverse health outcomes such as low birth weights and increased asthma rates - outcomes often connected to spatial and environmental exposures that are linked to disparities in income, lack of access to infrastructure and services, and lack of participation in public decision making. The Reconstruction Overlay is a code-oriented tool that introduces community development approaches as a part of the Comprehensive Plan.

RECOMMENDATION 4-B: Mixed-Use Zones Project.

The Mixed-Use Zones project should be seen as an opportunity to immediately and aggressively implement the anti-displacement measures identified in this document. Development in Mixed-Use Zones should generate significant community benefits that:

1. Increase opportunities for Black communities, other people of color and very low-/deeply low-income households to access stable housing in these areas; and
2. Preserve and create opportunities for minority-owned small businesses to operate and grow.

WHY IS THIS IMPORTANT? The proposed Mixed Use designations offer developers more flexibility and help Portland meet the housing needs of its growing population. However, absent the robust anti-displacement measures proposed in this document for inclusion in the Comprehensive Plan, development in mixed-use zones will not address the need for affordable housing and, in fact, will contribute to the displacement of low-income families and small businesses by raising property values and rents. We support the Comprehensive Plan Mixed Use Zones project on the condition that new development in these zones be governed by our proposed anti-displacement policies and provide concrete community benefits (for example, those benefits listed in Recommendation 2-B above).

Organizations endorsing these proposals (in alphabetical order)

Asian Pacific American Network of Oregon

Center for Intercultural Organizing (pending)

Community Alliance of Tenants

Community of Practice

Cully Association of Neighbors

Groundwork Portland

Housing Land Advocates

Living Cully (Habitat for Humanity Portland/Metro East, Hacienda CDC, NAYA, Verde)

N/NE Neighbors for Housing Affordability

OPAL, Environmental Justice Oregon
Oregon Opportunity Network (~~pending - Cameron~~)
Portland African American Leadership Forum
Portland Burn Survivors
Portland Harbor Community Coalition
~~REACH Community Development (pending - Cameron)~~
Right 2 Survive
Right 2 Dream Too
Rose Community Development Corporation
Upstream Public Health
Urban League of Portland
1000 Friends of Oregon

Individuals in support

Cat Goughnour, Radix Consulting Group LLC
Elisa Harrigan
Andrew Riley

Testimony for Transportation System Plan Funding by Brad Perkins,
Representing North NE Business Association
February 24, 2015

In many plans from the State down to the local level we talk about creating more living wage jobs, reducing pollution 40% to 50% below 1990 levels by 2030, emphasizing sustainability, etc.

Oregon's most important planning goals were initiated in 1973 under Gov Tom McCall's leadership. It was Senate Bill 100, which forced every local jurisdiction to plan for growth resulting in protecting our beautiful natural resources by instituting urban growth boundaries to limit suburban sprawl.

It was big picture planning that protected our environment in Oregon. It's an important reason why so many people visit Oregon and move here.

It is this big picture approach we need today to plan, develop and work with the Feds, State Legislature and private industry to secure needed financing for new transportation system projects. Forming 3 P's or public private partnerships for project planning and development is the model for progressive and sustainable growth for our future.

Portland's transportation planning and development should exemplify where the rest of the world is going; i.e. new exclusive corridors for bikes and high speed commuter and intercity trains. High speed rail station stops are hubs for all transportation systems. Tax increment financing from increased real estate values around new station hubs and along off street bike corridors could create the funding necessary to help finance new transportation corridors.

The Portland Planning & Sustainability Bureau and PBOT need to take a stronger position with the Oregon Department of Transportation(ODOT). Planning failures regarding over capacity corridors such as I-5's Columbia River Crossing and now Oregon's Passenger Rail Corridor plan on Union Pacific's privately owned tracks are a waste of time and tens of millions of tax dollars.

NNEBA supports funding for an off street bike corridor connecting the Willamette and Columbia Rivers. We should build the Sullivan's Gulch trail from the Willamette River to 32nd Avenue Fred Meyer segment first where we can avoid Union Pacific's right of way. Rename it, the Willamette-Columbia River Trail, which will follow an old Indian trail/ Sandy Blvd shortcut between these two mighty rivers in Oregon. The new corridor could be a catalyst for mixed use development at up zoned locations along the way.

NNEBA also supports funding for improved safety and more efficiently flowing NE Tillamook Greenway. Once improvements are made to the Tillamook Greenway and/or the Willamette-Columbia River Trail, the North/NE Broadway corridor east of Flint Avenue would become unnecessary. We really do need to stop and question the wisdom of continuing to challenge motorists and bicyclists by maintaining bikeways on high traffic motorized arterial streets and freeway interchanges when adjacent parallel side street greenways and off-street trails are a safer option.

NNEBA supports a new Rose Quarter Transportation Hub that is a connector for all transportation systems just south of the Moda Center.

NNEBA supports a new Cascadia High Speed Rail Station next to the Rose Quarter Transportation Hub between the Willamette River and Interstate Blvd. This transportation Hub and Station together will attract tens of thousands of new travelers and thus will dramatically improve development opportunities in and around the Rose Quarter and Convention Center.

Finally, NNEBA encourages PBOT and ODOT to work with Washington State and Vancouver B.C. in bringing Cascadia High Speed Rail to the Northwest. We encourage building a new multi-modal bridge across the Columbia River next to the existing freight Rail Bridge. Once the commuter/inter-city Cascadia high Speed Rail corridor is built travel on commuter trains from the Rose Quarter Station will take 7 minutes to Vancouver, Washington and 90 minutes by high speed inter-city rail to Seattle.

NNEBA hopes that a new innovative plan for increased livability and living wage jobs for a diverse population in the Rose Quarter area will help heal the scars in a once vibrant commercial and residential mixed race community.

Thank you

TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503

**Subject: TSP testimony to the Portland Planning and Sustainability Commission,
February 24, 2015.**

At the City Council hearings on the street maintenance fee, testifier after testifier kept asking "where has all the money gone?" The answer is not just blowing wind. Clearly as illustrated in the TSP, motorist paid gas taxes are being siphoned off to pay for specialized bicycle infrastructure for freeloaders which in many instances also reduces motor vehicle capacity and lanes. As delivered in testimony at the fuels standards hearing in Salem, even AAA has come to the conclusion that the road diets are adding to congestion, and thereby making air quality worse rather than better.

Unlike a balanced process that would have seats at the table proportionate with the mode split where taxpaying motorists would be justly represented; the gas tax rip-off continues because the various transportation committees that pick the priorities and set the budgets are stacked decks of anti-automobile/alternative mode activists that want everything paid for by the people that drive. Nearly ten percent of the jobs in the US are tied to the auto industry. Not stealing from the gas tax and supporting these family wage jobs with motor vehicle infrastructure improvements is a significant component in sustaining a vibrant economy.

That said, any bicycle infrastructure project in the TSP that reduces motor vehicle capacity or lanes needs to be removed. In my neighborhood that means eliminating the portion of the Halsey Street Bikeway between 39th and 67th (#40086/10320) because: 1) The street is constrained by it's narrow width. 2) Neighbors near Providence Home Services want parking on Halsey maintained so overflow from the parking lot does not take place on the residential cross streets. 3) The failing intersection at 60th needs a westbound left turn pocket within the existing right-of-way. 4) The two motor vehicle lanes in each direction for the jog on Halsey between 57th and 60th need to be maintained. 5) With two lanes in each direction, Halsey between 39th and 47th is frequently congested. 6) The Tillamook/Hancock bikeway is a mere two to three blocks to the North.

Likewise, because four full motor vehicle traffic lanes with parking on both sides of the street needs to be maintained to support traffic volumes and small businesses on Sandy Boulevard, only the pedestrian crossing portion of the Sandy Corridor Improvements (#40068/10180) should be carried forward.

Finally, the Sullivan's Gulch Trail (#40104) needs to be paid for by the bicycling community and not by raiding motorist paid taxes and fees, and any streetcar expansion needs to be derailed because it is not financially self-sustainable, has exorbitant costs for taxpayers, and will only create more congestion.

Respectively submitted,

Terry Parker
Northeast Portland

Ord. 187832 Vol. 2.3.D, page 14986

February 24, 2015

TO: PORTLAND PLANNING AND SUSTAINABILITY COMMISSION

FROM: TRANSPORTATION SYSTEM PLAN EXPERT GROUP

SUBJECT: COMMENTS ON PROPOSED DRAFT 2035 COMPREHENSIVE PLAN

CONTEXT

The City of Portland's 23-member Transportation Expert Group (TEG) was jointly convened in January 2014 by the Bureau of Planning and Sustainability (BPS) and the Bureau of Transportation (PBOT) to provide input on revised transportation goals and policies in the Proposed Draft Comprehensive Plan and on implementing elements of the City's 2035 Transportation System Plan (TSP). The TEG process builds upon the work of the Networks Policy Expert Group (PEG) convened by BPS and BPOT to advise on the transportation element of the Working Draft Comprehensive Plan. Areas of TEG input have included TSP public outreach, transportation related goals and policies, project selection criteria and evaluation process, project list priorities and financial plan, street classification map updates, design and implementation of a transportation hierarchy, Citywide parking strategy, and changes to Code to implement the TSP, e.g. street design guidelines. Input has also been provided on PBOT's Two-Year Action Plan and Our Streets initiative.

LIMITATIONS

These remarks have been prepared by the TEG Facilitator, Jim Owens, to reflect his understanding of the general sense of the group. While informally endorsed, they have not been voted on and individual members may not fully agree with their substance. Additionally, individual members may be submitting more detailed comments on specific proposed policies and projects.

POLICY DIRECTION

The former Networks PEG submitted detailed comments on Working Draft goals and policies; those comments served as the starting point for the TEG's review of Proposed Draft goals and policies. In general, the TEG believes that the Proposed Draft goals and policies adequately respond to the Networks PEG comments. At the same time, TEG members had numerous comments on Proposed Draft goals and policies; these are attached with the caveat that they are individual TEG member comments rather than comments from the larger group.

General comments and recommendations on Proposed Draft policy direction include:

- Overall support for the overall transportation system policy direction represented by Proposed Draft goals and policies, projects and programs, and specifically policy direction that:
 - Recognizes the role of the transportation system in supporting local and regional economic growth.
 - Targets growth and investment to centers and corridors.
 - Reduces carbon emissions associated with the transportation sector.
 - Promotes equitable transportation investments.

- While there is an understanding that this is at the direction of the City Attorney's Office, concern that policy language in many cases has been edited to be less directive and is too "wishy-washy" with terms like "encourage," "support", "promote", "coordinate", etc. The TEG feels that policy statements should be more assertive and affirmative, e.g.. "Secure a range of stable transportation funding sources...."

- Concern that while the Proposed Draft assumes coordination among city bureaus to accomplish Plan objectives, in real life the experience is that all too often the opposite is true. This has often hampered progress in providing transportation facilities in a timely and cost-effective way. It's not clear how this policy direction will be meaningfully implemented.

- Perhaps the TEG's most significant concern is the absence of a clearly articulated process and criteria for resolving conflicts among policies, classifications, modes, etc. The Proposed Draft identifies a multitude of centers, corridors, transit station areas, City Greenways, urban habitat corridors, employment areas, pattern areas without any mention of how they will be reconciled with and against each other.

- While supporting the concept, concern that the proposed transportation hierarchy fails to recognize the continuing role of autos and freight and is absent a strategy to resolve conflicts among modes. As drafted, the weighing of modal transportation needs within a "hierarchy" sends the wrong message by implying that motor vehicles will be shunned, and perhaps not even accommodated on some streets. In practice this will not be how it works. There needs to be more guidance on how this hierarchy will be used.

- Recommendation that the City take a more assertive role regarding transit. Rather than just "punting" that responsibility to TriMet, the City should work directly with TriMet in defining the future transit network.

- Request that trails be recognized as part of the transportation network.

- Concern that while proposed policies recognize the role of the Willamette and Columbia rivers as transportation infrastructure, there are no specific strategies and projects to implement this policy direction.

- Concern that there is inadequate discussion of safety for all modes, but particularly the need to create a safer pedestrian system. Safety is more than connectivity.

- Concern that there is inadequate emphasis on regional coordination and existing classification conflicts across jurisdictions.
- Concern that proposed parking policies are premature given the recent launch of a Citywide Parking Strategy.

PROJECTS AND PROGRAMS

The TSP project selection process and resultant project list has been a primary focus of this phase of the TEG process, with two special exercises to apply draft criteria to model projects. TEG input has helped shape the evaluation criteria and has led to the establishment of a programmatic category to target funds to smaller projects. By design, the TEG has not reviewed individual projects and offers no comments on specific priorities.

TEG comments on the project evaluation process and criteria, resultant project list and program categories, and Financial Plan include:

- Recognition that the project evaluation and prioritization process developed for the 2035 Comprehensive Plan is an experiment that will need to be tested and refined over time. It is a much improved approach to project selection and PBOT should be applauded for its innovation and commitment to integrating the TEG and other parties into its development. At the same time, there is recognition that many parties are confused by the project evaluation process and concerned about the resultant prioritization. It is also clear that many are unaware that smaller projects are being included in Citywide Program categories rather than on the project list and that the project list will be updated, through a public process, approximately every five years. As might be expected with a process that has evolved piecemeal over time, understanding what has been developed by the bureau has been a “catch-up” exercise that has frustrated some. Clear, non-jargon information is needed on how the project evaluation criteria will be used and what other factors will be considered in project and program selection. Details on how the project lists will be updated are also needed.
- Request that the TEG continue to be involved in refinement of the project evaluation and refinement process. While the TEG participated in a “test drive” of the evaluation criteria, it has not had an opportunity to review actual application of the final version with real live projects.
- Support for the use of outcome-based criteria to evaluate Major Projects and Citywide Programs. In most cases, funding projects that achieve multiple benefits is a wise use of limited resources. Using evaluation criteria can also identify projects or programs that score well on only a few criteria, but may serve a critical role in achieving key outcomes. The set of criteria developed through consultation with the TEG seems to work well in recognizing projects that are likely to do the most to improve safety, health, equity, access, and economic benefit
- Support for establishment of categories of Citywide Programs to ensure that the Bureau effectively prioritizes, funds, and delivers smaller, cost-effective projects. More detail is needed on the nine Citywide Programs. Small projects proposed to be moved from the major project list should be

shown on citywide program reference lists. Small projects proposed through public input should also be evaluated for inclusion on future citywide program reference lists.

- Support for PBOT's work to realistically forecast future revenues. Doing so will force the Bureau to identify which projects and programs deliver the greatest benefits, and to report more realistic performance results.
- Support for a five year "project pipeline." By identifying high priority short-term projects, the Bureau can be better prepared for grant applications with more fully developed projects. We recommend the project pipeline include both bundles from citywide programs and major projects.
- Concern about correlation of lists in the Comprehensive Plan and Map App. The project list (without a map) in the Comprehensive Plan does not coincide with those shown on the Map App. One consolidated list and map(s) is needed.
- Recommendation that PBOT develop a program of regularly reporting on the performance of the draft constrained project and program lists, including how projects and programs support the Comprehensive Plan focus on centers and corridors, and job centers. Performance modeling for access/mobility, mode share, vehicle miles travelled, greenhouse gas emissions and other factors should be developed and publicly shared.

PUBLIC OUTREACH

The TEG has also advised on how best to present succinct but comprehensive information to the public about the TSP. Among its suggestions, the TEG noted that the relationship of the TSP and other transportation-related projects (e.g., 2035 Comprehensive Plan, Our Streets, Two-Year Action Plan, TriMet service enhancements) needs to be better explained. It has also suggested that it is critical to explain that City transportation projects are part of a larger transportation system influenced and controlled by Metro, ODOT, and others.

Perhaps because of a lack of clarity about the bureau's TSP public involvement efforts, the TEG's role in advising on TSP public involvement has also not been very clear. For example, how the TSP outreach efforts meshed with the overall Comprehensive Plan engagement strategies remains unclear. The bureau's Public Involvement Plan always seemed to be a work in progress and at some points it seemed like PBOT wasn't taking advantage of the extensive work BPS had created with the Portland Plan and earlier versions of the Comprehensive Plan and coordinating closely with BPS staff on what groups to contact. It was also unclear how the bureau responded to TEG suggestions on which groups to contact.

The greatest public involvement concern is about the abbreviated timeline for comments on proposed projects and programs. Although staff attempted to touch many bases in a short time these past few weeks, the presentations were limited in what they could accomplish. TEG members and the groups that they represent have expressed great frustration with this element of the TSP update process. While there are likely many valid reasons for the abbreviated ("impossible" according to some) review process, not the least of which being the PSC hearing schedule, the concern is that public awareness of,

input on, and support for other aspects of the TSP update process could be negated by the inadequate opportunity for review.

Despite these concerns, the TEG strongly supports the broad public outreach conducted by PBOT and BPS to neighborhood coalitions, business associations and underserved communities. It urges PBOT to continue these efforts throughout the TSP update process and beyond. It also urges PDOT to implement an ongoing program of education and outreach to underserved communities. It is critical that ongoing relationships with these groups be maintained, rather than just "touching base" when it's necessary to meet public involvement requirements. We look forward to being partners with the bureau in informing and involving the public in finalizing transportation goals and policies, refining projects and programs, and developing the remaining components of the TSP.

Thank you for consideration of our comments.

On Behalf of the Transportation Expert Group
Jim Owens, Facilitator

ATTACHMENT: COMPILATION OF INDIVIDUAL TEG MEMBER COMMENTS

ATTACHMENT

**COMPILATION OF INDIVIDUAL TEG MEMBER COMMENTS
PROPOSED DRAFT COMPREHENSIVE PLAN**

General Comment

The Proposed Draft is a well-crafted document with lots of positive changes from the current Comprehensive Plan. I do agree with the observations of several TSP TEG members that in some cases, the policy language is too "wishy-washy" with terms like "encourage," "support", etc.

Chapter 1: The Plan and Guiding Principles

- This contains a bullet list regarding the intent of the plan. The last bullet acknowledges the importance of "consistency and coordination among agencies." This is fine, but it needs to include coordination between city bureaus. Generally speaking, the plan assumes coordination is occurring between city bureaus when all too often quite the opposite is true. This has often hampered progress in providing active transportation facilities in a timely and cost-effective way. I can provide over 10 examples in SW Portland along where coordination has been poor and bike/pedestrian improvement opportunities lost.
- ***Policy 1.1 Comprehensive Plan:*** Speaks about plan maintenance. It needs to stress adopting modal and other plans promptly and not letting them languish for years as "unofficial" city documents of limited influence. An example is the *Portland Bicycle Plan for 2030*, which was completed in early 2010, and is still not adopted or officially recognized. It will practically need an update before it is finally adopted as an official part of the TSP and Comprehensive Plan.

Chapter 3: Urban Form

- The chapter identifies a multitude of centers, corridors, transit station areas, City Greenways, urban habitat corridors, employment areas, pattern areas. How will they be reconciled with and against each other?
- ***Policy 3.20 Transportation hub:*** should refer to "... the region's *multi-modal* transportation hub..."
- ***Policy 3.41 Freight:*** Maintain freight mobility, freight access, and freight capacity on Civic Corridors that are a Iso Major or Priority Truck Streets. Most of the Civic Corridors are also Major or Priority Trucks Streets. Since there is so much overlap there should be more specific guidance on how freight mobility, access, and capacity will be maintained. The Civic Corridors that are also Major or Priority Truck Streets include Sandy Blvd. , 82nd Avenue, 122nd Avenue, Powell Blvd., MLK Blvd., Barbur Blvd., Beaverton-Hillsdale Highway, St. Johns Bridge, Macadam Ave. and Stark Street (east of 82nd). Other policies that address Civic Corridors such as Policy 9.28: Prosperity and Growth, which discusses expanding street car service on Civic Corridors, may be in conflict with this policy.

By 2040 the amount of freight moving, into, out of and within the region will double from 2007 levels. This increased amount of freight traffic will need to be planned for.

The statement about the importance of Freight Corridors is good. However, the reader is referenced to Chapter 9, where there is no mention of Freight Corridors.

- **Policy 3.42: Multiple roles** (lame name for this policy): This policy talks about main streets (neighborhood corridors) without explaining their function. For instance, is it possible for couplets to act as neighborhood corridors?
- **Freight Corridors (GP 3-14):** Freight Corridors must still allow employees and customers to access businesses and other destinations along the corridor safely using all modes, including bicycles and pedestrians, not just trucks and automobiles. This is an equity issue, and one that will become absolutely relevant if the city has any hope of meeting its future mode split targets. One way to change the language to reflect this may be:
 - 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. ~~While the forms of~~ These streets are ~~not expected to change significantly, they are~~ integral to the growth of traded sector businesses such as manufacturing, warehousing and distribution industries. *In some cases, they may need to be upgraded to allow all modes to access destinations along the corridor, including employees and customers using bicycle and pedestrian modes or transit.*
- **City Greenways (GP 3-15):** The city needs to enact a specific policy for neighborhood greenways that specifies that motor vehicles are guests only on these streets, and indeed that they are open to motorized vehicles for local access only. This needs to be implemented by installing traffic diverters every 2-5 blocks along neighborhood greenways (where the grid is intact) that would allow bicycles & pedestrians to continue, but force motorized vehicles to turn and find another route (where a reasonable parallel route exists).
- **Policy 3.77 Inner Neighborhoods street patterns:** Alleys need special mention within these policies, as they have been neglected by City policy for too many years. New development must use alleys to provide auto access to properties where alleys exist, even if this means making modest improvements to the alleys.
 - **Inner Neighborhoods street patterns.** Preserve the area's urban fabric of compact blocks and its highly interconnected grid of streets, *including alleys where they exist. Where alleys do exist, do not allow new curb cuts on streets – require property auto access to off-street parking only from the alley, to protect the pedestrian environment on the sidewalk and preserve the neighborhood alley infrastructure.*
- **Figure 3-2:** is difficult to interpret. Can corridors have more than one designation, such as civic corridor and freight corridor? Also, the titles for this figure and Figure 3-3 are reversed.

- **Figure 3-3:** The Freight Corridors are poorly mapped in light yellow. Since there is overlap with Civic Corridors they cannot be distinguished.
- **Figure 3-5:** doesn't include any "enhanced greenway corridors" in SW Portland. Why? This seems particularly strange given the description of SW Portland as having lots of green, ravines, hills, natural areas, etc. Terwilliger would appear to be an ideal candidate, for example.

Chapter 4: Design and Development

- **Policy 4.11 Alleys:** This policy is great, except that it needs to be mandatory in order to be effective where alleys do exist. What the City needs, at this point, is a concerted effort to revitalize its alleys, especially in areas where they have long experienced neglect, to allow them to become viable locations to construct accessory dwelling units and serve other community needs.
 - **Alleys. Encourage** *Require* the continued use of alleys for parking access, *where they exist*, and expand their use as the location of accessory dwelling units and as multi-purpose community space.
- **Policy 4.15 Walkable scale:** Is it appropriate for a Town Center to focus "higher-density housing in the core" when the majority of the core is in an Historic District? Growth impacts to historic community assets need to be acknowledged - and avoided.
- **Policy 4.16 Street environment:** Specifically call out awnings as something that should be provided in pedestrian corridors. Too many buildings do not include awnings, probably because modern architecture often fails to recognize their functional value. The code must thus compensate for this architectural fad, and require buildings in centers and corridors to provide awnings.
 - **Street environment.** Encourage development in centers and corridors to include amenities that create a pedestrian-oriented environment and provide places for people to sit, spend time, and gather. *Buildings should have awnings to provide shade and protection from the rain for pedestrians and other users of sidewalk space.*

Chapter 5: Housing

Policies 5.23 - 5.38 Housing affordability: These policies cover various aspects of housing affordability, but they don't cover the cost of transportation and the importance of providing low-cost transportation alternatives, such as bicycling, walking, and transit. Policies under Health and Safety begin to address this, but not completely, in my opinion.

Chapter 6: Economic Development

- **Policy 6.23 Trade and freight hub.** While it is good for the economy for Portland to be a trade and freight hub, it is bad for the environment and for the health of the population. As such, the City needs to establish a goal to move towards zero emissions for the traded sectors and freight/goods movement. Setting this goal now will allow predictability for businesses in the future, so they can work with the City to achieve this goal over the course of multiple decades.
 - **Trade and freight hub.** Encourage investment in transportation systems and services that will retain and expand Portland's competitive position as a West Coast trade gateway and freight distribution hub, *while transitioning towards a goal of zero emissions in this sector.*
- **Policy 6.42 Multimodal freight corridors:** refers to "multi-modal freight corridors." What does this mean?
- **Policies 6.53 – 6.58: Campus Institutions:** There is no mention in this section about mitigating transportation and parking impacts. Policy 6.55 uses the term, "adequate infrastructure," but, for example, in NW there are no real opportunities to add to the existing rights-of-way. How does a growing institution impact the surrounding neighborhood in this circumstance?

Chapter 7: Environment and Watershed Health

- Earlier, I had objected to the chapter title of "Watershed Health and the Environment" because it implied that watershed health was the most important and the other environmental issues, including air quality, green house gas emissions, were secondary. Although the title ordering has been reversed, *I continue to be concerned that watershed health trumps other environmental objectives in practice.* A couple years ago, I brought the issue to the attention of the city and BAC. BES storm water quality requirements essentially make it much more difficult and costly to provide bike lanes because widening a street is considered "bad" and subject to water quality requirements. This often makes such improvements cost-prohibitive. SW Capitol Hwy. is an example of a city-sponsored project, and the Walgreens and Safeway developments on Barbur Blvd. are private development examples where bike lanes were not provided (in spite of TSP policy and mapped designations), largely due to the associated storm water requirements. Now, the intersections are permanently compromised for safe bicycle use.
- **Policy 7.12 State and Federal Coordination:** should be modified to emphasize inter-bureau coordination and cooperation.
- **Policy 7.24 Impervious surfaces** (p. GP7-11) should be modified to acknowledge that impervious surfaces to promote active transportation are environmentally beneficial and deserving of a more balanced and flexible approach.

Chapter 8: Public Facilities and Services

- **Goal 8.D Public rights-of-way:** Allowing “public and private utilities” without qualification opens up the right-of-way for all kinds of Google, cable TV and other structures that obstruct the pedestrian realm. This gets “sticky” quickly and need not be addressed in a goal, but perhaps should be addressed elsewhere. Other than Policy 8.35 “Utility function” private utilities do not seem to be addressed.
- **Policy 8.7 Internal coordination:** (p. GP8-11) notes the importance of internal city agency and bureau coordination “as appropriate.” When would this not be appropriate? This needs to be emphasized as a major theme in the plan especially in this time of dwindling resources. *The city needs to stop wasting money due to uncoordinated public improvement projects.* An example: BES recently finished intersection improvements along Terwilliger (at SW 7th and SW Chestnut, which are 200+ feet apart) to address storm water issues. Between these streets, the SB bike lane on Terwilliger drops creating a serious gap, which has been identified for years. So although the city had the right-of-way, crews and equipment on-site to close this bike lane gap (and the urging of several SW residents well before the project started), it did not. To make matters worse, the new sidewalk at 7th will need to be partially removed to provide the bike lane in the future!
- **Policy 8.17 System capacity:** Providing public facilities and services “as physically feasible and as sufficient funds are available” means that growth can continue to happen if funds aren’t available?
- **Policy 8.29 Resource efficiency:** This goal is very vague, and needs to have stronger language with specific goals. An achievable policy goal would be net-zero carbon emissions from City vehicles and properties, especially by the plan’s target year of 2035. Setting such a goal would place Portland at the vanguard of cities willing to do something tangible about climate change; it would also come with a host of co-benefits for Portlanders, including better public health outcomes.
 - **Resource efficiency.** Reduce the energy and resource use, waste, and carbon emissions from facilities necessary to serve designated land uses. *Public facilities will have net zero carbon emissions from fleets, buildings, and other emissions sources.*
- **Policy 8.37 Commercial uses:** This policy is very problematic. It’s a significant new policy direction that allows even more use of the limited right-of-way for sidewalk cafes, street seats, outdoor sales, “art” such as horses, pigs, and cows. Who gets to define the conflicts that are to be minimized?
- **Policy 8.42 Undergrounding:** This policy is a bit vague and could have more teeth. For a variety of reasons, including resiliency, undergrounding would be a good city-wide policy, but it won’t happen without effort. Requiring undergrounding, and having a policy to accomplish it block-by-block whenever the street is opened, would make it feasible to actually accomplish this goal within our lifetimes. New drilling and installation technologies may allow for undergrounding to occur at a cost far cheaper than was previously available.

Undergrounding. Encourage Require undergrounding of electrical and telecommunications facilities within public rights-of-way, especially in Centers and along

corridors where multi-story development is allowed. *Work with utilities to achieve undergrounding whenever the street is opened, even in single-family neighborhoods.*

- **Policy 8.43 Right-of-way vacations:** Because the word “need” can be taken different ways by different people, it should be clarified: if a particular ROW does or could serve as a link in the local pedestrian/bicycle network, then pedestrian/bicycle facilities shall be required.
 - **Right-of-way vacations.** Adopt and maintain City code that identifies when street vacations are appropriate. That code should:
 - Maintain existing rights-of-way unless there is no existing or future need for them.
 - Require pedestrian or bicycle facilities, if needed *the ROW serves or could serve as a connection in the neighborhood pedestrian and/or bicycle network.*
- **Policy 8.43 right-of-way vacations:** calls for adopting and maintaining city code provisions regarding ROW vacations. It mentions “require pedestrian or bicycles facilities, if needed.” This wording seems awfully vague. Who determines need? Adjoining property owners? Shouldn’t important connections be identified in a plan? This issue may be most important in SW and outer E Portland where undeveloped street ROW can present significant opportunities to provide a more interconnected and convenient active transportation system. This policy should be clarified.
- **New Policy, perhaps 8.105?** The City should be actively seeking to produce sustainable energy on buildings, facilities, and lands that it owns or controls. The current power portfolio of the City’s power sources is weighted currently very heavily to fossil fuels; one way to make this portfolio more renewable is for the City itself to begin generating more sustainable energy. Doing so could have direct financial, environmental, and economic benefits for the City.
 - **Production.** *Maximize opportunities to produce sustainable energy within the city, especially on city-owned facilities, through solar, wind, hydro, geothermal and other renewable energy production technologies.*

Chapter 9: Transportation

- **Policy 9.5 VMT reduction:** Should also address reducing vehicle hours of delay due to cost of congestion as well as contribution of congestion to air pollution.
- **Policy 9.6 Transportation hierarchy for people movement:** this hierarchy, if implemented, will represent a major shift in transportation for the city. My question is how will freight fit into this? As observed during the last TSP TEG meeting, describing the weighing of modal transportation needs with a “hierarchy” sends the wrong message by implying that motor vehicles will be shunned, and perhaps not even accommodated on some streets. In practice this will not be how it works. Some other term and diagram, which will more closely resemble how this will be implemented in practice would be a better idea and promote clearer understanding regarding the intent. I fully support the intent of this policy and decision-making framework, and I believe, if done right, will be a valuable

tool for thoughtfully and appropriately accommodating the transportation needs of city residents and businesses.

- Not sure how this will be implemented when 80% of system users are the last priority. And, although this hierarchy doesn't include freight- there will still be conflicts when trying to implement these policies on freight routes. There needs to be more guidance on how this hierarchy will be used.
- **Policy 9.15 Repurposing street space:** The existing language in this policy seems to support removing links from the transportation network. Rarely, aside from cul-de-sacs that don't actually front on properties with driveways, would it be possible to find links in the transportation network that couldn't possibly be used, even by bicyclists or pedestrians. This language should thus not refer to street "segments" but instead to street "areas." It is eminently practical to seek to shrink the transportation footprint by reducing the amount of street rights-of-way (ROW) that is paved and dedicated to vehicle movement. Portions of the ROW can easily be converted to use by non-auto modes, as greenspace, as bioswales, and/or as community space. This policy should support those sorts of activities, not the removal of potential links in the transportation network, especially those which may already by their nature be more suited to pedestrians and bicycles than other vehicles.

Repurposing street space. Encourage repurposing street segments *areas* that are not critical for transportation connectivity to other community purposes.

- **Policy 9.21 Bicycle transportation:** 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 ROW to bicycles, especially on the main arterials that connect downtown to the neighborhoods, and within downtown.
 - **Bicycle transportation.** Create conditions that make bicycling more attractive than driving for most trips of approximately ~~three~~ *five* miles or less.
- **Policy 9.28 Prosperity and growth:** This policy talks about expanding transit service and streetcar service in Civic Corridors with the highest intensity of potential employment and household growth. Since there is significant overlay of Civic Corridors with Major and Priority Truck Streets there should also be language in support of supporting goods movement and as a way of supporting traded sector growth.
- **Policy 9.32 Multimodal system and hub:** While it is important for Portland to maintain its role as a multimodal freight hub, the technologies currently involved are some of the dirtiest sources of air pollution in the entire region, and their pollution plume extends deep into adjacent residential neighborhoods. The City, at the very least as a matter of risk

management, should therefore seek to enforce a zero emission goal on the multimodal freight hub portions of the economy. This could involve electrifying the entire regional freight rail network, transitioning trucks to hybrid biodiesel/electric vehicles, and other technological paths that could not only lead to reduced emissions but also reduced operating costs and additional jobs in the local green economy.

- **Multimodal system and hub.** Maintain Portland's role as a multimodal hub for global and regional movement of goods. Enhance Portland's network of multimodal freight corridors. *Seek ways to achieve zero emissions from freight movement.*
- **Policy 9.35 Freight rail network:** While growing and modernizing the regional freight rail network is certainly a laudable goal, the City should be more specific about the sought improvements: electrify the system, and create additional capacity to allow freight to peacefully co-operate with passenger rail expansion on the same corridors. Other goals may include seeking to move some freight rail yard operations away from the river, where they may no longer represent the best and highest use of those lands (as has already happened at the north end of the Pearl District.)
 - **Freight rail network.** Coordinate with stakeholders and regional partners to support continued reinvestment in, and modernization of, the freight rail network, *including electrification and double-tracking to accommodate passenger rail growth where feasible.*
- **Policy 9.37 Portland International Airport:** The air pollution plume from Portland International Airport currently extends deep into the residential neighborhoods of NE Portland, in a manner that is unacceptable for the long-term health of residents. The City should thus seek a long-term goal of zero emissions from the Portland Airport, and work with partners there to achieve that goal. Future technological advances, including hydrogen fueled aircraft, could allow this to become a reality within the life of the Comprehensive Plan.
 - Maintain the Portland International Airport as an important regional, national, and international transportation hub serving the bi-state economy. *Seek ways to reduce airport air pollution emissions.*
 - Support the growth of ~~Maintain~~ the Portland International Airport as an important regional, national, and international transportation hub serving the bi-state economy. The language should be stronger given the importance of PDX to the economy of the city and state. Additionally the plan should better integrate Airport Futures and include policies about honoring the intergovernmental agreements between the City and Port that came out of Airport Futures.

- **Policy 9.39 Automobile transportation:** Unsure what the measure of mobility will be at this time. Would like to monitor what method of multi-modal transportation modeling the city uses.
- **Policy 9.46 Performance measures:** It is unclear what the performance measures will be. In some areas of the City such as the Columbia Corridor automobile level of service should be the measure for mobility.

I understand that the multimodal performance measures are yet to be developed. This is important. How will they be applied to institutions and other conditional uses and master plans?

- **Policy 9.47 Regional congestion management.** This is a tricky topic that might include on and off-street parking pricing. It would be helpful to identify potential strategies and what triggers might lead to their implementation. The City could take more of a lead here, since what works in Portland might not work in Hillsboro.
- **Parking Management (GP 9-13):** Need to be careful of unintended consequences. E.g. airport models developed for PDX and elsewhere show that constrained parking results in more drop-off trips, which doubles VMT. No mode shift involved. This could apply to other areas of the City as well. Evaluation is important.
- **Policy 9.49 Central City and centers parking:** Currently, parking is managed (or not) very differently across the city. All business districts should have a parking management plan. Currently, loading and unloading in the right-of-way is very poorly managed with much double-parking (without penalties).
- **Policy 9.50 On-street parking:** While the policy language is good, in practice, allowing street seats in business districts that have limited and very valuable on-street parking may not be the most economic use of the right-of-way. Street seats should be removed from the right-of-way when not in use at a minimum and may not be appropriate at all in some areas.

How does the management of on-street parking relate to the transportation hierarchy above? In practice, storage of cars in the public ROW often trumps all other roadway users.

- **Policy 9.51 Off-street parking:** covers the private parking side of the equation. The policies should cover how the hierarchy, on-street, off-street, and city parking standards will be coordinated to achieve the desired outcomes – including the accommodation of active transportation.

This is appropriate policy language, but how will transportation demand management be brought into play (see comment above)? How will development be required to participate in TDM?

- **Policy 9.52 Shared space and resources:** In order for the City to meet some of the goals mentioned elsewhere in this document, real estate that is currently dedicated to vehicle storage will need to find a higher and better use in the future, no matter where it is located – on street or off street. This policy should clarify that it applies to both situations.
 - **Share space and resources.** Encourage the shared use of parking and vehicles to maximize the efficient use of limited urban space, *both on and off street.*

- **Policy 9.53 Bicycle parking:** The bicycle parking requirements need to be updated to required adequate space for on-site bicycle storage that is not in residential units and accommodates larger bicycles, bicycle trailers, etc.
- **Policy 9.54 Coordination:** covers intergovernmental coordination to plan for and provide transportation facilities. Related to my comments on Policy 8.7 above, there needs to be much better inter-bureau coordination and cooperation to avoid outcomes like the Terwilliger and Barbur examples.

Chapter 10: Administration and Implementation

- **Policy 10.5 (20) Institutional Campus:** This land use designation should be put on hold pending the outcome of the Institutional Zone process. There is no consensus at this time that new institutional zones are an appropriate approach to big institutions.

Comments Specific to Transportation Hierarchy

1. "Complete Networks" is a more holistic approach and reflects Portland's balanced transportation needs better than a "Complete Streets" approach.
2. There are better ways to evaluate and justify transportation project selection than a mode hierarchy oriented approach.

The Problem: As some people said, it would be difficult justify a mode hierarchy that puts the majority of travelers at the bottom (Single-Occupancy Vehicles), even if it is just for illustrative purposes. A complete networks approach begins to balance different modes across the network in an equitable manner, acknowledging different needs in different areas. This does not go far enough, however.

A complete networks framework still places *travel* as the end goal, by prioritizing mobility as the highest purpose for a transportation network. Travel is not a goal; it is a means to the real goal: a destination. For example, a pedestrian-dominant development in East Portland does little to connect a worker to their job downtown because no one is going to walk that far. The worker needs better access to opportunity, not a better sidewalk. Therefore, a transportation network is dependent on the land use around it.

A Possible Solution: An *accessibility* framework might be better. Accessibility in planning refers access to **opportunity**, or destinations, and how land use and transportation networks support this. Rather than mobility as the prime mover, accessibility is a function of mobility *and* proximity.

For example, the worker in East Portland needs either greater mobility (speed), greater proximity to destinations (density), or some combination of the two in order to reach his/her destination. In East Portland, where development is fairly low-density, greater mobility is key to get people where they need

to go, which means SOV's or park-and-ride stations near transit are a higher priority. In Northwest Portland, conversely, dense mixed-use development means one can walk to destinations and therefore does not need the same transportation infrastructure as the East Portland.

Summary: An Accessibility-framework places travel as derived demand rather than the end goal. It connects transportation and land use decision-making as parts of the same planning process. Most importantly, accessibility provides sound justification for a balanced transportation network by reflecting land use realities rather than mode-priorities

What specifically is meant by the discussion prompt: "not all modes need to be accommodated everywhere".

- What types of streets / locations would you not need to accommodate people walking or biking?
 - o Our regional policy is clear that all modes need to be accommodated / be usable all streets (except for certain freeways – where a parallel path often provides the bike/ped accommodation)
 - This is our RTP policy language (p.2-31 of RTP: *"Build a well-connected network of complete streets that prioritize pedestrian and bicycle access."* Here is our definition of complete streets in the RTP: *"Complete streets is a transportation policy and design approach for roadways that are planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods."*
 - o During project design, a local jurisdiction pays attention to context – volume of existing & potential users of various modes when making decisions about how to allocate the available right-of-way
 - o Compared to the past, much more sophisticated designs are now being employed in the U.S and beyond that can make streets work for several different modes of transportation.
- We don't want to see a local policy that says that some streets don't need to allow certain modes.
 - o That could be a step backwards from objectives encouraging safe and viable options for people not in vehicles.
 - o There may be certain streets that are a very high freight priority where freight movement takes precedence, but that doesn't mean you shouldn't allow for biking or walking on these streets via a sidepath or other appropriate facility – and strive to make it as safe and comfortable for all modes.
 - o Certain streets may not provide dedicated space for each mode, but instead accommodate all modes by sharing space between modes in a manner consistent with best practices including safety and operational considerations.

- Looking at the “Move DC” Network example that is being used, where streets have modal priorities, the outcome for bicycle is a network with some very major gaps (there are stubs/dead ends in these routes – the network is not connected), whereas the freight network is well connected. I’m assuming that pedestrian is a priority on all of these streets since it is not included in the hierarchy?
 - o Concern with changing “complete streets” approach to “complete networks” – This should not be an either/or choice. IT is important to have complete streets AND complete networks. Moving away from the complete streets approach could make it that much more challenging to improve walking and bicycling in the region. It could presume a lack of reasonable accommodation on commercial main streets – locations where it is particularly important to consider all modes of access. It seems to create a presumption of moving bicycles to a parallel facility without full consideration of options for accommodation. We know that each case will be unique, and don’t want to start with the attitude that we’ll likely need to shift bikes to a parallel facility.
 - o This approach will likely result in the bicycle network being less direct and providing less access to common destinations. This could potentially limit bicycle mode split – one of the goals of comp plan is to shift to non-sov modes including bikes.
 - o Direct access to commercial main streets is import strategy of Portland’s Bicycle Plan and RTP(“RTP bike policy 2: Build an interconnected regional network of bicycle routes and districts.integrated with transit and nature that prioritizes seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including school and jobs, for all ages and abilities.”)

Resilience to Natural Disasters

The plan makes several references related to increasing our resilience to natural disasters. However, it doesn't seem to fully appreciate the extent to which energy supplies could be disrupted - potentially for extended periods. There should be greater recognition about the value of bicycling and walking in the wake of a natural disaster.

List of Significant Projects

Citizens are directed to the Map App to make comments regarding the TSP and the project improvements. I find the transportation projects list in Map App to be *completely deficient* in multiple ways:

- **Relationship between lists in the Comprehensive Plan and Map App.** The project list (without a map) in the Comprehensive Plan does not coincide with those shown on the Map App. The city needs to produce *one consolidated list and map(s)* for people to comment on and not give them materials, which are difficult to read, comprehend, and reconcile.
- **Old projects don't necessarily support the new plan.** After adopting the Portland Plan and creating a totally updated Comprehensive Plan, why would we simply dust off the old project list (many, I suppose over 20 years old) as a place to start? How will a fundamentally old project list move us in the new directions articulated in the Portland Plan and Comprehensive Plan?

- **No apparent strategy.** The organization makes the list (at least) appear to be a grab bag of projects leading me to the question – Even if we complete the list, will these investments do the best possible job of supporting the outcomes described in the plan? Will we have a first-rate and functional active transportation network that appeals to people of all ages and abilities? A paper/pdf map would help a bunch. The Map App is cool, but it's time consuming to have to click on each line/dot on the map to know what it is.
- **Most new projects are missing.** Projects from recent planning efforts are not included, and the method for adding them to the list should be clarified. The *Portland Bicycle Plan for 2030* projects are largely excluded in SW Portland and probably other areas of the city as well. The *Central City Plan* prominently features the "Green Loop" as one of the big ideas, but it's not shown. How do projects such as this get onto the list?
- **Many project descriptions are vague and meaningless.** For example, Project 90016 Inner Barbur Multimodal Improvements, includes Barbur from I-405 to Terwilliger. It is a \$4,000,000 project, with a timeline TBD to "design and implement transit, bicycle, and pedestrian improvements." Once completed, how would this portion of Barbur be different? How would we know when it's finished?
- **Cost estimates are often highly suspect and generally too low.** Example: Project 90063 Sunset Boulevard from Dosch to Capitol Hwy. (LP-37) has a \$1.7 million estimate to provide bicycle facilities, sidewalks, and crossing improvements for about 1 mile of roadway. The first phase of this was recently completed for about 3 blocks in Hillsdale for \$800,000. How can the remaining mile be done with a theoretical remaining budget of \$900,000? A big concern is how will projects be fairly evaluated and prioritized when cost estimates may be off by a factor of 10.
- **Some projects make no sense.** Looking at pedestrian and bicycle projects in SW Portland, we typically have expensive, and sometimes unnecessary projects listed. In today's funding climate these projects generally will have no realistic chance of being funded. At the same time, the more affordable and functionally valuable projects, are nowhere to be found. Example: Project 90001 Montgomery to Vista Bikeway is described to "design and implement bicycle facilities" for \$4.5 million. This windy route on several very steep residential streets makes no sense for this level of investment. At the same time, SW Montgomery, which used by the majority of cyclists and pedestrians today, is not listed. With a few safety improvements and wayfinding provided for a small fraction of \$4.5 million, this street could provide a functional and more direct walking and bicycling connection between downtown, Council Crest, and other SW destinations.

Public Involvement

- **Role of TEG in Public Involvement:** The TEG received periodic reports on outreach on public outreach for the TSP such as mention of what groups might be contacted, etc. and voiced concern about the inadequate amount of time for comment on the criteria, the final draft, etc. Although it is ultimately the role of the CIC for the Comprehensive Plan to oversee community involvement, it was never clear how the TSP outreach efforts meshed with the overall engagement strategies, once the joint BPS community meetings and PSC hearings were completed last fall.

- **Lack of PI Plan:** PBOT never seemed to have a comprehensive public involvement plan for the TSP. It always seemed to be a work in progress and at some points it seemed like PBOT wasn't taking advantage of the extensive work BPS had done on the Portland Plan and earlier versions of the Comp Plan and coordinating closely with BPS staff on what groups to contact. (It's confusing enough for people without the PSC hearing date for the TSP not appearing on the BPS Comp Plan timeline.) Some of us tossed out suggestions of groups to contact but it was never clear which of these groups the bureau contacted.
- **Unequal Access:** Given the more comprehensive update of the TSP to be done two (?) years from now, many saw this as a "technical update", more of a clean up, removal of completed or no longer viable projects, etc. As we discussed at the end of one of our TEG meetings, that meant it was more likely that those "in the know" who already understood the system would be able to add things to the list, while others would have less opportunity.
- **Limitations of Recent Presentations:** Although staff attempted to touch many bases in a short time these past few weeks, the presentations were limited in what they could accomplish. Many were shoe horned into already full agendas and staff found themselves trying to explain the TSP, introduce the project list and then ask people to prioritize items they had just seen for the first time. We had a staff member present to SE Uplift who was not totally familiar with the TSP and relied on a power point to orient us and then asked us for our top 5 priorities. At the Venture Portland event held in SE they soon ran out of sample copies of the SE list of projects. These presentations seldom result in real discussions of trade-offs, ways to break up or sequence projects or provide the public a better understanding of the scope/costs of the projects on the list. Some coalitions have the knowledge and person power to carry these discussions further, but not with such a short time frame.
- **Impossible Timeline for Comments:** The final project list with funding status and ranking didn't appear until January 30. Admittedly people were being encouraged to comment on, add or subtract items via Map App, but there was no way to know how projects were ranked by staff until January 30, with the only hearing before the PSC scheduled for February 24th. Staff's need to cancel meetings, delay discussions because they were behind schedule wasn't reflected in a revised timeline for the public. Instead those delays ate up public review time.
- **Lack of Dialogue on Priorities:** Neighborhoods, business associations, other community groups had 3 weeks before the PSC hearing and 6 weeks before the PSC cuts off testimony on 3/13. Most groups only meet monthly and face an array of complicated issues at this time. Many groups were waiting for the list before they attempted to begin any discussion of priorities for their areas. That limited the time for deliberation. Staff was encouraging everyone to send in their top 5 priorities. Individual priorities are very useful, but it is often possible to gain additional insights on rankings if people with varying opinions are able to discuss the merits of projects together.

Good evening. My name is Jeanne Harrison and I am testifying on behalf of the Northwest District Transportation Committee, which I chair.

The NWDA Board has endorsed a specific streetcar extension to serve the newly developing northeast portion of our neighborhood that was approved through the Con-way master plan. It is critical that this rapidly developing area is well-served by multiple transit options.

We are requesting a new project, an extension of the street car line on NW Northrup that would extend north on 21st to Thurman and then run on Thurman to 23rd and finally travel on NW 23rd to Northrup. Further, we are requesting that a study be placed on the TSP studies list that would examine a further extension of streetcar service to Montgomery Park.

The other changes we are asking for are:

- 1) Combining projects 60027 and 11740 as these two projects are linked and should be constructed at the same time. 60027 relates to reconfiguration of the NW 23rd/Vaughn/I-405 off-ramp and 11740 relates to creating a 'jug handle' from that intersection that would loop north onto NW Wilson and create a new NW 20th under the off-ramp that would link into the Con-way area. Both of these projects were envisioned by the Con-way master plan. This project is our highest priority as it is essential to improving the functioning of this gateway to the neighborhood and providing a key access point to the Con-way site.
- 2) We are asking that two studies be reinstated and put onto the TSP studies list. These studies are currently listed as projects 60002 and 60010. The studies would investigate the feasibility of decoupling NW 18th and 19th and NW Everett and Glisan. All four of these streets are currently classified as Local Service streets, which are inappropriate for couplet treatment. The studies would investigate the decoupling of these streets and/or identify appropriate changes to calm traffic on them.
- 3) NW 23rd between Lovejoy and Vaughn has been identified by PBOT as having major structural problems that require a rebuild of the street. It is not clear where this type of project, which goes far beyond mere maintenance is housed in the TSP. This part of 23rd requires rebuilding sooner rather than later.
- 4) The other high priority project for our neighborhood is 20097, the NW Flanders pedestrian/bicycle bridge over I-405 in conjunction with bicycle improvements from the Steel Bridge to NW 23rd. This project is badly needed to improve pedestrian and bicycle safety between our neighborhood and the Pearl.

Transportation System Plan Testimony – February 24, 2015

- 5) And finally, we are very supportive of the program area funding approach. It's important to have a way of making the small projects happen. The smaller projects can often have an important impact on neighborhood livability and safety.

Thank you for your time and consideration.

Jennifer Vitello
Cathedral Park Neighborhood

February 24, 2015

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

RE: TSP ID No: 30050 and St Johns/ Lombard Plan Transportation Actions for the "Hillside and Riverfront", designated as HR1 through HR6, TC10, and TC21.

To Whom It May Concern:

The Cathedral Park Neighborhood Association (CPNA) writes to provide input regarding TSP ID No. 30050 and the St Johns/ Lombard Plan Transportation Actions for the "Hillside and Riverfront", designated as HR1 through HR6.

Cathedral Park is a historic neighborhood bordered by the St. Johns Bridge, the Willamette River and the University Park and St. Johns neighborhoods. We are host to the Portland Marathon, the Portland Triathlon, the Holiday Half, and numerous other running and cycling races and events. In addition, Willamette Boulevard is heavily used on a daily basis by cyclists, runners, walkers and University of Portland students. Cathedral Park, itself, is host to more weddings than any other park in the city. Cathedral Park also hosts the Cathedral Park Jazz Festival, the Willamette River Revival, and a summer full of concerts and events. As a neighborhood, we pride ourselves on supporting, and participating in these events.

The Cathedral Park neighborhood is also a small neighborhood that is set to experience significant growth pursuant to the Comprehensive Plan, which will designate a substantial portion of our neighborhood a mixed use urban center. It is likely that once the Comprehensive Plan is finalized, this development will happen very quickly. There are currently at least 4 large lots for sale in this area, including the 15 acre "Steel Hammer" property on the Cathedral Park Waterfront. Likewise, clean-up of the adjacent Willamette Cove begins in March 2015, which will expedite progress of the North Portland Greenway Trail, Segment 3.

The Cathedral Park neighborhood supports this growth and is excited about both the development and increased recreational possibilities that will come with it. We are, however, concerned about the lack of existing infrastructure to support the increased traffic, noise and congestion that will occur as a result of this development. There are also significant safety issues for drivers, but especially for pedestrians and cyclists. Currently, many streets in the neighborhood are either completely unimproved or lack any sidewalks, pedestrian corridors, traffic signals, traffic calming devices, or bike lanes. Significantly, Willamette Boulevard is the main cycling route on the Peninsula, yet the bike lanes that run the entire length of Willamette Boulevard through University Park completely disappear once you enter Cathedral Park. The lack of a bike lane or any traffic calming devices causes drivers to speed up significantly from Richmond Ave. to Burlington Ave. At the same time, the road narrows, and begins to slope downward until it meets the very steep downhill of Burlington Avenue. This particular

intersection has been the site of many near misses and dangerous situations throughout the years. (Please see attached article from the St. Johns Review dated July 1, 1921 describing how the car in which Mr. McMurren and his daughter tipped over; “turtled” at this intersection.)

The neighborhood is providing this testimony in support of actions to be taken under TSP ID number 30050 and as set forth in the St Johns/ Lombard Plan Transportation Actions for the “Hillside and Riverfront”, designated as HR1 through HR6, TC10 and TC21. We would like to see these items made a priority before this high-density development begins in the neighborhood. We are appreciative of your time and look forward to working with you to create a safe, sustainable and livable Cathedral Park neighborhood.

We look forward to working with you all on these matters.

Best Regards,

The Cathedral Park Neighborhood Association

Jennifer Vitello, CPNA Habitat and Livability Chair
Doug Larson, Chairman of the Cathedral Park Neighborhood Association
Nicholas Grisham, CPNA Land Use and Zoning Chair
Dan Riordan, CPNA Treasurer and Member At Large

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Entrance was made through a back window. A glass was broken and an inner bar removed. A few cigarettes and two pieces of chewing tobacco were taken. About 50 cents in small change was also taken from the till. Evidently some youthful dime novel heroes imagine pirates have left hidden treasures along the banks of the Willamette and the site of Mr. Bartlett's store and this office is the treasure chest. A grave mistake. Since this office was burglarized a short time ago, the entire force has made diligent search and were unrewarded for their labors. Better try a new field.

Sunday evening an automobile driven by Mr. McMurren of 5106, Forty-second ave., southeast, turned turtle on Burlington street and Willamette boulevard. His daughter, Miss Mildred McMurren, received several painful bruises. The patient is resting easy in the Peninsula hospital.

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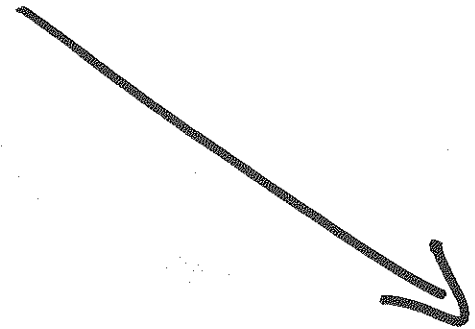
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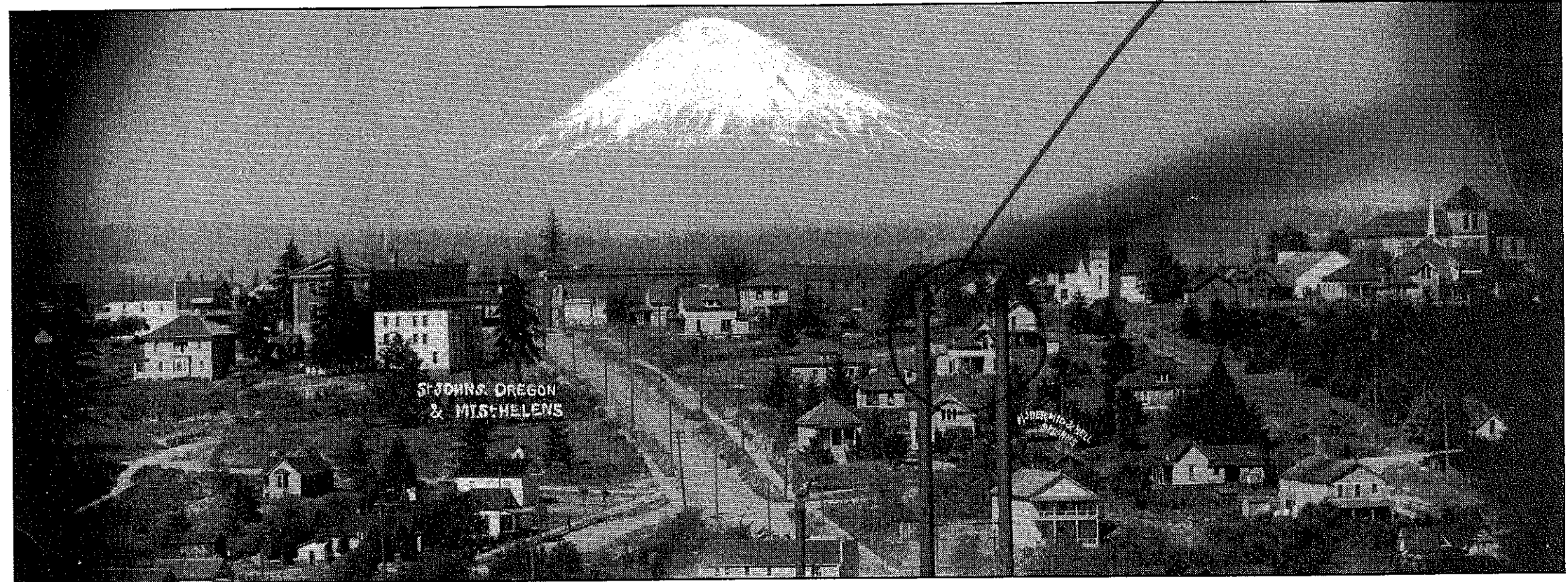
socks.....	\$1.65	Men's Fine Dress Shoes.....
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.....	1.25 up	Boy Scout Shoes.....
Made.....	1.50 up	Tennis Shoes..... \$1.35, \$1.45,
.....	1.60	Sailor Hats for Men.....

This is the Cathedral Park Neighborhood



A Pictorial History of St. Johns

MY HOUSE ☺



Donald R. Nelson

CATHEDRAL NEIGHBORHOOD ASSOCIATION

- Neighborhood
- Overlapping B
- Fire Stations
- Schools
- City Boundary



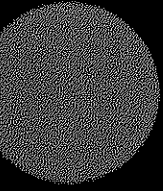
INFORMATION SOURCES

Taxlots: Originally produced by Oregon Dept. of Transportation
Modified and updated by Multnomah County Taxation and Portland Dept. of Transportation weekly by City of Portland. Accuracy

Neighborhood Association Boundaries: Originally digitized by Portland Department of Planning and Sustainability, Office of Neighborhood Involvement, December 2008. Accuracy to taxlot base maps.

All data compiled from source materials at the City of Portland. For more detail, please refer to the source materials. City of Portland, Bureau of Planning & Sustainability

The information on this map was derived from GIS databases. Care was taken in the creation of this map, but it is provided "as is". The City of Portland does not accept any responsibility for errors, omissions, or inaccuracies, and therefore, there are no warranties that accompany this product. However, notification of errors will be appreciated.



2035 Comprehensive Plan Proposed Draft Map App

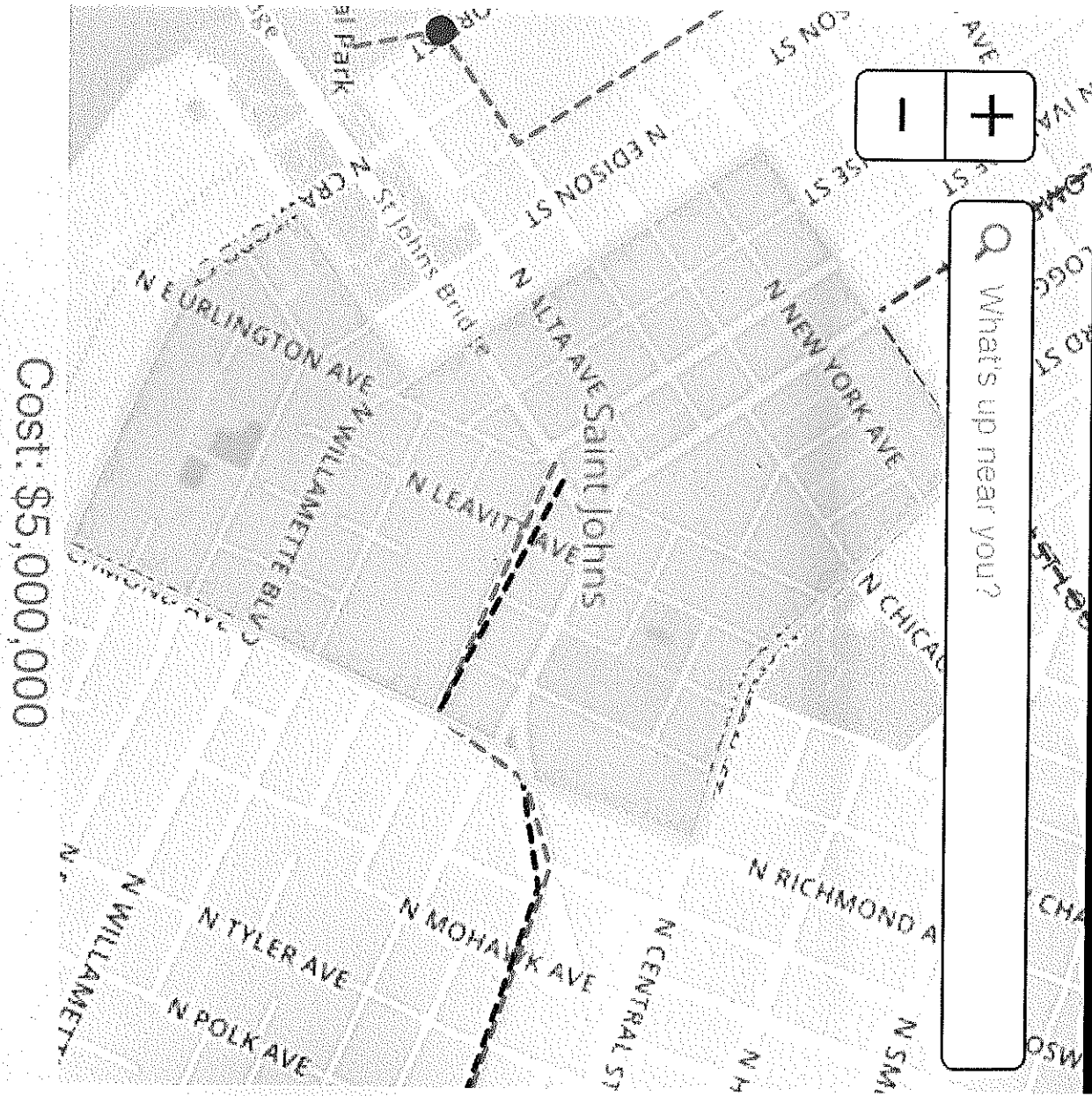
Map App Explorer

- Land Use
- Transportation
- Infrastructure

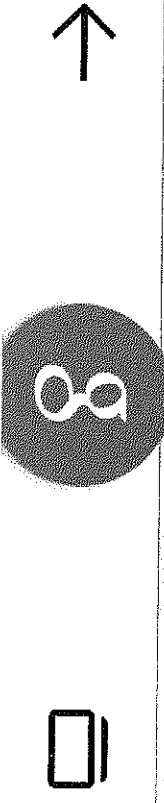
- MAPS
- INFO
- LEGEND
- FAQ
- CONTACT

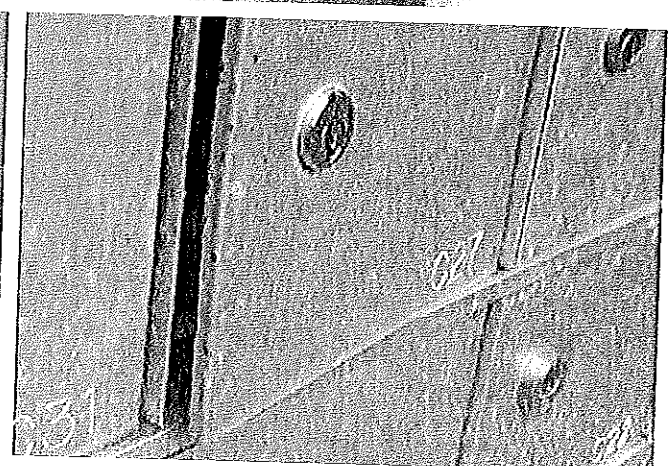
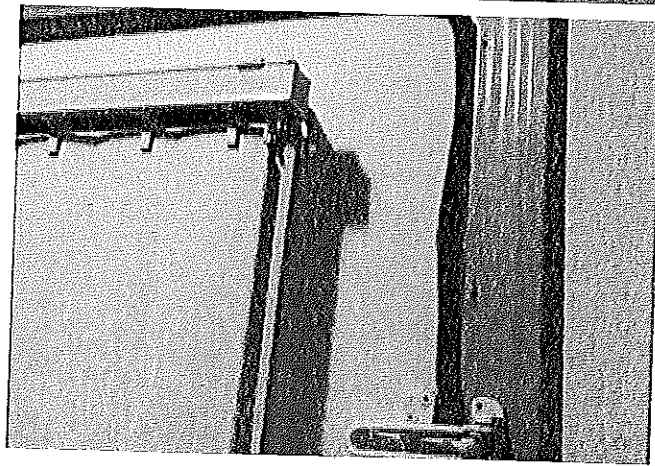
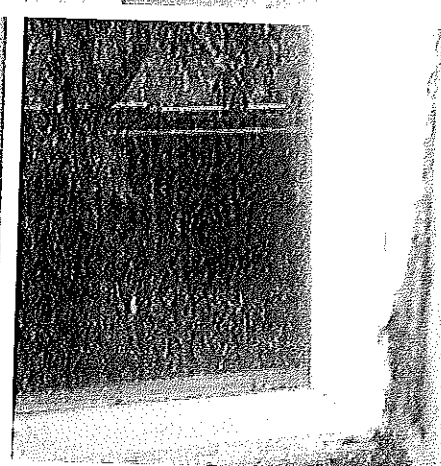
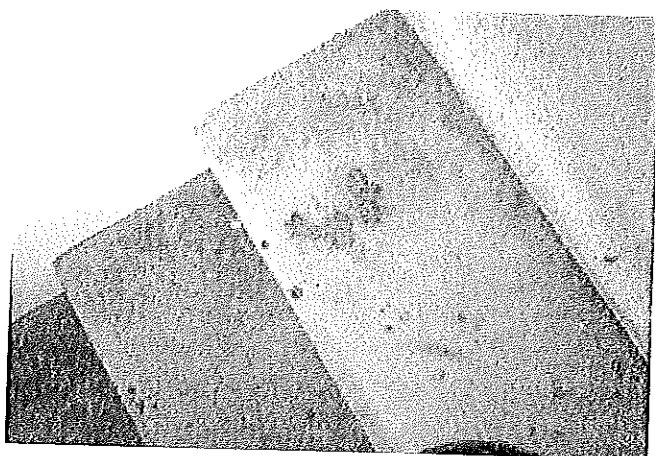
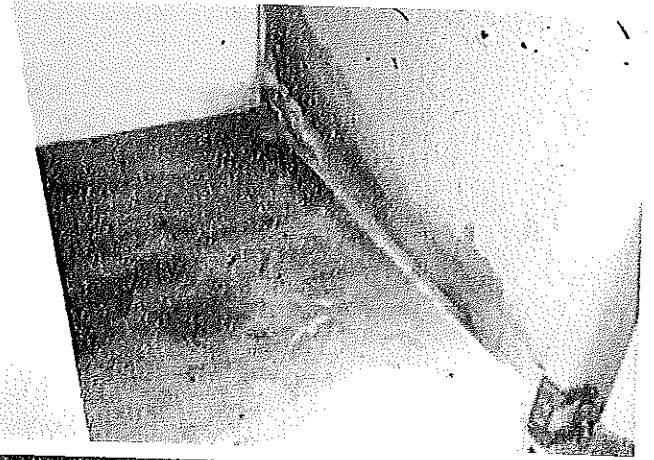
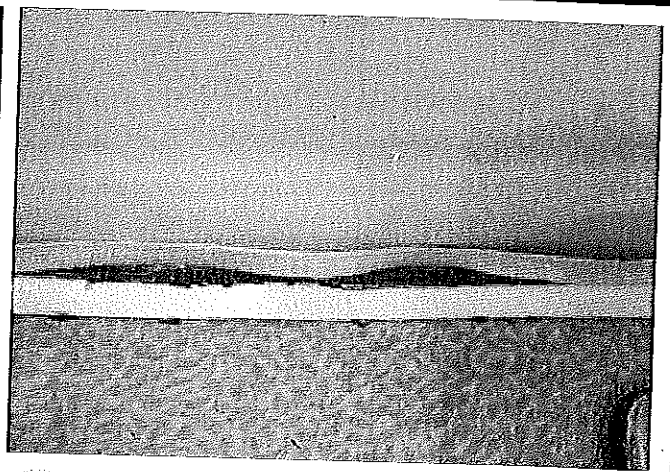


What's up near you?



Cost: \$5,000,000
1 of 1
[More Info](#)



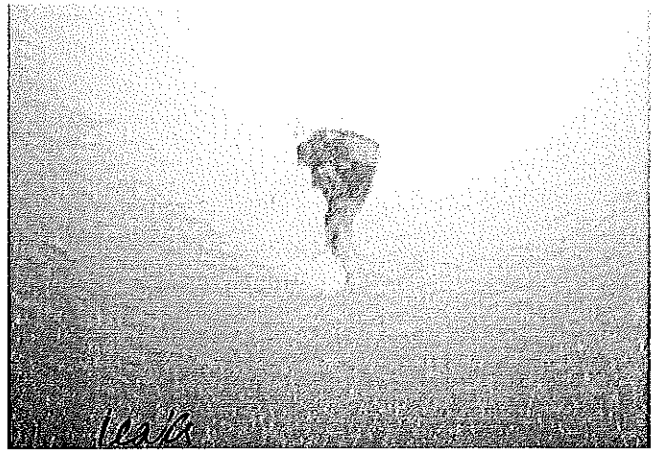
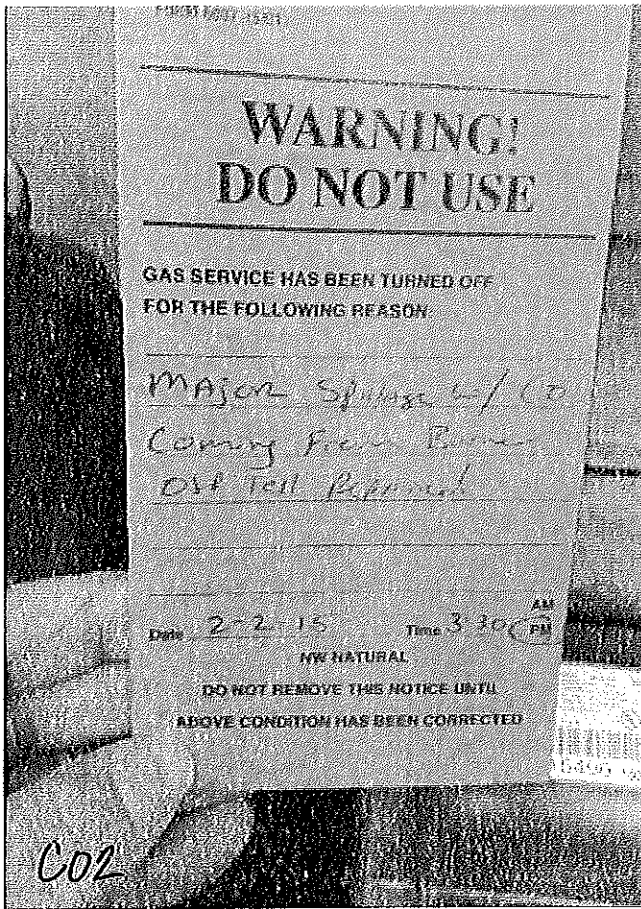
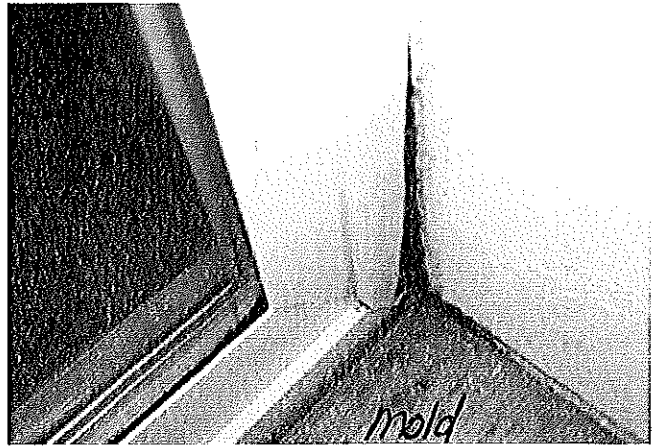
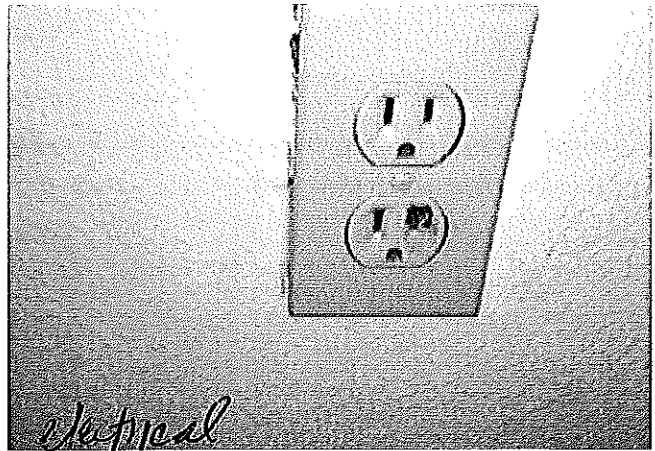


Gladstone Square
email for tenants association

gladstonesquarecommunityoregon@gmail.com

Contact # 971 277 8443

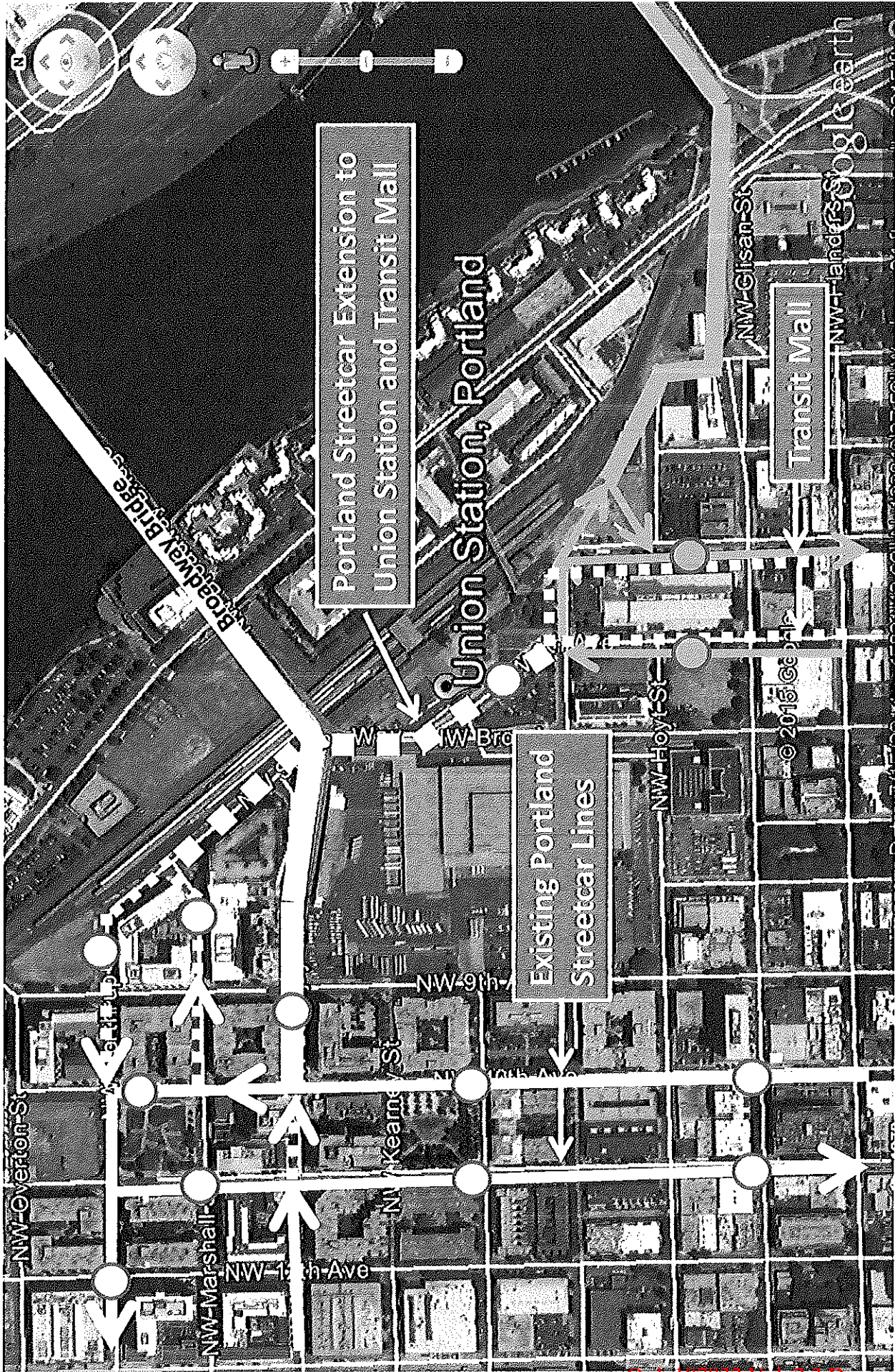
owned by : Home Forward
managed by : Cascade



Gladstone Square
email for tenants association

gladstone square community oregon@gmail.com
Contact # 971 277 8443

owned by : Home Forward
managed by : Cascade



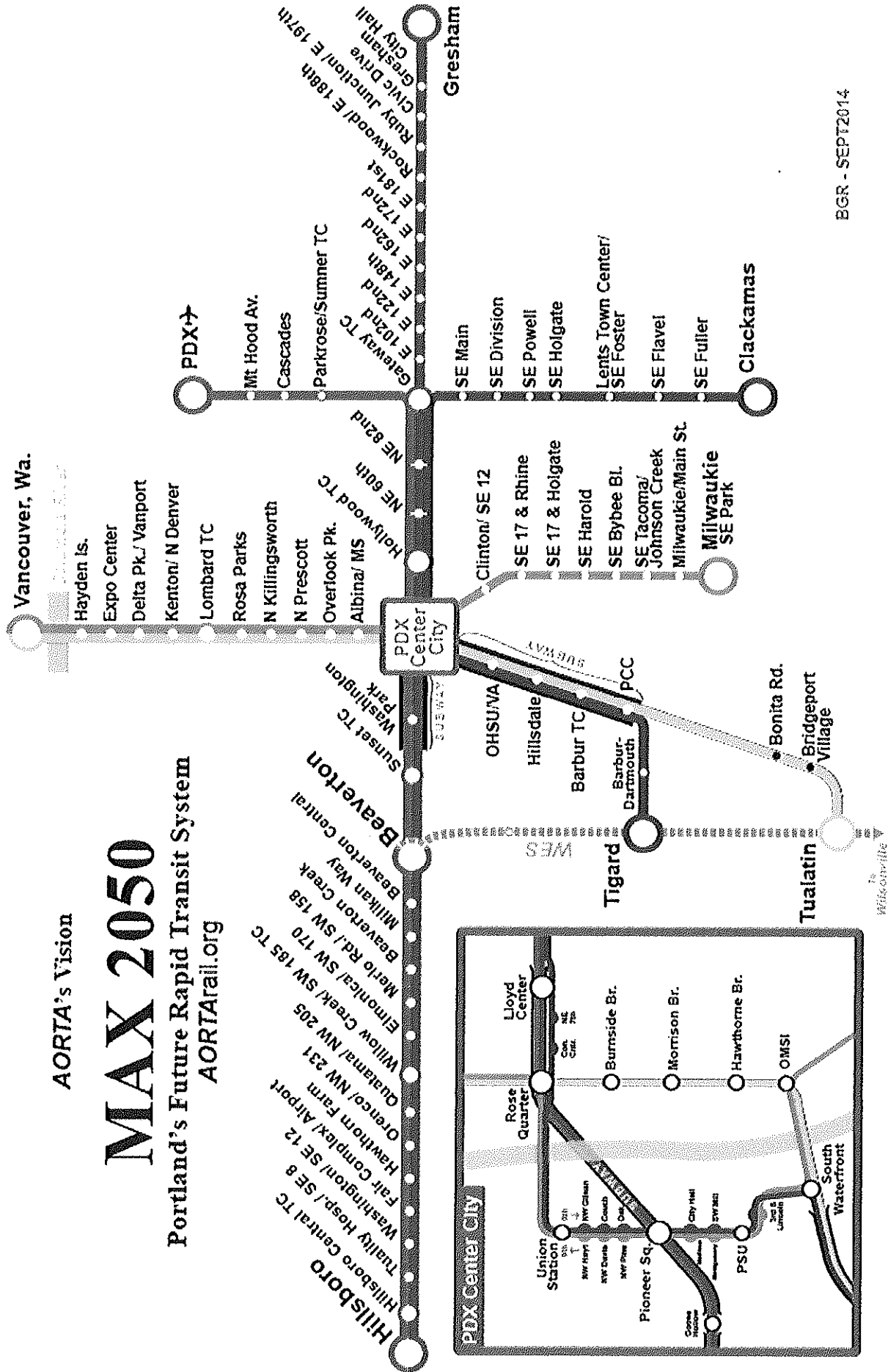
Proposed Portland Streetcar Extension to the Transit Mall via Union Station

Jim Howell 2-24-15

AORTA's Vision

MAX 2050

Portland's Future Rapid Transit System
AORTArail.org



BGR - SEPT2014

Proposed resolution for the area along SE 13th Ave. between SE Sherrett St. and SE Linn St.

Background. The draft Portland Comprehensive Plan designates this area as Mixed Use - Neighborhood, the definition of which is:

This designation promotes mixed-use development in neighborhood centers and along neighborhood corridors to preserve or cultivate locally serving commercial areas with a storefront character. This designation is intended for areas where urban public services, generally including complete local street networks and access to frequent transit, are available or planned, and development constraints do not exist.

This portion of SE 13th Ave. fails to meet his definition for several reasons:

It is not in a neighborhood center nor along a neighborhood corridor. The proposed neighborhood center ends at SE Sherrett Street.

It is not in a commercial area. 17 of the 19 buildings along the street are residences — two apartment buildings and 15 single family homes. Of the two buildings which are not residential, one is a machine shop and the other is a small storefront type building which was reportedly once a neighborhood grocery store and has most recently been used as an office building. None are currently retail stores.

All of the surrounding properties are single or multi family residences except for the PGE substation at SE Linn and 13th.

The primary street through the designated area, SE 13th Avenue, ends one block south of Linn St. It does not intersect any other commercial street, only residential streets primarily lined with single family homes. There is a bus line which runs only north along the street about once every 40 minutes; it is not a frequent transit line.

This is not where growth should be centered. Sellwood Moreland is unlike other close-in SE neighborhoods in that it has more than one commercial street. There are about 2.7 miles of Mixed Use-Neighborhood in Sellwood Moreland. In addition to the two neighborhood centers, Sellwood and Westmoreland, these include the north entrance to the neighborhood, SE Milwaukie Ave, the neighborhood's most affordable pocket, where most neighbors would welcome a more vibrant commercial presence than currently exists; SE Tacoma, which heads east to the Tacoma light rail station and is currently seeing some development at the node of SE 17th Ave; and SE 17th Ave., south of Tacoma, which has some commercial use and is also slowly becoming more developed.

Except for cut-through traffic, the streets in the southern strip of 13th are primarily used by local residents heading from their homes to the centers of the neighborhood or elsewhere. The existing commercial corridors have quite enough room for commercial development to serve the increase in density projected for the neighborhood. These existing commercial centers and corridors are where growth should be centered.

The most appropriate designation of this area would be for the primary existing use, residential.

Resolution. The Board of Directors of the Sellwood Moreland Improvement League resolves that the proposed designation in the Portland Comprehensive Plan of the area along SE 13th Ave. between SE Sherrett and SE Linn Streets be designated for medium density residential use, Multi-Dwelling-2000, with one exception. The exception would be that the two corner properties on SE 13th Ave. on the north side of Linn Street (1237 SE Linn and 1309 SE Linn) would be designated as Multi-Dwelling-1000 to reflect the current uses of the properties as apartment buildings.



February 24, 2015

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

Dear Commissioners:

The Roseway Neighborhood Association would like to express its strongest support for the following TSP project proposal:

- **TSP ID 40071 – Mason Neighborhood Greenway**

NE Mason Street is one of the most frequently used pedestrian and bicycle corridors in the Roseway neighborhood. It serves as a vital connection between our neighborhood's most popular destinations, including Harvey Scott School, Wellington Park, 72nd Ave park blocks, and the Gregory Heights Public Library. Unfortunately, it can also be a potentially hazardous pathway for walkers, joggers, bicyclists, and automobiles. As is common with most of Roseway's east-west streets (north of Fremont), there are currently no sidewalks on Mason Street. In addition, many of the local street intersections are unmarked/uncontrolled, which makes right-of-way decisions unclear and dangerous.

A greenway could provide much needed traffic calming treatments on Mason Street, while also providing safe crossings at the busy arterial intersections of NE 72nd Ave and NE Cully Blvd as well as 'safe routes to school crossings' for Harvey Scott students at NE 66th/67th/68th Avenues. The Mason Neighborhood Greenway would provide a tremendous opportunity to improve safety and livability for all Roseway residents and we ask that you support this much-needed project.

Recognizing the interconnectedness of transportation planning and community development, the Roseway Neighborhood Association also strongly supports these TSP project proposals:

- **TSP ID 40068 – Sandy Blvd Streetscape Improvements, Phase 2**
- **TSP ID 40069 – Sandy Blvd ITS**
- **TSP ID 40082 – NE Seventies Neighborhood Greenway**

Sincerely,

Roseway Neighborhood Association

Erik Carr, Chair

4027 NE 67th Ave, Portland, OR 97213

Phone: 503-805-1122 • E-Mail: carrerik76@gmail.com

February 24, 2015

Portland Planning and Sustainability Commission
1900 SW 4th Avenue
Portland, Oregon 97201-5380

Re: Nader M. Rassouli
6141 SW Canyon Court

Please examine the colored map that we present. The map describes the uses and zones that surround the subject property. Please review our vision of the property.

The property is located on a flat knoll overlooking the freeway and the Tualatin Valley.

To the north, the properties are within Multnomah County; as they rise up through environmental protected watercourses. These properties are not affected by the development of the subject property.

The subject property is surrounded on three sides with intense development; a freeway to the south with the Light Rail utilities abutting to the east. High density residential and commercial properties abut to the west and the east.

We request that the existing high density residential lines be moved to the east and west to include our property.

We have requested annexation to the City of Portland and are prepared for the annexation process including the public hearing before Portland City Council.

In return, we ask for urban zoning consistent with the uses to the east, west, and south of the subject property.

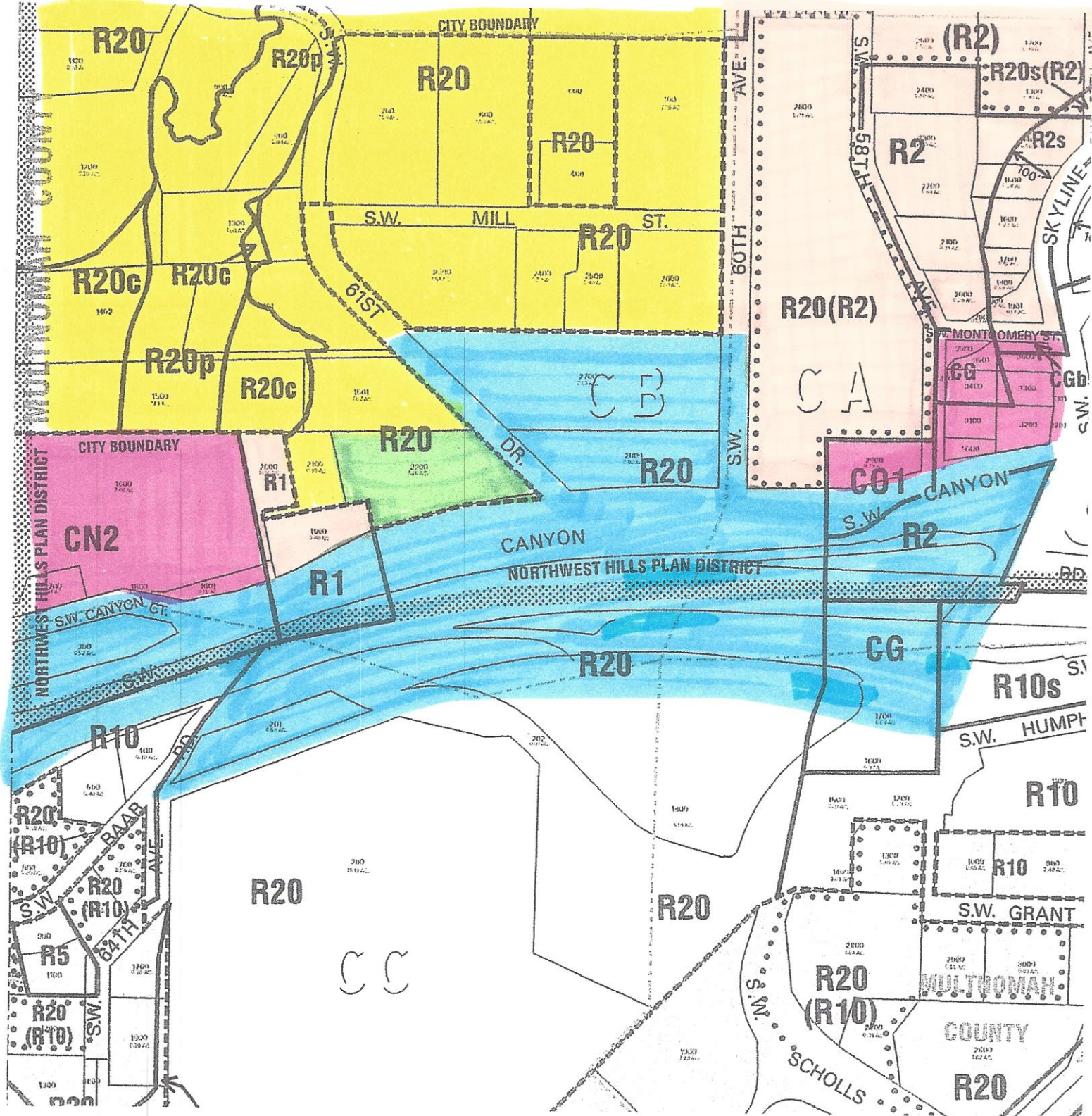
For Nader M. Rassouli

Sincerely,



Peter Finley Fry

Cc Nader M. Rassouli



Subject Property



High Density Residential (R1/R2)



Commercial



Low Density Residential



Public infra-structure
Highway/roads/Interests



NOTES
1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

DATE: 10/15/03
BY: [Signature]
CITY OF PASADENA
PLANNING DEPARTMENT
1500 N. GARDEN AVENUE
PASADENA, CA 91103
TEL: 818/795-5000
FAX: 818/795-5001
WWW.PASADENA.CA.GOV

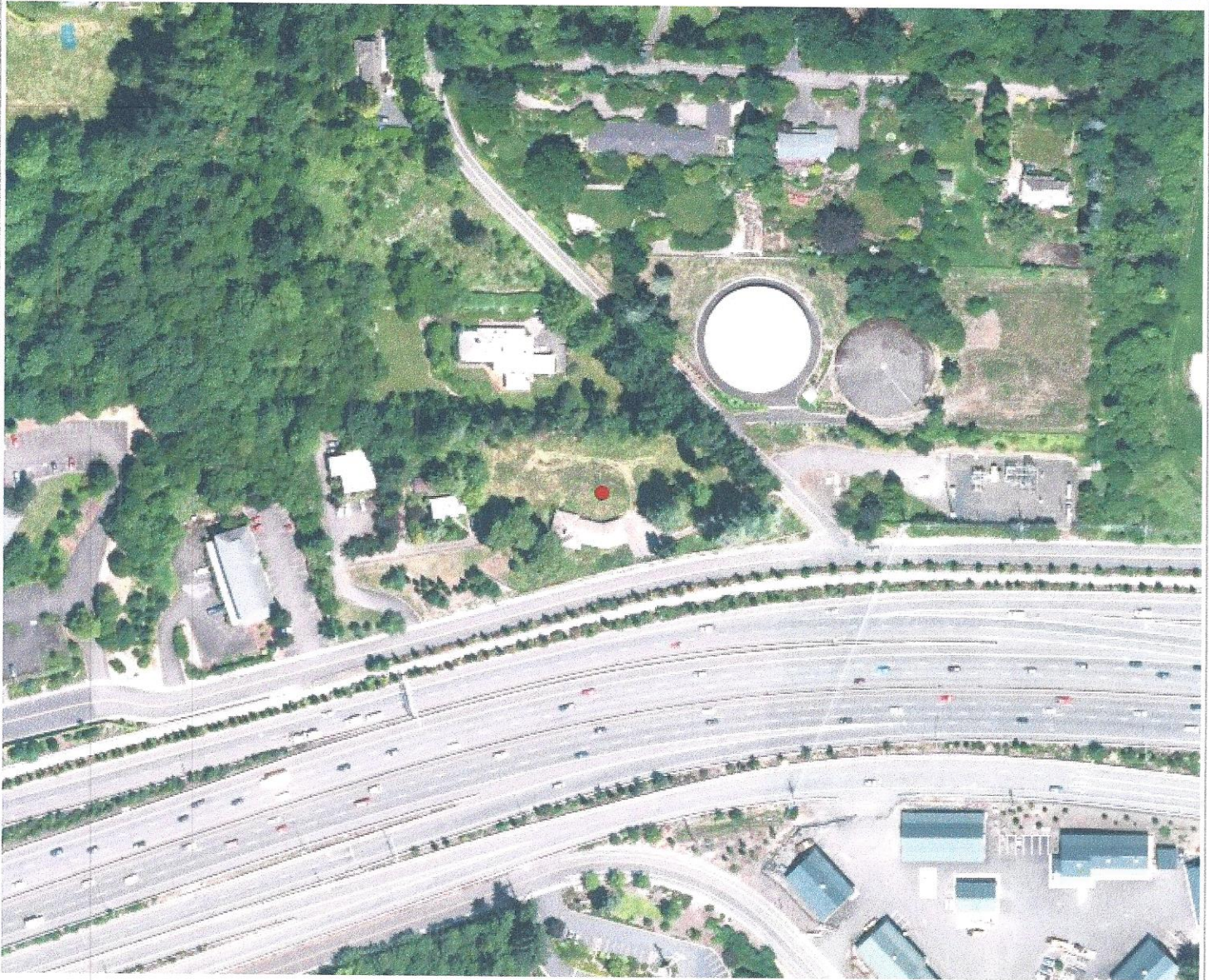
**6141 SW CANYON CT - SYLVAN-HIGHLANDS -
MULTNOMAH COUNTY**

[Explorer](#) | [Property](#) | **Maps** | [Projects](#) | [Crime](#) | [Census](#) |
[Environmental](#) | [Transportation](#)

[Summary](#) | [Benchmarks](#) | [Businesses](#) | [Elevation](#) | [Fire](#) | [Hazard](#) | **Photo** | [Property](#) | [Tax Map](#) | [UGB](#) | [USB](#) | [Walkability](#) |
[Zoning](#) | [Zip Code](#) | [Public Art](#)

Aerial Photo

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



0 |—————| 200 FT

City of Portland, Corporate GIS

10/30/2014

THE GIS APPLICATIONS ACCESSED THROUGH THIS WEB SITE PROVIDE A VISUAL DISPLAY OF DATA FOR YOUR CONVENIENCE. EVERY REASONABLE EFFORT HAS BEEN MADE TO ASSURE THE ACCURACY OF THE MAPS AND ASSOCIATED DATA. THE CITY OF PORTLAND MAKES NO WARRANTY, REPRESENTATION OR GUARANTEE AS TO THE CONTENT, SEQUENCE, ACCURACY, TIMELINESS OR COMPLETENESS OF ANY OF THE DATA PROVIDED HEREIN. THE USER OF THESE APPLICATIONS SHOULD NOT RELY ON THE DATA PROVIDED HEREIN FOR ANY REASON. THE CITY OF PORTLAND EXPLICITLY DISCLAIMS ANY REPRESENTATIONS AND WARRANTIES, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. THE CITY OF PORTLAND SHALL ASSUME NO LIABILITY FOR ANY ERRORS, OMISSIONS, OR INACCURACIES IN THE INFORMATION PROVIDED REGARDLESS OF HOW CAUSED. THE CITY OF PORTLAND SHALL ASSUME NO LIABILITY FOR ANY DECISIONS MADE OR ACTIONS TAKEN OR NOT TAKEN BY THE USER OF THE APPLICATIONS IN RELIANCE UPON ANY INFORMATION OR DATA FURNISHED HEREUNDER. FOR UPDATED INFORMATION ABOUT THE MAP DATA ON PORTLANDMAPS PLEASE REFER TO [CITY'S METADATA](#). FOR QUESTIONS ABOUT ASSESSMENT INFORMATION PLEASE CONTACT THE COUNTY ASSESSORS OFFICE IN YOUR COUNTY.

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PortlandMaps © 2014 [City of Portland, Oregon](#)

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24/15
 Name: Jill State (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 2026 NE 7th Ave #5
 City: Portland Zip: 97212 Phone: 503.545.7326
 Email Address and/or Fax No.: jstate@pedx.edu
 What agenda item do you wish to comment on? Transportation System Plan
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24/2015
 Name: Artene Kimura (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 112 NE 133rd
 City: Portland Zip: 97230 Phone: (83) 252-4429
 Email Address and/or Fax No.: artene.kimura@gmail
 What agenda item do you wish to comment on? TSP
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24/15
 Name: Rebecca Hamilton (Please print legibly)
 Authorized Spokesperson representing: Pedestrian Advisory Committee (if applicable)
 Address: _____
 City: _____ Zip: _____ Phone: _____
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? TSP
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24/15
 Name: Jocelyn Gaudi (Please print legibly)
 Authorized Spokesperson representing: Bicycle Advisory Committee (if applicable)
 Address: _____
 City: _____ Zip: _____ Phone: _____
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? TSP
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24/15
 Name: Lama Campos (Please print legibly)
 Authorized Spokesperson representing: [Signature] (if applicable)
 Address: 3419 SW First Ave
 City: Portland Zip: 97239 Phone: (503) 241-4933
 Email Address and/or Fax No.: midowilwin@juno.com
 What agenda item do you wish to comment on? gentrification / displacement
 Site Address, if different from above: N/A

Portland Planning and Sustainability Commission Public Hearing



Date: 2-24-15
 Name: Barbara Quinn (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 7034 N. Charleston
 City: Portland Zip: 97203 Phone: 503-954-3142
 Email Address and/or Fax No.: barbaraquinn718@gmail.com
 What agenda item do you wish to comment on? Transportation system plan / project list
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24
 Name: Steve Messinetti (Please print legibly)
 Authorized Spokesperson representing: Habitat for Humanity (if applicable)
 Address: 1478 NE Killingsworth
 City: Portland Zip: 97211 Phone: 503-287-9529
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? TSP
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24
 Name: Alan E. Hipolito (Please print legibly)
 Authorized Spokesperson representing: Verde (if applicable)
 Address: 6499 NE Columbia Blvd
 City: Portland Zip: 97218 Phone: 503-940-5260
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? TSP
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24
Name: David Sweet (Please print legibly)

Authorized Spokesperson representing: Cally Assn of Neigh (if applicable)

Address: 4759 NE Going St

City: Portland Zip: 97218 Phone: 503-493-9430

Email Address and/or Fax No.: _____

What agenda item do you wish to comment on? TSP

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24
Name: Laura Young (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: 6624 NE Going

City: Portland Zip: 97218 Phone: 503-819-6302

Email Address and/or Fax No.: _____

What agenda item do you wish to comment on? TSP

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

Date: 2-24-2015 ✓

Name: John T. Gibbon (Please print legibly)

Authorized Spokesperson representing: FURB- (if applicable)

Address: 9822 SW Quail Post Rd.

City: POX Zip: 97219 Phone: 503-708-6708

Email Address and/or Fax No.: jtgorygun@aol.com

What agenda item do you wish to comment on? TSP - Policy

Site Address, if different from above: N/A-

Portland Planning and Sustainability Commission Public Hearing

Date: 2/24/15 ✓

Name: David Martin (Please print legibly)

Authorized Spokesperson representing: Bridlemere Neighborhood Assn (if applicable)

Address: 4020 SW 43rd

City: Portland Zip: 97221 Phone: 503 545 2429

Email Address and/or Fax No.: _____

What agenda item do you wish to comment on? SW Hamilton St + SW Shattuck Rd

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24/15

Name: Brad Perkins (Please print legibly)

Authorized Spokesperson representing: NNEBA (if applicable)

Address: 1722 NE Schuyler Ln

City: Portland Zip: 97242 Phone: 503 377 6455

Email Address and/or Fax No.: perkinsrealtg@comcast.net

What agenda item do you wish to comment on? TSP funding

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

Date: Feb 24 2015

Name: DAN LERCH-WALTERS (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: 2174 NE MULTNOMAH

City: PORTLAND Zip: 97232 Phone: 503-450-7680

Email Address and/or Fax No.: dlwx3@comcast.net

What agenda item do you wish to comment on? TSP

Site Address, if different from above: _____



Portland Planning and Sustainability Commission Public Hearing

Date: 2/24/15
 Name: Jennifer Vitello (Please print legibly)
 Authorized Spokesperson representing: Cathedral Park NA (if applicable)
 Address: 8515 N Willamette Blvd
 City: PDX Zip: 97203 Phone: _____
 Email Address and/or Fax No.: je.vitello@gmail.com
 What agenda item do you wish to comment on? TSP LP #30050
 Site Address, if different from above: Cathedral Park Neighborhood

Portland Planning and Sustainability Commission Public Hearing

Date: 2-24-15
 Name: Jeremy Byron Tennant (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 1133 NE Holman St.
 City: Portland Zip: 97211 Phone: 503-259-8817
 Email Address and/or Fax No.: j.byrontennant@gmail.com
 What agenda item do you wish to comment on? TSP regarding Woodlawn
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

Date: Feb 24, 2015
Name: Jeanne Harrison (Please print legibly) ✓
Authorized Spokesperson representing: NWDA Transportation (if applicable)
Address: 837 NW 25th Ave PDX
City: PDX Zip: 97210 Phone: 503-228-0457
Email Address and/or Fax No.: cats@maenet.com
What agenda item do you wish to comment on? TSP
Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

Date: 2-24-2015
Name: Marianne Fitzgerald (Please print legibly) ✓
Authorized Spokesperson representing: SWNI (if applicable)
Address: 7688 SW Capital Hwy
City: _____ Zip: 97219 Phone: 503 823 4592
Email Address and/or Fax No.: fitzgerald.marianne@gmail.com
What agenda item do you wish to comment on? TSP
Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24/15

Name: Phil Selinger (Please print legibly)

Authorized Spokesperson representing: TSP TEG (if applicable)

Address: 2466 NW Thurston St

City: PHO Zip: 97110 Phone: 503-224-5122

Email Address and/or Fax No.: selingerp@gmail.com

What agenda item do you wish to comment on? TSP

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2.24.15

Name: TERRY PACKER (Please print legibly)

Authorized Spokesperson representing: MYSELF (+ MY NEIGHBORS ON THE HALSETT PARK) (if applicable)

Address: PO Box 13503

City: PORTLAND Zip: OR Phone: 97213-0507

Email Address and/or Fax No.: packert2012@gmail.com

What agenda item do you wish to comment on? TSP

Site Address, if different from above: 1527 NVE 6507

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24/15
 Name: Linda Nettekoven (Please print legibly)
 Authorized Spokesperson representing: TSP TEG (if applicable)
 Address: 2018 SE Ladd Ave
 City: PDX Zip: 97214 Phone: 503-235-1917
 Email Address and/or Fax No.: linda@lmettekovens.com
 What agenda item do you wish to comment on? TSP
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

Date: 2/24/15
 Name: Linda Owens (Please print legibly)
 Authorized Spokesperson representing: Owens Corning Owens (if applicable)
 Address: _____
 City: _____ Zip: _____ Phone: _____
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? TSP
 Site Address, if different from above: _____

TSP TEG ✓

Portland Planning and Sustainability Commission Public Hearing

Date: 2/24/2015
 Name: Raouel Valle (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 12037 SE Gladstone St.
 City: PDY Zip: 97266 Phone: 9715708500
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? community equality
 Site Address, if different from above: Gladstone Square community

Portland Planning and Sustainability Commission Public Hearing

Date: 2/24/2015
 Name: Pia Welch (Please print legibly)
 Authorized Spokesperson representing: Portland Freight Committee (if applicable)
 Address: 1120 SW Fifth Avenue Room 800
 City: Portland Zip: 97204 Phone: 503 341 6810
 Email Address and/or Fax No.: pia.welch@201.com
 What agenda item do you wish to comment on? TSP, Hierarchy
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

Date: 2/24/2015

Name: Pamela N. Phan (Please print legibly)

Authorized Spokesperson representing: 1000 Friends of Oregon (if applicable)

Address: 4828 N Michigan Avenue

City: _____ Zip: 97217 Phone: _____

Email Address and/or Fax No.: pam@friends.org

What agenda item do you wish to comment on? Anti-Displacement Recommendations to the Comp Plan

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

Date: 2/24/15

Name: TABITHA BOSCHETTI ^{-speaking as} PSU student (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: 909 NE 47th Ave Apt 4

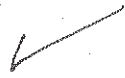
City: PORTLAND Zip: 97213 Phone: 503-810-2514

Email Address and/or Fax No.: ~~_____~~ stabithe@pdx.edu

What agenda item do you wish to comment on? _____

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24/2015

Name: Veronize Lopez-Eriksen (Please print legibly)

Authorized Spokesperson representing: CAT (if applicable)

Address: 5715 N Cecilia St

City: Portland OR Zip: 97203 Phone: _____

Email Address and/or Fax No.: _____

What agenda item do you wish to comment on? _____

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24/14

Name: WR Grogan (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: 1530 SW 13th ave # 526

City: PORT Zip: OR Phone: 503 295-5773

Email Address and/or Fax No.: _____

What agenda item do you wish to comment on? Rent raised

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

Date: 2/24/2015

Name: Todd Struble (Please print legibly)

Authorized Spokesperson representing: APANO/Jade District (if applicable)

Address: 2788 SE 82nd Ave Ste 203B

City: Portland Zip: 97266 Phone: 971-340-4866

Email Address and/or Fax No.: todd@apano.org

What agenda item do you wish to comment on? Comprehensive Plan Update

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

Date: 2/24/2015

Name: James Lopez - Erickson (Please print legibly)

Authorized Spokesperson representing: CAT (if applicable)

Address: 5715 N Cecilia St

City: Portland OR Zip: 97203 Phone: _____

Email Address and/or Fax No.: _____

What agenda item do you wish to comment on? _____

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

✓
DJP

Date: 02/24/15

Name: Laura Young (Please print legibly)

Authorized Spokesperson representing: CBA (if applicable)

Address: 6624 NE Long St

City: Portland Zip: 97218 Phone: 503-819-6302

Email Address and/or Fax No.: laura.young911@gmail.com

What agenda item do you wish to comment on? the anti-displacement measures

Site Address, if different from above: N/A

Portland Planning and Sustainability Commission Public Hearing

✓

Date: 2/24/15

Name: Anita Yap (Please print legibly)

Authorized Spokesperson representing: SPARK/JADE (if applicable)

Address: 7215 SE Franklin St

City: Port Zip: 97206 Phone: _____

Email Address and/or Fax No.: ayap2008@gmail.com

What agenda item do you wish to comment on? Camp Per ITSP

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

Date: 2-24-2015
Name: Edward Hill (Please print legibly)

Authorized Spokesperson representing: myself - community (if applicable)

Address: 9707 N. Portsmouth Ave.

City: Portland Zip: 97203 Phone: 206/330-5039

Email Address and/or Fax No.: ehill65@gmail.com

What agenda item do you wish to comment on? Transit Oriented Development / Camp Gen Update

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing

Date: 2/24/2015
Name: Danell Norby (Please print legibly)

Authorized Spokesperson representing: Housing Land Advocates (if applicable)

Address: 6345 N Albina Ave #8

City: Portland Zip: 97217 Phone: _____

Email Address and/or Fax No.: danellnorby2@gmail.com

What agenda item do you wish to comment on? Comprehensive Plan Update

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24/2015

Name: Jacqueline Conley (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: 12037 SE Gladstone St Apt

City: Portland Zip: 97206 Phone: 971 277 8443

Email Address and/or Fax No.: jacqueline.gladstonesquarecommunity@comcast.net

What agenda item do you wish to comment on? more affordable housing @email.com

Site Address, if different from above: gladstone square

Portland Planning and Sustainability Commission Public Hearing



Date: 2-24-15

Name: Brian Posewitz (Please print legibly)

Authorized Spokesperson representing: SMILE NA (if applicable)

Address: 8508 SE 11th Ave

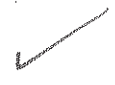
City: Portland Zip: 97202 Phone: 503 432 8249

Email Address and/or Fax No.: brianposewitz@comcast.net

What agenda item do you wish to comment on? TSP

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: _____
 Name: JIM HOWELL (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: _____
 City: _____ Zip: _____ Phone: _____
 Email Address and/or Fax No.: JIMHOWELL89@HOTMAIL.COM
 What agenda item do you wish to comment on? _____
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 02-24-15
 Name: Jessica Engelman (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 2012 SE 10th Ave #3
 City: Portland Zip: 97214 Phone: _____
 Email Address and/or Fax No.: sauyitsune@gmail.com
 What agenda item do you wish to comment on? transportation
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/14/15
 Name: Cristina Palacios (Please print legibly)
 Authorized Spokesperson representing: The Community Alliance (if applicable)
 Address: 2110 NE 205th Ave Apt 1151
 City: Fairview Zip: OR 97024 Phone: 503-780-8187
 Email Address and/or Fax No.: _____
 What agenda item do you wish to comment on? _____
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24/15
 Name: Mike Connors (Please print legibly)
 Authorized Spokesperson representing: Hayden Island Neighborhood (if applicable)
 Address: 520 SW Yamhill, Suite 235 Home Community
 City: Portland Zip: 97204 Phone: 503-205-2401
 Email Address and/or Fax No.: Mike.Connors@HRC-LP.com
 What agenda item do you wish to comment on? TSP
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: _____
Name: Don BAACK (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: _____

City: _____ Zip: _____ Phone: _____

Email Address and/or Fax No.: _____

What agenda item do you wish to comment on? _____

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2-24
Name: Jason Franklin (Please print legibly)

Authorized Spokesperson representing: PSU (if applicable)

Address: 1600 SW 4th

City: PDX Zip: 97210 Phone: 503-725-2031

Email Address and/or Fax No.: Jason.Franklin@pdx.edu

What agenda item do you wish to comment on? TSP

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24/15
 Name: Raihana Ansary (Please print legibly)
 Authorized Spokesperson representing: PBA (if applicable)
 Address: 200 SW Market
 City: Portland, OR Zip: 97204 Phone: (503) 552-6768
 Email Address and/or Fax No.: ransary@portlandalliance.com
 What agenda item do you wish to comment on? TSP
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2-24-2015
 Name: Leah Grey (Please print legibly)
 Authorized Spokesperson representing: C.A.T. & EPAP (if applicable)
 Address: 3410 SE 143rd Ave #6
 City: Pdx Zip: 97236 Phone: 503-254-8113
 Email Address and/or Fax No.: leahmaka1@gmail.com
 What agenda item do you wish to comment on? Housing Sustainability
 Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2-24-15

Name: Eavan Moore (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: 3600 SE 66th Ave.

City: Portland Zip: 97206 Phone: (503) 973-5083

Email Address and/or Fax No.: eavan.moore@gmail.com

What agenda item do you wish to comment on? _____

Site Address, if different from above: _____

Portland Planning and Sustainability Commission Public Hearing



Date: 2/24/2015

Name: Ryan Bass (Please print legibly)

Authorized Spokesperson representing: _____ (if applicable)

Address: 4738 SW 53rd Ave

City: Portland Zip: 97221 Phone: 503 577 8958

Email Address and/or Fax No.: ryan@bass.name

What agenda item do you wish to comment on? Transportation Plan

Site Address, if different from above: _____

NUESTRA COMUNIDAD, NUESTRA VOZ!

Necesitamos barrios robustos, seguros, con viviendas económicas, tiendas asequibles, oportunidades de empleo y programas de capacitación.

Estimados: Comisionados/as de Planning and Sustainability / Plan com-
prensivo

Mi nombre es: HUGO A. ROMAN ARAUJO

Mi dirección es: 13378 DE CAMINO ST #4

Por favor apoye a nuestra comunidad para detener o disminuir el despla-
zamiento asegurándose que: MIS DESPLAZAMIENTOS

MIS DESPLAZAMIENTOS EN PARQUES DE JARDINES
CAJON DE FLORES

Patrocinado por:



La Alianza Comunitaria de Inquilinos

The Community Alliance of Tenants



Sponsored by:

Harvey Center for the
Environment

Please support our community to stop or decrease displacement by:

My name is: Ra, Zope

My email address is: _____

Dear: Planning & Sustainability Commissioners/Comprehensive Plan

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

OUR COMMUNITY, OUR VOICES!

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: FRIEDA CHRISTOPHER

My address is: 13311 SE SHERMAN, PDx 97233

Please support our community to stop or decrease displacement by:

INDUSTRIAL ZONING & RENT CONTROL

Sponsored by:



The Community Alliance of Tenants

NUESTRA COMUNIDAD, NUESTRA VOZ!

Necesitamos barrios robustos, seguros, con viviendas económicas, tiendas asequibles, oportunidades de empleo y programas de capacitación.

Estimados: Comisionados/as de Planning and Sustainability / Plan com-
prensivo

Mi nombre es: DOMINGO LOPEZ MALIUS

Mi dirección es: NECIBO CANTON

Por favor apoye a nuestra comunidad para detener o disminuir el despla-
zamiento asegurándose que: MIS DESPLAZAMIENTOS

EN LAS ZONAS INDUSTRIALES

Patrocinado por:



La Alianza Comunitaria de Inquilinos

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: Brianna Swift

My address is: 2007 Sycamore Dr #1035

Please support our community to stop or decrease displacement by:
increasing data on police stops, the
incident was stopped by in 5 minutes
and we walked to my apartment from his
the is black

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.

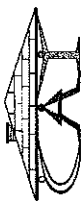
Dear: Planning & Sustainability Commissioners/Comprehensive Plan

My name is: _____

My address is: _____

Please support our community to stop or decrease displacement by:

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: Rebecca L. Dodson

My address is: 6517 NE 32nd Way 97211

Please support our community to stop or decrease displacement by:
Build more affordable housing -
Get credit for low-income home owners.
Reduce property taxes for low income
home owners.

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

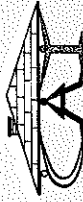
My name is: Andrea Rose Herman

My address is: 2475 SW Barby Blvd, Portland

Please support our community to stop or decrease displacement by:

increase landlord maintenance
to ensure that landlords
are accountable for their
rents

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: Cate Zimmerman
My address is: 1071 SW 30th Ave

Please support our community to stop or decrease displacement by:
Affordable housing

AND People of color + low income folks for intergenerational communities

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

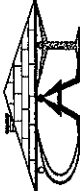
My name is: James Lopez Erickson (503) 839 4663
My address is: 5715 N Ceceha St Portland OR 97203

Please support our community to stop or decrease displacement by:
Encouraging VinGo to open up at Delta Park

Establish mandatory hiring rates within banks, real estate, administration of PPS. Hiring rates would need to reflect racial diversity of city. Help fund my idea of a Historical & Cultural Connection

Her mandatorily given to every person inquiring to rent or buy. To any company seeking to open shops

Sponsored by:



This Flier would have specific info about the neighborhood the person moves to

NUESTRA COMUNIDAD, NUESTRA VOZ!

Necesitamos barrios robustos, seguros, con viviendas económicas, tiendas asequibles, oportunidades de empleo y programas de capacitación.

Estimados: Comisionados/as de Planning and Sustainability /Plan comprensivo

Mi nombre es: Leilica Ortega

Mi dirección es: 516 Occident Portland

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: nesecito que nos quiten para que estos apartamentos estén en mejores condiciones que alguna mas oportuna de trabajo

Patrocinado por:



La Alianza Comunitaria de Inquilinos

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: Edwina - Net Peterson

My address is: 2131 NE 128th Ave Portland Oregon 97230

Please support our community to stop or decrease displacement by:
Subsidized affordable housing for food bank

house. We would like to have a sub-subsidized house to know why house put there walk in front of our house. We need it now fast

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.

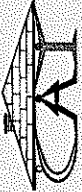
Dear: **Planning & Sustainability Commissioners/Comprehensive Plan**

My name is: Christopher Lowe
My address is: 7314 SE Cedar E Chang Blvd 97222

Please support our community to stop or decrease displacement by:

Supporting Inclusionary Zones
to help fill legislative

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.

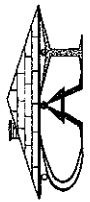
Dear: **Planning & Sustainability Commissioners/Comprehensive Plan**

My name is: Veronica Lopez
My address is: Celestia Apartments

Please support our community to stop or decrease displacement by:

Offering affordable housing
supporting advocacy agencies like CAT
Supporting programs like Fair Housing
stopping discriminatory practices
when renting to people of color

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: Sally Marlin
My address is: 1347 NE 69th Ave

Please support our community to stop or decrease displacement by:

more affordable housing

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.

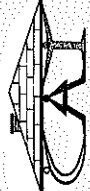
Dear: **Planning & Sustainability Commissioners/Comprehensive Plan**

My name is: Antonia Ramirez
My address is:

Please support our community to stop or decrease displacement by:

I would like the the new
development they are doing in SE not
to alter the landscape of the
area

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**

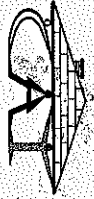
My name is: Dolores Montgomery

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 meters cars just raised 9500 which is terrible with no forepayments. Please I have a way to control it. It certainly help.

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 health care. There are alot of homeles 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: 1517 5315



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



Portland Pedestrian Advisory Committee

1120 SW 5th Avenue Suite 800

Portland, OR 97204

MEMBERS

Co-Chairs

Roger Averbeck

Rebecca Hamilton

Members-At-Large

Don Baack

Chase Ballew

Anthony Buczek

David Crout

Marianne Fitzgerald

Melissa Kaganovich

Arlene Kimura

Doug Klotz

Scott Kocher

Rod Merrick

Elizabeth Mros-O'Hara

Eve Nilenders

Suzanne Stahl

To: Portland Planning and Sustainability Commission

From: Pedestrian Advisory Committee

RE: TSP Project and Program Recommendations

Date: February 24, 2015

Introduction

The Pedestrian Advisory Committee (PAC) consists of a cross-section of Portlanders, including walking and mobility advocates, neighborhood activists, and citizens-at-large, who are appointed to advise the City of Portland on matters that encourage and enhance walking as a means of transportation, recreation, and wellness.

The PAC discussed the Transportation System Plan (TSP) Project list that Portland Bureau of Transportation (PBOT) staff released on January 30th, 2015 and determined which projects are short-term priorities for the committee. This list is presented below. A discussion of the methodology used to select these projects is included as an Appendix to this letter.

Project Priorities

The PAC recommends the following projects as its first tier priorities:

- **Project 20077:** Inner Eastside Pedestrian/Bicycle Bridge 7th/8th/9th Ave, NE (over I-84)
- **Project 30037:** N Lombard Corridor Improvements Lombard St, N (I-5 – Chautauqua)
- **Project 40013:** 82nd Ave Corridor Improvements 82nd Ave, NE/SE, (Killingsworth -Clatsop)
- **Project 50049:** 122nd Ave Corridor Improvements: 122nd Ave, NE/SE (Sandy – Foster)
- **Project 80015:** Outer Powell Blvd Corridor Improvements, Phase 1 Powell Blvd, SE (116th - 136th)
- **Project 80017:** Outer Stark Ped/Bike Improvements: Stark, SE (108th - City Limits)
- **Project 90016:** Inner Barbur Corridor Improvements: Barbur Blvd, SW (3rd – Terwilliger)
- **Project 90026:** Capitol Hwy Corridor Improvements: Capitol Hwy, SW (Multnomah Blvd - Taylors Ferry)
- **Project 101910:** Garden Home & Multnomah Intersection Improvements

The PAC's second tier priorities are as follows:

- **Project 40012:** NE 72nd Ave Pedestrian Improvements: 72nd Ave, NE (Emerson - Prescott)

- **Project 50028:** Outer Halsey Pedestrian Improvements: Halsey St, NE (122nd- 162nd)
- **Project 60024: Wildwood Trail Bridge:** Wildwood Trail & West Burnside
- **Project 90070: Capitol/Vermont/30th Intersection Improvements:** Capitol Hwy, SW (Vermont-30th)

Support for Programs

The PAC also learned about PBOT Staff’s proposal for Citywide programs and believes that well-funded programs can make a large impact on improving the City’s pedestrian network. The PAC understands that the program “buckets” will hold many of the smaller projects that are not large enough to stand independently on the TSP Major Project and Programs list, but that are priorities for the PAC. Since completion of the pedestrian network will rely heavily on the presence and consistent funding of these programs, the PAC would like to emphasize their support for and requests to be considered as a stakeholder in the future investment prioritization of the following programs:

- Pedestrian Network Completion
- High Crash Corridors
- Safe Routes to School

Additional Recommendations

The PAC expresses its strongest **support for the Vision Zero policy**. We believe that using these principles to guide transportation investments is fundamental to supporting our most fundamental priorities of safety and accessibility for all citizens of Portland.

The PAC also expresses support for **adoption of the Major City Bikeways and City Bikeways classification** into the TSP. However, we also urge the City to **update its 1998 Pedestrian Master Plan** with its own language prioritizing the needs of pedestrians for inclusion into the TSP update. Walking is the most fundamental mode of travel for all people. Consequently, pedestrian facilities must be included on all streets regardless of classification. **Appendix B discusses this issue in greater detail.**

Thank you for your consideration and the opportunity to provide our projects priorities and comments.

Sincerely,



Rebecca Hamilton
PAC Chair

CC: Leah Treat (PBOT)
Art Pearce (PBOT)
Courtney Duke (PBOT)
Peter Hurley (PBOT)
Sara Schooley (PBOT)
Eric Engstrom (BPS)

Appendix A

Methodology and Discussion

Before the meeting, PAC members were asked to vote for their top projects within the top 100 projects on the City's constrained list, as previously determined by using evaluation criteria developed by PBOT staff and the TSP Transportation Expert Group. Of the 100 projects, 55 received at least one vote from a member in the initial survey.

At the PAC meeting, attendees were given a list of these 55 projects and discussed the merits of projects in order to set up a second vote that would determine the PAC's priority projects. The PAC reviewed the following goals from the 1998 Pedestrian Master Plan:

- Complete the pedestrian network to promote short trips to Pedestrian Districts, neighborhood shopping, schools, and parks.
- Connect to transit.
- Increase pedestrian safety in high-collision locations.
- Encourage walking through educational programs and events.
- Explore a range of funding options for pedestrian improvements.

Following discussions, the following priorities emerged from the PAC:

- Safety improvements on **large arterials** and **urban freeways**, with an emphasis on crossings.
- **Investments in historically underserved areas of the City**, especially North Portland, Outer East Portland, to improve equitable access to safe walkways.
- Supporting the **"20-minute neighborhood"** concept through projects that connect to centers and corridors, especially in parts of the city where residents are more likely to be dependent on walking and transit.
- Members also expressed concern for the ability to partner and **leverage other agency funding**; to **initiate needed projects on other agencies facilities**; and to allow for review of whether specific projects are supportive of land use goals before the are approved by the City.

Appendix B

PAC Support for Adoption of the Major City Bikeways and City Bikeways Classifications

The Pedestrian Advisory Committee would like to express its support for adoption of the Major City Bikeways and City Bikeways classifications into the 2015 Transportation System Plan (TSP). The two-tiered functional classification for bikeways will help prioritize bicycle facilities within the city and is consistent with the adopted Bicycle Plan for 2030. We applaud the City for creating policies for better bicycle facilities.

At the same time, we are troubled that the City does not have an updated Pedestrian Plan with its own language prioritizing the needs of pedestrians for inclusion into the TSP update. Portland's Pedestrian Design Guide was adopted in 1998. Pedestrians represent the most fundamental mode of travel for all people. Consequently, pedestrian facilities must be included on all streets regardless of classification. Our support of the bicycle classification language is predicated on the assumption that pedestrians will also be accommodated on bikeway facilities. Pedestrians are the most vulnerable travelers, and all transit trips and bicycle trips start with a pedestrian trip.

We appreciate that the City convened a modal committee to help resolve potential conflicts between bicycle, freight, and pedestrian modes of travel. We encourage continued discussion of the hierarchy of modal accommodation. In upcoming discussions about the Transportation Hierarchy, we support looking at the Washington, DC model in addition to the Vancouver, BC model that staff has recommended thus far. The Washington, D.C. plan asserts that every non-local street (functional classification of collector or higher) must prioritize pedestrians, accommodate vehicles and local deliveries; and ideally, support one of the following: protected bicycle facilities, dedicated high-capacity transit lanes, designated freight route; or several modes in simpler levels of accommodation. We believe that this framework would be useful in helping to create functional modal networks throughout the City, while recognizing that every street must be safe and comfortable for pedestrians.

**Community-Initiated Trails Process
Implementation of City Trails Transportation Services
SWTrails DRAFT, February 24, 2015**

The City of Portland has undeveloped rights of way (ROWs) in many parts of the city. Nearly every neighborhood in Portland has undeveloped or underutilized rights of way where a pedestrian facility or connection would improve the pedestrian experience. The Community-Initiated Trails Process seeks to develop basic policies, processes, and procedures towards community-driven trail efforts.

When public streets and sidewalks are not built in public right of way over a period of time, pedestrians who happen to be passing through develop footpaths or trails known as "demand" trails. Over the years, several community groups and nonprofit organizations, including SWTrails, have developed local networks of public urban trail systems.

The most advanced systematic trails development process is the Southwest Urban Trails Plan, adopted in 2000, which uses a number of unbuilt rights of way for key pedestrian connections. The Southwest Urban Trails Plan supports the City's pedestrian transportation policy, which calls for the City to complete a pedestrian network that serves short trips and transit, improves the quality of the pedestrian environment, increases pedestrian safety and convenience, encourages walking, and explores a range of funding options for pedestrian improvements. Inspired by the result, other sectors of the city seek to build similar systems.

Existing trails throughout the City have been developed with varying levels of community input and City oversight. The Community-Initiated Trails Process is directed at assuring basic public involvement opportunities for those residents and communities interested in making use of the public right of way for the public purpose of new urban trails and trail structures.

Benefits of Trails

PBOT has many miles of ROW throughout the City that remain undeveloped. The determination of whether a ROW is 'fit' for future development may depend on connectivity demand, terrain, environmental protection zones, other ROW needs, and erosion potential.

Although such ROW's might be unreasonable for development of built-out roads, many offer opportunities for valuable, and currently unmet, pedestrian connection needs. Trails are a way to improve pedestrian connectivity while keeping costs lower than what would be needed for full sidewalk or road improvements. Trails are also valuable as a way to provide an alternative to traditional pedestrian facilities without altering the unique character of a community.

Formal trails, properly laid out, routed, designed and constructed, are a big improvement over demand trails, offering superior safety for pedestrians and safeguards to preserve the environment.

Right of Way & Pedestrian Easements

Oregon and City of Portland laws provide for and protect public use of rights of way. This right includes the rights of pedestrians to travel along those rights of way. Public rights of way, like public lands in general, are not subject to any ownership by others as a result of adverse possession.

Public rights of way have been dedicated as land was developed throughout the City. Lands may have also been dedicated solely for pedestrian uses in areas with difficult terrain, such as Portland Heights and Hillsdale in southwest Portland. Most rights of way are dedicated at the same time as nearby streets of the same development are dedicated. Pedestrian access, including trails, is a basic right on all public rights of way.

In Portland there are many cases where public rights of way or easements have been taken over by the adjacent property owners, therefore rendering the rights of way and easements unusable for pedestrians. Often these unpermitted encroachments include fencing, plantings, vegetable gardens, and parked vehicles, blocking or obstructing the rights of way.

Right of Way Liability

Prior to 2011, the liability for all pedestrian improvements generally were the responsibility of the adjacent property owners, except at corners and other areas specifically accepted by the city for maintenance. Such liability responsibility logically gave the adjacent property owners a major say in what was constructed in the rights of way adjacent to their property.

In 2011, Southwest Portland community members worked with partners, including the City of Portland, to pass Oregon House Bill 2865 (ORS 105.668) to gain liability immunity for certain landowners. Before extending immunity to certain landowners and nonprofits, there was the potential for either the adjacent property owner or the builder of the trail to be liable if anyone on the trail was injured. ORS 105.668 specifies that personal injury or property damage resulting from the use of a public trail that is in a public easement or in an unimproved right of way, or from use of structures in the public easement or unimproved right of way, may not give rise to an action based on negligence against any of the following:

- An incorporated city with a population of 500,000 or more; or
- The officers, employees, or agents of such a city; or
- The owner of any land abutting a public easement or unimproved right of way over which the trail extends; or
- A nonprofit corporation or its volunteers for the construction and maintenance of such a trail in a city of 500,000 or more.

The immunity granted by HB 2865 was a key victory in allowing and encouraging community partnerships for trail building, as well as addressing concerns of adjacent landowners, nonprofits and volunteers being exposed to potential liability from users of the trails.

Right of Way and Easement Regulations

Where the city receives complaints about encroachment of any form, they shall investigate. If an encroachment is found which causes the public to not be able to use a route or which causes it to take a route that could cause greater environmental damage to the landscape such as walking on a steep slope or in a stormwater system, such encroachments shall be posted for immediate removal.

Where a right of way encroachment has been given a revocable permit by the City and it is identified as obstructing the passage of pedestrians, the City shall revoke the permit or modify the permit to allow public access.

Where an unimproved right of way is being used by the public as a "demand" or "social" trail, and the City is notified that the trail is deficient in some manner, the City shall investigate and assess the situation. If it is found that the trail is not properly maintained by the adjacent property owner(s), the City shall post that maintenance is required to make the trail safe for public use, including the removal of obstructing vegetation.

Community-Initiated Work

The City strives to work hand-in-hand with community members and groups to ensure that efforts meet the needs of all trail users. While many efforts are led by the City, some are led by community groups with City support. Such efforts take advantage of community interest, knowledge, resources, and passion, while help

keeping costs low(er) for the City. Building trails in this manner also fosters community-building and a sense of responsibility and ownership.

As an example of community-based urban trail development, SWTrails has been instrumental in identifying and building trails throughout Southwest Portland. The trails in Southwest Portland were all built for a fraction of the cost and time than it would have been if the construction were completed by the City, because:

- Volunteers are the main labor source; and
- Volunteer project coordinators have more schedule flexibility, as they do not have the schedule demands of City staff and contractors; and
- Trails built by community groups may not need to meet as strict design and engineering standards as would be required if the City built the trail, which may lower costs.

The City of Portland Bureau of Transportation (PBOT) supports and encourages community-initiated work in the right circumstances. The Community-Initiated Trails Process looks to identify what the right circumstances are for community-initiated trail work.

Process Framework

The importance of trails as a piece of Portland's transportation system is detailed in Chapter 6, Transportation, of the City's current Comprehensive Plan. Specifically, trails are mentioned in the following policies:

- *6.22.E. Pedestrian Transportation.* Develop a citywide network of pedestrian trails that increases pedestrian access for recreation and
- *6.41.E. Southwest Transportation District.* Use the Southwest Urban Trails Plan as a guide to dedicating and developing trail segments in Southwest.

In addition, there is support for trails in the City's Pedestrian Master Plan and the Metro Regional Active Transportation Plan. The Community-Initiated Trails Process looks to draw from these policies to build a framework. Specifically, the City is looking for its Community-Initiated Trails Process to address:

- **Purpose of Trail.** PBOT policy aims to support a broad range of transportation choices to encourage the livability of neighborhoods; support a strong and diverse economy, provide access to transit or activity centers; reduce air, noise, light, and water pollution; support public security and safety; and lessen reliance on the automobile while increasing accessibility. The City's support of transitioning an unimproved ROW to an improved trail depends on how an improved ROW may help meet these goals, as well as providing access to utilities and other services.
- **Connectivity.** The City's transportation system aims to provide public accessibility to transit, employment, education, recreation, and services such as schools, grocery stores, community centers, and parks. In addition, urban trails can be used as emergency escape routes in case of wildfire or other emergency.
- **Public Involvement.** The public who will use the trail, as well as the community proximate to the trail, have knowledge of the needs of the users and environment within which the trail is proposed to be constructed. A public involvement process will be used that will allow this information to be considered in the trail location and design decisions.
- **Trail Design.** Basic trail standards must be met and potential environmental mitigation depending on the specific location. As of July 2014, PBOT would recommend following Portland Parks Trail Type B

standards (<http://atfiles.org/files/pdf/PortlandTrailDesign.pdf>). If a ROW is improved to recreational trail standards by a party other than the City, it may not need to meet the same standards that would be necessary if the City was improving the ROW.

- **Funding.** In the current budget, and based on current priorities, the City of Portland has limited funds to dedicate to improve or maintain trails. It will be up to the party interested in acting on improving the trail to secure the funding, whether it be through public budget, grants, or by other means. If the other requirements of the trail are met, such as purpose, accessibility, public involvement, design, and maintenance, and the trail applicant is a nonprofit organization, PBOT will waive the encroachment permitting costs.
- **Permitting.** The organization initiating the trail will need to obtain the permits required for the trail construction.
- **Maintenance.** If a ROW is improved to recreational trail standards by a party other than the City, this party will be responsible for the maintenance of that ROW. If the trail condition degrades to the point where the City Engineer deems the conditions to be unsafe for the public, PBOT shall formally inform the group responsible for maintenance of the deficiencies and if they are not resolved in a reasonable agreed upon time frame, PBOT may post trails as closed.

Proposed Process for Community-Initiated Improvements of ROW to Trail Standards

PBOT staff have created the following system to help interested applicants evaluate if a ROW is appropriate for trail improvement and how to move forward with the improvements. The process for maintaining existing systems and establishing new systems is addressed according to three classifications of those systems.

1. Trails in the SW Urban Trails Plan.
2. Reconstruction or re-establishment of trails or trail structures in existence prior to 2010. The history of community initiated trails projects varies throughout Portland. Trails and trail structures are documented by maps, photos, and books as existing in the public right of way for over a century.
3. Establishment of new trails.

Application of the following steps to these trails will be governed by the matrix contained in Appendix 1.

Step 1. Determine Current ROW Uses

Check with public agencies to see if there are any ROW improvements planned or any issues with development in the ROW.

Some PBOT ROWs have utilities, such as water mains or sewer, underground gas, phone, and electrical lines. Before pursuing a trail, it is important to check with other public agencies and utilities to ensure that improving the ROW would not cause issues with the function or maintenance to utilities, if present.

To find out whether there are any plans for or utilities present in the ROWs, contact the following:

- Oregon Utility Notification Center at 811 or 1-800-332-2344 to request locates
- Right of way Acquisition (RWA): (503) 823-1372
- Utilities Coordination Planning: (503) 823-7076

Step 2. Determine if or how the proposed trail will be useful to the public.

In order for the improvement of the ROW to be eligible for the PBOT process, it must provide more direct or

comfortable access to at least one of the following:

- Transit
- Places of Work
- Schools
- Recreation, Parks, and Green Spaces
- Other Services, such as emergency escape or access routes, access to grocery stores, community centers, parks, churches, etc.

The proposed trail may provide a more direct, comfortable, or safer route than existing infrastructure allows to meet this requirement. It may be safer than crossing busy roads or walking along roads with restricted sight distance, narrow shoulders, and no or intermittent pedestrian facilities.

Step 3. Public Involvement.

The public brings special knowledge to the trail location and design process. The probable trail users are most familiar with the location factors that most closely meet the needs. The community closest to the proposed trail locations will likely have greater familiarity with the social and physical factors that may aid in successful trail location and design.

The public involvement process should be concurrent with the trail development.

Following this completed public involvement process, organizations or groups may arrange an agreement and funding mechanism with the sponsoring agency. If such an agreement is reached, and the group entering into the agreement with PBOT is a 501(c)(3) nonprofit, permits for trail system improvements and/or maintenance will be issued.

When carrying out maintenance or reconstruction, PBOT and the adjacent residents will be informed of the maintenance and a record of such notifications kept by the organizations. If there are objections to the maintenance, the nonprofit group will attempt to resolve the objection, but if not successful, PBOT will be informed and asked to mediate the issue.

If the ROW is identified as a "Proposed Urban Trail" in an adopted City transportation plan, the group shall notify adjacent property owners of the proposed construction and discuss the improvements to be made. If agreement is not reached on the appropriate improvements, the parties shall refer the alternatives to PBOT, which shall make a determination of the appropriate improvements and issue the PBOT permit. Any required environmental permits will also have to be obtained. A record of such notification to adjacent property owners shall be maintained and any issues relating to maintenance noted. This file shall be available to PBOT staff at any time.

If the ROW is NOT identified as a "Proposed Urban Trail" in an adopted City transportation plan, the applicant needs to document how the trail is presently being used, or will be used when completed. The adjacent property owners will be informed of the desire for the trail to be improved. If the right of way or easement is obstructed in any way, then PBOT shall take such steps to remove the obstructions so the public can walk in the right of way or easement, as required in the section entitled "Right of Way and Pedestrian Easements" and in the section entitled "Right of Way and Easement Regulations" herein.

If the public is using the trail as evidenced by an established demand path, that is sufficient to demonstrate public need. If the trail is not currently being used but is documented as having existed prior to 2015, the sponsoring group shall provide documentation of why they believe the trail should be re-established. PBOT shall review the submitted documents. Examples of appropriate documentation include the PBOT Walking Map series and for SW Portland includes the "Potential Pedestrian Routes" map from the 2000 SW Urban Trails Plan .

For all new trails, the design of a proposed trail shall be presented at a public meeting located reasonably close to the proposed trail. The adjacent property owners and a representative of PBOT shall be invited. An article describing the proposed trail and a notice of such a public meeting shall be published in the local media and coalition newsletter. Notice of the meeting and contact information shall be posted at key points on the proposed route. It shall also be posted on the sponsoring organization's website.

If the proposed trail requires use of private property, the applying organization must obtain an easement from the property owner. PBOT has jurisdiction limited to certain types of easements on private property and avoids using eminent domain whenever possible.

Step 4. Design must meet current City of Portland "Recreational Trail" standards.

Any proposed trail must meet existing City of Portland "urban trail" standards as detailed in Portland Parks' Trail Type B standards - <http://atfiles.org/files/pdf/PortlandTrailDesign.pdf>. In addition, there may be additional environmental factors that will need to be addressed through design to mitigate storm water, environmental impacts, or erosion. The applying organization may be required to submit: survey information if the right of way to be occupied by the trail is not otherwise reasonably demonstrated, drawings for the proposed trail, along with a list of materials that it plans to use in construction.

Step 5. Obtain the applicable permits and municipal review.

Once the trail meets the requirements of access, evidence of use, and design standards, the initiating agency must apply for the appropriate City permits. PBOT permitting staff will assist in defining which permits are necessary per the proposed drawings submitted. In addition, if the trails are being proposed by a not-for-profit agency, the encroachment permit fees will be waived. Fees associated with other permits and review that may be needed, such as structural review, environmental review, unmapped floodway, may be waived at the discretion of the permitting organization.

Each permit shall be accompanied by a maintenance plan that will be created collaboratively with PBOT staff and the applying agency. Regular maintenance tasks should be defined and individuals or groups should be identified as to what tasks they are responsible for. The plan will also define how violations of the trail will be reviewed and enforced. PBOT has funded trails in the past, but currently does not have a budget for funding or completing maintenance work on a trail that is completed through this process.

DECISION AND APPEAL

The decision on the permit, including maintenance tasks such as removal of encroachments and vegetation, shall be rendered promptly, within 10 working days of submittal. The decision shall be sent to the applying organization and the adjacent property owners. It shall clearly state the reasoning for the decision.

The decision may be appealed to:

- The Director of PBOT, followed by
- The commissioner in charge of PBOT, followed by
- The Portland City Council.

Each reviewing level shall issue a report promptly with a summary of findings.

Step 6. Approval and Construction

Once the trail applicant receives the necessary permits, construction may begin. The applying organization shall inform PBOT about when the construction will occur and provide notices to adjacent households by mail or hand delivered notice. PBOT will provide the addresses for the households that need to be notified as well as assist in

designing the template for the notification. The applicant may invite adjacent property owners, neighbors, and area residents to participate in trail maintenance and construction to create and foster community-building, collaboration, and a sense of shared responsibility for the future welfare of the trail.

The trails organization shall contact PBOT once construction is complete to allow staff, accompanied by representatives of the constructing organization, an opportunity to inspect the trail and any structures that were built. While the completed trail will be added to PBOT's trails maps, the trail will not become an asset of PBOT since maintenance will be continued to be performed by the permitting organization.

Benefits of Developing Trails

While all public ROW (improved or unimproved) is open to the public, many are not suitable for large amounts of pedestrian traffic either because the terrain is not safe, it is not maintained for walking, or there are sensitive environmental conditions that should necessitate improvements before increased pedestrian traffic is encouraged. The Community-Initiated Trails Process aims to identify unimproved ROWs and easements that could serve as trails, and ensure that they are safe and environmentally protected to allow for pedestrian traffic.

Through a good process, a sense of joint support will develop between trail users, trail maintainers, and adjacent property owners. The process will help the adjacent property owners to understand that adjacent ROW provides connectivity through the neighborhood and they may help to work with trails organizations to maintain a safe and welcoming trail. PBOT also suggests the trails organization, adjacent property owners, and neighbors work with the Office of Neighborhood Involvement Crime Prevention Coordinators, if they should like additional resources for ensuring the security of their property, using the Crime Prevention Through Environmental Design (CPTED) principles.

Appendix 1: Process Steps Table

Appendix 2: SWTrails Guide: "How to Create an Urban Trails Plan"

Appendix 1

Process Steps					
	Approved Trail Plan – Reconstruction	Approved Trail Plan – New Trail	Historic Trail	New Trail(s)	Comments
Step 1 – Uses of ROW	X – Use of Utility Locate Services may be waived by PBOT	X	X	X	
Step 2 – Purpose				X	
Step 3 – Public Involvement	Immediate vicinity letter or delivered notice	X	X	X	
Step 4 – Design Standards	*	X	X	X	*Applied as practicable with work being done
Step 5 – Permits	*	X	X	X	*Secured as appropriate for work being carried out
Step 6 – Construction	X	X	X	X	

How to Create an Urban Trails Plan in the City of Portland¹

1. Write up an initial summary of objectives and goals for the effort, review it with a few interested folks to be clear and concise.
2. Invite interested folks to participate from as wide a group as possible. Discuss goals and approaches; sign up folks who want to work on the effort.
3. Rewrite goals and summarize what the citizen group seeks to accomplish.
4. Seek funding from whatever the group decides should be the sponsoring agency. Meet with city council members to review objectives for the project, specify the budget, and assign the sponsoring agency desired.
5. Meet with the proposed sponsoring agency to outline goals, and identify a staff leader or champion for the effort, if possible.
6. Get funding, organize a study effort with staff person(s); form advisory group to guide the study and to eventually get it adopted by City Council.
7. Determine criteria for trail routes, establish a ranking process that is as transparent as possible.
8. Do outreach to the community to seek community ideas and support of routes.
9. With staff and the advisory group, walk the candidate routes and evaluate them using the above criteria.
10. Staff and the advisory group work together to assemble a tentative network, with alternative routes shown where no facilities currently exist or where they are viewed as too dangerous to use in their present condition.
11. Hold extensive open houses in all parts of the community to discuss the routes and gather additional ideas and alternative routes. If feasible, invite the public along on walks of tentative routes.
12. Do more walking evaluations, develop final recommended network with alternatives. Review at open houses for more feedback and to generate support for the plan. At this point, indicate what the specifications of the route will be, paved, gravel, sidewalk, extended shoulder etc. Also consider if some routes are of more importance than others; if yes, develop hierarchy with definitions for each, and establish priorities.
13. Work with staff to develop the costs of the components, establish a proposed schedule of improvements with an associated budget to accomplish each.

DRAFT_SW_Trails_Policy_022415.docx

¹ Based upon experience with SW Urban Trails Plan, adopted year 2000

Thomas M. and Barbara J Cooper
4001 N. E 135th Ave.
Portland, OR 97230

PLANNING BUREAU
2015 FEB 27 A 10:37

February 24, 2015

Subject: Comprehensive Plan Testimony Argay Neighborhood

As a member of the Argay neighborhood my wife and I are very upset with your preliminary plans for our neighborhood and the well being of the people who live in this area.

We donot know why you want to ruin avery nice place to live as we have seen over the years neighborhoods go down hill when the things you are wanting to do here have happened. You must know what happens when industrial industry moves into a area like ours along with apartments and other businesses like repair shops, more small front shops of various types along with the occasional gas station.

The above is not the only things that will change Shaver Street and probably Fremont Street they will become two new Sandy Blvds..
The

Thomas M. and Barbara J Cooper
4001 N. E 135th Ave.
Portland, OR 97230

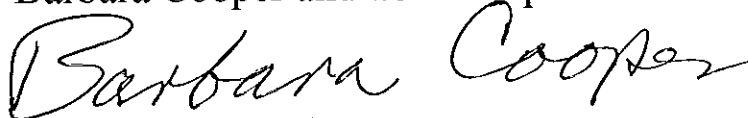
speed on these streets more for the most part is still reasonably under control but with your future plans we are afraid we will see more serious accidents as we witnessed a few months back a head on crash where people were injured seriously and two vehicles were probably totaled.

My wife and I are well into senior citizens and the thought of moving out and trying to start again in a new neighborhood, not to mention the loss in value of our home if your plans go forward is not what we had in mind at this time in our lives.

Please donot allow these changes to go through as mentioned above not only us but many other senior citizens will be in the same boat.

Respctfully,

Barbara Cooper and Tom Cooper

Handwritten signature of Barbara Cooper in cursive script.Handwritten signature of Tom Cooper in cursive script.

Good evening. My name is Jeanne Harrison and I am testifying on behalf of the Northwest District Transportation Committee, which I chair.

The NWDA Board has endorsed a specific streetcar extension to serve the newly developing northeast portion of our neighborhood that was approved through the Con-way master plan. It is critical that this rapidly developing area is well-served by multiple transit options.

We are requesting a new project, an extension of the street car line on NW Northrup that would extend north on 21st to Thurman and then run on Thurman to 23rd and finally travel on NW 23rd to Northrup. Further, we are requesting that a study be placed on the TSP studies list that would examine a further extension of streetcar service to Montgomery Park.

The other changes we are asking for are:

- 1) Combining projects 60027 and 11740 as these two projects are linked and should be constructed at the same time. 60027 relates to reconfiguration of the NW 23rd/Vaughn/I-405 off-ramp and 11740 relates to creating a 'jug handle' from that intersection that would loop north onto NW Wilson and create a new NW 20th under the off-ramp that would link into the Con-way area. Both of these projects were envisioned by the Con-way master plan. This project is our highest priority as it is essential to improving the functioning of this gateway to the neighborhood and providing a key access point to the Con-way site.
- 2) We are asking that two studies be reinstated and put onto the TSP studies list. These studies are currently listed as projects 60002 and 60010. The studies would investigate the feasibility of decoupling NW 18th and 19th and NW Everett and Glisan. All four of these streets are currently classified as Local Service streets, which are inappropriate for couplet treatment. The studies would investigate the decoupling of these streets and/or identify appropriate changes to calm traffic on them.
- 3) NW 23rd between Lovejoy and Vaughn has been identified by PBOT as having major structural problems that require a rebuild of the street. It is not clear where this type of project, which goes far beyond mere maintenance is housed in the TSP. This part of 23rd requires rebuilding sooner rather than later.
- 4) The other high priority project for our neighborhood is 20097, the NW Flanders pedestrian/bicycle bridge over I-405 in conjunction with bicycle improvements from the Steel Bridge to NW 23rd. This project is badly needed to improve pedestrian and bicycle safety between our neighborhood and the Pearl.

- 5) And finally, we are very supportive of the program area funding approach. It's important to have a way of making the small projects happen. The smaller projects can often have an important impact on neighborhood livability and safety.

Thank you for your time and consideration.

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 9:32 AM
To: Kovacs, Madeline
Subject: FW: Project #90026: Capitol Hwy Corridor Improvements, Supportive Comments

TSP

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: Martin Peters [mailto:mporegon@gmail.com]
Sent: Monday, February 23, 2015 5:37 AM
To: Planning and Sustainability Commission; Transportation System Plan
Subject: Project #90026: Capitol Hwy Corridor Improvements, Supportive Comments

Good morning.

Improving Capitol Highway is critically important to this region.

1. It would improve walkability and enhance access between Multnomah (Village) and Barbur, providing people of the Village access to TriMet transit center, grocery store and beyond to PCC (and vice versa).
2. There are very few safe north-south bike routes in this area. An improved Capitol Highway with bike lanes would become a bicycle thoroughfare as well as promote cycle commuting among the people who live near by.
3. Improved safety. Improvements will likely address dangerous intersections like at Dolph and Capitol.

Best,
Martin Peters
4417 SW Lobelia St
Portland, Oregon 97219

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 9:33 AM
To: Kovacs, Madeline
Subject: FW: Project #90026: Capitol Hwy Corridor Improvements

TSP

Julie Ocken
City of Portland
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From: Laura Wheatman Hill [mailto:lwheatma@gmail.com]
Sent: Monday, February 23, 2015 8:16 AM
To: Planning and Sustainability Commission; Transportation System Plan
Subject: Project #90026: Capitol Hwy Corridor Improvements

From: Laura Hill
8950 SW Capitol Hwy
Portland OR 97219

To Whom it May Concern:

I am voting on behalf of my family for sidewalks and bike lanes on Capitol Hwy.

As you can see, my house is on Capitol. In order to walk into Multnomah Village (also on Capitol), I take the following route: Walk down Marigold, walk up the hill, turn left on Dolph, Right on Spring Garden, down and up the hills to 35th, across the street and up into the village. I dream of a day in which I can walk straight down my own street to Multnomah Village. The reason I generally skip Capitol is that, with a young daughter who wants nothing more than to break in her new walking shoes, it is too dangerous. There is uneven terrain, dips and valleys, water runoff, gravel, and, at times, I need to walk directly in the street, in the way of any bicyclists and dangerously near the cars. This is impossible with a walker and difficult with a stroller. I have an all-terrain stroller and it is challenged by Capitol. I have replaced tires twice in a year.

When I want to cross the street to go toward Woods Park, I often have to wait for more than a full minute because cars are not looking for pedestrians on a sidewalk-less corner and, again, it is unsafe for me to cross.

I hear that Capitol improvements are a top priority, and I want to emphasize that I

support the plan to put in sidewalks and bike lanes as soon as possible.

Thank you for your time,
Laura Hill
lwheatma@gmail.com

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 9:37 AM
To: Kovacs, Madeline
Subject: FW: [User Approved] Re: 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
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From: Donna Dahl [mailto:matteliza@msn.com]
Sent: Friday, February 20, 2015 5:53 PM
To: Planning and Sustainability Commission
Subject: [User Approved] Re: Testimony to the Portland Planning and Sustainability Commission

My address is:

24115 47th Ave NE
Arlington WA 98223

Sent from my iPad

On Feb 19, 2015, at 5:27 PM, Planning and Sustainability Commission
<psc@portlandoregon.gov> wrote:
Hello Donna,

Thank you for your comments to the PSC. So that I may include them in the record and forward to the Commission members, can you please email me your mailing address? That is required for all testimony (though I am aware you are testifying about another property).

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

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From: Donna Dahl [mailto:matteliza@msn.com]
Sent: Thursday, February 19, 2015 2:25 PM
To: Planning and Sustainability Commission
Subject: Testimony to the Portland Planning and Sustainability Commission

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. In my opinion, this represents the worst example of government gone wrong!!! Please review this case and make the right decision to allow Steve and Joyce to continue using their property as they have been doing for the past 30 years.

Sincerely,
Donna M. Dahl

Sent from my iPad

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 9:37 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
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From: Christopher Gaylord [mailto:christopher.m.gaylord@gmail.com]
Sent: Monday, February 23, 2015 9:07 AM
To: Planning and Sustainability Commission
Subject: Re: Testimony to the Portland Planning and Sustainability Commission

Yes.

14408 Portland Ave SW
Lakewood, WA 98498

On Mon, Feb 23, 2015 at 9:05 AM, Planning and Sustainability Commission
<psc@portlandoregon.gov> wrote:
Hello Chris,

Thank you for your comments to the Planning and Sustainability Commission. 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

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From: Christopher Gaylord [mailto:christopher.m.gaylord@gmail.com]
Sent: Sunday, February 22, 2015 5:31 PM
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 live in the city of Portland and so should not be subjected to the restrictive and punitive overlays that were added to the property they have owned for 30 years plus without notification of any kind. Whether you'd like to recognize it or not, people like Steve and Joyce do all the living, working and spending in this community—they keep it going and thriving—and you're denying all that they've contributed here in 30 years' time. These overlays are interfering with their utilization and enjoyment of their own land. It is wrong, and it is un-American. This makes me ashamed to say that I was born and raised in Oregon.

- Chris Gaylord

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 12:04 PM
To: Kovacs, Madeline
Subject: FW: SW trails

TSP

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

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From: Jim Mayer [mailto:jimmayerwins@gmail.com]
Sent: Monday, February 23, 2015 11:57 AM
To: Planning and Sustainability Commission
Subject: SW trails

From James Mayer, 2011 SW Custer, for inclusion in the official record.

I am writing as a resident of Southwest Portland to urge you to include Red Electric Trail in the five-year project list of the Transportation System Plan.

The reconfigured trail with the Slavin Road route should be included because 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. It follows a railroad grade and will be easy to use by all users. Metro transportation models project the Red Electric will attract thousands of riders a day. Rerouting bicycles and pedestrians off Beaverton Hillsdale Hwy to the Red Electric west of Hillsdale, will reduce the need to immediately fix the Bertha Blvd/BH Hwy intersection for safety reasons.

I would also recommend reducing the importance and lengthen the timing of the projects related to the intersection and the two bicycle greenway projects which will not serve a large number of cyclists because of the steepness of the grade.

The plan should also include the combination extended shoulder two-way pedestrian route and climbing bicycle lane on the uphill side of both Dosch Road and Marquam Hill Road. These are key SW connectors. In the case of Marquam Hill Road, it carries many 4T walkers who are visitors to our city, and is not safe by any measure.

Sincerely,

James Mayer

KELL, ALTERMAN & RUNSTEIN, L.L.P.

SCOTT J. ALDWORTH
SUSAN T. ALTERMAN **,****
JOHN P. ASHWORTH **
DOUGLAS S. CHIAPUZIO, CPA **,++
GARY P. COMPA ‡
WILLIAM DICKAS
ROBERT E. KABACY **
LEE DAVIS KELL *,**
ROBERT B. LOWRY **
MELISSA MAY *****
WAYNE D. PALMER
EMILY C. RAKE
PAUL A. RANEY ***
THOMAS R. RASK, III **
ROBIN M. RUNSTEIN
TED E. RUNSTEIN
DENNIS STEINMAN
RAGNA TENYCK **** ‡
ZACHARY WALKER**

ATTORNEYS AT LAW
SUITE 600
520 S.W. YAMHILL STREET
PORTLAND, OREGON 97204-1329
TELEPHONE (503) 222-3531
FACSIMILE (503) 227-2980
WWW.KELRUN.COM
E-MAIL: dsteinman@kelrun.com

RAYMOND M. KELL
(1911-1991)
CLIFFORD B. ALTERMAN
(1925-1995)
ALSO ADMITTED IN
*CALIFORNIA
**WASHINGTON
***GEORGIA
****COLORADO
*****WASHINGTON, DC
LL.M. IN
‡TAXATION
++OF COUNSEL

February 23, 2015

Via Email john.cole@portlandoregon.gov
and by Regular Mail

Mr. John Cole
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Re: **Zoning Changes 5534 N. Missouri (R226128) and Vacant Lot (R226136)**

Dear Mr. Cole:

This law firm represents David Uphoff, who is the owner of the above-referenced lots, which are being considered for rezoning by the City of Portland. Mr. Uphoff received a notice from the City in August and responded immediately to the notice with his objection by calling and then by follow-up email.

This letter is to reiterate my client's objection to the proposed rezoning, because the value of the two lots could be jeopardized by designating them as "Institutional Campus" from the current "Urban Commercial-Storefront Commercial" designation. By changing the zoning, it would render my client's properties virtually useless.

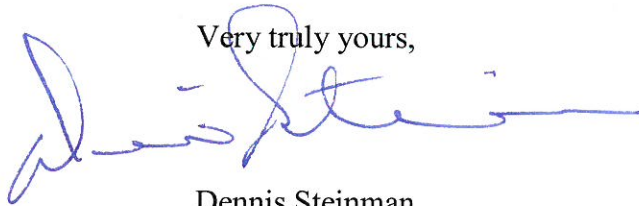
Please notify me, as well as my client, of any changes the City makes, or intends to make, regarding these properties.

Mr. John Cole
City of Portland
February 23, 2015
Page 2

KELL, ALTERMAN & RUNSTEIN, L.L.P.

Thank you.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Dennis Steinman". The signature is fluid and cursive, with a large initial "D" and "S".

Dennis Steinman

DS:lb

cc: David Uphoff

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 1:42 PM
To: Kovacs, Madeline
Subject: FW: Red Electric

TSP

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

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

From: Laura Foster [mailto:lauraobfoster@gmail.com]
Sent: Monday, February 23, 2015 12:57 PM
To: Planning and Sustainability Commission; Transportation System Plan
Cc: Don Baack
Subject: Red Electric

Hi,

I'm a Portland writer who, through my guidebooks, has made a living off the well-designed pedestrian infrastructure in the City. I'm writing to ask you to continue the excellence by addressing the deficits in walking resources in Southwest Portland.

As I've learned in giving talks and leading walks over the years, many people will not venture where they do not feel safe, or guided. The Red Electric Trail with the Slavin Road route offers people in outer SW a relatively gentle grade into South Waterfront and downtown. You don't need to be in primo shape to do it, unlike other routes up and over the West Hills.

I'm not familiar with the details of the proposed priorities, but I do know there is a dearth of usable pedestrian/bike infrastructure crossing the West Hills. I'm a huge fan of the work SW Trails has done—without them and the City teaming up to provide alternatives to cars, Southwest Portland would be a pedestrian's no-man's-land. It still has a ways to go, and I hope you will make the Red Electric Route a top priority. (And also keep the need for better pedestrian access on Marquam Hill Road at the top of your list—It's a 19th century road with 21st century traffic, plus pedestrians. It needs work!)

Thanks much for your attention and the work you do.

Laura O. Foster

14355 NW McNamee Road
Portland, OR 97231

Author of Portland Hill Walks, Portland City Walks, The Portland Stairs Book, and Walk There!
LauraOFoster.com
503.407.7175 mobile/office

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 1:43 PM
To: Kovacs, Madeline
Subject: FW: Red Electric Trail and pedestrian access

TSP

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

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

From: Kappler, Richard [mailto:RichardKappler@corban.edu]
Sent: Monday, February 23, 2015 1:15 PM
To: Planning and Sustainability Commission
Subject: RE: Red Electric Trail and pedestrian access

Rick Kappler
5690 SW Mayfield Place
Raleigh Hills Oregon 97225

(near where Washington County and THPRD have spent over \$25,000,000 since 2000 on SW Oleson Road and the adjacent parks, wetlands, and recreation center

From: Planning and Sustainability Commission <psc@portlandoregon.gov>
Sent: Monday, February 23, 2015 12:31 PM
To: Kappler, Richard
Subject: RE: Red Electric Trail and pedestrian access

Hello Richard,

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

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

From: Kappler, Richard [mailto:RichardKappler@corban.edu]
Sent: Monday, February 23, 2015 12:26 PM
To: Planning and Sustainability Commission
Subject: Red Electric Trail and pedestrian access

Dear city of Portland,

It seems that the city of Portland has been somewhat leaving SW Portland at the end of the muddy road:

No Sunday Parkways for 2015 on the entire west side of the Willamette River.

No rails-to-trails project for the Willamette Shore Trolley

The Red Electric Trail is very critical considering the deporable walking and bicycle condition on nearby routes of both SW Vermont Street and SW Beaverton-Hillsdale Highway.

Please do the following:

1. Include 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 bicycle riders and pedestrians per 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.
2. Include the combination extended shoulder 2 way pedestrian route and climbing bicycle lane on the uphill side of both Dosch Road and Marquam Hill Road. These are key SW connectors. In the case of Marquam Hill Road, it carries many trail users.

Sincerely,

Rick Kappler
SW Trails member

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 1:44 PM
To: Kovacs, Madeline
Subject: FW: [User Approved] Please build the Red Electric Trail

TSP

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

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From: mark.portland@nym.hush.com [mailto:mark.portland@nym.hush.com]
Sent: Monday, February 23, 2015 12:26 PM
To: Planning and Sustainability Commission; Transportation System Plan
Subject: [User Approved] Please build the Red Electric Trail

The families living in Southwest Portland need the Red Electric Trail.

Yesterday I rode a bike out the Springwater Corridor Trail.
This trail was being used by many walkers, many bike riders, and three horses.
People of all ages and many family groups were enjoying the Springwater Corridor.

Four days ago I got an email asking me to volunteer again for Sunday Parkways.
I found that in 2015 Sunday Parkways will not have a ride in Southwest Portland.
Presumably Sunday Parkways has realized that there is no place in Southwest Portland suitable for a family oriented bike/pedestrian event.

The Red Electric Trail can be the "Springwater Corridor" of Southwest Portland.
It will be a place families can take children on a Sunday Parkways.
I urge you to build the Red Electric Trail.

Mark Turner
5205 SW Menefee Drive
Portland, OR 97239
503-244-9580

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 1:51 PM
To: Kovacs, Madeline
Subject: FW: RE: 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

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From: Angela [mailto:emwkids@yahoo.com]
Sent: Monday, February 23, 2015 1:42 PM
To: Planning and Sustainability Commission
Subject: Re: RE: Testimony to the Portland Planning and Sustainability Commissio

712 se 174th ave portland or 97233

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.

With out a doubt this is against are rights as Americans, and I Angela McCraw will stand strong with Steve and Joyce Montgomery in there fight to do what they want with there property that they have had for forty years.

Yours truly
Angela McCraw

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 3:02 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

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From: Donald Hanna Jr [mailto:don@hannanetwork.com]
Sent: Monday, February 23, 2015 2:33 PM
To: Planning and Sustainability Commission
Cc: Stockton, Marty
Subject: RE: Comprehensive Plan Testimony

Dear Planning and Sustainability Commission,

As property owners in the Woodstock community for over 50 years my family is strongly in favor of the new mixed use zone change for Woodstock Blvd. We own the following properties on both sides of Woodstock and plan to move forward with community oriented development as soon as the zoning becomes effective

6014 SE 51st
6028 SE 51st
5119 SE Martine
5112 SE Woodstock
5105 SE Woodstock

Donald Hanna, Jr.
President
HANNA REALTY, INC
10001 SE Sunnyside Rd, Suite 200
Clackamas, OR 97015
503-774-8893
503-774-8889 (fax)
www.HannaNetwork.com

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 3:13 PM
To: Kovacs, Madeline
Subject: FW: Request for change in South Burlingame 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

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From: Robert Wegner [mailto:bandv.wegner@gmail.com]
Sent: Monday, February 23, 2015 3:11 PM
To: Planning and Sustainability Commission
Subject: Re: Request for change in South Burlingame zoning

our address is: Robert H. Wegner
8309 S.W. 11th Ave.
Portland, Oregon 97219

Thank you for your response. I really hope someone can look at the houses on S.W. Evans, even if it is just by computer. Today the house diagonally across the street from us is being demolished and two houses will be built there, only 7 1/2 ft. from the side property line, 10 ft. apart and 32 ft. high. Your building commission is allowing this type of infill into our neighborhood. With a zoning change, it will stop the destruction of nice older homes and yet still allow some new homes to be built on land that is still available.
Thank you for considering our neighborhood association's request for this zoning change.

On Mon, Feb 23, 2015 at 8:56 AM, Planning and Sustainability Commission
<psc@portlandoregon.gov> wrote:
Hello Robert,

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 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

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From: Robert Wegner [mailto:bandv.wegner@gmail.com]
Sent: Friday, February 20, 2015 5:10 PM
To: Planning and Sustainability Commission; sanderson@portlandoregon.gov; mayorcharliehale@portlandoregon.gov
Subject: Fwd: Request for change in South Burlingame zoning

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

From: Robert Wegner <bandv.wegner@gmail.com>
Date: Thu, Feb 19, 2015 at 8:44 PM
Subject: Request for change in South Burlingame zoning
To: joanfrederiksen@portlandoregon.gov

As the home owner of the oldest house in So Burlingame, I fully support the changing of zoning to require a larger square footage of lot size for building. R 5/R7. The demolition of homes to accomodate the building of two new homes does not fit the character of our well established neighborhood since it puts houses too close together; and since the city has allowed permission for these houses to be taller and closer to the street, as on S.W. Evans and S.W. 8th, the homes do not fit the neighborhood.

Could you please include South Burlingame in your March 10th work session.
Thank you for your attention to this vital matter.

Mr. and Mrs. Robert H. Wegner

From: Planning and Sustainability Commission
Sent: Tuesday, February 24, 2015 11:18 AM
To: Kovacs, Madeline
Subject: FW: Steve and Joyce Montgomery's land at 5557 SE Jenne Ln Portland OR 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

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

From: Dave [mailto:richelderferdavid@gmail.com]
Sent: Monday, February 23, 2015 4:57 PM
To: Planning and Sustainability Commission
Subject: Re: Steve and Joyce Montgomery's land at 5557 SE Jenne Ln Portland OR 97236

13615 se sherman dr. Portland OR,97233.

Sent from my iPhone

> On Feb 23, 2015, at 9:02 AM, Planning and Sustainability Commission <psc@portlandoregon.gov> wrote:

>

> Hello Dave,

>

> Thank you for your comments to the Planning and Sustainability Commission. So that I may include your note in the record and forward it to 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

>

> -----

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> -----

>

>

> -----Original Message-----

> From: Dave [mailto:richelderferdavid@gmail.com]

> Sent: Sunday, February 22, 2015 10:21 AM

> To: Planning and Sustainability Commission

> Subject: Steve and Joyce Montgomery's land at 5557 SE Jenne Ln Portland OR 97236

>

> Peoples rights can not simply be taken away by any government entity that has their own agenda for land that doesn't belong to them. Steve and Joyce Montgomery's land at 5557 SE Jenne Ln Portland OR 97236 is their land and not yours. Back Off and quit harassing. I will gladly provide any testimonial on their behalf to end this harassment by you people. I will also be spending all my time spreading the word of exactly what your agenda is and how you are going about infringing on land that you have no right to.

>

> Sincerely,

> David W. Richelderfer

> Sent from my iPhone

From: Planning and Sustainability Commission
Sent: Tuesday, February 24, 2015 11:18 AM
To: Kovacs, Madeline
Subject: FW: Please Add Red Electric Line & Marquam Hill Road to The 5 Year Plan

TSP

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
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From: Jill Betts [mailto:hydrogeojill@gmail.com]
Sent: Monday, February 23, 2015 5:02 PM
To: Planning and Sustainability Commission; Transportation System Plan
Subject: Please Add Red Electric Line & Marquam Hill Road to The 5 Year Plan

Hello,
Please add my request to consider the Red Electric Line Trail to the City's 5 Year Plan. My name and address for consideration into the official record are listed at the end of this e-mail.

Please consider adding these projects because:

1. Include 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.
2. Reduce the importance and lengthen the timing of the projects related to SW

Bertha/BH Hwy intersection and the two bicycle greenway projects which will not serve a large number of cyclists because of the steepness of the grade and limited bicycle and pedestrian "customer shed".

3. Include the combination extended shoulder 2 way pedestrian route and climbing bicycle lane on the uphill side of both Dosch Road and Marquam Hill Road. These are key SW connectors. In the case of Marquam Hill Road, it carries many 4T walkers who are visitors to our city, and is not safe by any measure. The 4T website, 4TTrail.org, had over 70,000 hits last year by people interested in walking the 4T.

Thank you for your consideration.

-Jill

--

Jill Betts, R.G., L.G.
4038 SW Beaverton Hillsdale Hwy.
Portland, OR 97221

From: Planning and Sustainability Commission
Sent: Tuesday, February 24, 2015 11:20 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

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From: Matt Hester [mailto:mattjkhester@yahoo.com]
Sent: Monday, February 23, 2015 6:20 PM
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.

Thank you,
Matt Hester
712 SE 174th Ave
Portland, OR 97233

From: Planning and Sustainability Commission
Sent: Tuesday, February 24, 2015 11:20 AM
To: Kovacs, Madeline
Subject: FW: strongly encourage including sidewalks as part of Project #90026:
Capitol Hwy Corridor Improvements

TSP

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
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From: Joshua Dow [mailto:joshua.dow@gmail.com]
Sent: Monday, February 23, 2015 6:36 PM
To: Planning and Sustainability Commission; Transportation System Plan
Subject: strongly encourage including sidewalks as part of Project #90026: Capitol Hwy Corridor Improvements

Dear Portland City,

I just wanted to send you a message to strongly encourage maintaining sidewalks on Capitol Highway between Multnomah Village/Garden Home Rd and Barbur Blvd, as part of Project #90026: Capitol Hwy Corridor Improvements. As a resident of this area, I've noticed there are numerous new families with babies (including my family), and we are all greatly concerned about our babies becoming children who are at great safety risk if they try to walk along Capitol Highway. Just walking with a stroller with our baby is often quite hazardous, because the path can't always accommodate a stroller, and we have to go on the road -- which has a lot of curves and a short sight distance for cars.

Sincerely,
Joshua Dow, MD, and family
4331 SW Lobelia St.
Portland, OR 97219-3563

From: Planning and Sustainability Commission
Sent: Tuesday, February 24, 2015 11:21 AM
To: Kovacs, Madeline
Subject: FW: PLEASE rezone South Burlingame from R5 to R7

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

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From: Hillary Dames [mailto:hillarydames@gmail.com]
Sent: Monday, February 23, 2015 8:05 PM
To: Frederiksen, Joan; Planning and Sustainability Commission; Hales, Mayor; sanderson@portlandoregon.gov; Bumper Dames
Subject: PLEASE rezone South Burlingame from R5 to R7

To whom it may concern:

We are emailing to implore that you change the zoning in South Burlingame from R5 to R7. As homeowners we are extremely distraught by the amount and type of infill that is occurring all over the city and in our own neighborhood as well. Beautiful older, affordable homes are being demolished, lots divided and enormous, out-of-scale, hulking houses smushed into the new lots. These new houses do not fit with the character or scale of our neighborhoods, and are not remotely affordable (recently Everett Homes has sold two such houses in our neighborhood for \$650K). These new homes negatively impact the liveability of our neighborhood and are NOT the solution to increasing density in the name of sustainability and affordability.

We request that you include South Burlingame on the March 10th meeting agenda, so that our zoning concerns and needs can be addressed.

Thank you for hearing us.

Sincerely,
Hillary & George Dames
8235 SW 11th Ave
Portland 97219

From: Planning and Sustainability Commission
Sent: Tuesday, February 24, 2015 11:21 AM
To: Kovacs, Madeline
Subject: FW: Project #90026: Capitol Hwy Corridor Improvements

TSP

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
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From: Doug Reynolds [mailto:douglare1@comcast.net]
Sent: Monday, February 23, 2015 8:05 PM
To: Planning and Sustainability Commission; Transportation System Plan
Subject: Project #90026: Capitol Hwy Corridor Improvements

Hello,
I would like to register my position that it is critical that the Capitol Highway Corridor Improvements project is included in the update of Portland's Comprehensive Plan. I have been looking forward to this becoming a reality since the 1996 Capitol Highway Plan. My reasons for wanting this are a combination of those driven by personal interests with those driven by a sense of community.

Foremost is my desire to have a direct, safe, and topographically efficient way to walk to Multnomah Village. The current configuration requires dodging traffic to cross to the east side of the road to avoid an embankment that encroaches into the right of way all the way to the active traffic lane (Note that <<1% of cars will stop for pedestrians crossing at intersections along this stretch of road. In fact, earlier this year a car stopped for me to cross for the first time in the 24 years that I have lived in the neighborhood.) That would allow me to walk along a narrow, sloped dirt (mud) path. It is normally so unacceptable that I prefer to take a much longer route along unimproved streets that goes up, then down, then back up again to intersect back with Capitol Highway.

There currently are no sidewalks within a half a mile from my home. It would be nice to have at least a symbol that I live somewhere near civilization.

I would like to have the option of riding my bicycle from home. My current options are:

1. Capitol Highway, which is inconsistent with my long term goal of continued life, or
2. Unmaintained local streets with surfaces that seem best suited for stopping the advance of invading armies.

I would also like to support those who want to bike commute along this route (I am shocked that there

are not commonly fatalities at the blind corner with absolutely no shoulder near Freeman Street.) and families that would like to walk this route. Please help us make this a reality.

Regards,
Doug Reynolds
4139 SW Lobelia St
Portland, OR 97219-3559

From: Planning and Sustainability Commission
Sent: Tuesday, February 24, 2015 11:22 AM
To: Kovacs, Madeline
Subject: FW: Red Electric Trail and 4T trail importance

TSP

Julie Ocken
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From: Lindsey Smith [mailto:24lindsey@gmail.com]
Sent: Monday, February 23, 2015 8:46 PM
To: Planning and Sustainability Commission; Transportation System Plan
Subject: Red Electric Trail and 4T trail importance

From Lindsey Smith, resident and property owner at 0235 SW Seymour Court, 97239 for including in the official record.
I am writing to offer support for the following SW Trails opinions, which I agree with.

1. Include 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.
2. Reduce the importance and lengthen the timing of the projects related to SW Bertha/BH Hwy intersection and the two bicycle greenway projects which will not serve a large number of cyclists because of the steepness of the grade and limited bicycle and pedestrian "customer shed".
3. Include the combination extended shoulder 2 way pedestrian route and climbing bicycle lane on the uphill side of both Dosch Road and Marquam Hill Road. These are key SW connectors. In the case of Marquam Hill Road, it carries many 4T walkers who are visitors to our city, and is not safe by any measure. The 4T website, 4TTrail.org, had

over 70,000 hits last year by people interested in walking the 4T.

From: Planning and Sustainability Commission
Sent: Tuesday, February 24, 2015 11:23 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony - Hawthorne District

Julie Ocken
City of Portland
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1900 SW 4th Ave, Suite 7100
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From: Tara Weidner [mailto:taraweidner@yahoo.com]
Sent: Monday, February 23, 2015 9:54 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Hawthorne District

Hi -- I'm responding to the Portland Comprehensive Plan update changes in the Hawthorne District. My husband & I have owned a home on Madison St. between 35th and 36th Streets for 15 years, and continue to invest in our home with the intent to live in this great neighborhood another 15-30 years. I fully support increased residential density in our walkable/livable/multi-modal-accessible area, done with sensitivity for the neighborhoods that keeps this area stable. However, I have some concerns because we have a small lot (3300 sqft) with a tiny sunny south-facing backyard that could be wiped out with a large 3+ story building on Hawthorne built to the lot line, where we would lose our privacy and sunshine. I was alarmed at the last Sunnyside neighborhood meeting to hear of the impact to a fellow-Madison St. home owner by the multi-story residential complex recently built on Hawthorne near 47th. This has prompted me to advocate for sensitivity to homeowners like me that live on the R2.5/Commercial zoning transition zone, as density in the area increases.

Below are several comments on the proposed change and suggestions for how to make the density increase more sensitive to existing residences in this R2.5/Commerical transition zone. My understanding is that Belmont & Division will become neighborhood corridors and Hawthorne will be a Civic corridor and a potential town center (although this is not clear in the proposed draft). My understanding is that the commercial areas on these streets will switch from Commercial to Mixed Use-Urban Center, a new designation that is under construction.

- I support the many thoughtful comments by the SNA LUTC and Board, and attended a SNA meeting in January that discussed the changes.

- I suggest more overt considerations for high-density co-housing with shared baths and kitchens, that could serve young singles, families needing childcare, and older citizens, in a more community-supportive

way. Co-housing projects have faced obstacles from zoning in other locations, and/or slip through as institutional use, not subject to other requirements (parking, etc.). It would be best to address these potentially valuable uses directly in future zoning changes.

- I support the following triggers for additional floors above the standard 3 floors...
 - for diversity, e.g., increased share of affordable housing, co-housing
 - for community amenities, e.g. day care, bike/car share, EV charging stations
 - any trigger should include notification to residents within that block. (see notification suggestions below)

- Notification to homeowners, when building along Residential/Commercial transition zone suggestions:
 - Consultation with residents within the same block (owners within the 4 streets that make up the block containing the new construction)
 - Consultation might consist of: a review meeting by the Neighborhood Associations' Land Use Committee with special invites to affected residents, or other communication with the residents. Comments should be documented and responded to (a good neighborhood agreement?) either by the builder or considered by a design review board.
 - Consideration should be made to address conditions of concern on the lot line facing the residential area. These might include options for privacy and shading (e.g, step-backs, window and balcony size/height, placement, and orientation, "green" living wall, location of garbage cans), as well as other benefits (e.g., shared rain water reclamation projects, on-site solar/wind energy, use of community facilities/parking spaces/chargers, etc.)

- Adjustments to design standards or considerations for Design Commission Review, might include those items noted above for homeowner notification meeting discussion topics.

- Historical Overlay Zone for 35th-39th streets on Hawthorne. As noted by the SNA comments.

Other thoughts:

- I feel long term, we will have more roadway space free up as we shift to a "shared" transportation economy. With services like Car2Go, Zipcar, Uber, and Get-around, we will increasingly better utilize our vehicles, meaning less space will be needed to store unused vehicles. The new space can provide more affordable housing (with less parking needed), and more pedestrian amenable or bike lane space.

Send comments to psc@portlandoregon.gov with "Comprehensive Plan Testimony" in the subject line.

Mixe Use Overlay summary: <https://www.portlandoregon.gov/bps/article/509165>

Existing Zoning map (3134): <http://www.portlandonline.com/shared/cfm/image.cfm?id=55810>

Tara Weidner
3530 SE Madison Street
Portland, OR 97214
Earth Planet, Universe
www.nwwildflowers.wordpress.com

November 3, 2013
Commissioner Amanda Fritz
Commissioner Steve Novick

Request to move forward with the Red Electric Trail

The Red Electric Trail is an important pedestrian and bicycle facility between the Willamette River and the Washington County line. The trail is named for and follows in part the alignment of a passenger train that serviced Southwest Portland and suburbs into the 1920's. As planned, the trail provides a stand-alone route for exercise and transportation through the heart of SW Portland. As a part of the Metro area, linkages are made to Downtown and the Springwater Corridor, and the Fanno Creek Trail in Washington County.

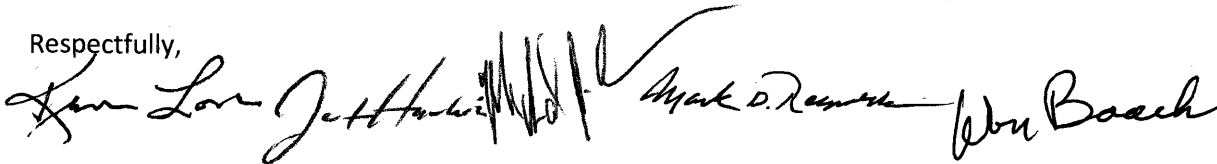
Portland Parks and Recreation in 2007 produced a master plan on the alignment of the trail, and has been the recipient of some initial funding for trail development. This is an important start in the development of this facility. Alignments have been rough-mapped out. Benefits have been identified. Residents and communities have been energized by the opportunities this Trail creates. Many organizations will need to cooperate at individual steps for sections of the trail to become reality.

We want to enlist your support as one of those organizations in moving the Red Electric Trail forward. On our immediate action list we have the *following*:

- Determine final layout of the Red Electric Route from Himes Park/Parkhill Drive to existing Slavin Road
- *Finalize agreements with ODOT on route* from George Himes Park north to Corbett Street following Slavin Road alignment
- Completion of Himes Park vicinity land needs
- Budgeting for Pedestrian/Bike facilities next to the Barbur Newberry Structure (over Iowa Street extended)
- Planning and acquisition/mapping of missing sections, especially abandoned section of former rail grade that follows on SW Bertha extended from SW 33rd west approximately 2 blocks.
- Acquisition of other missing Right of Way segments
- Obtain permits for construction pedestrian trail
- Volunteers build pedestrian trail
- This will be followed with requests for funding to upgrade the trail to a multimodal facility at a later date.

As a part of this initiative, we would like to meet with you and your staff to discuss the places you can be of direct assistance in this public project. Help us move this project forward.

Respectfully,



South Pcrtlnd NA Hayhurst NA Hillsdale NA Hillsdale Bus Prof Assn SWTrails

Cc: Mike Abbate, Leah Treat, Jim Desmond, Dan Saltzman, Mayor Hales, Nick Fish, Bob Stacey

Dick Schouten, BTA, Oregon Walks, SWNI, SWTrails

To the Commissioners of the Planning and Sustainability Commission

Reconfigured and relocated Red Electric—The Map App alignment was not the City Council Approved alignment in this area, the cost estimates seem very unreasonable.

The Red Electric should be put into the first 5 years category because it will carry a large volume of bicycle traffic as projected by Metro in recent model runs. The following describes a relatively inexpensive way to get the Red Electric from SW 33 and Bertha to the Hooley Pedestrian Bridge. It also illustrates where the funds would come from.

The neighborhood concerns are for the Bertha Court – Bertha Blvd intersections. It is dangerous for everyone. The Bertha Court/Bertha Blvd Intersection needs a signal or redesign. The funds for this smaller project should be included in the City Wide Small Projects List. While existing conditions show that bicycles and pedestrians are in danger at the intersection with BH Hwy, there is another way to manage the system: The Bertha northbound or westbound bicycle traffic could logically be diverted at Vermont to the Red Electric SW 19th to Nebraska to the new bridge, where it could carry westbound bicycles to SW 30th where they could continue westbound on BH Hwy at the signal at 30th/Dosch/Beaverton Hillsdale Highway. Eastbound bicyclists and pedestrians could be diverted to the Red Electric bridge just east of Bertha/BH Hwy intersection where the Red Electric will be immediately adjacent to the east bound lanes of BH Hwy and carry them via the new bridge under design as we speak, to Capitol Hwy at Nebraska where those wanting to continue east could use Capitol Hwy and avoid the mess of the Bertha /BH Hwy intersection.

Finally the Red Electric project –do not have the number or details at hand, but here is the essence of the issue:

The map on the map app is wrong from Hillsdale to Barbur. That route was not in the final Red Electric report approved by Portland City Council. Staff have been notified of this fact on the map app but has not changed the route or the project definition, which has in the opinion of many SW residents, affected the rating for the project.

The costs associated with that alternative \$17 million or so assume a bike trail will be built from SW Parkhill Drive down to Iowa Street essentially covering the hillside with concrete to provide a 10% grade which no one in the SW Community thinks will be used.

The community, including three neighborhoods, the Hillsdale Business and Professional Association and SWTrails has written letters of support, copies attached, 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 diet bike and ped 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.

Pedestrians would follow the same route to Terwilliger and Nebraska where they would enter Himes park on the existing Urban Trail #3 and follow it to the switchback where a new pedestrian would drop down at about 10% to connect up with the new bicycle route described above. Pedestrians could then proceed on the road diet lane to the north side of the bridge. Both bicycles and pedestrians would then follow the old Slavin Road where a new 700 foot section will be constructed to connect the south existing end of the old road to the existing north end of Slavin Road and thence to the Hooley Pedestrian Bridge. The current \$7 million estimate for building this 700 foot trail segment of the missing old Slavin Road is ludicrous. The complete rebuild of Capitol Hwy south of Multnomah to Taylors Ferry Road was estimated to cost \$20.7 million per mile, the estimate of 7 million for 700 feet would be \$52.8 million per mile!

The cost of the short section of construction on the west side of Barbur, the underpass of Barbur and the loop up onto the road diet will be modest, and the cost of the 700 feet of new construction replacing missing Slavin Road will also be modest. Both need to have new estimates done. Once we have these two sections in place and the road diet in place, coupled with the new bridge at the west end of Hillsdale will give us a complete Red Electric Route from SW 33rd to the River at the Hooley Bridge. All for a modest cost, possibly covered by the \$4,676,000 shifted from the projects identified below.

The following four projects could be eliminated or put at a much lower priority:

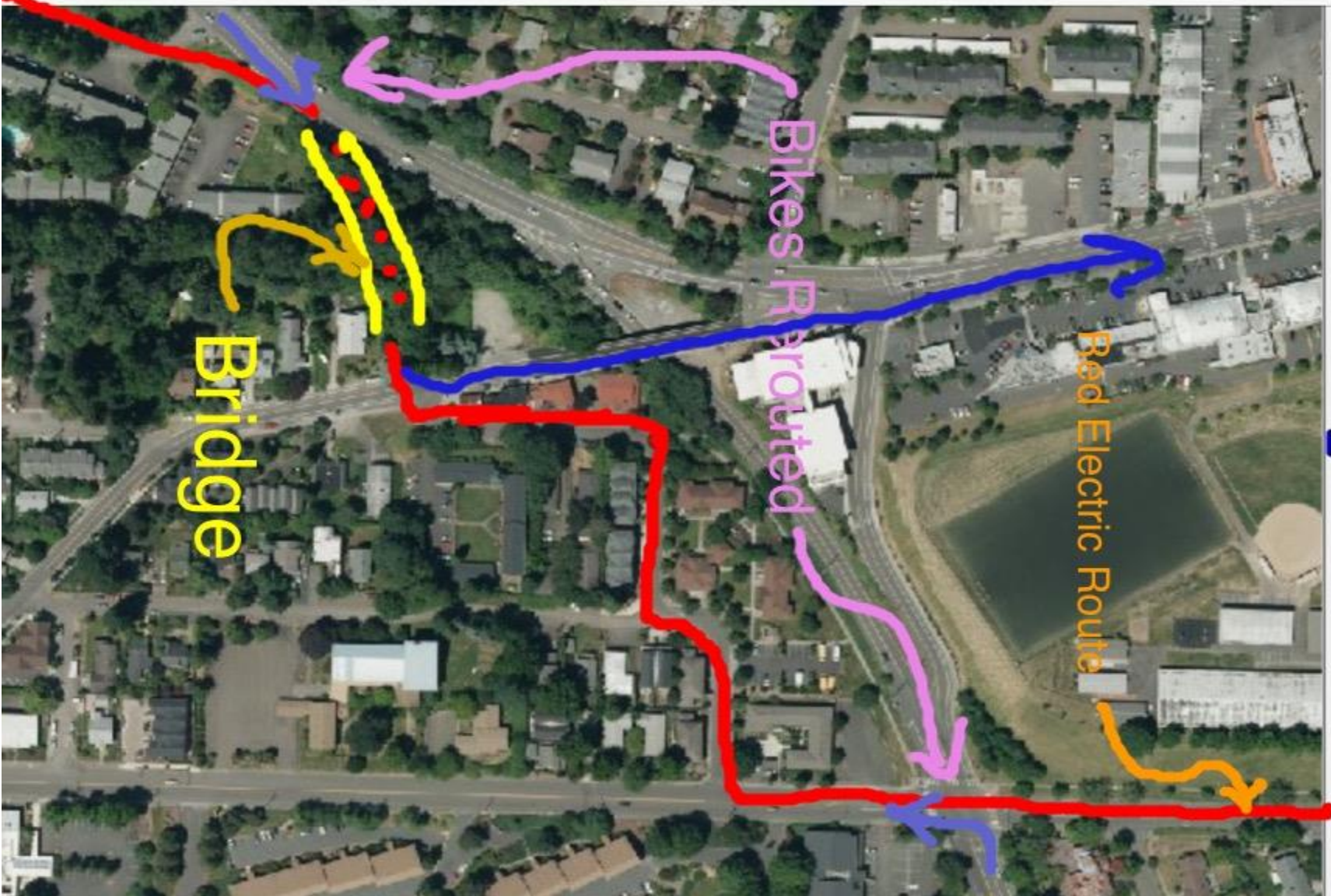
90022	10277	Bertha Blvd Ped/Bike Improvements	Bertha Blvd, SW (Beaverton- Hillsdale Hwy - Vermont)	Design and implement pedestrian and bicycle facilities. Project requires street widening. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 2,104,500
90028	10274	B-H Hwy/Bertha/Ca pitol Hwy Improvements	Beaverton-Hillsdale /Bertha/Capitol Hwy, SW	Redesign intersection to improve safety.	\$ 1,403,000
90092		Inner Canby Neighborhood Greenway	Canby St, SW (45th - 35th)	Design and implement bicycle facilities.	\$ 516,000
90093		Nevada Ct Neighborhood Greenway	Nevada Ct, SW (45th - Capitol Hill Rd)	Design and implement bicycle facilities.	\$ 653,000

SW Nevada Ct is an existing Urban Trail, it is steep, Vermont is nearby and has bicycle lanes. A short distance to the north the Red Electric will be a railroad grade and partially off street. It is much more important to have a bicycle and pedestrian facility that is at railroad grade (prox 3%) and largely off street.

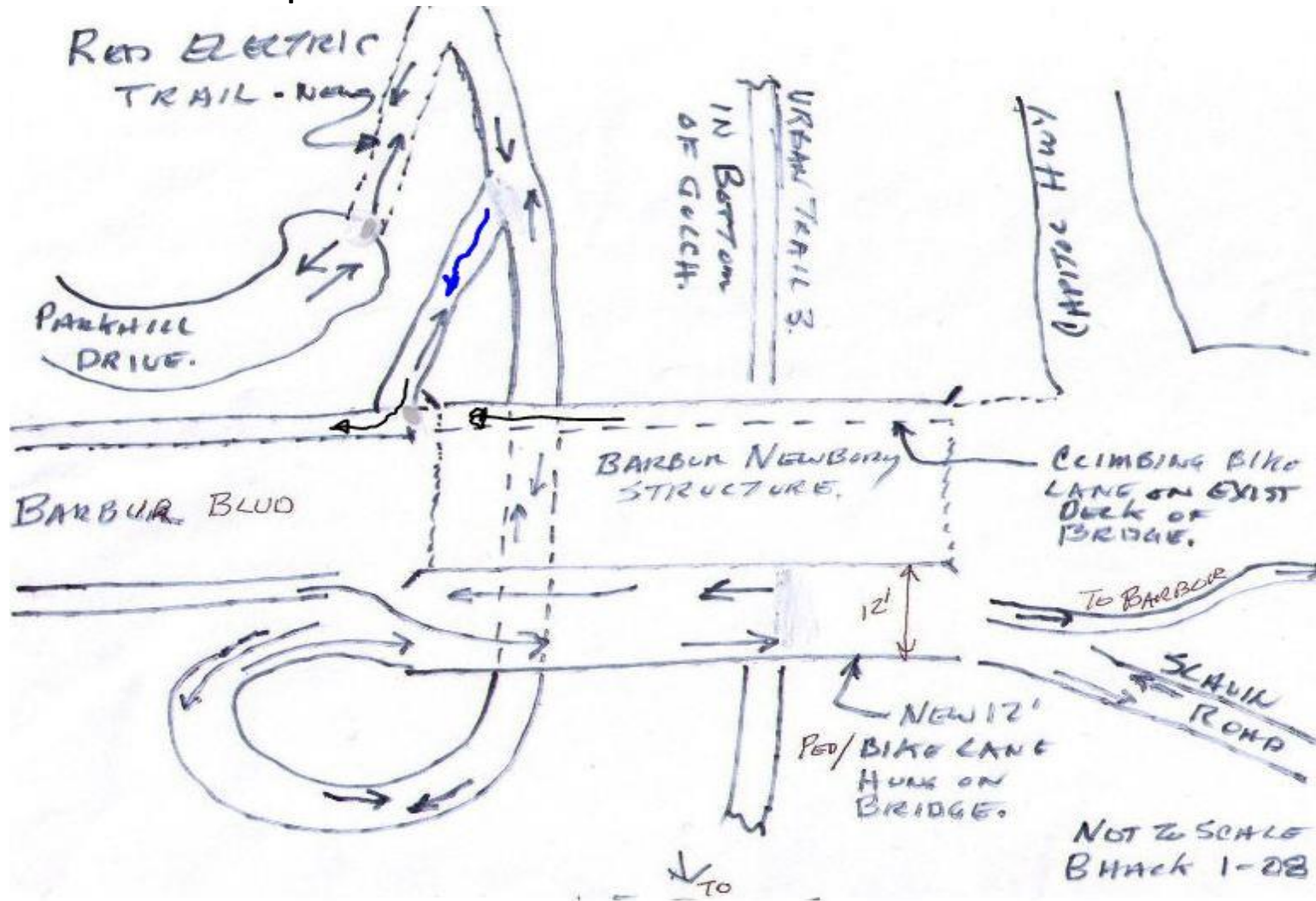
While important in the long term, these 3 projects should be moved to the 10 to 20 years category. it would be better to spend the funds making the Red Electric railroad grade route happen sooner which will be safer more

heavily used and attract a large bicycle and pedestrian transportation component from Portland and Washington County as a safe link to the Hooley Pedestrian Bridge and downtown.

A marked up photo illustrates what is being proposed in Hillsdale.



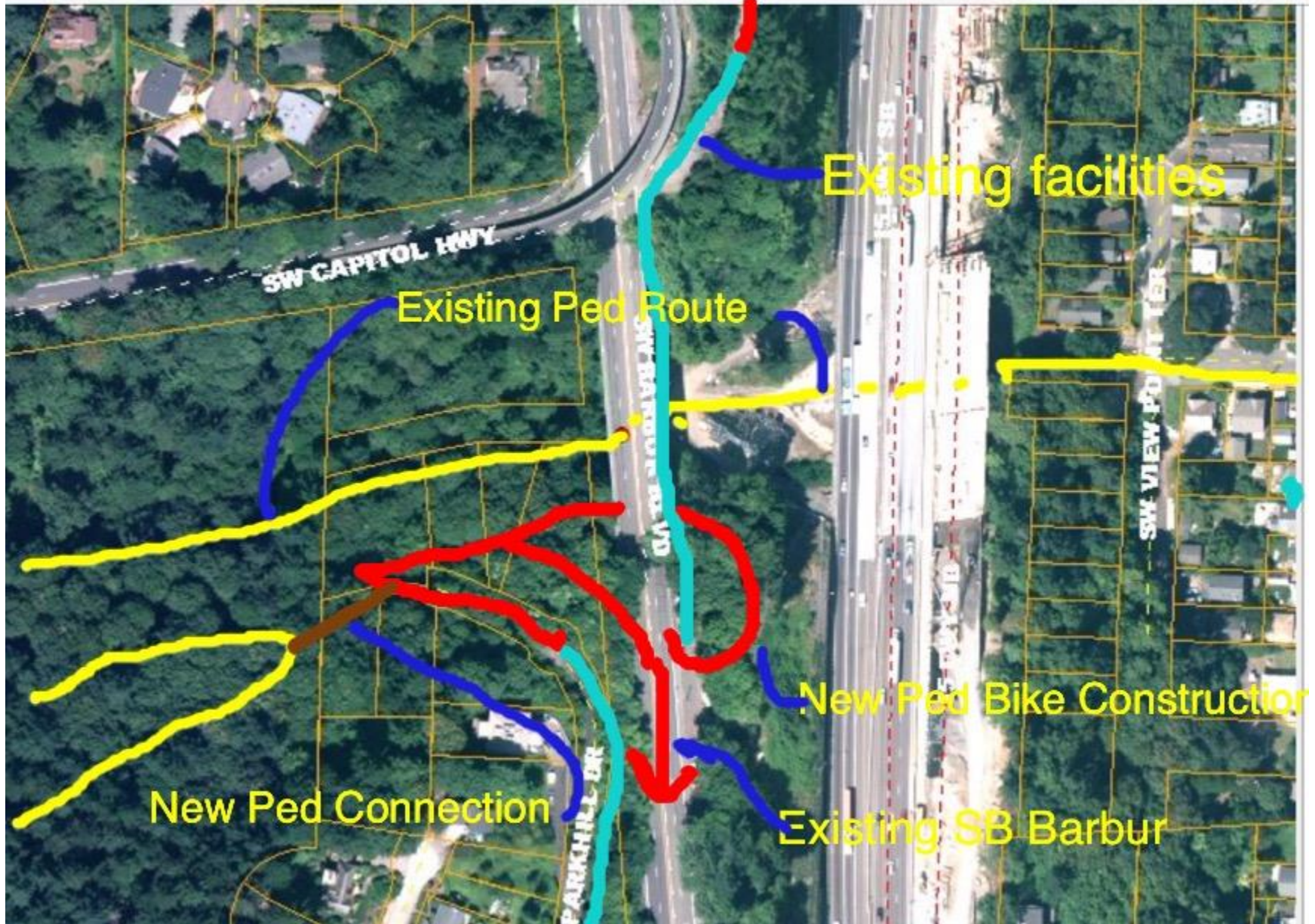
A sketch of the new Red Electric arrangement to access Barbur Northbound on the soon to be dedicated road diet which will free up one lane on Barbur from Miles to Hamilton.



The sketch above shows how the connection from SW Parkhill will connect to the Newbury Bridge.
The photo below illustrates the same concept.

Also attached is a letter of support for the Red Electric Trail with this alignment signed by the Chairs of The South Portland NA, the Hayhurst NA, the Hillsdale NA the Hillsdale Business and Professional Association and SWTrails. All strongly support moving the Red Electric Trail forward as an important long awaited transportation improvement.

Don Baack, President
SWTrails PDX



Looking at Red electric Ped Route -Yellow to Iowa Street, New Ped and Bike Connection to Parkhill Drive down under Barbur and up on to the new bicycle and pedestrian lane from installing a road diet on Barbur later in 2015. The Red Electric Route then goes north following the old Slavin Road, most of which still exists, just about 700 feet will have to be reconstructed. Note that bicycles seeking to go south on Barbur can do so after crossing under Barbur.

Please call if you have questions Don Baack 503 246 2088 baack@q.com



Rose City Park Neighborhood Association

February 23, 2015 (Transmitted this day via e-mail to the following)

City of Portland
 Planning and Sustainability Commission psc@portlandoregon.gov
 1900 SW 4th Ave.
 Portland, OR 97201

CC: Susan Anderson, BPS Director, Susan.Anderson@PortlandOregon.gov
 Leah Treat, PBOT Director, leah.treat@portlandoregon.gov
 Joe Zehnder, Long Range Planning Manager, Joe.Zehnder@portlandoregon.gov
 Erik Engstrom, Comp. Plan Project Manager, Eric.Engstrom@portlandoregon.gov
 Alison Stoll, Exec. Director Central NE Neighbors, alisons@cnncoalition.org

Subject: RCPNA Comments on Transportation System Plan

Honorable Chairman Baugh and Commissioners:

Thank you for the opportunity to comment on the TSP transportation projects and comprehensive plan elements that will directly affect our neighborhood. We are very pleased at the number of projects in our area that have reached the Constrained Funding Project list. On February 19, 2015 the RCPNA Land Use & Transportation Committee approved the following additional recommendations regarding the TSP Constrained Projects List. These comments are supplemental to the RCPNA Board comments of Nov. 5, 2014. We have included both commentary for clarity.

Project

40068	10180	Sandy Blvd Corridor Improvements, Phase 2	Sandy Blvd, NE (47th - 101st)	Retrofit existing street with multi-modal street improvements including bicycle facilities, redesign of selected intersections to improve pedestrian crossings, streetscape, and safety improvements. Project design will consider freight movement needs, consistent with policies, street classification(s) and uses.	\$ 6,481,860	Years 11 - 20
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RCPNA Comments 11/05/14: Support expanding this process to include a Visioning for Sandy Blvd. as a Civic Corridor from the eastern end of the Hollywood and Sandy Blvd. Plan through NE 82nd Ave.

RCPNA Additional Commentary: Do not remove existing parking on Sandy Blvd. nor reduce existing travel lanes. Rather, focus on pedestrian safety and crossings along this busy freight corridor. Left turn signals are needed to aide pedestrian safety at major intersections such as 57th and Sandy Blvd. Redirect bicycle travel lane improvements off this major corridor since safe parallel bike corridors such as Sullivan’s Gulch and bikeways either exist or are being built during this time period.

40086	10320	Halsey St Bikeway	Halsey St, NE (39th - I-205)	Design and implement separated in-roadway bicycle facilities.	\$ 8,957,492	Years 11 - 20
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RCPNA Comments 11/05/14: Halsey St. is unique in that it connects the Gateway Regional Center to the Hollywood Town Center and serves as a primary commute corridor for NE Multnomah County. It is constricted in width by a built environment limiting the safety of bicycle use in certain segments.

RCPNA recommends shifting bike routes at least one block off Halsey St. for safe commute travel through this constricted area. The constriction appears highest on Halsey St. from NE 67th through to NE 45th. NE Broadway, Hancock, and Tillamook St. offers an excellent alternative E-W bike routes. We oppose losing a lane of vehicular travel in exchange for a bicycle lane in that section of Halsey. **RCPNA reaffirmed this comment 02192015.**

40104	Railroad/ ODOT	Sullivan's Gulch Trail, Phase 2	Banfield Corridor, NE (21st - I-205)	Construct a multi-use trail for pedestrians and bicycles within the Banfield (I-84) Corridor from 21st Ave to I-205.	\$ 28,200,000	Years 11 - 20
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RCPNA Comments 11/05/14: RCPNA Recommendation: Strongly support the development of the Sullivan's Gulch Trail to and through the 60th Ave. Station Area. It is an essential link for bike commuting to and from downtown and needed to reduce motorized vehicle use. It has been envisioned by RCPNA that the 60th St. Station area may serve as a 'Bike Central' for NS bicycle commuters to access Max. Ancillary uses could support this trip connection through bike lockers, repair shops, etc. that could be encouraged as commercial elements in the Light Industrial zone near the Station.

RCPNA Additional Commentary: Assign Sullivan’s Gulch Trail immediate funding, Years 1-10. Construction of this key bicycle commute corridor is needed for safety and to off-set congestion increases created by Mixed Use Commercial development along major E-W corridors.

70071	Sixties Neighborhood Greenway	60s Aves, NE/SE (Hancock - Springwater Trail)	Design and implement bicycle facilities.	\$ 1,500,000	Years 1 - 10	
113200	11320	60th Ave MAX Station Area Improvements	60th Ave MAX Station Area, NE	Implement pedestrian and bicycle improvements in the 60th Ave MAX Station Area identified in the Eastside MAX Station Area Communities Project.	\$ 7,570,723	Years 1 - 10

RCPNA Comments 11/05/14: Strongly supports the development of infrastructure, bike, pedestrian improvements including sidewalks and pedestrian crossings in the NE 60th St. Station Area, from the Halsey St/ NE 60th Ave. to the 60th Ave. Max Station. The Station Area improvements need to resolve the need for improved bike/vehicle/freight movement at Hassalo St. from the 60th Ave. intersection to Normandale Park and integration of the Sullivan Gulch Corridor improvements. Upgrading the NE Halsey and 60th Ave. intersection to address traffic failure with southbound turns from Halsey St. onto 60th Ave. and westbound turns from 60th Ave. onto Halsey St. as well as pedestrian safety. These improvements are needed prior to up-zoning area to Multi-Family.

RCPNA Additional Commentary: 50's N-S Bikeway should be improved prior to 60's Bikeway. Existing on-street parking along NE 60th St. needs to be retained. Vehicle travel lanes on NE 60th St. bridge over I-84 need a minimum of 11-ft width due to sizes of buses and freight on this busy route.

The following recommendations are specific to the Transportation elements of the Proposed Draft of the Comprehensive Plan as stated in the RCPNA Board letter to the Planning and Sustainability Commission dated Nov. 5th, 2014:

Policy 2.1 Partnerships and coordination. Maintain partnerships and coordinate land use and transportation planning engagement with:

RCPNA Commentary: Transportation planning should also be included in this coordination. If the term 'land use' is intended to be all inclusive in reference to transportation then that needs to be clarified in a definition located in the Glossary.

Policy 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.

RCPNA 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.*

Chapter 9 - Transportation

Page GP9-5, 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 ~~private vehicles~~ single occupancy cars and trucks.

RCPNA Commentary. *Over 70% of the congestion we currently experience on our streets is caused by single occupancy cars and trucks. The term ‘private vehicles’ is too broad as it would apply to carpooling vehicles, motor cycles, scooters, and bicycles.*

<New>Policy 9.43a Transit Traffic Management.

Encourage the addition of bus pullouts and/or bus zones 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.

RCPNA Commentary. *Traffic congestion created by and associated with buses stopping in motor vehicle travel lanes is counter-productive to promoting freight travel and reducing fuel consumption and emissions.*

Chapter 9 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.”

RCPNA Commentary: *We recommend the policy and 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 the 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.~~

RCPNA Commentary. *What the heck does this mean? The statement “broad City policy goals and local land use context.”? We recommend deleting this part of the phrase as it is using vague references and language that undermine the understanding by the average citizen. It also may infer goal language that would best be repeated here for clarity. We hold serious concern that local businesses and commerce may be unduly harmed if left out of the consideration of on-street parking uses.*

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.

RCPNA 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 over 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 their inhabitants need parking in order to work, play and grow. Parking spaces in the neighborhoods are needed for deliveries, the residents, friends and relations who visit, and care givers who tend those in need.*

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. ~~Taxi / commercial transit / shared vehicles~~ Zero emission vehicles
5. ~~Zero emission vehicles~~ Taxi / commercial transit / shared vehicles/ Other private vehicles
6. ~~Other private vehicles~~

RCPNA Commentary: *Zero emission vehicles should be promoted. The remaining ones on the list should be given equal rating as #5.*

Thank you again for your time and consideration. We encourage you to consider language in the Plan that will allow the Centers and Corridors Parking Study as well as the Mixed Use Zoning Committee the flexibility in implementation alternatives, such as strategically located shared parking areas/ structures, to support the economic vitality and livability of our neighborhoods.

Respectfully,

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

Tamara DeRidder, AICP
Chairman, RCPNA
Co-Chair, LU & TC (acting Chair)
1707 NE 52nd Ave.
Portland, OR. 97213

Note: The RCPNA Board is scheduled to meet on March 3, 2015 to review the additional recommendations by our LU & TC. Our By-Laws direct the LU & TC to make comments on behalf of RCPNA when the review is time sensitive, as it is here. The Board's decision on these comments will be forwarded to you for the record.



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February 23, 2015

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VIA U.S. FIRST-CLASS MAIL

Planning and Sustainability Commission
c/o Bureau of Planning and Sustainability
City of Portland
1900 SW Fifth Ave., Suite 71000
Portland, OR 97201-5380

Re: Comments on Comprehensive Plan Proposed Draft Map (5434 SW 18th Drive)

Dear Commissioners:

This firm represents Teresa Brandon, the owner of the property located at 5434 SW 18th Drive ("Property") in the City of Portland ("City"). In the Comprehensive Plan Proposed Draft Map, the City is proposing to "down-designate" the Property, changing the Comprehensive Plan designation from Low Density Single-Dwelling (which corresponds to the Residential 10,000 (R10) zone) to Single-Dwelling 20,000, with a tentative proposed zone of Residential 20,000 (R20). The combined effect of the proposed Comprehensive Plan designation and subsequent zone change would be to substantially restrict the residential use of the Property. For the reasons outlined below, we strongly object to the proposed change.

A. The proposed change is *ad hoc* and unsupported by site-specific information.

In response to our queries regarding the rationale for the proposed change, the City noted that the proposal is "intended to lessen future public health and safety risks, impacts and costs associated with natural hazards, drainage issues, and infrastructure constraints that would be exacerbated by additional development." According to the City, the proposal "reflects consideration of multiple factors at an area scale" with the primary factors relevant to the proposed down-designation including:

- Substantial development potential with large cluster of primarily contiguous dividable properties.
- Steep slopes and extensive tree canopy.
- Poorly draining soils.
- Regulatory landslide hazard and nearby landslide sites.
- Wildfire hazard.



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- Stormwater system constraints.
- High and moderate relative earthquake hazard.
- Lack of street/sidewalk connectivity and access limitations.
- Undersized water main through a portion of the area.

The City noted further that the recommendation to down-designate the Property was based on City staff's "professional judgment, taking into consideration this information, consultation with other city bureaus, . . . and observations documented during field visits."

What is clear from the City's response is that the City did not follow a disciplined approach when deciding where this down-designation was warranted. Although the City notes that the change is intended to lessen future public health and safety risks, the City has no evidence that additional residential development on the Property would increase these risks. Instead, the City appears to have wholly failed to do the type of site-specific analysis that would be required to identify actual hazards. As described in detail below, there is simply no evidence that the proposed down-designation is warranted for the Property

1. Slopes and tree canopy.

With respect to slopes, the property is significantly different than other properties proposed for the same down-designation. As shown on attached Exhibit A, which shows steep slopes and tree canopy, the majority of the Property is identified as 10-20% grade or less, with gradual slopes. Of the two small areas identified as 25% slope, one runs along the street at the edge of the front lawn, which borders on the road and stormwater drainage system along 18th Drive, and the other is along the uppermost east corner of the Property adjacent to the homes in the Alta Mira Development. The photos on attached Exhibit B show the gradual slopes on the Property. The properties to the north, which are also proposed for down-designation, are significantly more steep.

As for tree canopy, although there are scattered evergreen trees and an apple tree on the Property, the tree canopy is by no means extensive. The bulk of the vegetation is composed of small scrub hawthorn, maple, and holly, and landscape planted rhododendrons, azaleas, magnolia, dwarf dogwood, plum, juniper, and other hedges. Accordingly, there is no evidence that steep slopes or tree canopy warrant the proposed down-designation.



2. Soils.

As shown on attached Exhibit C, which shows poorly draining soils and drainage constraints, the soils on the Property are similar to those in the entire Hillsdale area (*i.e.* both those properties proposed for down-designation and those properties not proposed for down-designation). Accordingly, there is no evidence that the soil composition on the Property warrants the proposed down-designation.

3. Landslide hazard.

As shown on attached Exhibit D, which shows historic landslides, no historic landslides have been recorded on the Property. Likewise, no fault lines transect the Property. Accordingly, there is no evidence that the potential landslide hazard risk warrants the proposed down-designation.

4. Wildfire hazard.

As shown on attached Exhibit E, which shows the wildfire hazard area, almost the entire Hillsdale area, including Wilson High School, is included within the wildfire hazard area. Moreover, the Property is roughly four blocks from the Dewitt Fire Station, and a second redundant water supply line was installed along SW 18th Drive at the base of the Property in 2014. At that time, the SW 18th Drive was repaved a second fire hydrant was also installed, such that there are now two fire hydrants within 150 feet of the Property on SW 18th Drive and there are no access constraints for fire trucks. Accordingly, there is no evidence that the potential wildfire hazard risk warrants the proposed down-designation.

5. Storm water system.

There is a City-maintained storm water system at the base of the driveway on the Property. Accordingly, there is no evidence that any stormwater system constraints warrant the down-designation.

6. Earthquake hazard.

As shown on Exhibit D, the Property is not within an earthquake hazard zone. Accordingly, there is no evidence that potential earthquake hazard risk warrants the down-designation.



7. Street/sidewalk connectivity.

Within the Hillsdale-Multnomah area, there are relatively few sidewalk in residential areas. Nonetheless, there is excellent street access to the Property due to the newly repaved roadway adjacent to the Property on SW 18th Drive. Accordingly, there is no evidence that access constraints warrant the proposed down-designation.

8. Water main.

As noted above, in 2014 a second water supply line was installed on SW 18th Drive at the base of the Property. According to the City, this redundant line was installed to ensure service coverage in case of failure of the primary line. Accordingly, there is no evidence that undersized water main issues warrant the proposed down-designation.

In sum, there is simply no evidence under any of the relevant factors that the down-designation of the Property will lessen future public health and safety risks, impacts and costs associated with natural hazards, drainage issues, and infrastructure constraints that would be exacerbated by additional development.

B. The proposed change is not consistent with the housing goals set forth in the Comprehensive Plan Proposed Draft.

The Comprehensive Plan Proposed Draft notes that about 122,000 new households are expected in Portland between 2010 and 2035. Oregon's Statewide Planning Goals and Metro's Housing Rule require the City of Portland to provide adequate land and plan for a range of housing types that can meet the diverse housing needs of various types of households. Consistent with that direction, the City's proposed housing policies aim to "[m]aintain sufficient residential development capacity to accommodate Portland's project share of regional household growth" (Policy 5.1) and "[s]trive to capture at least 25 percent of the seven-county region's residential growth." The proposed down-designation of the Property is inconsistent with these housing goals and policies.

C. The natural hazard risks the City has identified as driving this proposed change are addressed by existing regulatory mechanisms.

As noted above, the City has stated that the proposal is "intended to lessen future public health and safety risks, impacts and costs associated with natural hazards, drainage issues, and infrastructure constraints that would be exacerbated by additional development." However, the City fails to note that these risks, costs, and constraints are addressed by existing regulatory



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mechanisms. For example, under Portland City Code Title 10, Erosion and Sediment Control Regulations, the Director of the Bureau of Development Services may require additional erosion, sediment and pollutant control measures for, among other things, sites that include slopes that are greater than 10 percent.

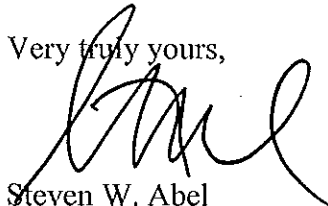
Likewise, under Portland City Code Title 24, the City regulates and reviews construction and land division projects in areas of potential landslide hazards. Geotechnical engineers and technicians in the Site Development section of the Bureau of Development Services review proposals for construction activities on steeply sloped sites, sites located in environmental overlay zones, sites located in "Potential Landslide Hazard Areas" and sites located in Special Plan Districts. Land divisions in these locations are required to provide geotechnical engineering reports prior to approval of any lot division, which must include an evaluation of potential geologic and seismic hazards, including slope instability, and provide recommendations for mitigating the hazard. Simply put, the City has failed to explain why the existing regulatory mechanism are ineffective to address the identified natural hazard risks.

D. To the extent the City aims to address natural hazard risks through land use designations, a more appropriate approach would be to utilize a natural hazards overlay that requires site specific analysis of natural hazard risk at the time of development.

Although we understand that the City has a vested interest in reducing potential risks and impacts associated with natural hazards, such as landslides and erosion, a far more defensible approach would be to adopt a natural hazard overlay that requires site specific analysis of natural hazard risks as part of the site development review process for land divisions and construction projects. This would allow the City to both meet its housing goals and address natural hazard risks in a manner that does not unfairly restrict the residential use of properties.

Thank you in advance for your thoughtful consideration of these comments.

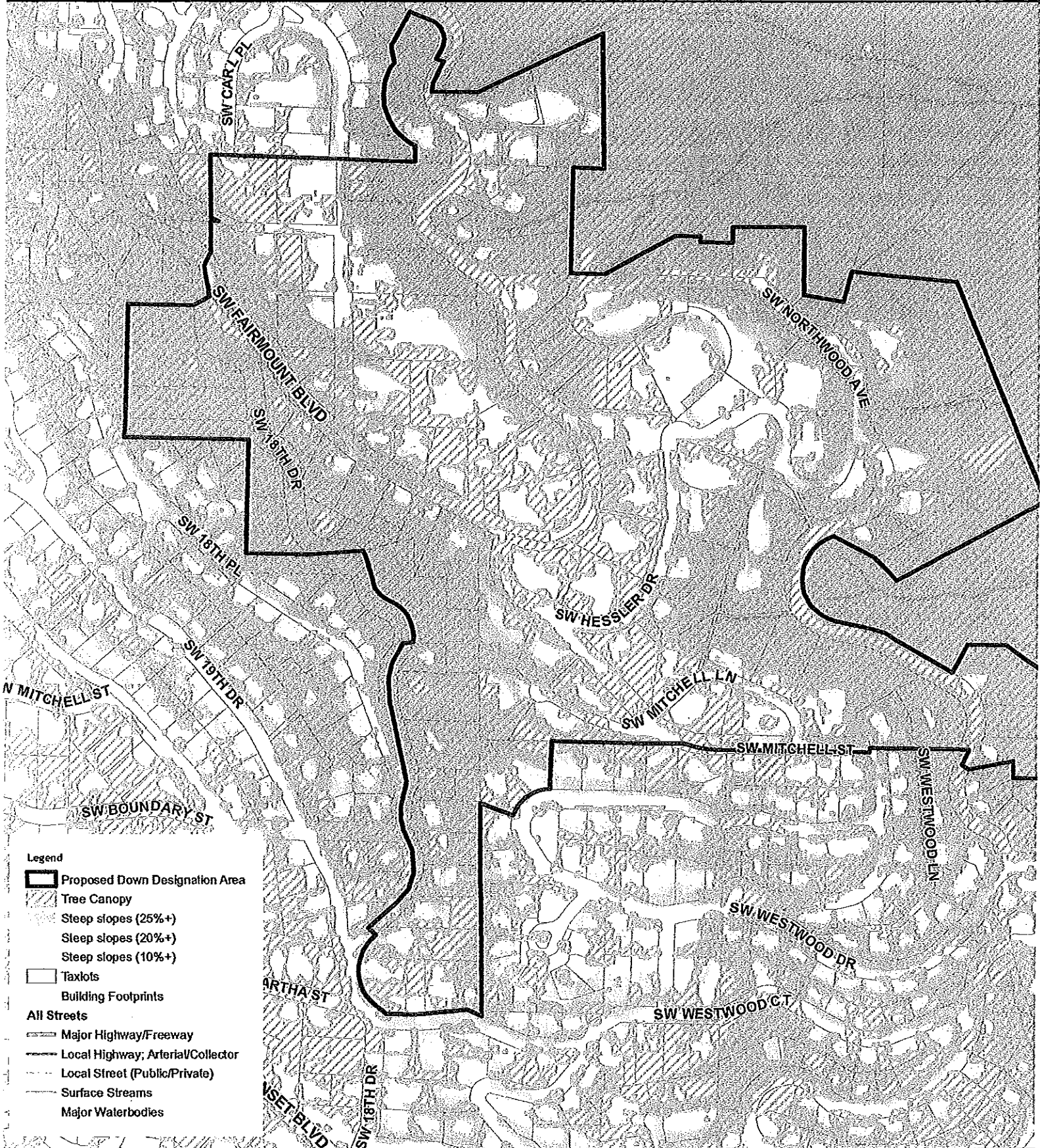
Very truly yours,



Steven W. Abel

SWA
Attachments

Steep Slopes and Tree Canopy



- Legend**
- Proposed Down Designation Area
 - Tree Canopy
 - Steep slopes (25%+)
 - Steep slopes (20%+)
 - Steep slopes (10%+)
 - Taxlots
 - Building Footprints
 - All Streets**
 - Major Highway/Freeway
 - Local Highway; Arterial/Collector
 - Local Street (Public/Private)
 - Surface Streams
 - Major Waterbodies

Risks and Gaps: Natural Hazards and Drainage Constraints

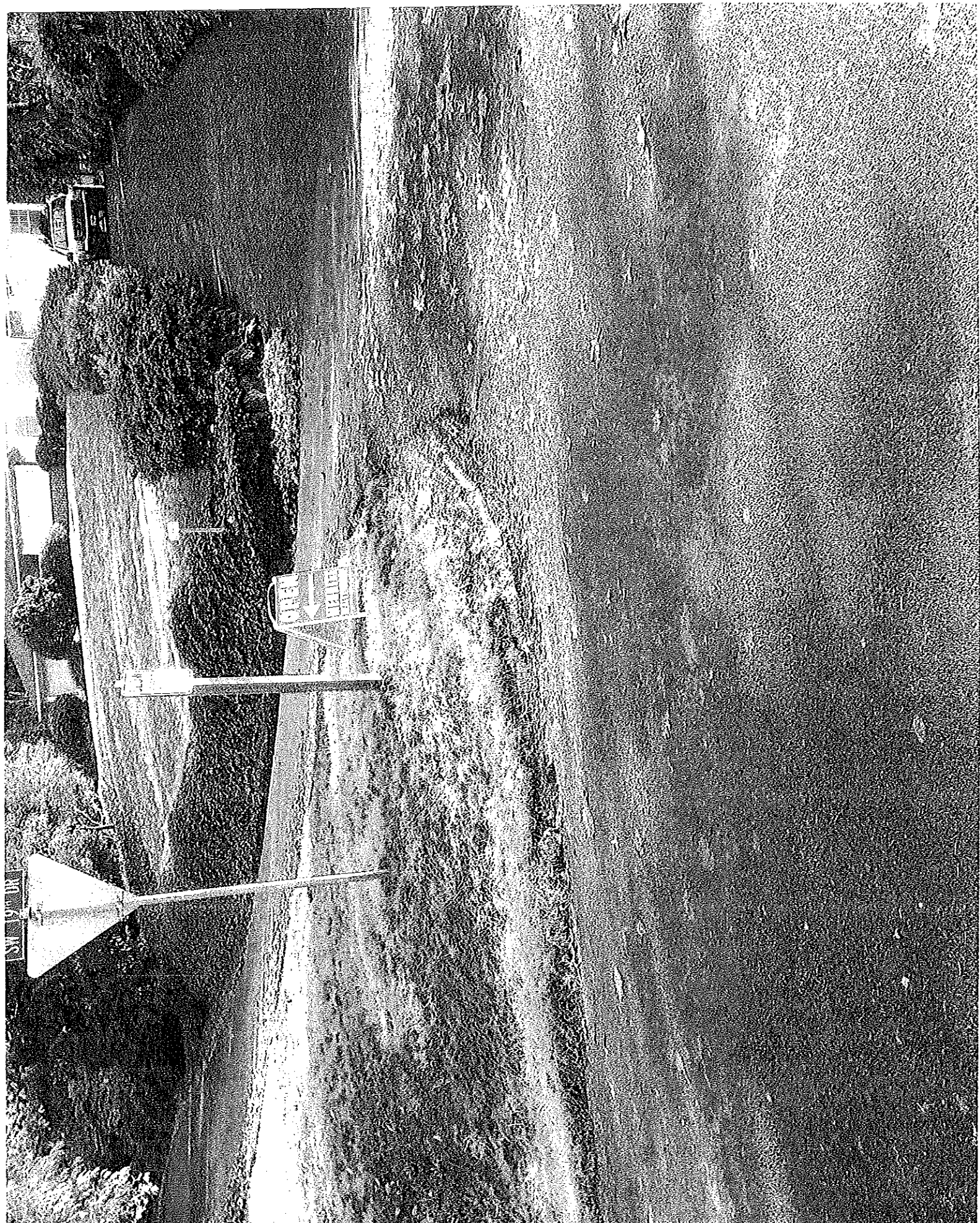
Sources: Tree Canopy--Metro, 2007
Steep Slope layers--BPS, 2014



Bureau of Planning and Sustainability
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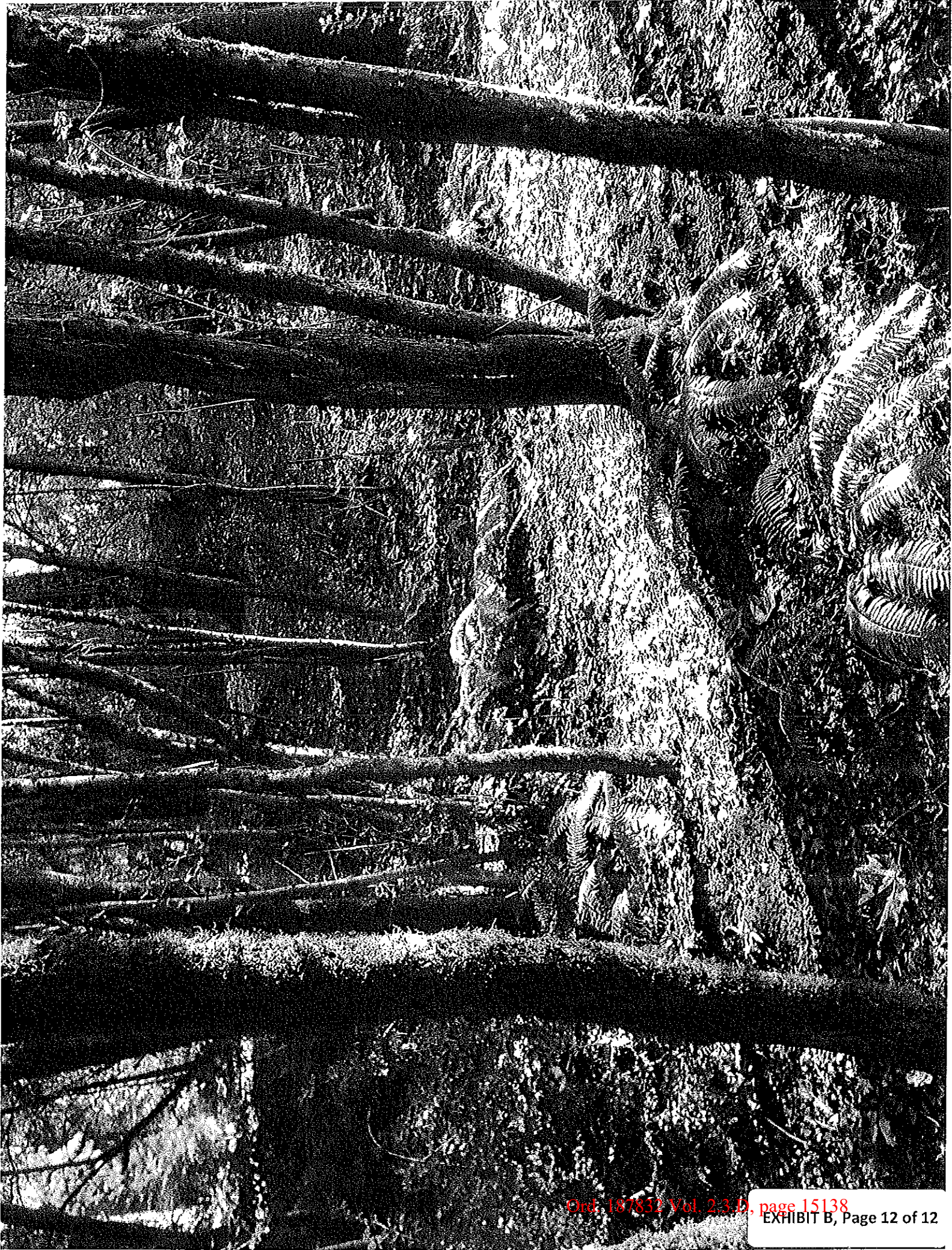


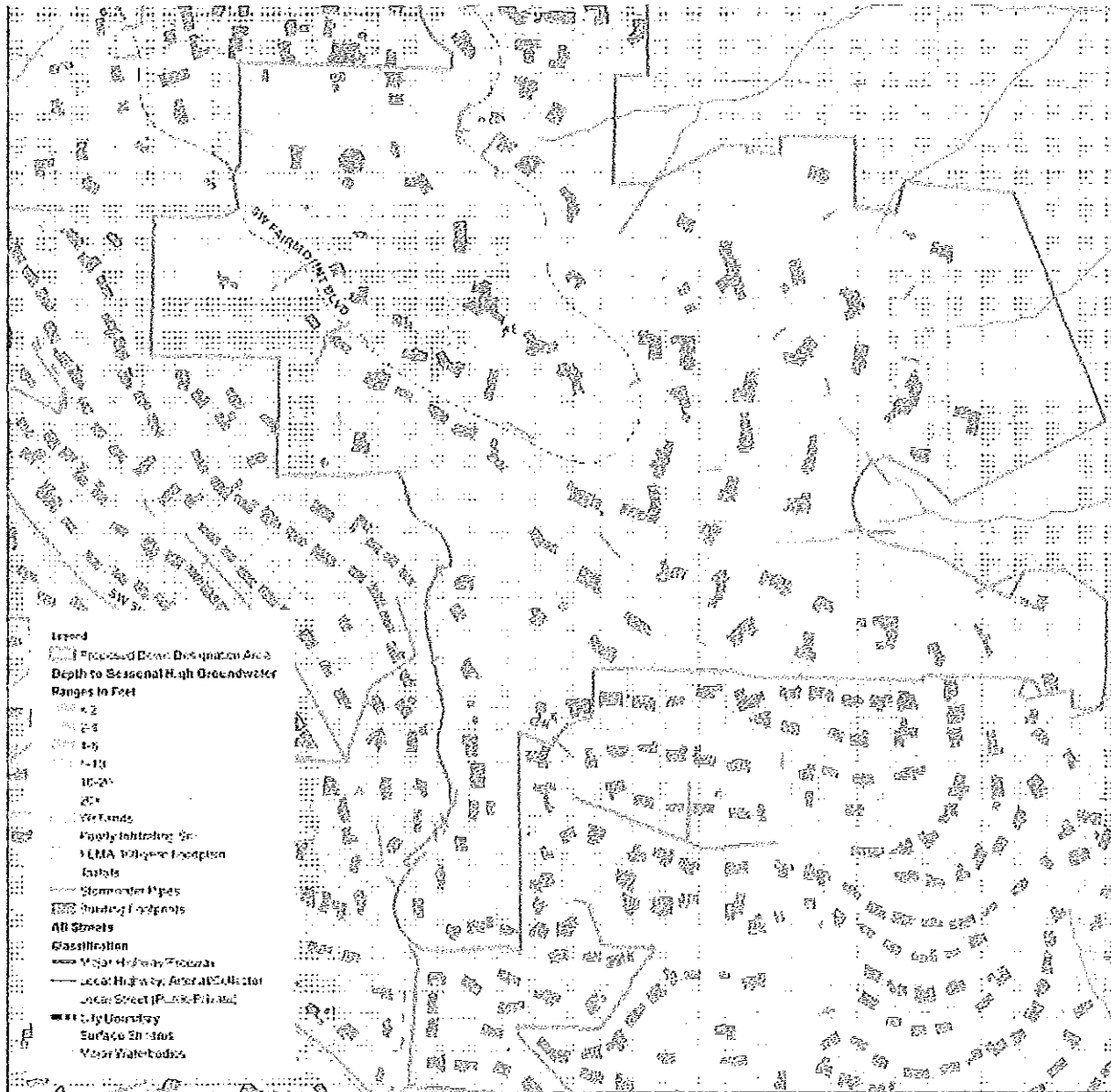












Risks and Gaps: Natural Hazards and Drainage Constraints

Sources: Stormwater Pipes: Energy Evaluating Soils-BES, 2013
 Depth to Seasonal High Groundwater-BES, 2011
 Wetlands-BPS, 2019



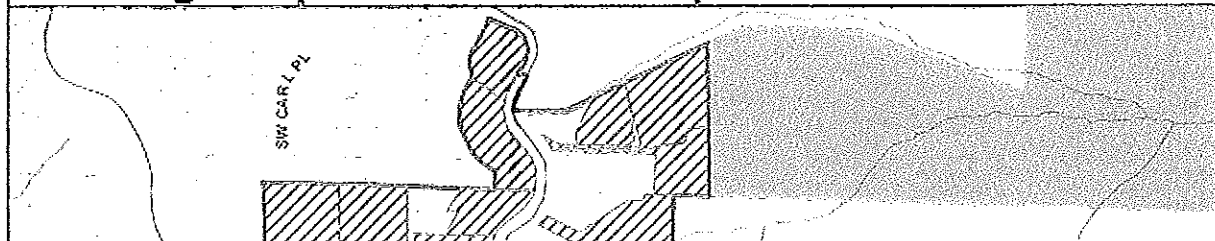
City of Portland
 Bureau of Planning and Sustainability



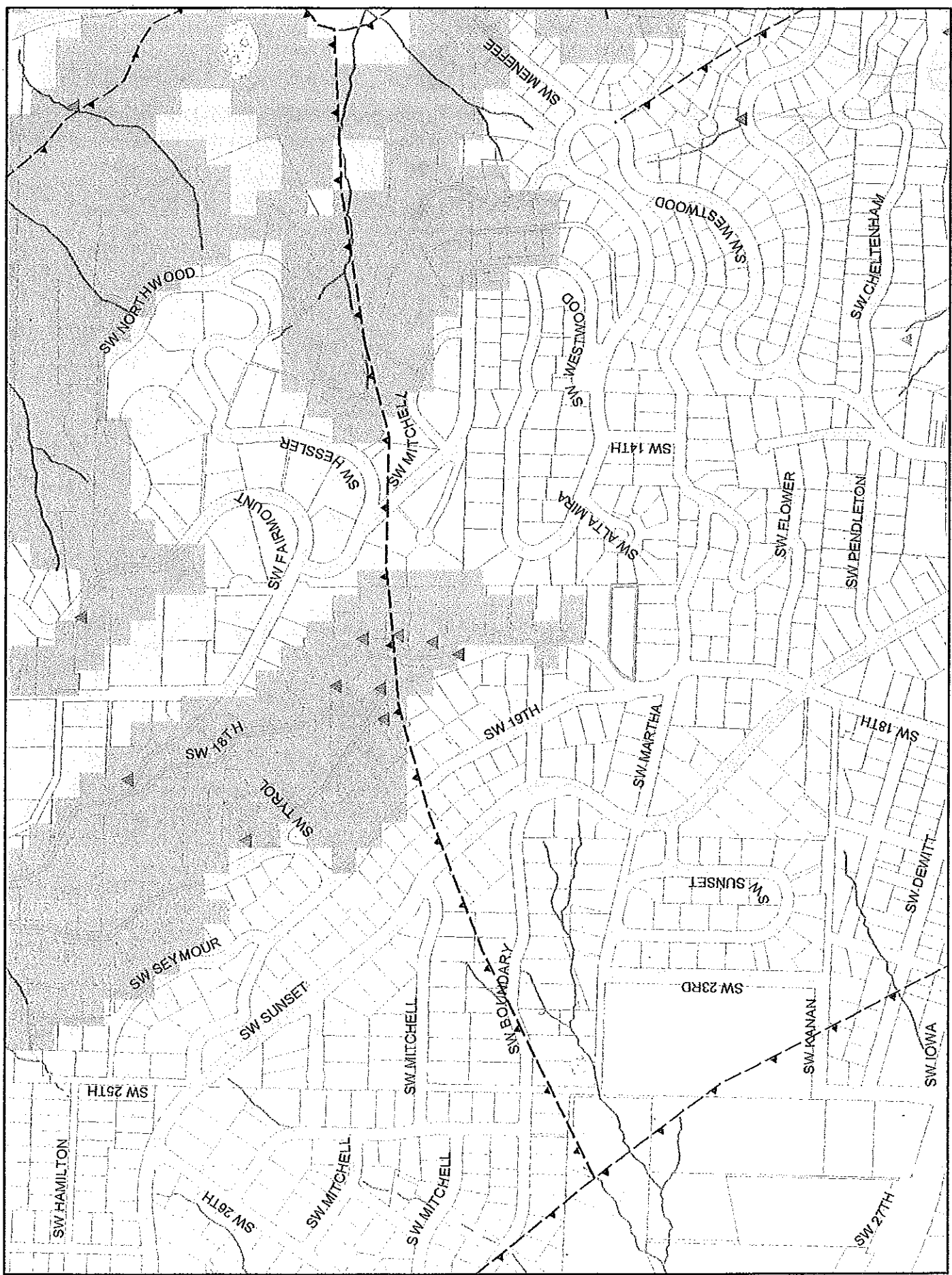
City of Portland, Oregon | Bureau of Planning and Sustainability | Geographic Information Systems

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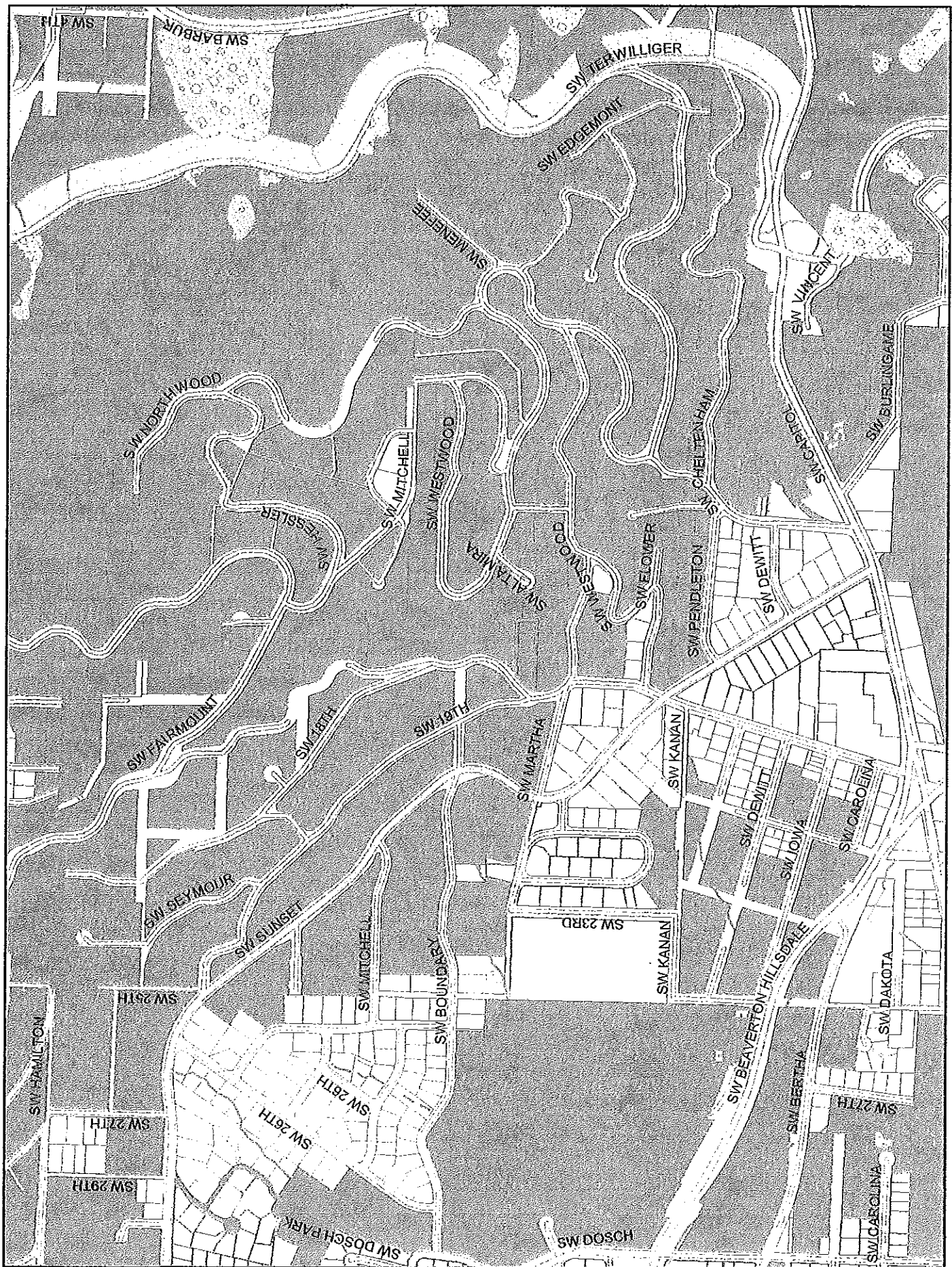
Existing Comprehensive Plan Map & Sub-dividable Lots

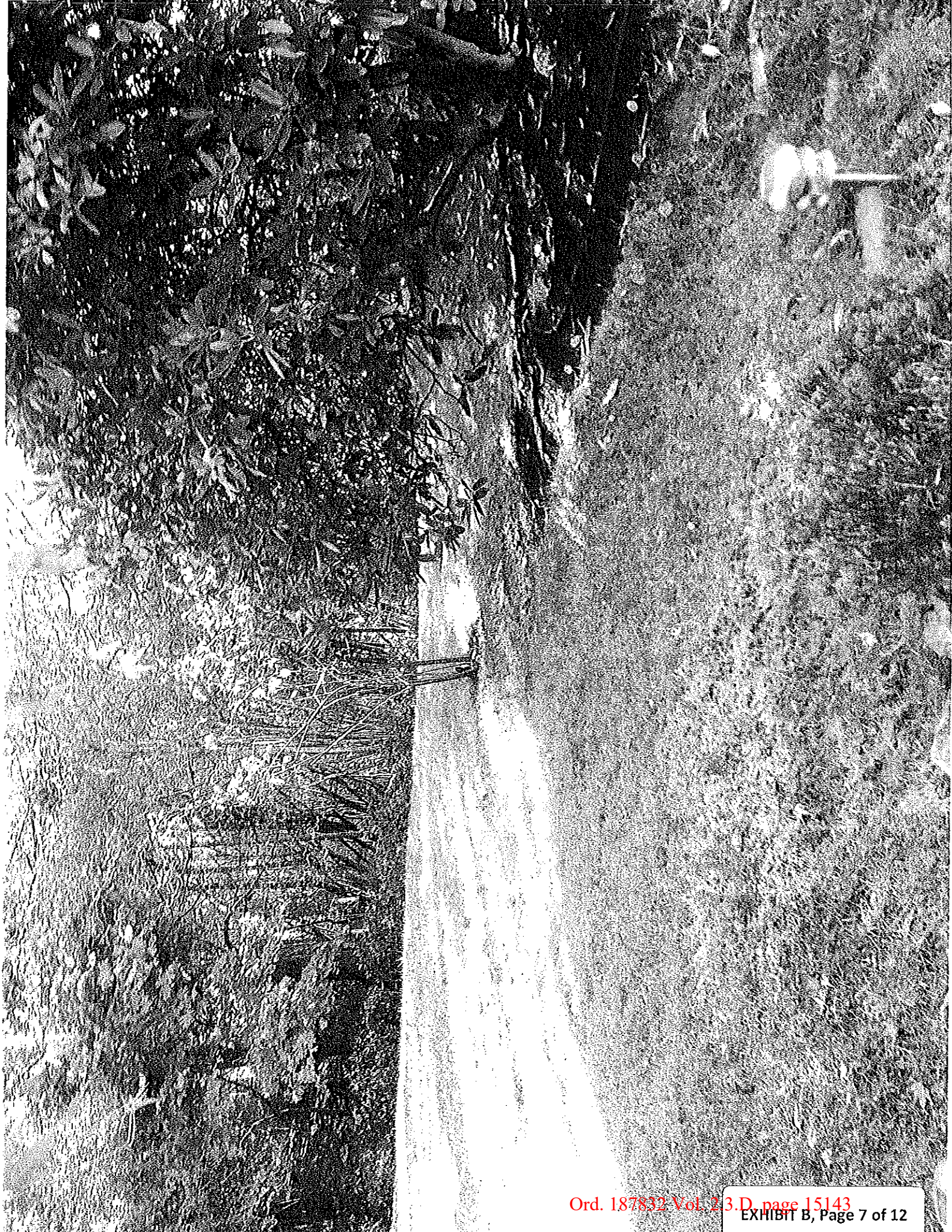


Faults
Historic Landslides



Wild fire hazard zone







Eastmoreland Neighborhood Association

February 23, 2015

Subject: Draft Proposed Comprehensive Plan Update
Eastmoreland Neighborhood Association Testimony.

C: Stockton, Engstrom, Zehnder, Anderson

Dear PSC Chairman Baugh and PSC Commission Members,

Your consideration of our testimony is appreciated especially considering the scope of the issues to be addressed. Our letter is written in two parts, focusing on the draft Plan as a whole followed by neighborhood specific requests in the context of the Plan.

The first part addresses the Comprehensive Plan Update Proposed Draft released in July, 2014 highlighting concerns about Key Directions and a narrow selection of Goals and Policies; especially single family residential issues that are proposed to be accepted status quo in the form of existing zoning regulations. The entire CP document represents an heroic effort and contains many valuable and worthy directions. In our comments we focus on a few selected areas that seem particularly off the mark and needing discussion and revision.

In the second part, we continue discussion of Draft Comprehensive Plan requests made by the Eastmoreland Neighborhood Board in December of 2013, and reiterate with substantial supporting analysis the requests made in that 2013 letter. Your approval will increase the area of the neighborhood with zone designations consistent with context and endorse the work accomplished and in progress to guide future development within the expanded Plan District. For both there is a very high level of support in the neighborhood.

During the past year, our neighborhood has seen an extraordinary amount of wasteful demolition and “remodels” of more affordable and viable housing. The replacements are far more expensive “product” generally of a size overwhelming the site and dominating the surrounding neighborhood in height, volume and site coverage. While there is clearly a demand for somewhat larger and newer single family housing, the *unbridled encouragement* for this type of redevelopment is not leading the city or the neighborhood to a better place.

Key Directions (Introduction 2035 Comprehensive Plan –Proposed Draft July 2014)

Complete Neighborhoods is a concept we strongly support. In our case this includes support for adjacent neighborhood center plans and for retention of existing neighborhood supported commercial uses as proposed in changes 766 and 639.

One Size Does Not Fit All. “Plan and design to fit local conditions” is a concept we strongly support – but not the “Five Portlands” panacea. Reading the details in *GP3* makes clear that the authors have not been listening to cries from neighborhoods across the city and from the

Residential PEG group that found “Five Portlands” aka *Pattern Areas* to be an inadequate approach to meet goals for *preserving and enhancing neighborhood* character while adapting to change. The *Pattern Areas* are broad categories at best. They do not account for the distinct characteristics and context of neighborhoods within the *Pattern Areas*.

If “one size does not fit all” and *goals 4A (Context-sensitive design and development) and 4B (Historical and cultural resources)* are foundational, a zoning code framework that can be tailored to fit a variety of neighborhoods, is context sensitive, accounts for historical resources, and is practical for implementation must be developed. Given available technology, maps can be readily linked to applicable standards and overlays that make it easy to understand the requirements without an unwieldy document search. We suggest that the “plan district” overlay such as that proposed for our neighborhood could be a model for localized context sensitive standards.

Missing and Noticeably Absent. The concept of *Neighborhood Plans*, so important in the past 20 years after the 1980 Comprehensive Plan was adopted, needs to be front and center to provide the basis for both complete neighborhoods and context specific standards. While there are certainly public processes influencing the Comprehensive Plan and a section devoted to this in the Goals and Policies, *there is no mention* in “**Key Directions**” of neighborhood planning.

Imagery in the Plan illustrating *centers and corridors* are surprisingly uninspiring. They show wide streets and monotonous building facades that seemed as rootless as any suburban 5 lane arterial one might encounter- not inviting pedestrian spaces.

“Urban Design Direction” which illustrates the intent of the plan was not issued until mid-September 2014 and both Institutional and Mixed Use zones are in process as of this writing. Purposeful public engagement and opportunities for public testimony must be reopened and the March 13 date for close of written testimony must be reset to give time for review of the plan as a whole.

Planning Goals and Policies (Summer 2014)

GP4 Design and Development goals are excellent but don’t jive with “Five pattern areas”. Goals 4A “Context-sensitive design and development”, 4B, 4C, 4D and associated Policies 4.1-4.13 *Scale and Patterns (except the unexplained entitlements in the last sentence)* and 4.14 - 4.68 are important goals that we support. When reduced to “Five pattern areas” however the goals relating to context and historic patterns and resources lose serious credibility. Context is localized in space - not categorical and the *pattern areas* are simplistic categories. The GP4 section deserves a separate critique in terms of application to code that is beyond the scope of this testimony.

GP2-1 Community Involvement notably fails to highlight Neighborhood Associations as participants for public participation in the planning process. ***GP-4.2 and 4.3*** the role of the Neighborhood Associations are similarly omitted. In the **Guiding Principles GP1** there is no mention of public participation.

Historically, **neighborhood associations** are the designated contacts in land use review, the engines behind neighborhood planning and protecting Portland citizens from destructive impulses of urban freeway visionaries, the pressures of irresponsible development and careless abuse of environmental and cultural resources. While admittedly varying in capacity, these organizations along with business associations (these *are* mentioned) the Neighborhood Associations need to be recognized as integral to *ongoing success of formulation, implementation and enforcement* of land use policies.

Despite an entire chapter in **GP2** devoted to community involvement, it is difficult to see the instances demonstrating that BPS has moved *beyond the reactive mode* in developing a vision for the *distinctive neighborhoods* the document purports to support.

The Woodstock neighborhood (WNA) is an example of a group that has, at its own expense, initiating such an effort. There are certainly others. Encouraging neighborhoods that take the initiative to create a neighborhood plan should be a key goal of community involvement and be supported with policies and funding to match.

The role of the **Policy Expert Groups** in addressing the Draft Comprehensive Plan goals and policies is inexplicably omitted. Consider: Months of effort by staff and mostly unpaid volunteer participants lead to the final draft version of the **“Residential Design and Compatibility”** report. That was effectively whitewashed by staff editors in its final version. For the benefit of the PSC Commission it should be referenced and hot linked from the Proposed Draft Comp Plan document.

“The land use designations indicated for single dwelling residential substantially *misrepresent* the intended densities.... and should be targeted for reconsideration”

GP10.5 Land Use Designations (Truth in zoning).

The land use designations indicated for single family residential substantially *misrepresent* the intended densities. For example, beginning in 1945 the R5 designation (**Appendix A** page 3, 1980 Comprehensive Plan) indicates minimum lot size is **5000 SF** or rephrased it is intended that each dwelling has approximately 5,000 square feet of land. In fact lots of **3,000 SF** are allowed, **2,500 SF** in random settings, and at corners lots as small as **1600 SF**. These compromised ‘standards’ have evolved as a gradual erosion of the minimum density as described in **Appendix A**. The entitlements are parked in various sections of the zoning code and are difficult to track, understand, and interpret. Very few people, even experienced planners working in the City fully grasp the implications - they are anything but transparent. Consequently we recommend that *confusing* single family zoning designations *not* be endorsed by inclusion in the Comprehensive Plan but rather targeted for reconsideration.

For a summary history of the evolution and erosion of single family zone designations please see **Appendix A : Milestones in Portland’s Residential Zoning Code** attached to this testimony. *This work in progress is the first effort to create a full history. The records are difficult to locate and important portions appear to be closed to public access.* Further discussion follows below:

Alternative Development Options (33.110.240) These policies are intended to make use of “underutilized land” or to incentivize other social goals, often worthy in concept. In 1990 the policy claimed to meet the following goals: “They promote better site layout and opportunities for private recreational areas; they promote opportunities for affordable housing; and they promote energy-efficient development.” (**Appendix A**, page 5, from page 3 1990 Zoning Code...)

Some argue that these policies “make room” for new residents by increasing density thereby containing the urban growth boundary. BPS research finds that this is not proved to be an effective way of increasing density. The growth boundary is most impacted by policies of outlying city growth patterns and zoning regulations. Actually these “options”, lots of record entitlements, and the revised lot standards (tucked into **33.610.020 table 610-1**) undermine the density and lot size standards. Too often, as described below, they fail to meet the stated goals, compromise many other worthy goals, and result in unintended negative impacts.

Among the most contentious “alternatives” is the recognition of substandard platted lots – aka **historic lots of record (33.110.213)**. These are lots or portions of lots, accidents of history, randomly located across the city that typically do not meet the density standards established by the code. They were – except in rare instances – amalgamated into larger tax lots that *did* meet density standards of the zone. Until 1990 they were not recognized as entitled lots superseding zoning standards. When they were recognized in 1990, they were portrayed as *empty lots* on which smaller more affordable houses could be built. Under pressure from developers, these were approved by then Council members over objections from the Planning Commission. (**Appendix A**, page 8, June 4, 2003). Now is an opportune time to reverse this misjudgment and to either tightly constrain or remove these arbitrary entitlements from the code except where the zoning designations and other policies (besides density) support this density.

The most conspicuous outfall of the *entitled substandard lots* phenomenon is the “**skinny house**” - a 15 foot wide structure on a 25 foot wide lot – typically an elongated garage with a dwelling unit above (**Appendix A**, page 7). Neighborhoods and the Planning Commission became alarmed at the *unbridled scale and garage door architecture* dominating the street and adjacent yards as well as *wholesale destruction of blocks of existing viable housing*. Again Planning Commission recommendations to end this type of infill were over ruled by developer friendly Council members in 2003 arguing that these houses produced “affordable” housing. They were however limited to “vacant” land (or land made vacant).

By demolishing houses and splitting lots, developers were given a free hand to produce clusters of highly inefficient “skinny” housing. The houses produce a streetscape dominated by garages and driveways violating adopted design standards applied to other structures in the same zone. They are built at a scale overshadowing neighbor houses and yards leaving little open land for landscape or garden. Side yards are long narrow strips of barkdust. The “**skinny house**” is inherently energy inefficient by geometry (large amount of exterior surface relative to their enclosed area). Generally they are less affordable than the houses they replaced.

Considering the outcomes, it is essential to reverse this misguided experiment. We recommend areas of R2.5 density near centers and corridors while encouraging attached common wall

housing with minimized garage and driveway or where appropriate reworking the code so that the *house is proportional to the lot size* for the zone designation.

The “**narrow lot house**”, typically on a 30 to 40 foot wide lot has been offered as a reasonable form of infill housing in an R5 zone. In some neighborhoods such a pattern is consistent with earlier precedents and is non-controversial. In other neighborhoods this policy damages the neighborhood character by encouraging speculative lot splitting, demolition and removal of affordable and viable housing.

The **corner lot attached or duplex** (see **Appendix A**, page 8, 2002) may in some cases be an appropriate solution for adding additional housing. But lacking regulation of what is appropriate to demolish and design regulation and scale limitations for what is built, this is simply an incentive to demolish and redevelop while doubling the stated density. (For an example of the impacts, see **Exhibit F**)

“...[these] policies are producing little in the way of affordable new housing, ..increase the carbon footprint... don’t promote better site layout, and ... don’t accommodate many more residents. ...[They have] proved to be **corrosive to public trust** ...The primary benefit accrues to private development interests at the expense of existing neighborhood residents and artificially drive up the value and cost of land and housing...”

Most Portlanders seem comfortable with the “**accessory dwelling**” provision that provides flexibility to add a modest sized second residential unit when accessory to a primary residence. This entitlement provides a reasonable but *unrecognized doubling of dwelling unit density on every site*.

No doubt some portion of the housing stock is in such disrepair or of such poor quality that it is effectively obsolete and should be replaced. Replacement housing is typically larger and more expensive. True also there is a strong market desire for housing constructed to new house standards in terms of energy efficiency, seismic resistance, and not requiring extensive renovation and repairs. Alternative density standards may in some cases advance this process by incenting new houses on smaller lots but at what cost and for whose benefit? The regulatory balance favoring the context and numerous other criteria that support “livability goals” and the desires of Portland’s citizens needs to be revised, **tested**, then implemented.

It is our understanding that the BPS numbers show “alternative development” policies are producing little in the way of affordable new housing, and (without effective standards for scale massing or design) don’t promote better site layout, and finally don’t accommodate many more residents. *They are not meeting their purpose*. The primary benefit accrues to private development interests at the expense of existing neighborhood residents. They artificially drive up the value and cost of land and housing as would-be resident owners compete against developers with cash-in hand offers to purchase.

Without considering context, these *one size fits all* policies encourage wasteful redevelopment

and infill – often destructive to the fabric of existing neighborhoods and not consistent with other adopted Goals and Policies. They generally reduce affordability and result in displacement of groups specifically targeted for protection in the goals and policies, and in some cases threaten historic architectural and cultural fabric. They increase the carbon footprint from producing replacement materials and by adding significantly to landfill from demolition.

It comes as a great surprise to most residents that the “alternative development options” and compromised density standards allow the type of infill discussed above and that all corner lots are entitled to double the allowable density by splitting those lots regardless of the quality of housing in place or in the resulting construction. Not least, this back door planning with opaque and misleading standards has proved to be **corrosive to public trust**.

Summary Policy Comments

- The residential zoning designations need to relate to the context (one size does not fit all). Densities should reflect historic patterns but also a pattern of increased density in the context of planned, complete, neighborhoods that protect historic and cultural resource values.
- The lack of compatibility standards for infill as well as design standards for the neighborhoods is becoming increasingly important and should be addressed in the comprehensive plan. Regulations need to be modeled and tested.
- The planning of neighborhoods must involve those who live and work in the neighborhood. The City should do much more to encourage neighborhood associations and business associations to engage in planning specific to their locale.
- The single family zoning regulations need to be easily understood by the public, the construction industry, and by City staff responsible for review and enforcement.
- Underlying lots of record and lot remnants are random accidents of history. Entitlement effectively encourages non-contextual spot density zoning.
- The single family zoning *density policies are failing to meet many of their intended purpose statements*. The context indiscriminate “alternative development” policies and revised lot standards (tucked into **33.610.020 table 610-1**) are producing little in the way of increased density and less *affordable* new housing. They remove viable lower cost housing from the market and add to regional land fill problems. They drive up the value and cost of land and housing (not because of the constraints of the regional urban growth boundary but because existing lots are valued for their potential to be divided).
- The primary benefits from the compromised density standards accrue to private development interests at the expense of existing and future neighborhood residents. They undermine public trust in planning.

Many of these issues were addressed in considerable depth by the “Residential Design and Compatibility” Policy Expert Group but their recommendations are omitted or ignored in the Proposed Draft Comprehensive Plan.

Eastmoreland Neighborhood Specific Requests and Analysis

Neighborhood Comprehensive Plan goals remain focused on two essential objectives from our letter of request for comprehensive plan changes dated December 2013:

- R7 designation extended to the entire area within the neighborhood association boundary except as noted.
- Development of a well-crafted Plan District that encompassing the entire neighborhood. The goals for the plan district have been adopted by the ENA Board and are widely supported in the neighborhood. The *implementation plan* for the plan district is in development. The *expanded plan district* should be acknowledged in the Comprehensive Plan.

The requested inclusions for *both the expanded plan district and the zone designation change* are *consistent with the goals and policies identified in the comprehensive plan* such as contextual design and community participation. ENA analysis supports both addressing the following comprehensive plan criteria:

- Existing land use patterns and density
- Historical development patterns
- Housing Diversity
- Historic and Cultural Resources: streetscape and architecture
- Access to transit
- Access to Services

Existing Land Use Patterns and Density

Lot size and lot size frequency within the neighborhood boundary was analyzed by the ENA as a whole in our original request and in discrete areas in this analysis to demonstrate consistency. For the western portion extending east to SE 36th Avenue the mean lot size is **7247 SF**, for the northeast quadrant the mean lot size is **7,062 SF**, and for the southeast **5,592 SF**. With the exception discussed below, **R7 is the appropriate designation** for all quadrants under current **33.110** and **33.610** standards. Please refer to the attached map, bar chart, and pie chart (**Exhibit A, Exhibit B**). In addition consider the following:

- Public support is very positive on the MapApp and in other forums. Reviewing the MappApp comments as of December 1 there were approximate 90 out of 100 comments in favor of expanding R7 to the full neighborhood boundary (Half the opposed do not live in Eastmoreland and of those some appear to be duplicates). Many are in favor of expanding R7 to the full neighborhood boundary and none expressed opposition to this point.
- For the northeast quadrant, lots facing SE Woodstock Blvd east of SE 36th Ave and lots abutting SE CCB (39th Ave) north of SE Glenwood are appropriately classed as R5 for their convenient access to transit and services.

- Only 2% Of the lots in the neighborhood are 4200 SF or smaller. These were developed in recent years as the result of tear-down lot splitting primarily in the most vulnerable southeast quadrant. They are clearly incompatible with the scale, streetscape, and character of the neighborhood. Again supporting R7 designation.
- Lots sizes, development, architectural character and land use patterns in the all but the southeast quadrant are indistinguishable although density patterns vary somewhat by the block and topography.
- There are a *large number of 7500 SF* and larger lots many with random underlying lots of record. Establishing the minimum lot size at 4200 SF (R7 standards) is critically important to reduce haphazard lot splitting and to preserve the historic streetscape.

The southeast quadrant (or Berkeley Addition) consists of blocks of 25 x 100 lots of record. The mean lot size in the quadrant (in 2011) was 5,592 sq. ft. with 23% of these lots 6,000 sq. ft. or larger. Using current R5 standards, all of these lots could be split into minimum 3,000 SF lots following demolition of existing housing stock and all corner lots can be split by right into 2,500 SF lots. For these reasons and as well as lacking access to transit and access to services discussed below, the *R-5 zoning definition is clearly inappropriate* for this quadrant.

Housing Affordability

The incentives in the code and market conditions are reducing affordability. The southeast quadrant contains some of the oldest houses and the largest number of post World War II workforce housing that is the most affordable. With a predominance of 25 foot wide lots of record it is also the most vulnerable to the lot splitting. Encouraged by the “alternative development options” and compromised density standards, these are being replaced by much larger and more expensive production housing. *The value of retaining houses under R7 zoning standards is to maintain diversity of housing types and affordability and to discourage upward price pressures on land values resulting from speculative teardowns.*

Housing Diversity

The neighborhood has a wide range of house and lot sizes and prices, a reflection of the economic times during which they were built as well as marketing and design preferences. As house sizes trend larger and more expensive this diversity is eroded. The proposed plan district standards and the R7 designation are intended to check this by limiting lot coverage and house sizes to comport with the existing scale, favor renovation, and discourage teardowns.

Substantial pressure to remodel and redevelop will continue. The application of “alternative development options”, reduced lot size standards, and application of lots of record entitlements has incentivized and rapidly accelerated this activity in the last 2 years. The effect is to raise land and thus house prices. The result is larger, less diverse, and less affordable housing, as well as serious damage to the distinctive neighborhood character.

Historical Development Patterns

The Eastmoreland subdivision, the northeast quadrant (College View, Campus Heights, etc.) and the Berkeley Addition share the heritage of being street car suburbs served first by the suburban line running along the Springwater corridor with a station at the foot of SE 37th Ave.

The later Bybee street car line extended through the center of the Eastmoreland subdivision and into the Berkley subdivision along SE Knapp to SE 45th Ave.(the City boundary at the time). **Exhibit C** shows the rail and streetcar lines circa 1924. The oldest and newest houses are found in the southeast quadrant platted as the Berkeley Addition. The original neighborhood post-office, Ward's store, was replaced by a house at 7405 SE 37th. The entire neighborhood was developed with lots of at least 5,000 SF and many larger. **Exhibit D** shows houses the year built from 1888 to 2011 (from BDS permit records) indicating that the oldest houses were built and streets surveyed in the eastern quadrants prior to the platting of the Eastmoreland subdivision dating from 1910.

The neighborhood shares a common historical development pattern *and most important a common streetscape* characterized by substantial areas of front and rear yard ornamental landscaping, minimized driveways and garage presence, and houses proportioned to lot size. All these qualities are threatened by the application of lots of record entitlements, R5 standards and "alternative development options". All of these qualities are to be preserved and enhanced under the goals of the proposed plan district.

Historic and Cultural Resources : Streetscape and Architecture

The Eastmoreland Neighborhood strength of identity lies in its historic character on several levels. The unique street pattern of straight, gridded north-south avenues bisected by curving east-west streets that follow old streambeds is unique in the Northwest and has few precedents elsewhere in the country. The east west curvilinear streets align with the earlier platted streets of subdivisions to the east. Reinforcing this grid-and-meander street pattern, linked in spirit to the earlier Ladd/Olmstede developments of Ladds Addition and Laurelhurst, is a dominant pattern of large deciduous tree planting with Elms lining the east-west streets and maples lining the north-south streets.

The relatively wide planting zones for these trees and proportion of lot size relative to the size of houses creates a park-like setting that accommodates and unifies a diverse architectural heritage. The axis of the neighborhood and its iconic central feature is the mile long park-boulevard featuring an arcade of linden trees that extends to the 'great lawn' of Reed College. This combination of landscape and street plan is of unique and historic importance and the defining character that unifies all quadrants of the neighborhood.

Eastmoreland's architecture on first viewing might seem a picturesque variety of sizes and styles from craftsman to mid-century modern, builder customized plan houses to distinguished work of Portland architects. It is impossible to find any two of identical design but characteristically the architecture is dominated by three revival influences—Colonial Revival , English cottage styles and California mission style. Two-thirds of the neighborhoods 1500 houses were built in variations of these styles during two relatively short periods, 1925-30, and 1936-40 giving a surprising unity to the outward variety. On the streets east of the Ladd Corporation development, between 36th and 39th Avenues, this unity of house types and styles is continued without interruption in the northeast quadrant. Giving further unity to the whole is a neighborhood tradition of large street trees and extensively landscaped yards even for modest houses distinctively visible from aerial view and widely appreciated and worthy of preservation.

Access to transit. Portions of the Eastmoreland neighborhood are served by three routes only one of which is more than tangential. These routes and their predicted quarter mile walking catchment areas are shown on **Exhibit E**. Frequency of service is not shown but described below.

The 19 bus line is accessed on alternate routes either along the northern edge of the neighborhood on SE Woodstock Boulevard or on an inner loop extending along Se 29th and SE 32nd as far south as SE Rex before rejoining the common route east and west. Service frequency for prime weekday commuting hours is roughly on twenty to thirty minute intervals for each alternate. Saturday service is closer to hourly, begins mid-morning and ends mid evening. For the inner loop there are only two trips on Sunday. (Trip time to and from downtown is increasingly unpredictable during rush hour and will become gradually less viable in future as a result of congestion through the Brooklyn neighborhood.) The second bus route is the 75 that provides frequent (approx. 15 minute) north-south service from the northeast corner of the neighborhood (SE Woodstock Blvd at SE CCB (SE 39th Ave.) The third route will be the nearly complete Orange light rail line. Presumably this will be a draw for bicycle and kiss and ride commuters as well as transfers from the 19 and pedestrians from within a ten to fifteen minute walk from the station platform.

The importance of this analysis is to demonstrate that *the least served (or unserved) area of the neighborhood is the southeast quadrant*. As a result of the lot splitting encouraged by application of lots of record entitlements, R5 standards and “alternative development options” it is *effectively zoned for the highest density*. This is an essential point supporting R-7 designation for this area of the neighborhood.

Access to Services

Currently only the northeast corner of the neighborhood, primarily a small portion along Caesar Chavez Boulevard and along Woodstock Boulevard, could be considered to be within a 20 minute walk of the Woodstock corridor commercial area. Note that SE Martins street is not a through street. For these reasons we support the R-5 designation in the limited areas shown on **Exhibit A**. Again the least served area of the neighborhood is the southern half especially the southeast and southwest quadrants. As a result of the lot splitting encouraged by the current zoning code and narrow lots of record the south east quadrant is inappropriately zoned for the highest density. This is yet another cogent argument for this area of the neighborhood to be assigned the R-7 designation.

Summary

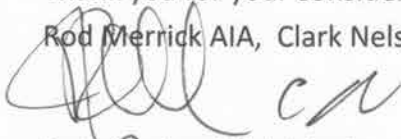
Considering *the criteria of the comprehensive plan* the research and analysis points to the conclusion that for now and in the foreseeable future the the medium density zoning (**R7**) is the appropriate Comprehensive Plan designation for the Eastmoreland Neighborhood.

We hope you will agree that all quadrants deserve equal attention in shaping future development that can best be facilitated with an expanded and well-crafted neighborhood

developed and approved Plan District. We look forward to continuing the good working relationship with neighborhood liaisons and City staff in bringing this to fruition.

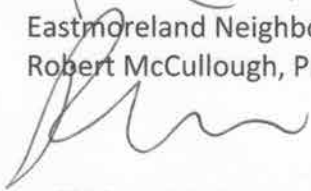
Thank you for your consideration.

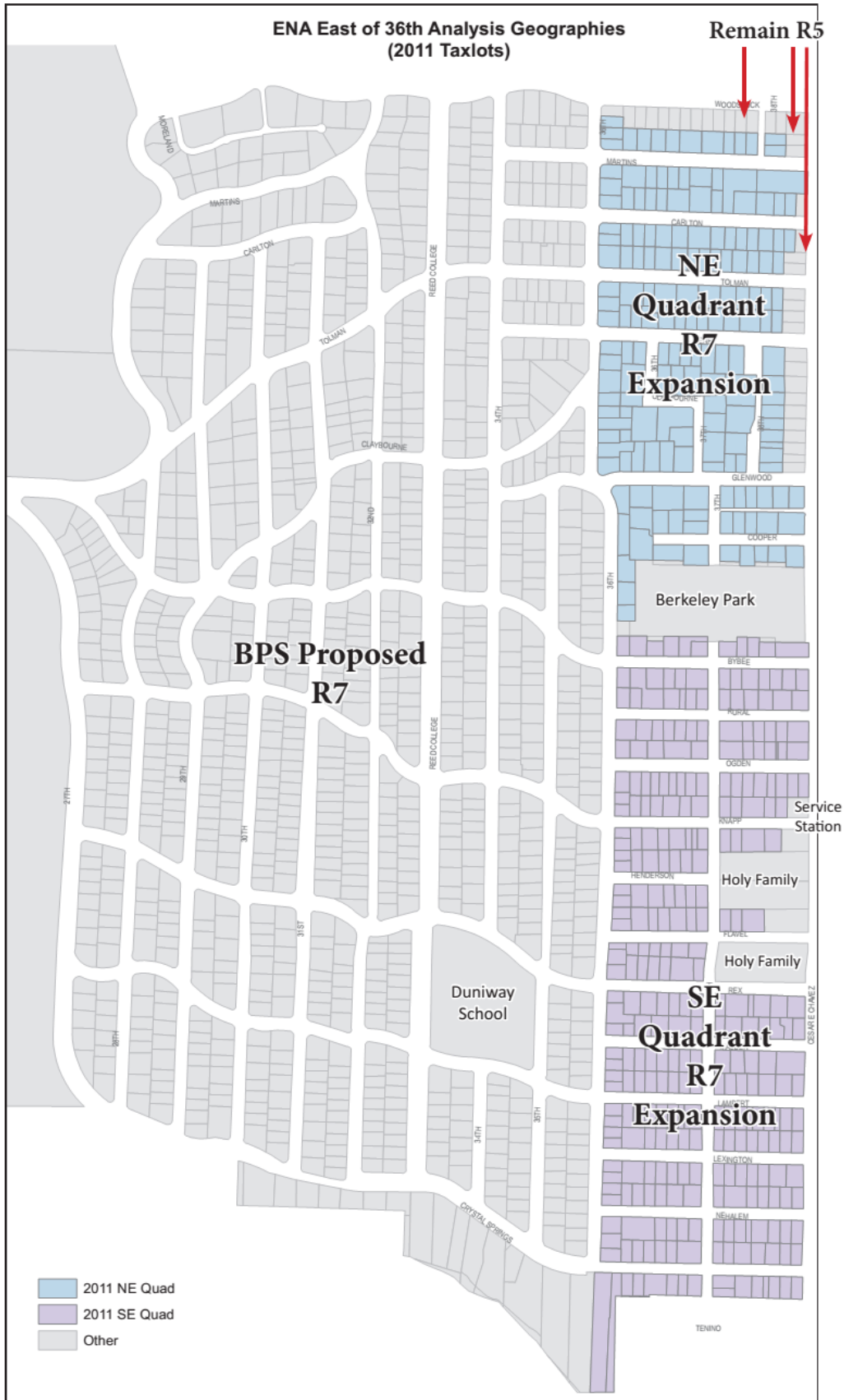
Rod Merrick AIA, Clark Nelson Land Use Co-Chairs



Eastmoreland Neighborhood Association

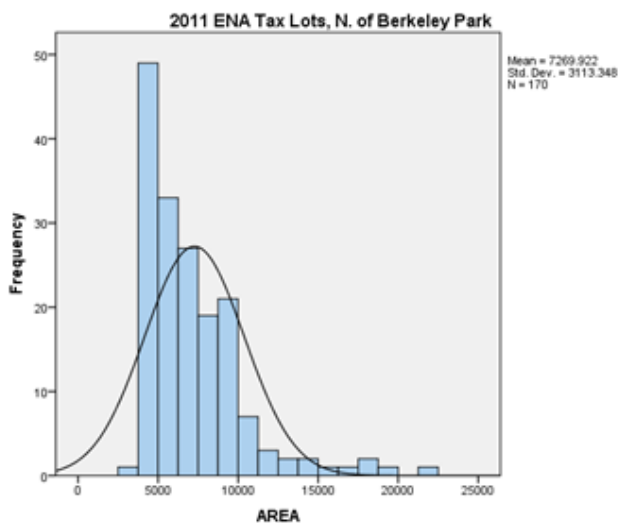
Robert McCullough, President



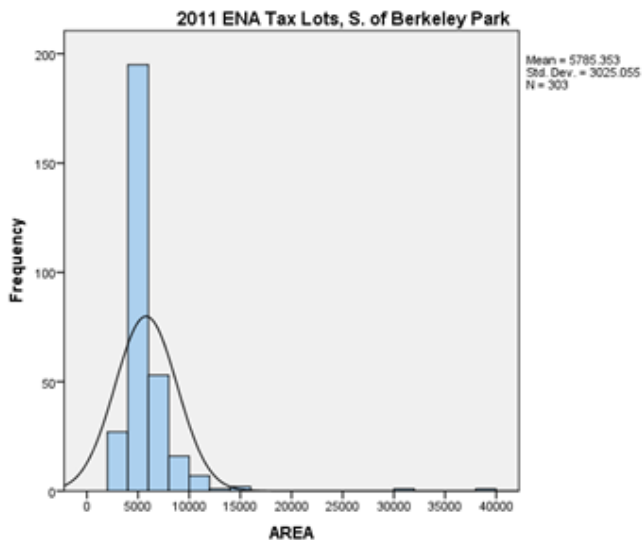


**EXHIBIT A
PROPOSED ZONING AND QUADRANT ANALYSIS**

WITH ENA BOUNDARIES

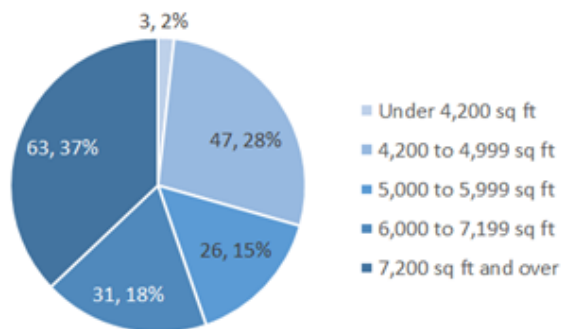


Average Tax Lot Size in 2011 = 7,270sq. ft



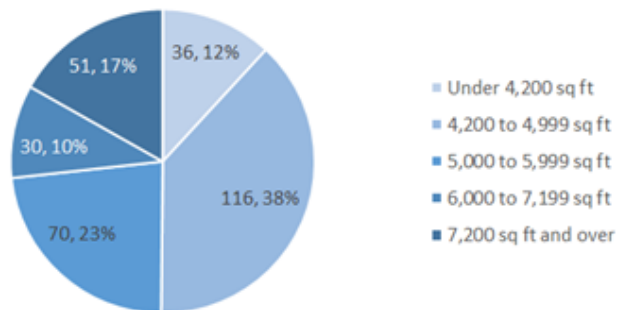
Average Tax Lot Size in 2011 = 5,785sq. ft.

2011 ENA Tax Lots N. of Berkeley Park



NORTHEAST QUADRANT

2011 ENA Tax Lots, S. of Berkeley Park



SOUTHEAST QUADRANT

EXHIBIT B EASTMORELAND LOT SIZE ANALYSIS – NE AND SE QUADRANTS

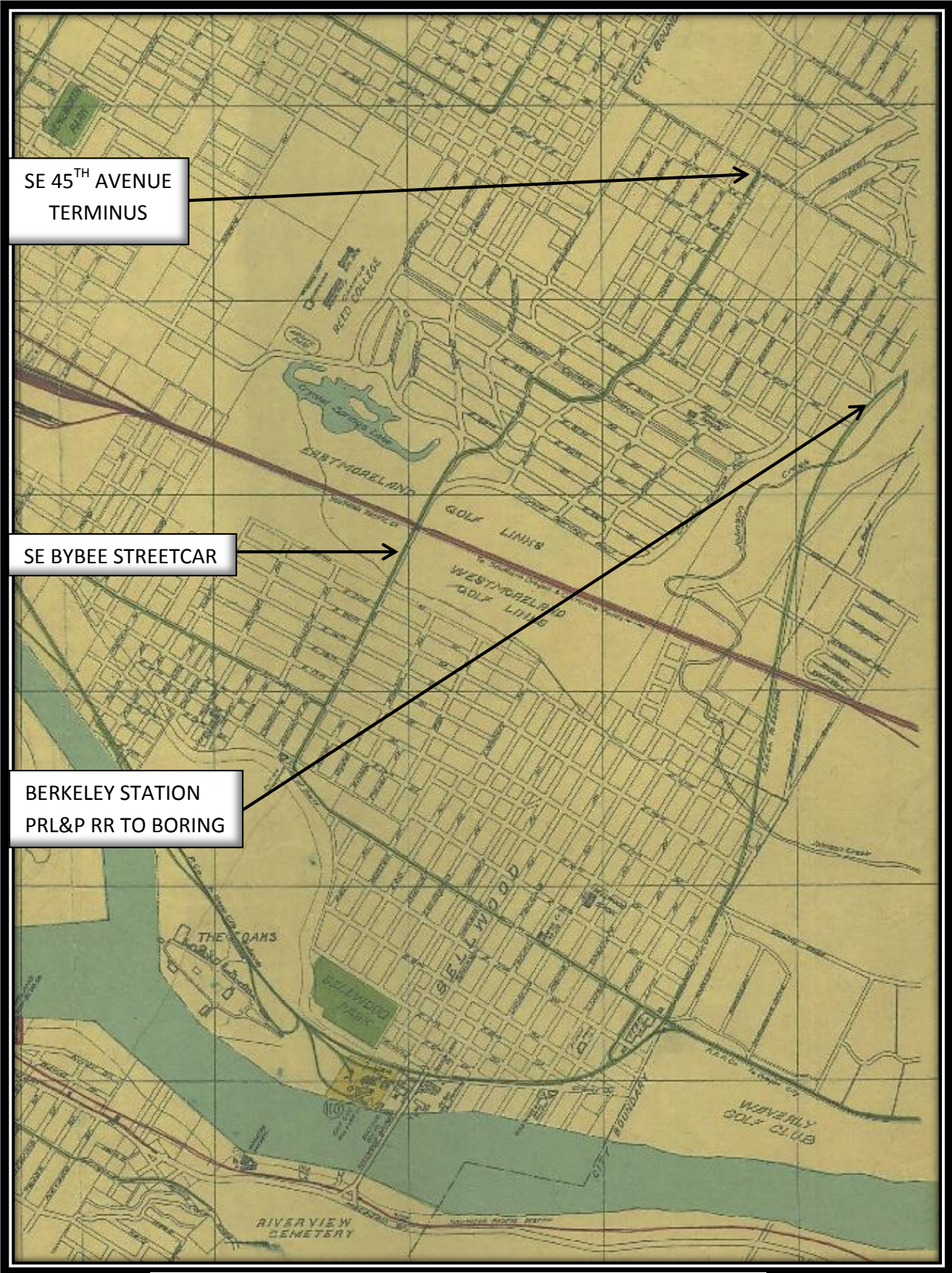


EXHIBIT C

HISTORIC STREETCAR AND RAIL LINES – 1924

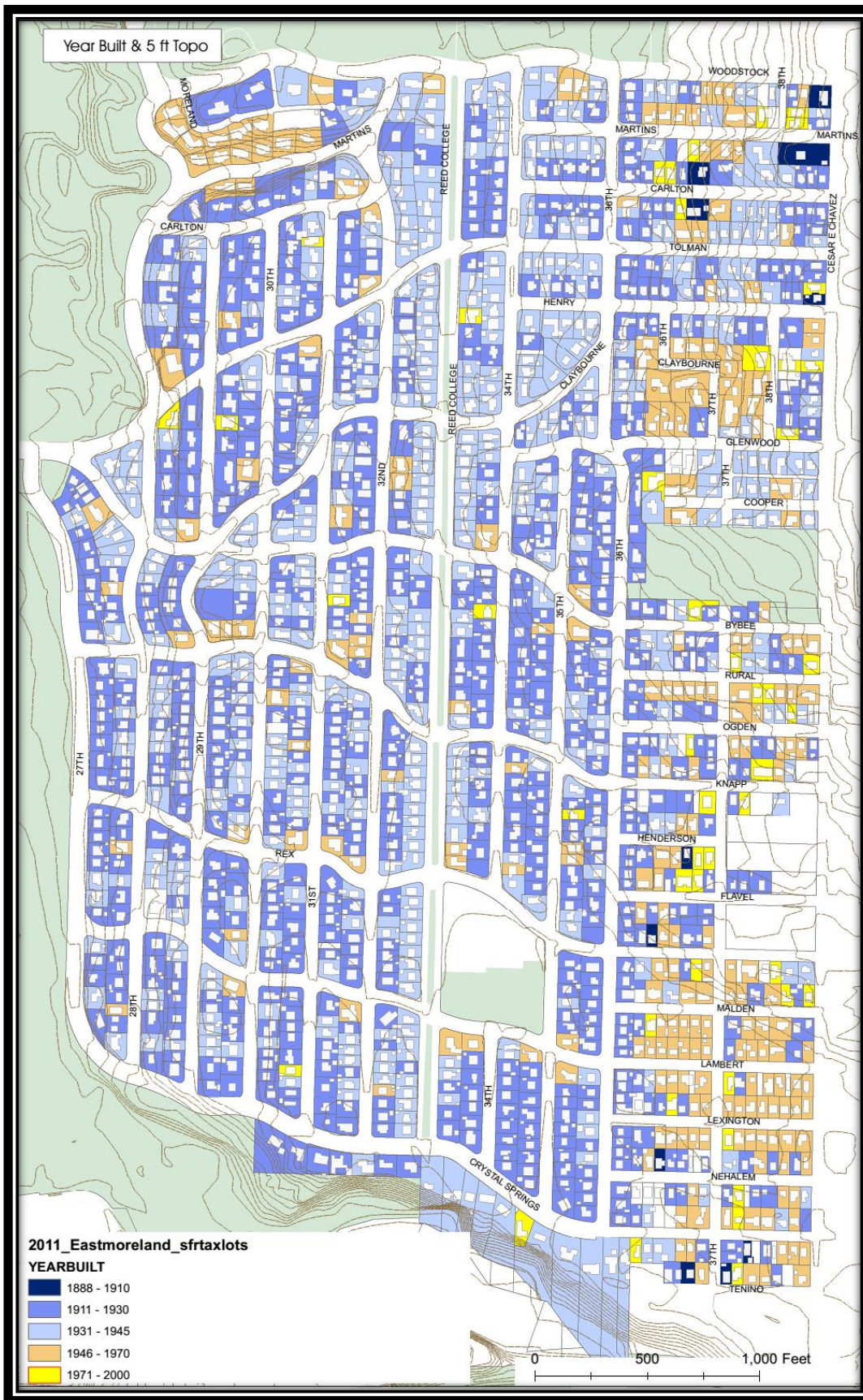


EXHIBIT D

HISTORIC DEVELOPMENT, YEAR BUILT- BDS PERMIT RECORDS – 1888 TO 2011

1/4 Mile Walking from Bus Stops

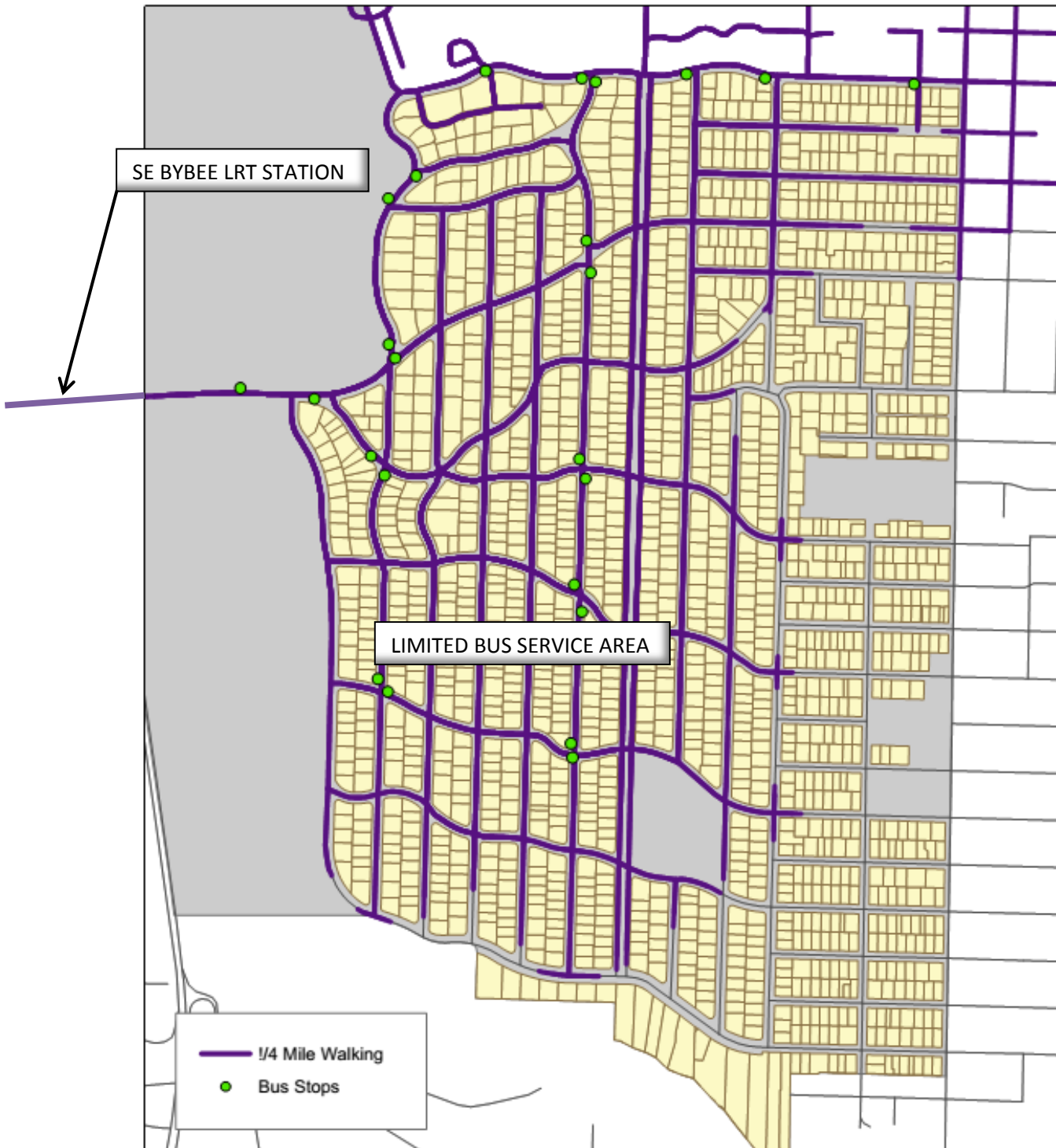


EXHIBIT E ACCESS TO TRANSIT

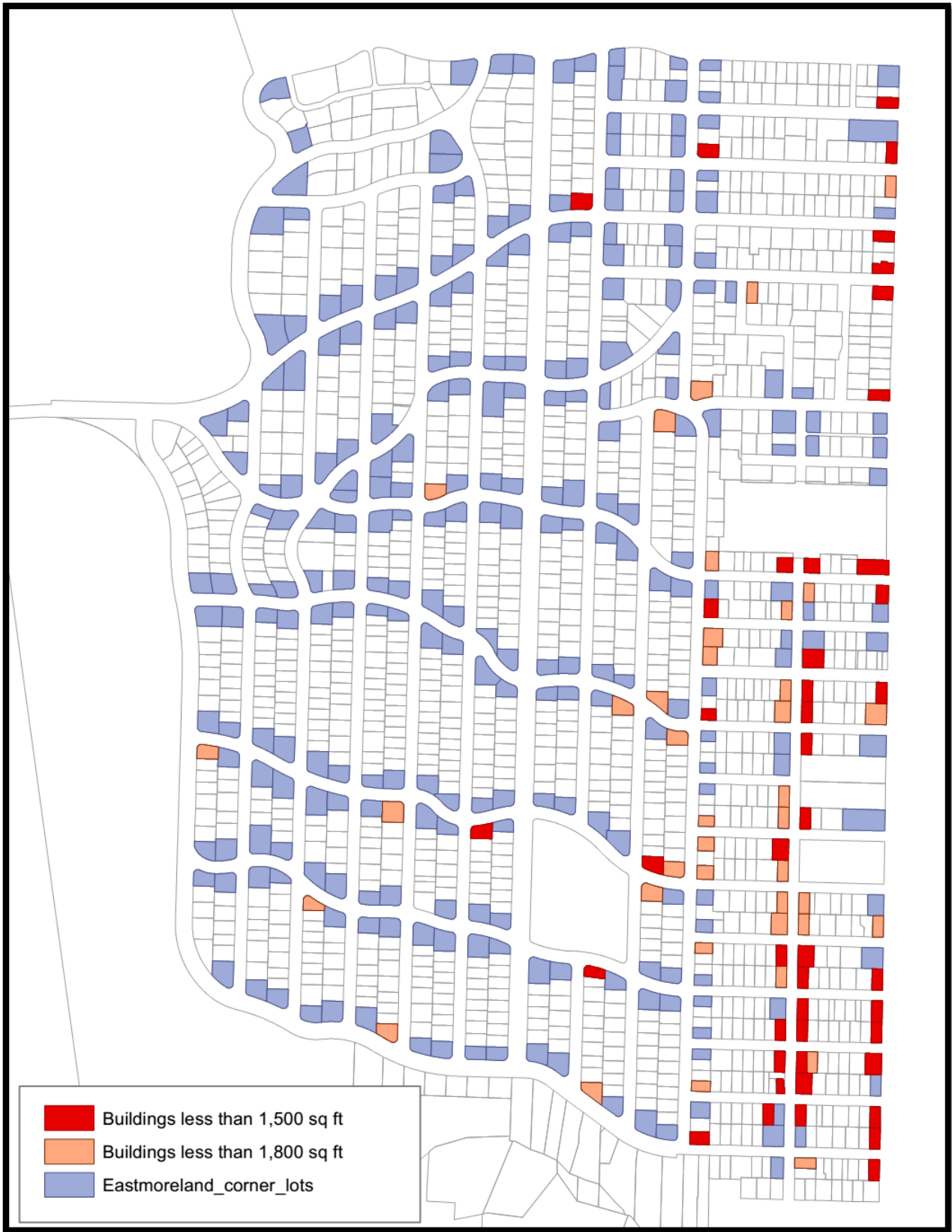


EXHIBIT F

CORNER LOT VULNERABILITY

APPENDIX A
Milestones in Portland's Residential Zoning Code

Notes for an upcoming paper, compiled by Meg Merrick, August 2014

- **1924. Portland's first zoning ordinance.** Largely created by real estate interests, a pyramidal system of zoning was established with an exclusive single family residential zone. Broad swaths of land were zoned for apartments and commercial uses. The zones were as follows: Zone I, Single Family; Zone II, Multi-family; Zone III, Business-manufacturing; Zone IV, Unrestricted.
- **July 1, 1945.** According to Lloyd T. Keefe's, 1975, *History of Zoning in Portland, 1918-1959*, it wasn't until July 1, 1945 that any regulation of minimum lot sizes in residential zones were put into place. **A minimum of 5,000 sq ft** was established for one and two-family structures in Zone I and Zone I Special (?). No minimum lot sizes or densities were established for Zone II (apartments). According to Keefe: "In later years, in the early 1950's, when Bridle Mile was annexed to the City, minimum lot sizes in that area were raised to 10,000 sq. ft., and in other annexed areas in the Southwest to 7,000 sq. ft. as residential property owners were adamant against lot sizes as small as 5,000 sq. ft. in the neighborhoods" (Keefe, 1975, p. 10).
- **1959 Zoning Code:** Dealing with uncertainty, density, and corner lot development. Keefe (1975) suggests that the 1924 code left too many situations open to doubt creating, among other things, "poor public relations" and discrepancies that made the code legally vulnerable. In his words:

Amendments had not kept up with changes in the mode of property development, transportation and the urban way of life. There were too many types of industrial processes, social institutions, entertainment facilities which were not mentioned as being permitted in any zone. These omissions caused difficulties in administration, impeded development, and created poor public relations. There were discrepancies that made the code vulnerable legally. The State enabling act on city planning and the Portland Zoning Code were in conflict, and there was certainly reasonable doubt that the local option procedure was constitutional.

According to Keefe, "**population density control**" in both single-family and apartment zones were instituted for the first time in a new 1959 zoning code. Four single-family residential zones "reflecting the varying lots sizes in different sections of the City" were created (Keefe, 1975, p.17).

It was determined that too much land had been zoned for apartments throughout the city. Large areas that had been zoned for apartments were downzoned in 1959 to reflect the single-family residential character that had developed – a major consequence of the 1959 code.

Other interesting observations, included in Keefe’s discussion of the 1959 code, relate to apartments. Commenting on the quality of apartments, he notes that while there were some good examples in the city, they were more often are unsatisfactory:

But for the most part, apartments which are being built are both disappointing and destructive of the single-family environment into which they are intruding. Areas zoned A2.5 and A1 are still basically single-family in appearance with green open space surrounding buildings. Unfortunately, most of the new apartments can only be described as “barracks in asphalt.” ...These intrusions of a drastically different standard of development and maintenance are destroying the character of the single-family areas in the City and are giving apartments a bad name. (Keefe, 1975, p. 55)

The remedies that Keefe suggests include: minimum site sizes of 10,000 sq ft for the A2.5 zone and 15,000 sq ft for the A1 zone; maximum lot coverage, “The area covered by all buildings, including accessory buildings and space allocated to parking and driveways thereto shall not exceed 40% of the lot area” (Keefe, 1975, p. 56); a recommendation to move parking to the rear of these sites; a density regulation related to the number of bedrooms rather than dwelling unit; and a recommendation that planning staff execute detailed **architectural and site studies of various sized projects to test out the application of his density and coverage proposals:**

The guiding approach of these studies should be to develop design which do not exceed the minimum regulations. This is the attitude that the ordinary developer takes. The minimum standards specified in the Code become the normal of development. Practically no apartment project has been built in Portland since the 1959 Code was enacted which provides fewer dwelling units than is permitted by the Code. (Keefe, 1975, p. 57)

Furthermore, he states:

Despite various dimensional regulations, experience shows that they in themselves are not guarantee of a well-designed nicely appearing apartment.... The experience of our suburban neighbors is the same, and some of them have started the design review process for all apartment buildings. The process is demonstrating improvement in the appearance of buildings. (Keefe, 1975, p. 58)

Keefe also contends that there had been a proliferation of A2.5 spot zoning in the single-family zone that needed to be addressed. He suggests that this was happening in areas where the housing was old, some poorly maintained, and where some nonconforming apartments were present. The solution that he proposes is not to consolidate these areas into blocks of A2.5 zoning but to permit the construction of duplexes as a conditional use in R5 zones. The minimum lot size for a duplex, he suggests, should be 7,500 sq ft.

As the condition, the surrounding neighborhood would be notified, detailed plans would be reviewed for appearance and size of units, “in effect, the design review process brought to bear” (Keefe, 1975, p. 58).

- **To 1980.** Historically, several plats at various times and places in the city, were created that had, as their foundational element, the 25’ x 100’ lot. These nested into predictable block sizes and enabled developers to sell off a system of tax lot sizes with increments of 25’ of street frontage (50’ x 100,’ 75’ x 100,’ and 100’ x 100’). Nearly all houses that were constructed in such subdivisions were built on 50’ x 100’ lots or larger. Development on these 25’ x 100’ lots was extremely rare.
- **1980 Comprehensive Plan.** According to BPS staff document “History of Narrow Lot Houses,” residential construction on 25’ x 100’ lots was “technically legal” until 1981 when the new zoning code required a minimum lot size of 5,000 square feet in the R5 zone. This, however, appears to be contrary to Keefe’s account that states that a minimum lot size, of 5,000 sq. ft. in the residential zones (not including apartments) was enacted in 1945.

Nevertheless, minimum lot sizes were established in the residential zones as a result of the 1980 Comprehensive Plan. The minimum lot size in the R5 zone was 5,000 sq ft with 50 feet of street frontage (BPS staff document “History of Narrow Lot Houses”).

- **1990 Zoning Code Amendments (Nov. 7, 1990, City Ordinance #163608).** The documents related to this ordinance indicate that minimum lots sizes that were adopted as a result of the 1980 Comprehensive Plan would stay in place. Therefore, in the R5 zone, the minimum lot size remained 5,000 sq ft, with a minimum lot width of 50 ft and a minimum lot depth of 80 ft. The maximum density in the R5 zone was stated as 8.7 units per acre which is equivalent to one house per 5,007 sq ft.

The ordinance document includes commentary about both the density requirements and lot sizes in the residential zones. About density:

A. **Purpose.** *Density standards serve several purposes. They match housing density with the availability of public services and with the carrying capacity of the land*. For example, more housing can be allowed on flat areas than on steep, slide-prone lands. At the same time, the density standards promote development opportunities for housing and promote urban densities in less developed areas. The density regulations are a tool to judge equivalent density when comparing standard and nonstandard land divisions (such as PUDs).*

B. **Maximum density.** *The maximum density allowed in each zone is stated in Table 110-3. The maximum density may be increased if allowed in 33.110.240, Alternative Development Options.*

Standard	RF	R 20	R 10	R 7	R 5	R 2.5	
						detached	attached
Maximum Density (See 33.110.205)	0.5 units per acre [2]	2.2 units per acre [2]	4.4 units per acre [2]	6.2 units per acre [2]	8.7 units per acre [2]	8.7 units per acre [2]	17.4 units per acre [2]
Minimum Lot Size - Min. lot area	2 acres	20,000 sq. ft.	10,000 sq. ft.	7,000 sq. ft.	5,000 sq. ft.	5,000 sq. ft.	1,600 sq. ft. [3]
- Min. lot width	100 ft.	80 ft.	70 ft.	60 ft.	50 ft.	50 ft.	16 ft.
- Min. lot depth (See 33.110.210)	150 ft.	120 ft.	100 ft.	90 ft.	80 ft.	80 ft.	40 ft.
Maximum Height (See 33.110.215)	30 ft. [4]	30 ft. [4]	30 ft. [4]	30 ft. [4]	30 ft. [4]	35 ft.	35 ft.
Minimum Setbacks							
- Front building setback	20 ft.	20 ft.	20 ft.	10 ft.	10 ft.	10 ft.	10 ft.
- Side building setback	10 ft.	10 ft.	10 ft.	5 ft.	5 ft.	5 ft.	5 ft. [5]
- Rear building setback	10 ft.	10 ft.	10 ft.	5 ft.	5 ft.	5 ft.	5 ft.
- Garage entrance setback [6] (See 33.110.220)	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.	20 ft.
Maximum Building Coverage (See 33.110.225)	10% of site area	25% of site area	30% of site area	35% of site area	45% of site area	45% of site area	50% of site area [7]
Required Outdoor Area							
- Minimum area	none	none	none	none	250 sq.ft.	250 sq.ft.	200 sq. ft.
- Minimum dimension [8] (See 33.110.235)	none	none	none	none	12 ft. x 12 ft.	12 ft. x 12 ft.	10 ft. x 10 ft.

Notes:

- [1] These standards may be superceded by the regulations of an overlay zone or plan district.
- [2] Does not include area devoted to streets.
- [3] Average lot size for attached unit development must be at least 2,500 sq.ft. per lot.
- [4] Also subject to the solar access regulations. In case of conflict, the most restrictive applies.
- [5] Applies only to the perimeter of the attached unit development. See 33.110.240 C. for more information.
- [6] The walls of the garage structure are subject to the applicable front, side, or rear building setbacks.
- [7] Applies to the entire attached housing project. The maximum building coverage for an individual lot is 60%.
- [8] The shape of the outdoor area must be such that a square of the stated dimension will fit entirely in the outdoor area.

Section 33.110.240, cited above, (City Archives document Ordinance 163608 BA), Alternative Development Options relate to the following:

A. Purpose. The alternative development options allow for variety in development standards while maintaining the overall character of a single-dwelling neighborhood. These options have several public benefits:*

- *The allow for development which is more sensitive to the environment, especially in hilly areas and areas with water features and natural drainageways;*
- *They allow for the preservation of open and natural areas;*
- *They promote better site layout and opportunities for private recreational areas;*
- *They promote opportunities for affordable housing*; and*
- *They promote energy-efficient development.*

This section appears to deal with attached housing. The commentary indicates that the attached housing option in the R20 through R5 zones would be the same as the existing code; the changes pertain to the R2.5 zone. The lot size comments state that for the most part the existing standards would stand but there would be changes to the R2.5 zone.

Where the real change occurred was in section **33.291.020, Substandard Lot Types**. The commentary section of the document first discusses substandard lot types:

The Type A substandard lot dimensions are those from the present code except that the R5 and R2.5 zones do not have to meet the lot dimension requirements. Lots above these sizes are allowed to be developed by right. The new feature is that after July 26, 1979, the lot has to have been legally created in conformance with its zoning at the time. This date is used because Multnomah County uses this date, so it is easy to keep records from this point onward. Lots recorded before the cutoff date will not be checked to see if they were legally created.*

From the facing code page in the document:

33.291.010 Purpose

The substandard residential lot regulations allow infill housing on existing lots which do not meet the minimum lot size requirements of the current zone, while maintaining compatibility with the neighborhood. The regulations are intended to allow for a reasonable use of the land, but not to legitimize parcels which were divided after subdivision and partitioning regulations were established*, and which did not comply with the jurisdiction's regulations.*

It is notable that the language here stresses the compatibility with the neighborhood, talks about “a reasonable use of land,” and not intended to legitimize lots that were later

subdivided at substandard levels. This language does not suggest a widespread use of the development of substandard lots in the residential zones larger than R2.5.

However, substandard lots in the R5 zone are considered Type A (33.291.030) lots and only need to meet three criteria and no dimensional criteria:

1. *A lot of record as of July 26, 1979, are a lot of record created after July 26, 1979, which complied with the zoning regulations when recorded; and*
2. *Which is currently vacant*; and*
3. *Which does not meet one or more of the dimensional requirements for new lots in the zone;*

“Vacant” lots are not defined in the sense that how they become vacant is not considered. The two issues that are key here are the operative term “**vacant**” and a sense from the apparent intent of the language that planners may not have had good sense of how many lots of record, that predate July 26, 1979, existed in the city or their uneven geographic distribution in relationship to services and transportation.

The commentary that relates to 33.291.030 states the following:

The change to the present regulations is that a lot created illegally after July 26, 1979 may not be developed with a house. If we allow development, we are condoning the illegal land divisions and undermining our code. If someone buys one of these lots and then finds out that it cannot be developed, it is not the responsibility of the City to provide relief. It is the responsibility of the seller to make things right.*

This comment suggests that the development of what were considered substandard lots by the code was not a development type that the City was encouraging – rather it was accepting it as an unusual practice given the predominant historical **practice of development** which was one house per two 25’x100’ lots or one house per 5,000 sq ft.

Why the change was made to allow underlying lots of record (created prior to July 26, 1979) to be developed, and the politics behind this change aren’t entirely clear. But the article “Portland, Oregon: Living Smart Program” hosted on HUD’s website) suggests that developers responded to it by developing single-family houses on these now available “skinny lots” because of a growing demand for housing and the scarcity of land “suitable” for development. It is likely that there was developer pressure involved and an investigation of what interests were represented on the various advisory groups will be important to answering this question.

- **1991 Zoning Code.** The 1991 zoning code document that is available on BPS’s website has been updated so that the original code language is no longer included; the City Archive has original documents for Ordinance #163608, dated in Nov. 7, 1990. It is likely that the code changes that were contained in Ordinance 3163608, were those that went into effect on Jan. 1, 1991 and are referred to in “History of Narrow Lot Houses.”
- The result of these code changes was the **demolition of a significant number of single-family houses** that were originally built on these historically 25’x100’ platted areas. While the few houses that were built on 25’ x 100’ lots prior to this period suggest a **one-story tiny house approach** (see examples below), in order to accommodate 1990s’ market expectations for square footage and the accommodation of the automobile, the dimensions of these sites dictated building designs (“**skinny houses**”) that tended to be dominated by garages, were much taller than the surrounding residences, were closer to the neighboring houses on three sides, and stretched far back into backyard spaces. The resulting houses were overwhelmingly seen by neighborhood residents as completely incompatible and insensitive to the existing neighborhood character.

Historical examples of “tiny houses” built on 25’x100’ lots:



5305 SE Flavel St (center), built in 1924.



1102 N. Winchell St. (center), built in 1910.

- **2002 Land Division Code.** The 2002 Land Division Code rewrite project document indicates that duplexes are permitted on corner lots in all of the City’s residential zones. This type of exception to the established residential zone densities probably came much earlier. Corner lot “spot zoning” is even mentioned as early as 1959. But it is probably also safe to say that most property owners in the R5 and R7 zones had no idea until this period that this was the case. This needs to be looked into further.
- **June 4, 2003.** The Portland Planning Commission delivered a letter (signed by Planning Commission president, Ethan Seltzer) to Mayor Katz and City Commissioners regarding the 2002-03 Regulatory Improvement Workplan: Policy Package 1 (ORD. #177971). This letter is striking in many respects, given its relevance for today, but it also clearly states that the changes that went into effect in 1991, violated the intent of the 1980 Comprehensive Plan, and that the City was running the risk of being in violation of state law. Some quotes:

“The majority of the elements of Policy Package 1 are, without question, improvements to the Zoning Code. They increase clarity, simplify approaches, and better implement the Comprehensive Plan. There are several items that we received a great deal of testimony on and led to much discussion on our part, that we’d like to focus on in this letter.”

“Lot Validations and Lot Segregations. This is the issue we received the most testimony on, and spent the most time deliberating. After much discussion, our unanimous vote was to

recommend significantly reorganizing and simplifying this section of the Code. Our recommendation, if adopted by Council, would replace the 'Validation of Lots' section of the existing code with a new section called 'Where Primary Structures are Allowed'.

We are recommending this change to provide greater consistency in the way we treat lots and sites throughout the City. It will establish the same minimum lot sizes for both existing lots and those being newly created through land divisions. As part of this change, minimum lot sizes will be added for existing lots in the R5 and R2.5 zones. This specific change is needed to bring the Zoning Code into compliance with the City's Comprehensive Plan.

The Comprehensive Plan's High Density Single Dwelling designation, which the R5 zone is intended to implement, is meant to 'continue Portland's most common pattern of development.' The maximum density is generally 8.7 units per acre [this is the equivalent of 5,007 sq ft per dwelling unit]. The existing code, by having no minimum lot size for existing lots in the R5 zone, allows for twice the density (or greater) in areas that the City has determined should be developed at the R5 density, but which have an underlying historic platting pattern that might date from the early 1900s.

Historically, many areas (primarily in North, NE, and SE Portland) were platted with 25 x 100 foot lots. The lots were typically sold in combinations of two, three, or four contiguous lots, and developed with one house per ownership, creating the common pattern of development cited in the Comprehensive Plan. Most of these areas with this underlying platting pattern are currently zoned R5, an appropriate zone given the existing development pattern, the desired character of these neighborhoods, proximity to services, etc. Other areas (both with and without this historic platting), have been zoned R2.5 or higher through legislative planning projects because of their closer proximity to transit and appropriate infrastructure, the existing development pattern, and greater proximity to commercial centers and services. These are areas the City has determined can appropriately accommodate higher density housing.

When the existing regulations were adopted in 1991, no minimum lot size was established for substandard lots in the R5 and R2.5 zones. At the time, allowing such development was expected to have minimal impact on neighborhoods because most sites with underlying 25' x 100' platting were already developed in ways that meet the current code (e.g. one house per 5000 square feet). For the few vacant lots or the occasional side yard that could be segregated, it didn't seem necessary to establish a minimum that could unnecessarily preclude these smaller, existing, stand-alone lots from developing. In 1991, we did not expect that it would be financially viable to demolish an existing house straddling two historic lots in order to build two "skinny houses" in its place. This expectation proved to be correct for most of the 90s. However several areas of the City are now experiencing a "demolition phenomenon" not anticipated in 1991. We have discovered that the Zoning Code, because of changing market forces, no longer is implementing our Comprehensive Plan in the R5 zone.

As you know, the Comprehensive Plan is the City's overarching approach to planning, and the Zoning Code must--by state law--implement the Comprehensive Plan. Our

recommendation does just that by re-establishing a minimum lot size of 3,000 square feet for existing lots in the R5 zone. We recommend “grandfathering” in existing lots that already have separate tax accounts, or that are ‘in the pipeline’ as of the effective date of this regulation.

We have asked staff to provide you with a full presentation on this issue at your hearing. The Planning Commission found that pictures, maps, and animated, real-life illustrations were very useful in helping us understand this complicated issue and the many options that will still be available for development on affected sites.

We also heard significant concerns about the design of houses being built on these narrow lots. Most of the houses built on these lots are only 15 feet wide, which presents significant limitations to the designers; because of these constraints, the houses are often disproportionately tall (although within maximums allowed), and the garage is the dominant street-facing element. The Infill Design Project will address many of these issues, but we are concerned that if we wait until that project is completed, too many opportunities may be lost. Although our recommendation would stop future lot segregations, there are several hundred of these lots that could still be developed.

We asked Planning staff to develop some interim design standards for development on these lots, to be used until the more comprehensive Infill Design Project is completed. Given the design concerns, the limited scope of this project, and limited Planning Bureau resources, we asked staff to use some of the standards that are currently in the Zoning Code, although they may not currently apply to development on these lots. We strongly urge you to adopt these interim design standards; they do not address all of the design concerns, and they do not provide the ideal solutions, but they will suffice until better standards are adopted.

We are concerned about a potential rush of applications for lot segregations and the detrimental effect these will have on the neighborhoods in which they are located, especially if the interim design standards are not implemented soon. The Council should consider applying an emergency clause to the Ordinance to allow for an earlier effective date for the new ‘Where Primary Structures are Allowed’ section of the Recommended Code. We heard a great deal of urgency in testimony and hope that the Council chooses to quickly address this issue.

We are recommending this change to provide greater consistency in the way we treat lots and sites throughout the City. It will establish the same minimum lot sizes for both existing lots and those being newly created through land divisions. As part of this change, minimum lot sizes will be added for existing lots in the R5 and R2.5 zones. This specific change is needed to bring the Zoning Code into compliance with the City’s Comprehensive Plan.”

The Planning Commission’s recommendation to establish a minimum lot size of 3,000 sq ft in 25’x100’ plats essentially would have eliminated the 25’x100’ development because the typical 50 x 100 lots with underlying lot lines weren’t large enough to create two 3,000 sq ft

lots. This request did not anticipate, however, the ramifications for the potential splitting of lots that are 6,000 sq ft, but less than 10,000 sq ft, that also had underlying lots (which is true in many parts of the city that are zoned R5, such as Eastmoreland). In these cases, the resulting densities would be 3,000 sq ft and not 5,000 sq ft.

- **July 2003.** Demolition and skinny house construction was especially intense in **Roseway** and other northeast neighborhoods. In July, 2003, City Council established some design guidelines for “existing narrow lots” (“History of Narrow Lot Houses”).
- **August 2003.** The Planning Commission (responding to neighborhood concerns and based on their own analysis) recommended that the City establish a minimum lot size of 3,000 sq ft (see Seltzer’s letter above). The City Council, under the leadership of Commissioner **Randy Leonard**, rejected the recommendation [on a 3 to 2 vote] to establish minimum lot sizes of 3,000 square feet for “existing lots” in the R5 zones (“History of Narrow Houses”). This meant that development of houses on 25’x100’ lots in the R5 zone was still permitted.

This amendment package was then appealed to the Land Use Board of Appeals (LUBA) by several neighborhood groups including the Roseway neighborhood. Note: the “History of Narrow Houses” cites *Policy Package 1* here – *Policy Package 1* was never released to the public and was instead incorporated into other documents in 2002 and 2003.

- **Sept. 2003.** City Council directed the City Attorney to withdraw the appealed amendment package for reconsideration. [LUBA records indicate the appeal but no decision appears to have been rendered. This must have been a result of the City withdrawing the amendment.] Instead, it passed a resolution that directed the Bureau of Planning to develop a compromise proposal that would prevent the demolition of houses, “to promote affordable housing, ensure design compatibility, and allow detached houses on small lots in multi-family zones” (“History of Narrow Lot Houses”).
- **Oct. 2003.** Quote from the Roseway Neighborhood Association Newsletter:

Just like the stock market, the lot segregation issue has had many ups and downs. Last winter, Roseway residents noticed our R5 zoned lots being split into two (or more) 25 x 100 lots and then developed with tall skinny houses. Residents went to the Planning Commission and they unanimously recommended that City Council re-establish a minimum lot size in the R5 zones. City Council rejected the Planning Commission’s proposal by a 3 to 2 vote. The demolition of viable larger homes and splitting of lots continued.

Roseway residents learned they were not alone in this dilemma. Understanding that a city wide group had more strength and credibility, the group Friends of Neighborhood Zoning

(FONZ) was born. Complete with its own web site, this city wide group continued the fight. Three neighborhood associations and a few individuals appealed City Council's decision to the Land Use Board of Appeals (LUBA). This act communicated to City Council that this issue was not going away! - by Tracy Ballew, RNA Board Member

- **Nov. 2003.** Regulations were adopted that acted to “deter” the demolition of houses on “platted narrow lots” by establishing minimum lot sizes for development on existing lots, including a 3,000 square foot minimum in the R5 zone (*Policy Package 1B*). (“History of Narrow Lot Houses”)
- **Dec. 2003.** An exception to the minimum lot size was established that waived the minimum lot size standard (of 3,000 square feet) to allow for development on existing “vacant” lots. “Vacant” is defined as “not had a dwelling on it since Sept. 10, 2003, or for at least five years” (“History of Narrow Lot Houses”).
- **2004:** “Living Smart: Big Ideas for Small Lots” design competition was held with international participation.
- **2006.** Ordinance 179994: “Living Smart: Big ideas for small lots” Code Amendments. Some notable quotes from the Code Amendments document:

“In the last ten years, the City of Portland has witnessed tremendous growth in the popularity of affordable houses built on small infill lots. In a number of neighborhoods, where development has typically occurred on 5,000 square foot lots, the underlying history of plat and zoning regulations have allowed infill development on 25-foot-wide by 100-foot-deep parcels. These narrow houses have become important in meeting the City's need for “entry-level” or “starter” houses.”**

“In 2003, after careful consideration of public concerns about design and density,* and the need and market demand* for these houses, City Council decided to continue allowing narrow lot, infill development, while restricting development to currently vacant lots.”**

“To help address the concerns about the design of these narrow houses, Commissioner Randy Leonard directed the Bureaus of Development Services to initiate a design competition ...”

*“There were two goals for this competition... One was to create an idea book... The second and more important goal was to help shape development in Portland.”**

“Wildly creative designs were tempered by the need to produce realistically buildable designs that would be appropriate for Portland neighborhoods. In order to balance these two needs, five submission categories were created with varying height, access, and setback requirements; garages were not always required.”*

Additionally, the Living Smart ordinance includes comments on how it enhances state, regional, and City goals. Metro’s Regional Growth Management Function Plan, Title 7 which “ensures opportunities for affordable housing at all income levels” and “calls for a choice in housing types,” the ordinance states that its amendments are consistent with the title because “they facilitate the development of architecturally-designed houses on narrow lots” (p. 65).

In terms of Portland’s own Comprehensive Plan goals, under “Urban Development” the document contends that the amendments support the policy “because they reduce regulatory barriers* to permit-ready house designs on narrow lots and provide opportunities for well-designed houses* that contribute to the diversity of character of Portland’s established residential neighborhoods**” (p. 65).

Under Policy 2.9, Residential Neighborhoods, the ordinance states that the amendments support this policy by “facilitating the development of well-designed houses that contribute to the character of neighborhoods**” (p. 65).

Under Policy 2.19, Infill and Redevelopment, the ordinance states that the amendments support the policy “by reducing regulatory barriers to development of permit-ready houses on small infill sites and by facilitating a greater diversity of housing design**” (p. 65).

- **2007.** Land Division Code Monitoring, Planning Commission Briefing Report, Observations after Five Years of Implementing the 2002 Land Division Code. This report indicated that most of the land divisions and partitions were occurring in the R5 zone and that the largest number of these were in the 2-3 lot category. Furthermore, while 35% of these were between 4,001 and 5,000 sq ft in size, about the same percentage were to create lots that were less than 4,000 sq ft. The report also identified a number of narrow house design issues. Some quotes from the report:

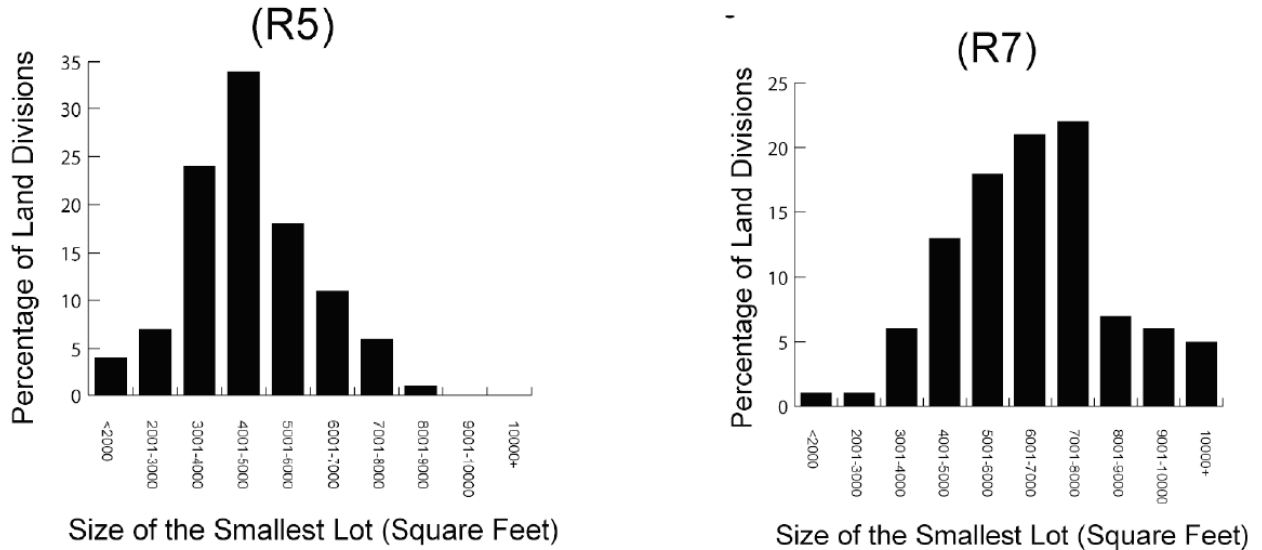
“Most land divisions are occurring in single dwelling zones, with activity particularly concentrated in the R5 zone. The most common kind of land division is a two-lot partition in the R5 zone.”

[Note: Pie chart indicates that between July 2002 and Dec. 2006, 75% of the lot divisions occurred in the Residential Single Dwelling zones].

[Note: Figure 10 indicates a total of 386 land divisions occurred in the R5 zone during this period, 81 were subdivisions, and 305 were partitions.]

[Note: Figure 12 indicates that by far the largest number of lots proposed per land division were in the 2-3 lot category (689). The next largest number was 176 in the 4-10 lot category.]

Figure 16 - How Small was the Smallest Lot?



Narrow Lot Design Issues: *“Issue: Narrow lot regulations need refinement in the single dwelling zones.” This report identified a number of loopholes that developers were using in skinny house development that particularly pertained to the sizes of garages.*

Solar Access issues. *“Issue: Solar access regulations are not having meaningful impact.”*

Rear Yards. *“Issue: Minimum setback standards for rear yards (as little as five feet) are inadequate.”*

- **2008?** “Portland, Oregon: Living Smart Program” assessment, (http://www.huduser.org/portal/casestudies/study_101711_1.html) This appears to be primarily a promotional piece for the narrow house experience in Portland. However the article points out that the “living smart” designs that had been built, were not affordable.

Under “Opportunities for the Future,” *“The resulting demand for housing will escalate developmental pressures on existing infill lots. With the Living Smart Program, the city is poised to promote residential infill development well into the future. Adding design prototypes to the program that are more affordable [note: “Living Smart” designs, according to this article sold [between 2006 and 2008?] for between \$290,000 and \$400,000 – hardly*

affordable during that period] *to build will boost the city's goal of developing more small houses to meet the need for entry-level housing.*”

- **July 2008.** “**Lot Confirmation/Property Line Adjustment Taskforce** Draft White Paper.”
- **2011.** Lot splitting on historic lots of record for **monster houses** begins in earnest. As Portland emerges out of the recession, and as central eastside neighborhoods are seen as highly desirable places to live, development pressure in these areas increased dramatically. For the first time, there began to be significant suburban single-family housing developer presence in these neighborhoods. This is not just because of the increased interest among home buyers in these neighborhoods but also because the zoning code incentivizes lot splitting where historical lots of record (established prior to 1979) occur with lower fees. Developers have stated that this is the case and that it is less expensive and more profitable to develop in established Portland neighborhoods (especially when they can employ substandard lots of record) than greenfield development.

Demolitions of smaller, more affordable houses have also been encouraged by a demolition definition that interprets the removal an entire structures (so long as basements and a small piece of a wall remain) as renovations where fees are much lower than for “demolitions” and “new” construction.

The notion of substandard lot development as an affordable housing strategy is challenged by the recent development on these lots. Furthermore, lot splitting appears to have dramatically increased the value of land – further reducing housing affordability.

Some examples:

In Eastmoreland, 6745 SE 36th, was purchased by Portland Development Company to split the 7,200 sq ft lot and build two mega houses. This was a case (that is typical in Eastmoreland) where an underlying lots of record split the tax lot into two areas larger than 25’x100’ but smaller than 50’x100.’ Neighbors learned for the first time that smaller than 50’x100’ lots could be created in the R5 zone. Under pressure from neighboring property owners (who threatened to blanket the neighborhood with negative signs about the developer and mentioned that a US Senator lived next door), the builder agreed to build one very large house instead. He claimed he would lose money. Having paid \$535,000 for the 7,200 sq ft lot (and original house), the developer sold the over 5,000 sq ft house, in 2012, for \$952,500.

That same year, the Portland Development Company purchased 3723 SE Malden St (a modest, single-story house on the 7,500 sq ft lot) for \$286,700. This site is located in the Berkeley Addition which was platted with 25’x100’ lots. Portland Development Company tore down the house and created two lots, instead of three, which allowed the developer to bypass with the City’s demolition prohibition for lots of 25’x100’. These two lots, however, (one is 3,900 sq ft and the other is 3,600 sq ft) were completely out of keeping with the other lots on the street which are either 50’x100’ or 75’x100,’and is characterized by one-story ranch-style houses.

Unlike the skinny houses that had been developed on some lots in the Berkeley Addition (especially before 2003), Portland Development Company built two large and exceedingly tall houses on these sites. The house on 3723 SE Malden (the 3,900 sq ft lot) is 2,786 sq ft, not including an 840 sq ft unfinished attic, an above grade 906 sq ft unfinished basement, and built-in 494 sq ft garage. This house sold, in 2013, for \$540,000. The house at 3731 SE Malden is 2,703 sq ft, not including an above grade 962 sq ft basement and a built-in 468 sq ft garage. It also sold in 2013 for \$540,000. The two properties together brought \$1,080,000.

The Multnomah County assessed value for the 7,500 sq ft lot (land only) in 2011 was \$129,000. The assessed value for the 3,900 sq ft lot (land only) at 3723 SE Malden in 2013 was \$169,500; and the assessed value for the 3,600 sq ft lot (land only) at 3731 SE Malden in 2013 was the same, \$169,500. The total assessed value for the two lots in 2013 (land only) was \$339,000.

- **2012.** On the same street, Renaissance Homes bought another 75'x100' lot at 3659 SE Malden for \$347,000. Renaissance did a similar 3,900 sq ft and 3,600 sq ft lot split to built two houses (one 2,743 sq ft house which sold for \$559,900 in 2013, and another 2,565 sq ft house that sold in 2013 for \$572,130) for a total sale price of \$1,132,030.

The assessed value for the original 7,500 sq ft lot (land only) in 2011 was \$129,500. The assessed value in 2013 for the 3,900 sq ft lot (land only) at 3659 SE Malden was \$134,500. And the assessed value in 2013 for the 3,600 sq ft lot (land only) at 3647 SE Malden was \$134,810, for a total assessed value of \$269,310.

It is clear that in spite of the arguments that narrow lot development will bring affordable housing to the market, not only are affordable units being demolished but the current development activity is actually raising the price of land perhaps much faster than would be the case if the lots hadn't been subdivided in the first place.

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 9:03 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

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From: Richard Woo [mailto:blessing1954@msn.com]
Sent: Sunday, February 22, 2015 3:54 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

Hello City of Portland:

I am a longtime resident of the Argay Neighborhood of Portland Oregon.
My parents bought a home located at 14415 NE Fremont Court back 1979.
My parents lived in this house since and are now passed away. I lived in this house from 1980-1985 and again from 2001 to present.

I like the way our neighborhood is now. Now at age 60, I intend to live out the rest of may life here at this home.

As such, I respectfully urge the City of Portland to do the following.....
For all vacant and or undeveloped land zoned R3, rezone it to be R5 or R7 single family residential. Also the parcels of.....
287, 288, 289 near SE corner of NE 122nd Ave and NE Sandy Blvd rezoned to R5 or R7.
688 along NE 148th Ave north of I84 rezoned to R5 or R7.

Your acceptance of my request will be appreciated.

Sincerely
Richard Woo
14415 NE Fremont Court
Portland Oregon 97230

February 22, 2015
André Baugh, Chair
Attn: Transportation System Plan
Planning and Sustainability Commission
1900 SW Fourth Avenue, Suite 7100,
Portland, Oregon 97201

Dear Chair Baugh and the Members of the Planning and Sustainability Commission:

Thank you for the opportunity to comment on the priorities of the Transportation System Plan Update. The Portland Bicycle Advisory Committee (PBAC) appreciates your efforts to ensure the TSP is well-aligned with the Comprehensive Plan update and with our shared goals for a safer, more equitable, and more sustainable transportation network.

The PBAC's purpose is to advise decision makers on all matters relating to the use of bicycles as a means of transportation and recreation. It should be noted that our committee recently added 15 new members, representing a diverse mixture of Portland's geography that includes every major section of the city, as well as a broad spectrum of interests and professional backgrounds.

After careful review of the proposed update to the Transportation System Plan, and several meetings with PBOT staff, we ask the PSC to incorporate the following comments and suggestions from our committee:

- Support the inclusion of the **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. If need be, we are amenable to renaming this policy to address the concerns brought by others about use of the word "hierarchy" as long as the representative graph and explanation remain identical.
- Support the inclusion of the **Bicycle Transportation Classifications** from the Portland Bicycle Plan for 2030, which was unanimously approved by City Council in 2010. This critical step will properly align the TSP with the Portland Bicycle Plan and best guide PBOT staff as they implement improvements to the transportation network.
- Support the **TSP Project Selection Criteria** as a transparent and effective means of translating policy goals into an evaluation tool that can assist PBOT in prioritizing its work while balancing the needs of many stakeholders.
- Request that PBOT more clearly define which transportation projects would fall into the **TSP Programs** categories, from the **TSP Project List**. This level of clarity is necessary for our committee and other stakeholders to properly evaluate PBOT's prioritization of network improvements.

We recognize that limited resources are currently available for the transportation projects outlined in the TSP. The PBAC has concerns about the overall project selection for the TSP constrained and unconstrained list and how this aligns with the need to equitably distribute these projects throughout the city. However, we have identified 10 high priority projects from the list of 290 currently listed in the TSP draft. We ask that PSC and PBOT prioritize these projects as critical improvements to the transportation network. (Projects are ranked in the table below.)

Ranking	TSP ID	Project Name	Project Location
1	20077	Inner Eastside Pedestrian/Bicycle Bridge	7th/8th/9th Ave, NE (over I-84)
2	116460	NE Broadway Corridor Improvements, Phase 1	Broadway/Weidler, N/NE (Broadway Bridge - 24th)
3	90091	Terwilliger Bikeway Gaps	Terwilliger, SW
4	90016	Inner Barbur Corridor Improvements	Barbur Blvd, SW (3rd - Terwilliger)
5	116470	I-205 Undercrossing	Hancock - I-84 WB on-ramp, NE (under I-205)
6	80020	4M Neighborhood Greenway	Market / Mill / Millmain / Main, SE (I-205 - 174th)
7	50049	122nd Ave Corridor Improvements	122nd Ave, NE/SE (Sandy - Foster)
8	116440	North Portland Greenway Trail, Segment 5	Swan Island - Rose Quarter
9	113610	Portland Bike Share	Central City and Inner Neighborhoods
10	20097	NW Flanders Neighborhood Greenway	Flanders St, NW (24 – Steel Bridge)

Thank you for the opportunity to emphasize our support for these policies and projects as part of the TSP update. We look forward to seeing these changes and improvements incorporated into your review of the TSP, and we remain prepared to assist you and PBOT with additional revisions to this important plan.

Sincerely,



Ian Stude, Chair
Portland Bicycle Advisory Committee

Cc: Art Pearce, PBOT
Jonathan Maus, bikeportland

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 9:01 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
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From: Alisha Bump [mailto:parties.by.alisha@gmail.com]
Sent: Saturday, February 21, 2015 9:59 AM
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 Argay Neighborhood be classified to R-5 or 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 R-7 single family. Also, I support the City's similar change #688 along NE 148th Avenue north I-84.

My husband and I moved to Argay in 2009 before we had children. Now having children that are about to enter school at Shaver Elementary I am very concerned with the education and friends that will be received there. There is already a high turn over of population in this school area due to the apartments that are already in this area. If more apartments were to be built here it would dramatically change the wholesome family oriented neighborhood that so many strive to be a part of, and therefore leaving the school worse off.

I hope you consider our opinion and would help us save the wholesome family orientated neighborhood we all love to be a part of.

Alisha Bump
13221 NE Failing St
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 9:02 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

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From: chris bump [mailto:bump_dawg@hotmail.com]
Sent: Saturday, February 21, 2015 10:03 AM
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 Argay Neighborhood be classified to R-5 or 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 R-7 single family. Also, I support the City's similar change #688 along NE 148th Avenue north I-84.

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I hope you consider our opinion and would help us save the wholesome family orientated neighborhood we all love to be a part of.

Chris Bump
13221 NE Failing St
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 8:55 AM
To: Kovacs, Madeline
Subject: FW: [Approved Sender] RE: SINGLE FAMILY HOUSES

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

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From: customwoodworking@msn.com [mailto:customwoodworking@msn.com] On Behalf Of James Peterson
Sent: Friday, February 20, 2015 4:53 PM
To: Frederiksen, Joan
Cc: Planning and Sustainability Commission; sfpjr1@gmail.com; Bogert, Sylvia; mnachair@gmail.com; Anderson, Susan; Hales, Mayor; Commissioner Fritz; Commissioner Saltzman; Commissioner Novick; Commissioner Fish; jreden@portlandtribune.com; Gibbon, John; Engstrom, Eric (Planning); Cunningham, Bill; Manning, Barry; Nebel, Erika; anne.debbaut@state.or.us
Subject: [Approved Sender] RE: SINGLE FAMILY HOUSES

Barry Manning implied that the area where single family are not permitted would be smaller than the proposed Provisional Boundaries at the SWNI Land Use meeting. Would the area where single family are not permitted in centers be the proposed Provisional Boundary or is there another sub area within the Provisional Boundary where this would apply that not been released to the public?

Will owners of existing houses in centers that are affected be given notice that they are nonconforming?

Will single family houses be permitted outside centers on corridors and in other areas with Mixed Use zones?

If the staff is having a difficult keeping the details straight how can citizens be expected to have the needed information to comment on the Draft of the 2035 Comprehensive Plan.

The Multnomah Neighborhoods Association's Modified Time Line or Time Extension request for the hearings of 2035 Comprehensive should implimited to give citizens enough time to respond with clear and correct information of the details of how the Mixed Use zones will be applied to their neighborhood so that they can respond to the PSC on the 2035 Comprehensive

Plan.

Please enter this into the record of the 2035 Comprehensive Plan

James Peterson
Multnomah
Land Use Chair
2502 SW Multnomah Blvd.
Portland, OR 97219

From: Joan.Frederiksen@portlandoregon.gov
To: mnalanduse@swni.org
CC: psc@portlandoregon.gov; sfpjr1@gmail.com; sylvia@swni.org; mnachair@gmail.com;
Susan.Anderson@portlandoregon.gov; mayorcharliehales@portlandoregon.gov;
amanda@portlandoregon.gov; dan@portlandoregongov.onmicrosoft.com;
novick@portlandoregon.gov; nick@portlandoregon.gov; jreden@portlandtribune.com;
jtgorygun@aol.com; Eric.Engstrom@portlandoregon.gov;
Bill.Cunningham@portlandoregon.gov; Barry.Manning@portlandoregon.gov;
Erika.Nebel@portlandoregon.gov
Subject: RE: SINGLE FAMILY HOUSES
Date: Fri, 20 Feb 2015 23:36:44 +0000
Hi Jim –

Thanks for your email. Here is some information related to your question and what is currently either proposed with the Comp Plan or being considered as part of the Mixed Use Zones Project. Barry or Bill can add any clarifying points.

In the proposed Multnomah Neighborhood Center no changes to existing single family zoning are proposed (with the exception of one property). Within the proposed center provisional boundaries there are no single family zoned properties. All properties within the proposed provisional boundaries are either commercial or multi-dwelling today. Existing single family homes (i.e. one home per lot) that happen to be in a commercial or multi-dwelling zone today are allowed to remain.

In terms of any future new single family homes, in the multi-dwelling zones these may be precluded by minimum density standards, same as today.

With the proposed mixed use zones this is still a work in progress as part of the Mixed Use Zones Project. The mixed use code may include a limit on single family homes on mixed use zoned properties in the core or on main streets of centers. This limitation might be part of an updated main street overlay. Any boundaries related to an overlay are similarly a work in progress and yet to be determined. However, to be clear, any limitation on new single-family detached homes in the core mixed-use areas of centers would apply only on mixed use zoned properties and would have no impact on existing single-family zones.

The intent of potentially limiting single family homes in the core mixed-use areas of centers is to preserve these core areas as places for businesses and other uses that support their role as a hub of activity.

Let me know if there are other questions.
Best regards,
Joan

Joan Frederiksen | West District Liaison

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

? Please consider the environment before printing this e-mail

From: customwoodworking@msn.com [mailto:customwoodworking@msn.com] On Behalf Of James Peterson

Sent: Wednesday, February 18, 2015 8:37 AM

To: Frederiksen, Joan

Cc: Planning and Sustainability Commission; sfpjr1@gmail.com; Bogert, Sylvia; mnachair@gmail.com; Anderson, Susan; Hales, Mayor; Commissioner Fritz; Commissioner Saltzman; Commissioner Novick; Commissioner Fish; jreden@portlandtribune.com; Gibbon, John

Subject: SINGLE FAMILY HOUSES

Hi Joan

At the SWNI Land Use meeting Barry had a slide that stated Single Family Houses are not permitted in Centers. Barry was unclear where the boundaries would be in a center where houses would not be permitted. We need clarification of where single family houses have been zoned out in centers.

Please make this part of the record of the Comprehensive Plan

James Peterson
Multnomah
Land Use Chair
2502 SW Multnomah Blvd.
Portland, OR 97219

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 8:57 AM
To: Kovacs, Madeline
Subject: FW: Capitol Hwy from Garden Home Rd to Taylor's Ferry Rd

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: Patti Waitman [mailto:pattitwirler@comcast.net]
Sent: Friday, February 20, 2015 5:41 PM
To: Planning and Sustainability Commission
Subject: Re: Capitol Hwy from Garden Home Rd to Taylor's Ferry Rd

8231 SW Capitol hwy
Portland, OR 97219

> On Feb 20, 2015, at 8:41 AM, Planning and Sustainability Commission <psc@portlandoregon.gov>
> wrote:

>

> Hello Patti,

>

> Thank you for your comments to the Planning and Sustainability Commission. So that I may include
> them in the record and forward them to Commissioners, can you please email me your full 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

> -----
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> -----
> -----Original Message-----
> From: Patti Waitman [mailto:pattitwirler@comcast.net]
> Sent: Thursday, February 19, 2015 6:25 PM
> To: Planning and Sustainability Commission
> Subject: Capitol Hwy from Garden Home Rd to Taylor's Ferry Rd

> When will the City of Portland BES stop holding us hostage ? It is sad enough that we in southwest don't get the services that we pay for. Capitol hwy improvements have been on the table many times but always nixed because BES trumps the project. It is time for the city of Portland to step up and get Capitol hwy updated with real bike lanes, real sidewalks, and real solutions to the 40th & Capitol mess.

> Southwest residents have been stuck with unimproved roads, no sidewalks, minimal bike lanes etc even though we pay taxes, the flat east side always benefits the most. We are tired of being the "step child" that no one wants and we are REALLY tired of being held hostage by BES. Enough!

> Patti Waitman-Ingebretsen
> 40 years on Capitol Hwy

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 9:00 AM
To: Kovacs, Madeline
Subject: FW: testimony for PSC

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

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From: Doris Montgomery [mailto:dmontgomery448@gmail.com]
Sent: Friday, February 20, 2015 7:05 PM
To: Planning and Sustainability Commission
Subject: testimony for PSC

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.
Dudley and Mary Montgomery 12401 se Winston rd Damascus OR 97089

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 9:00 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

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From: Scott Mills [mailto:gscottmills@gmail.com]
Sent: Friday, February 20, 2015 7:36 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.

Name: G. Scott Mills
Address: 12517 NE Shaver ST, Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Monday, February 23, 2015 9:01 AM
To: Kovacs, Madeline
Subject: FW: Comment on Comprehensive Plan Draft

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

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From: Mary Ann Pastene [mailto:maryann.pastene@gmail.com]
Sent: Saturday, February 21, 2015 8:16 AM
To: Frederiksen, Joan; Planning and Sustainability Commission
Subject: Comment on Comprehensive Plan Draft

I own and live at 1704 NW Hoyt St. – a home individually listed as a historic landmark on the National Register of Historic Places.
My home is currently zoned “RH” (high density residential).
This zoning is appropriate and meets the desired density goals of our community.
I request that my home and the adjacent properties known as the Trenkmann Homes remain RH.

Mary Ann Pastene

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.

Name: *Katie Stubblefield*

Address: *3218 NE 142nd Ave
Portland, OR 97230*

RECEIVED
PLANNING BUREAU
2015 FEB 20 A 11:45

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.

Name: *Fancho Stubblefield*

Address: *3218 NE 142nd Ave.
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 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.

Name: *Kim Vanoultshaeghe*

Address: *14218 NE Fremont Ct
PDX 97230*

Please keep our neighborhood full of single family homes !!

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. *The Parkrose area along the Sandy Blvd corridor is already overloaded with apartment complexes.*

Name: *RONALD G. BIGH*

Address: *14628 N.E. Rose Parkway
Portland, OR 97230*

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: Mario Sanchez

My address is: 6647 N. Pessenden

Please support our community to stop or decrease displacement by:

affordable housing

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: Danilo Rodriguez

My address is: 5723 N. Cedar St. Oakland, CA 94612

Please support our community to stop or decrease displacement by:

Wardens Rent and keep the place

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: RAVEEN NADAYAN

My address is: 882B N Columbia Blvd.

Please support our community to stop or decrease displacement by:

Keep rent low

Sponsored by: PH: 503-885-4489



The Community Alliance of Tenants

NUESTRA COMUNIDAD, NUESTRA VOZ!

Necesitamos barrios robustos, seguros, con viviendas economicas, tiendas asequibles, oportunidades de empleo y programas de capacitación.

Estimados: Comisionados/as de Planning and Sustainability/Plan com-

prensivo

Mi nombre es: FRAUCISCO ALF

Mi dirección es: 6758 N. PESSENDEN ST. PORTLAND, OR

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: 503 960 1571

Patrocinado por:



La Alianza Comunitaria de Inquilinos

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: Charlien Emery
My address is: 6270 N Columbian Way #15

Please support our community to stop or decrease displacement by:

Please Please do something to keep the rents as low as possible as a person can stay in their apt. My rent was raised 3 times in a year

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: Stephane Rילות
My address is: 6280 N Columbian Way #14

Please support our community to stop or decrease displacement by:

by increasing rent. at
with we are moving to
Washington to avoid the
rent random
rent increase

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: LARRY DOX
My address is: _____

Please support our community to stop or decrease displacement by:

RENT DON GO UP

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.

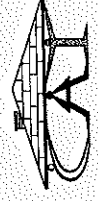
Dear: Planning & Sustainability Commissioners/Comprehensive Plan

My name is: Randi Fox
My address is: _____

Please support our community to stop or decrease displacement by:

Keep rent affordable for single
mothers!

Sponsored by:



The Community Alliance of Tenants

NUESTRA COMUNIDAD, NUESTRA VOZ!

Necesitamos barrios robustos, seguros, con viviendas económicas, tiendas asequibles, oportunidades de empleo y programas de capacitación.

Estimados: Comisionados/as de Planning and Sustainability /Plan com-
prensivo

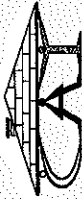
Mi nombre es: Jose Yac

Mi dirección es: 6249 N. Columbia Way #4

Por favor apoye a nuestra comunidad para detener o disminuir el despla-
zamiento asegurándose que: _____

Rest for high. High speed rail

Patrocinado por:



La Alianza Comunitaria de Inquilinos

NUESTRA COMUNIDAD, NUESTRA VOZ!

Necesitamos barrios robustos, seguros, con viviendas económicas, tiendas asequibles, oportunidades de empleo y programas de capacitación.

Estimados: Comisionados/as de Planning and Sustainability /Plan com-
prensivo

Mi nombre es: Jose Suarez

Mi dirección es: 6249 N. Columbia

Por favor apoye a nuestra comunidad para detener o disminuir el despla-
zamiento asegurándose que: Se va a bajar

Patrocinado por:



La Alianza Comunitaria de Inquilinos

NUESTRA COMUNIDAD, NUESTRA VOZ!

Necesitamos barrios robustos, seguros, con viviendas económicas, tiendas asequibles, oportunidades de empleo y programas de capacitación.

Estimados: Comisionados/as de Planning and Sustainability /Plan com-
prensivo

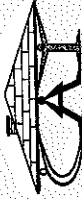
Mi nombre es: Sasha Boyd

Mi dirección es: 6249 N. Columbia

Por favor apoye a nuestra comunidad para detener o disminuir el despla-
zamiento asegurándose que: Se va a bajar

6249 N. Columbia

Patrocinado por:



La Alianza Comunitaria de Inquilinos

La Alianza Comunitaria de Inquilinos



Patrocinado por:

Por favor apoye a nuestra comunidad para detener o disminuir el despla-
zamiento asegurándose que: _____

Mi correo electrónico es: _____

Mi nombre es: Denise Montgomery

previsivo

Estimados: Comisionados/as de Planning and Sustainability /Plan com-

citación.

Necesitamos barrios robustos, seguros, con viviendas económicas, tiendas asequibles, oportunidades de empleo y programas de capacitación.

NUESTRA COMUNIDAD, NUESTRA VOZ!

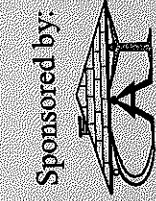
OUR COMMUNITY, OUR VOICES!

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

Dear: Planning & Sustainability Commissioners/Comprehensive Plan

My name is: Jim Bowers

My address is: _____
Please support our community to stop or decrease displacement by:
Not safe around USIC and rent was just raised \$\$\$ with new owners. No repairs and the like.



The Community Alliance of Tenants

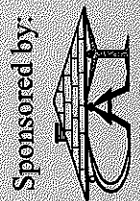
OUR COMMUNITY, OUR VOICES!

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

Dear: Planning & Sustainability Commissioners/Comprehensive Plan

My name is: Jack Collins
My address is: 4254 N. Columbia Way # 214

Please support our community to stop or decrease displacement by:



The Community Alliance of Tenants

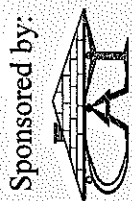
OUR COMMUNITY, OUR VOICES!

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

Dear: Planning & Sustainability Commissioners/Comprehensive Plan

My name is: Bonnie Cavanaugh
My address is: 577 N. Green

Please support our community to stop or decrease displacement by:
Not able to be stable and not keep living



The Community Alliance of Tenants

NUESTRA COMUNIDAD, NUESTRA VOZ!

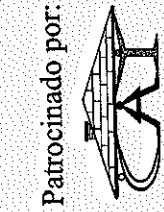
Necesitamos barrios robustos, seguros, con viviendas económicas, tiendas asequibles, oportunidades de empleo y programas de capacitación.

Estimados: Comisionados/as de Planning and Sustainability /Plan com-

prensivo
Mi nombre es: Jared Potts
Mi dirección es: 6680 Tressenden St

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que:

Mi desplazamiento tiene cucarachas y ratas. El dueño sabe de todo, pero no hace nada.



La Alianza Comunitaria de Inquilinos

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: JIMMIE OSBORNE

My address is: 6280 N. COLUMBIA WAY

Please support our community to stop or decrease displacement by:

REFRIGERATION - NEED ANOTHER ONE, VAND STOVE - MY ELECTRICAL BILL IS OVER \$120 A MONTH, I FEEL SOMEWHAT IS OTHER THAN MY USAGE IS ON MY LINE. #17

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: Dustin Johnson

My address is: 5707 N. Cecelia

Please support our community to stop or decrease displacement by:

I believe that it is so unfortunate that rent is going up, but it's hard to keep up w/ payment because work opportunity is at a stand still. If transportation cost increase then people will have an even harder time to succeed.

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.

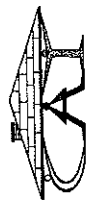
Dear: Planning & Sustainability Commissioners/Comprehensive Plan

My name is: _____

My address is: _____

Please support our community to stop or decrease displacement by:

Sponsored by:



The Community Alliance of Tenants

February 20, 2015

Via Electronic Mail

Bureau of Planning and Sustainability
Attn: Ms. Leslie Lum, North Portland District Liaison
1900 SW Fourth Avenue, Suite 7100
Portland, Oregon 97201-5380

Dear Ms. Lum:

The Cathedral Park Neighborhood Association (CPNA) writes to provide input regarding the planned re-zoning and high-density urban development of the Cathedral Park neighborhood as set forth in the Comprehensive Plan and the St. Johns/ Lombard Plan (the “Plan”).

The CPNA is very excited about the development opportunities created under the Plan. Increased use of the Cathedral Park waterfront for recreational, housing, retail and light industrial uses will benefit the community by adding working wage jobs in the form of light industrial work. The neighborhood already houses a light industrial “incubator” space at Cathedral Park Place and such a use would be consistent with the character of the existing neighborhood, though on a larger scale. Likewise, additional affordable housing could be created in the form of live/ work spaces for the industrial users employed there. Plus, we are obviously thrilled about more access to the Willamette River. Overall, the new high density/ urban zoning will benefit the Cathedral Park neighborhood while helping the City of Portland meet its employment and housing needs.

Concerns arise, however, about the very dramatic impact this development will have on the Cathedral Park neighborhood. No accommodation has been made for, nor any plans or actions put in place, to protect the existing, established neighborhood from the increased traffic, congestion, parking, noise, etc. that will result from this development. We would like to see those items made a priority before this high-density development begins on the Cathedral Park waterfront. A little investment in time, and earmarking of resources for the neighborhood now will ensure that the actions taken under the Plan do not destroy our community.

With the foregoing in mind, the CPNA has drafted a list of issues we would like to see addressed. We would like the opportunity to discuss these concerns with all of the city organizations involved in order to identify a solution that will ensure the livability and safety of the Cathedral Park neighborhood while achieving our shared goals of increased housing, employment opportunities and recreation in the Cathedral Park neighborhood.

We look forward to working with you all on these matters.

Best Regards,

Doug Larson
Chairman of the Cathedral Park Neighborhood Association

cc: Nicholas Grisham, CPNA Land Use and Zoning Chair
Dan Riordan, CPNA Treasurer and Member At Large
Jennifer Vitello, CPNA Habitat and Livability Chair

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.

✓ Name: ROBERT L. BRYANT

✓ Address: 14400 NE SHAVER ST
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 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.

Name: Shirley Warfel 2-20-15

Address: 14511 NE STANTON CT.
Portland Oregon 97230
Phone (503) 255-2432

From: Planning and Sustainability Commission
Sent: Thursday, February 19, 2015 5:23 PM
To: Kovacs, Madeline
Subject: FW: TSP comment / feedback

TSP

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

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From: Amy Ponteri [mailto:amyponteri@gmail.com]
Sent: Thursday, February 19, 2015 5:51 AM
To: Planning and Sustainability Commission; Transportation System Plan
Subject: TSP comment / feedback

To whom it may concern:

Under Citywide project #90052 SW Palatine Hill Rd Ped/Bike Improvements, I recommend that the ped/bike route be extended from Riverview Cemetery east across Boone's Ferry, via SW Primrose to Terwilliger.

SW Primrose is a small arterial that serves as a neighborhood connector from Taylor's Ferry retail / Terwilliger to the Collins View neighborhood and L&C College. It is heavily used by pedestrians (neighbors, students, faculty) and local and cross-town cyclists. SW Primrose is marked as a 2030 Greenway and would significantly benefit from formal markers (sharrows, signage, reduced speed limit) to increase safety for bikes and peds.

Current language of #90052: 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. [and to SW Terwilliger via SW Primrose]

Thank you for considering this feedback and for your work.

Kindly,
Amy Ponteri
436 SW Primrose 97219

From: Planning and Sustainability Commission
Sent: Thursday, February 19, 2015 5:24 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

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From: Green, Parker [mailto:Parker.Green@nike.com]
Sent: Thursday, February 19, 2015 10:08 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

Dear City Planners,

I am a resident of the Argay Neighborhood in East Portland. I commute to Beaverton to work each day, because I love living in this neighborhood.

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.

Our neighborhood is very walk and bike friendly. We have very little crime and vandalism, all due to the fact that it not a thru neighborhood, so the traffic is mostly from residents. We strongly oppose the recent proposals to connect NE 148th into our neighborhood, this will greatly increase traffic, noise and make our neighborhood less desirable to newcomers.

Please help to make our neighborhood attractive to the kind of commerce that we need. Grocery stores, restaurants and small local businesses that other parts of the city are filling up with.

Thank you
Parker Green
14205 NE Rose Pkwy

Portland, Or
97230
503.257.3505

From: Planning and Sustainability Commission
Sent: Thursday, February 19, 2015 5:29 PM
To: Kovacs, Madeline
Subject: FW: TSP Public Comment

TSP

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: Jessica Wade [mailto:4jessicawade@gmail.com]
Sent: Thursday, February 19, 2015 2:39 PM
To: Planning and Sustainability Commission; Transportation System Plan
Subject: TSP Public Comment

As a Portland resident and actively engaged citizen, I value the opportunity to lend my boots-on-the-ground knowledge to public decisions. In my recent review of the Transportation System Plan, I noted that a vital North-South connector in Southwest Portland is missing from the plan and/or potentially ill conceived. Although I understand newly proposed projects are not being added at this time, I respectfully submit the following comments to you in hopes of informing the TSP.

Currently the updated TSP lists project #90006 Inner SW 35th (Pedestrian/Bike Improvements) from Vermont Avenue to Barbur Blvd. Although project #90006 would serve as a North-South connector and would benefit me personally as I live along this route, I am writing to you today to recommend an alternative route that would utilize SW 30th->SW Hume->SW 31st (for the section between Capitol Hwy and Barbur Blvd).

SW 30th->SW Hume->SW 31st would better serve the public good by:

- * Providing active transportation options for a more inclusive population;
- * Meeting pedestrian and cyclist safety demands along a route with high vehicular traffic; and
- * Connecting high density, workforce, and senior housing to vital services as well as improve access to recreation and business districts.

Inclusive Access to Active Transportation

Project #90006 as conceived along SW 35th includes numerous steep grades that would limit use by diverse populations. One section is so steep that it includes railroad tie stairs along a public easement. This route would exclude our seniors, those with disabilities, as well as caregivers

with young children, and even adults such as myself who could not bike this route because of the steep incline. The alternative route of SW 30th->Hume->SW 31st provides the flattest route between Multnomah Village and Barbur Blvd. and would encourage active transportation options for more people.

Improved Safety

According to recent traffic counts, project #90006 along SW 35th has very low traffic volumes and, therefore, may not warrant the high cost-benefit ratio of bike and pedestrian improvements. However, in looking at recent traffic counts of the alternative route along SW 30th->SW Hume->SW 31st, the traffic volume is significantly higher between 5,000-10,000 trips daily putting this route in the same category as Capitol Hwy. These high traffic volumes demonstrate the need to improve safety for both pedestrians and cyclists along this route especially around areas with poor line of sight and a dangerously blind corner at SW 31st and Hume.

In addition, this alternative route would leverage numerous safety improvements at key intersections. At SW 31st and Barbur Blvd., improvements include a traffic light, marked crosswalks, a Tri-Met bus shelter, as well as sidewalks constructed during recent development outlined below. In addition, North-South bicycle and pedestrian improvements along this alternative route would provide a connection to the new Multnomah Blvd bikeway and sidewalks.

Vital Connection to Services

Since the last TSP was published, the Multnomah Neighborhood has seen an increase in population primarily incurred via in-fill development as well as higher density housing complexes such as the Headwaters Apartments. Headwaters and other higher-density housing options are located along the alternative route and are clustered at Multnomah Blvd/SW 30th as well as Barbur Blvd/SW 31st. There currently exists no safe route to access social, recreational or businesses services on foot or by bike for these residents of our community. These areas of high-density, workforce and senior housing and the people who live here deserve a safe North-South connection 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.

In addition, by making bicycle and pedestrian improvements along SW 30th ->SW Hume-> SW 31st, families would be able 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.

In conclusion, as the City of Portland upholds the concept of complete neighborhoods, providing bicycle and pedestrian improvements along SW 30th -> SW Hume-> SW 31st between Capitol Hwy and Barbur Blvd. would put the Multnomah Neighborhood one step closer to achieving that goal. This alternative route would link two business districts, provide vital connections between high-density housing and social services and recreational opportunities, and do so along the least topographically challenging route that would be the most inclusive of our diverse residents.

I greatly appreciate your consideration of these recommendations on how best to leverage existing safety improvements and the limited resources for transportation projects.

Sincerely,

Jessica A. Wade
Multnomah Neighborhood resident, parent, and engaged citizen
3463 SW Alice Street
Portland, Oregon 97219

503-789-3778
4jessicawade@gmail.com

cc:
Commissioner Steve Novick
Leah Treat, Director, Portland Bureau of Transportation

From: Planning and Sustainability Commission
Sent: Thursday, February 19, 2015 5:31 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

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From: Sue Pretty [mailto:sue_kp@hotmail.com]
Sent: Thursday, February 19, 2015 2:59 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.

Sue Pretty
13325 NE Rose Parkway
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Thursday, February 19, 2015 5:31 PM
To: Kovacs, Madeline
Subject: FW: Barbur Boulevard Corridor

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

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From: James Winkler [mailto:jhw@winklercompanies.com]
Sent: Thursday, February 19, 2015 4:28 PM
To: Planning and Sustainability Commission
Cc: James Winkler
Subject: FW: Barbur Boulevard Corridor

Dear PSC,

I own the Duniway Park Building, or former YMCA Building, adjacent Duniway Park. The Building consists of roughly 69,000sf of high cube space above a 99 stall partially below grade parking garage located on a 1.71 acre site. The building is structurally robust and was designed to be able to accommodate additional floor(s). The preliminary zoning concept draft provides a conceptual framework for several commercial mixed-use zones. I submit CM3 is the most appropriate of the conceptual zones for our property, especially given its strategic location close to transit and PSU, and ability to accommodate cars and bikes onsite.

Thank you for considering this request.

Jim

--
James H. Winkler
Winkler Development Corporation
210 SW Morrison Street, Suite 600
Portland, OR 97204
jhw@winklercompanies.com
tel: 503.225.0701
fax: 503.273.8591

From: Planning and Sustainability Commission
Sent: Friday, February 20, 2015 8:39 AM
To: Kovacs, Madeline
Subject: FW: Corner Lot Development

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

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From: Joan Wray [mailto:wrayjd@comcast.net]
Sent: Thursday, February 19, 2015 8:36 PM
To: Planning and Sustainability Commission
Subject: Corner Lot Development

February 9, 2015

To: Planning and Sustainability Commission
psc@portlandoregon.gov
1900 SW Fourth Ave
Portland, Oregon 97201-5380

Re: Corner Lot Development

I am requesting that the specific language shown below be removed from the general description of land use designations on page GP10-8 the Proposed Draft 2035 Comprehensive Plan:

I am also requesting that Section 33.110.240.E of the zoning code, that allows corner lots that are zoned RS or R7 to be rezoned to R2.5 if they are larger than 50 feet by 110 feet, be removed from the zoning code associated with the Proposed Draft 2035 Comprehensive Plan.

The Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted similar requests.

Please add this to the record.

Thank you,

Joan Wray
7235 SW 29th Avenue

Portland, OR 97219
503-222-6430

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

From: Planning and Sustainability Commission
Sent: Friday, February 20, 2015 9:10 AM
To: Kovacs, Madeline
Subject: FW: Capitol Hwy from Garden Home Rd to Taylor's Ferry Rd

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

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

From: Patti Waitman [mailto:pattitwirler@comcast.net]
Sent: Friday, February 20, 2015 8:55 AM
To: Planning and Sustainability Commission
Subject: Re: Capitol Hwy from Garden Home Rd to Taylor's Ferry Rd

8231 SW Capitol Hwy
Portland, OR 97219

Patti Waitman-Ingebretsen
503-341-0039 cell

> On Feb 20, 2015, at 8:41 AM, Planning and Sustainability Commission <psc@portlandoregon.gov>
> wrote:

>

> Hello Patti,

>

> Thank you for your comments to the Planning and Sustainability Commission. So that I may include
> them in the record and forward them to Commissioners, can you please email me your full 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: Patti Waitman [mailto:pattitwirler@comcast.net]
> Sent: Thursday, February 19, 2015 6:25 PM
> To: Planning and Sustainability Commission
> Subject: Capitol Hwy from Garden Home Rd to Taylor's Ferry Rd

>
> When will the City of Portland BES stop holding us hostage ? It is sad enough that we in southwest don't get the services that we pay for. Capitol hwy improvements have been on the table many times but always nixed because BES trumps the project. It is time for the city of Portland to step up and get Capitol hwy updated with real bike lanes, real sidewalks, and real solutions to the 40th & Capitol mess.
>
> Southwest residents have been stuck with unimproved roads, no sidewalks, minimal bike lanes etc even though we pay taxes, the flat east side always benefits the most. We are tired of being the "step child" that no one wants and we are REALLY tired of being held hostage by BES. Enough!

>
> Patti Waitman-Ingebretsen
> 40 years on Capitol Hwy

>
>
>
>
>
>

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.

Name: *Judy Grimes*

Address: *3324 NE 145th
Portland, Or.*

*Owner of this property for
43 yrs. Love this area*

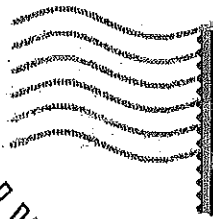


Ms. J. M. Grimes
3324 NE 145th Ave
Portland, OR 97230-3602

PORTLAND, OR 970

17 FEB 2015

RECEIVED
FEB 19 2015
City of Portland
Bureau of Planning and Sustainability



*Planning and Sustainability Comm
Comp Plan Comments - Argay Neig
1900 S.W. 4th Ave.
Portland, Or 97201*

97201505099

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.

Name: *Bj Mitchell*

Address: *14550 NE Rose Parkway
Portland, OR 97230*



Bel, J Mitchell
14550 NE Rose Pkwy
Portland OR 97230

050351074E
PORTLAND OR 970

16 FEB 2015 PM 5 L



*Planning + Sustainability Commission
Comp Plan Comments - Argay Neighborhood
1900 SW 4th Ave.
Portland, OR 97201 - 5380*

RECEIVED
FEB 19 2015
City of Portland
Planning and Sustainability

To Whom It May Concern:

I am currently in the process of purchasing 822 SE 15th Ave., which contains the four detached homes 822 SE 15th, 1503 SE Belmont, 1509 SE Belmont and 1517 SE Belmont St. I have had a lease option on the property for the past year, and will be completing the purchase at the end of February. I'm excited about the property and plan to own it for the long-term.

I am writing to voice my full support to the proposed zoning changes along the Belmont/Morrison corridor into mixed use land. My reasons are the following:

- 1) **Long-term density planning.** With the gentrification of the Central Eastside industrial area and the overall growth of the Portland Metro area, the central urban eastside location of this neighborhood will become increasingly populated over the next 20 years. There will be a greater demand more services and infrastructure to sustain a quality of life, and right now several gaps exist for day-to-day needs in an area that has largely been void of high density housing. With some exception, residents who live below 20th have to drive to access retail services further up Belmont or Hawthorne into the 30s streets. With the residential development occurring and planned for close-in Central Eastside, a local imbalance of living units and amenities/work spaces could prevail if land is not set aside for commercial, retail, and employment use. As the main thoroughfare, Belmont/Morrison is the obvious corridor to house these services while preserving a residential historic feel in adjacent streets.
- 2) **Flexibility.** I am in favor of mixed use zoning for this particular property due to the flexibility and improved utilization it will provide in the long term. As an example, a building on the corner of 12th and Belmont that is of the same era/design is currently used as a law office. The subject property I am purchasing on the corner of 15th and Belmont is currently on the National Historic register, and has the potential for alternative uses if granted under Historic Preservation Incentive Review. However, being granted an actual mixed use zone will allow non-residential use without being subject to this Incentive Review (or permit it at all if the property ever lost historic designation), it will expand the potential types of use under the CM umbrella, and most importantly, it will change the density limits from # units to FAR – which I could use to improve the utilization of the space, or transfer for other commercial development to improve the area amenities.
- 3) **Local Environment.** The Victorian quartet is adjacent to a coffee shop to the north, and across the street (to the west) from a large apartment building – both currently have CM zoning. Belmont St. is a traffic heavy corridor. It seems like this property is well positioned to have commercial zoning with minimal disruption to residential homeowner neighbors of the broader area. (See attached photos).

I understand that I may be in the minority of opinion relative to the Buckman neighborhood association for the proposed zoning changes. As a new property owner in this area, I've not been privy to all of their discussions on the topic. If the overwhelming decision is not to change the zoning for the entire corridor – which I think would be a mistake – I am still very interested in having a CM designation for my property on 15th and Belmont, for reason #2 and #3 stated above.

Matt Brischetto

2717 SE 15th Ave.

Portland, OR 97202



Across 15th St. (west). Apartment complex.
Zoned CM



Adjacent property (north). Coffee shop.
Zoned CM

Subject property

Randy M. Bonella

4122 SW Garden Home Road • Portland Oregon 97219 • (503) 803-5963 • rmbonella@comcast.net

Commissioner Steve Novick
City of Portland
1221 SW 4th Avenue
Portland, Oregon 97204

February 19, 2015

Dear Commissioner Novick:

I am a Portland resident, an actively engaged citizen, and I work on behalf of the Multnomah Village Business Association. It has come to my attention in a recent review of the Transportation System Plan, that a vital North-South connector in Southwest Portland is missing from the plan and/or potentially ill conceived. Although I understand newly proposed projects are not being added at this time, I respectfully submit the following comments to you in hopes of informing the TSP.

Currently the updated TSP lists project #**90006 Inner SW 35th (Pedestrian/Bike Improvements)** from Vermont Avenue to Barbur Blvd. I am writing to you today to **recommend an alternative for the south portion of this route between Capitol Hwy. and Barbur Blvd. that would utilize SW 30th->SW Hume->SW 31st as opposed to SW35th Ave all the way through to Barbur. This alternative route is a much more natural route for pedestrian and bicycle connectivity which is actively used today and in need of much safety improvement.**

SW 30th->SW Hume->SW 31st would better serve the public good by:

- Providing active transportation options for a more inclusive population;
- Meeting pedestrian and cyclist safety demands along a route with high vehicular traffic; and
- Connecting high density, workforce, and senior housing to vital services as well as improve access to recreation and business districts. **Inclusive Access to Active Transportation**

Project #90006 as conceived along SW 35th South of Multnomah Blvd. would require significantly more infrastructure development than would the proposed alternative. In addition, this alternative route would leverage numerous safety improvements at key intersections. At SW 31st and Barbur Blvd., improvements include a traffic light, marked crosswalks, a Tri-Met bus shelter, as well as sidewalks constructed during recent development outlined below. In addition, North-South bicycle and pedestrian improvements along this alternative route would provide a connection to the new Multnomah Blvd bikeway and sidewalks.

Vital Connection to Services

Since the last TSP was published, the Multnomah Neighborhood has seen an increase in population primarily incurred via in-fill development as well as higher density housing

Randy M. Bonella

4122 SW Garden Home Road • Portland Oregon 97219 • (503) 803-5963 • rmbonella@comcast.net

complexes such as the Headwaters Apartments. Headwaters and other higher-density housing options are located along the alternative route and are clustered at Multnomah Blvd/SW 30th as well as Barbur Blvd/SW 31st. There currently exists no safe route to access social, recreational or businesses services on foot or by bike for these residents of our community. These areas of high-density, workforce and senior housing and the people who live here deserve a safe North-South connection 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.

The proposed change upholds the concept of complete neighborhoods, providing bicycle and pedestrian improvements along SW 30th -> SW Hume-> SW 31st between Capitol Hwy and Barbur Blvd. would put the Multnomah Neighborhood one step closer to achieving that goal. This alternative route would link two business districts, provide vital connections between high-density housing and social services and recreational opportunities, and do so along the least topographically challenging route that would be the most inclusive of our diverse residents.

I greatly appreciate your consideration of these recommendations on how best to leverage existing safety improvements and the limited resources for transportation projects.

Best regards,



Randy M. Bonella

cc: The Planning & sustainability Commission, The Transportation System Plan, PBOT Director Leah Treat, Multnomah Neighborhood Association.

February 19, 2015

Dear Commissioners:

This letter is an update on the properties 1400-1415 and 1421 SE Stark. It is also a testimony on the SE 15th to Se 19th up zoning between Se Belmont and SE Morrison.

The neighborhood has recently learned of two major changes in the area. **The first is the use of Washington High School as an entertainment venue by Mississippi Studios.** This puts 850 people in the neighborhood for shows 5 to 7 nights a week. Also included is a rooftop event space the ads another 190 people. These two venues along with staff put a potential 1100 people in the SE Stark neighborhood almost every night. From what the neighborhood has seen the parking is woefully inadequate.

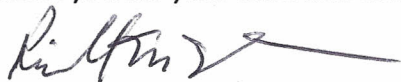
The first two events were a sold out 850 seat house. The 160 spots at the venue were soon full and SE 14th looked like rush hour on I-5. Neighborhood street parking was totally full and late comers cruised the streets aggressively looking for a spot. The worst part of this is that the Bureau of Development Services let this all happen with no parking study. I have attached the request from PBOT that asked for more information on parking for Washington High School. Also attached is the email from Fabio de Freitas stating that PBOT would not be responsible for the lack of a parking study since BDS nixed the requirement. I have talked to Fabio and he said that this lack of study was known all the way up BDS hierarchy. Dave Skilton was the case manager who is retired, above him Tim Herron, above him Kimberly Tallant, above her Rebecca Esau and they all knew what was done. This was also done before the music venue was even mentioned as a possibility and the building flipped to totally commercial. Another reason we don't need more commercial zoning.

The second new addition is that a 46 unit apartment building is slated for the vacant lot at SE 14th and SE Oak. It will have only 10 parking units which will only add to the congestion and density of our neighborhood. We do not need more density and commercial space along SE Stark which is a small collector street. We are losing our neighborhood feel and being turned into a commercial corridor with a lot of transient activities. Please help us retain a small commercial core and do not up zone the SE 14th and Se Stark properties.

Concerning the blocks between SE 15th and SE 19th, Morrison to Belmont I believe that the city should reconsider the zoning change. Changing three and half blocks form either R1 or R2.5 to CS is totally unnecessary. Inner Buckman is already overrun with commercial property. The new developments along the "goat blocks" put a huge commercial center less than 5 blocks away. **More importantly the loss of single family residential space is not compatible with the Buckman Neighborhood Plan.**

Also realize that CS is just a code word for apartments a lot without any commercial uses and no parking. This lack of parking has a tremendous impact on the surrounding single family residences. Ten spaces for 46 units is hardly enough. The cities own study put a .6 ratio of units to car ownership. The city needs not to ask what the primary mode of transportation is but rather who owns a car. Just because one bikes all the time doesn't mean their car isn't occupying a street parking spot.

Thank you for your time and consideration,



Rick Johnson rickjohnson77@comcast.net

1414 SE Oak Street

Portland, Or 97214

253-307-7177

CITY OF
PORTLAND
BUREAU OF
TRANSPORTATION



Charlie
Hales
Mayor

Tom
Miller
Director

TO: DAVE SKILTON, BUREAU of DEVELOPMENT SERVICES

FROM: FABIO de FREITAS, BUREAU of TRANSPORTATION

DATE: APRIL 5, 2013

SUBJECT: 13-114076 HP HDZ - Washington High School

In the course of the formal review of the above referenced land use proposal, PBOT has come across a couple of issues relative to the associated Traffic Impact Study (TIS) that was submitted by the applicant.

Specifically, PBOT staff does not concur with the TIS' methodologies contained in the on-street parking analyses. Though PBOT staff recognizes the uniqueness of the subject building in terms of its previous use and associated primary and secondary spaces, the calculations and basis for analysis in the submitted TIS are overly conservative as a result of the credit assumed for non-usable space within the building. This is not a typical manner in which parking demand is calculated or analyzed, so PBOT staff has requested that the applicant's traffic consultant address this matter with the project's architect to provide a more reasonable and realistic floor area for the building. Secondly, it is PBOT staff's finding that in referring to the ITE Parking Generation Manual, the TIS has an exaggerated allowance for the expected mode split associated with the redevelopment of the building. This factor has also contributed to the anticipated demand for parking to be underestimated. PBOT staff has asked the applicant's traffic consultant to further address this specific calculation in the TIS.

The referenced information above is critical to PBOT staff's ability to address the transportation-related approval criteria associated with this land use proposal. Without these matters resolved, PBOT cannot provide a complete and formal response, nor can we find that all of the applicable evaluation factors can be satisfied. As of the writing of the memorandum, PBOT staff has not received any additional information to assess. Upon receipt of the requested information, PBOT will finalize the formal response for this land use request.

1120 SW Fifth Ave., Suite 800 • Portland, OR 97204-1914 • 503-823-5185
FAX 503-823-7576 • TTY 503-823-6868 • www.portlandoregon.gov/transportation

An Equal
Opportunity
Employer

To ensure equal access, the Portland Bureau of Transportation will make accommodations in full compliance with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations and additional information, and complaints, contact the Title II and Title VI Coordinator at Room 1204, 1120 SW Fifth Ave., Portland, OR 97204, or by telephone 503-823-5185, City TTY 503-823-6868, or use Oregon Relay Service 711.

Ord. 187832 Vol. 2.3.D, page 1221

E-2

Rick Johnson

From: de Freitas, Fabio [Fabio.deFreitas@portlandoregon.gov]
Sent: Thursday, January 15, 2015 4:30 PM
To: rickjohnson77@comcast.net
Subject: LU 13-114076 *Washington High School*

Rick:

Here's the information related to PBOT's response concerning the above referenced matter:

"The Historic Design Commission took action on 4/8/13 on the above referenced case to approve it without the benefit of PBOT's formal analysis in the record. Accordingly, as confirmed by BDS management, there is no need for PBOT to continue to review this project or complete the formal response. The project manager should convey to the applicant that there it is no longer necessary for his traffic consultant to prepare/submit PBOT's additionally requested information.

As confirmed by BDS management, PBOT is complete with this review & will not be held responsible for the record being incomplete on this matter".

Fabio

No virus found in this message.

Checked by AVG - www.avg.com

Version: 2015.0.5645 / Virus Database: 4260/8934 - Release Date: 01/15/15

PDOT – Development Review

Pre-Application Conference Response

Date: December 2, 2012

To: Douglas Hardy, Conference Facilitator, (503) 823-7816
douglas.hardy@portlandoregon.gov

From: Fabio de Freitas, (503) 823-4227 fabio.defreitas@portlandoregon.gov

Case File: EA 12-202934

Location: 531 SE 14th Avenue

Property ID: R562969

Proposal: Pre-Application Conference for a Type III Historic Designation Review, a Historic Preservation Incentive Review, and a Historic Design Review for the former Washington-Monroe High School. The applicant proposes several scenarios for the interior use of the building, all of which include preserving the auditorium for public events and private rehearsal space, with the remainder of the building being used for varying amounts of creative (commercial) work space, dwelling units and/or work/live units. Physical changes to the building are limited to repair and maintenance, as well as installing exterior lighting, adding two new entry doors on the north facade, and converting several man doors on the south and east facades to entry doors. Exterior changes to the site include constructing a new parking lot south of the building.

Portland Bureau of Transportation/Development Review (PBOT) staff has reviewed the pre-application conference materials to identify potential issues and requirements.

A. KEY ISSUES AND REQUIREMENTS

Following is a brief summary of issues and requirements that may impact your proposed project or are submittal requirements that will require time to prepare prior to submittal of the application.

1. The relevant approval criteria of Code Section 33.846.050.C refers to the approval criteria of Code Section 33.815.105 that must also be met.

The transportation-related approval criteria are specifically in Sub-section 33.815.105 D.1 & 2. The applicant's narrative should address each of the noted evaluation factors in Sub-section D.2.

33.815.105.D.1 (Public Services)

The proposal is supportive of the street designations of the Transportation Element of the Comprehensive Plan.

33.815.105.D.2 (Public Services)

The transportation system is capable of supporting the proposal in addition to the existing uses in the area. Evaluation factors include street capacity, level of service, and other performance measures; access to arterials; connectivity; transit availability; on-street parking impacts; access restrictions; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;

2. The applicant is advised that each of the above referenced evaluation of evaluation factors noted above must be adequately addressed. To adequately address several of the evaluation factors (street capacity/level of service, on-street parking impacts, neighborhood impacts, safety for all modes), the applicant will be required to submit a Transportation Impact Study (TIS). The applicant is advised to have their selected traffic consultant contact PBOT staff to discuss the scope of the TIS
3. The new parking lot will require that the applicant obtain an over-the-counter permit from PBOT staff in relation to the expected Building Permit for the proposed changes to the building.
4. The applicant should be aware of the improvements associated with the abutting Washington High School Community Center to avoid any conflicts with this project in relation to site improvements. The applicant should refer to LU 11-201984 CU MS for his benefit.

B. STREET CLASSIFICATION AND CONFIGURATION

At this location, SE Stark is classified as a Neighborhood Collector, City Walkway, and a Local Service street for all other modes in the City's Transportation System Plan. SE 14th Ave is classified as a Local Service street for all transportation modes.

It is typical Portland Transportation procedure to review existing roadway configurations by referring to City GIS database resources in order to determine the necessary dedications and/or improvements related to proposed land use cases. City staff *may* receive different information from the applicant's engineer with regard to the existing condition of the subject roadways based on the actual survey of the site.

According to City database sources, SE Stark is improved with 36-ft of center-strip paving in a 60-ft right-of-way (r.o.w.). The site's frontage is improved with a 0-12-0 sidewalk configuration (12-ft curb-tight sidewalk). For a site located along a street classified as a City Walkway, the City's Pedestrian Design Guide recommends a 12-ft pedestrian corridor (0.5-ft curb/4-ft wide furnishing zone/6-ft wide sidewalk/1.5-ft frontage zone). The existing sidewalk corridor along SE Stark satisfies the recommended sidewalk corridor identified in the Pedestrian Design Guide.

According to City database sources, SE 14th is improved with 36-ft of center-strip paving in a 60-ft right-of-way (r.o.w.). The site's frontage is improved with a 0-12-0 sidewalk configuration. For an R1 zoned site located along a Local Service street, the City's Pedestrian Design Guide recommends an 11-ft wide pedestrian corridor (0.5-ft curb/4-ft wide furnishing zone/6-ft wide sidewalk/0.5-ft frontage zone).

The applicant is advised that additional street trees (and necessary tree wells) may be required by the City Forester along both of the site's frontages. The applicant is also informed that if, during the course of construction, any of the site's existing curbs/ sidewalks are damaged, that they'll need to be reconstructed to City standards.

C. TRANSPORTATION CODE REQUIREMENTS

The following information must be addressed by the applicant in order to receive building permit approval from the Office of Transportation. Loading must be addressed in order to receive land use review approval from PBOT.

Topic	Code and Comments	Code Citation & Link
Encroachments in the Public Right-of-Way	Any proposed encroachments (balconies, decks and door swings) in the public right-of-way are subject to the requirements of the International Building Code (IBC). Per the IBC, doors may not swing into the public right-of-way. All encroachments will require a permit issued by the Office of Transportation at time of building permit.	International Building Code
Loading	The applicant's proposal will require loading spaces, meeting the requirements of 33.266.310, that are 10'WX35'LX13'H. For these types of uses, loading needs typically include deliveries, residential move-ins/outs, service such as plumbing, cable, etc, and garbage. The applicant will need to provide loading on the site to serve the expected needs of the site.	<u>33.266.310</u>

D. PERMIT INFORMATION

At the time of permit review (following the land use review) you should be aware of the following:

1. System Development Charges (SDCs) may be assessed for this development. The applicant can receive an estimate of the SDC amount prior to submission of building permits by contacting Rich Eisenhauer at (503) 823-6108.
2. Curb cuts and driveway construction must meet the requirements in Title 17. The Title 17 driveway requirements will be enforced during the review of building permits.

E. SUBMITTAL REQUIREMENTS FOR LAND USE

This list identifies Portland Transportation submittal requirements. Please see the Conference Summary Memo for all of the materials you must submit for your application to be considered complete.

1. Written narrative adequately addressing all transportation related approval criteria.

All submittal requirements should be submitted with the application.

February 19, 2015

Dear Commissioners:

This letter is an update on the properties 1400-1415 and 1421 SE Stark. It is also a testimony on the SE 15th to Se 19th up zoning between Se Belmont and SE Morrison.

The neighborhood has recently learned of two major changes in the area. **The first is the use of Washington High School as an entertainment venue by Mississippi Studios.** This puts 850 people in the neighborhood for shows 5 to 7 nights a week. Also included is a rooftop event space that adds another 190 people. These two venues along with staff put a potential 1100 people in the SE Stark neighborhood almost every night. From what the neighborhood has seen the parking is woefully inadequate.

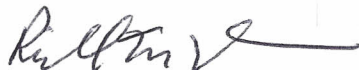
The first two events were a sold out 850 seat house. The 160 spots at the venue were soon full and SE 14th looked like rush hour on I-5. Neighborhood street parking was totally full and late comers cruised the streets aggressively looking for a spot. The worst part of this is that the Bureau of Development Services let this all happen with no parking study. I have attached the request from PBOT that asked for more information on parking for Washington High School. Also attached is the email from Fabio de Freitas stating that PBOT would not be responsible for the lack of a parking study since BDS nixed the requirement. I have talked to Fabio and he said that this lack of study was known all the way up BDS hierarchy. Dave Skilton was the case manager who is retired, above him Tim Herron, above him Kimberly Tallant, above her Rebecca Esau and they all knew what was done. This was also done before the music venue was even mentioned as a possibility and the building flipped to totally commercial. Another reason we don't need more commercial zoning.

The second new addition is that a 46 unit apartment building is slated for the vacant lot at SE 14th and SE Oak. It will have only 10 parking units which will only add to the congestion and density of our neighborhood. We do not need more density and commercial space along SE Stark which is a small collector street. We are losing our neighborhood feel and being turned into a commercial corridor with a lot of transient activities. Please help us retain a small commercial core and do not up zone the SE 14th and Se Stark properties.

Concerning the blocks between SE 15th and SE 19th, Morrison to Belmont I believe that the city should reconsider the zoning change. Changing three and half blocks from either R1 or R2.5 to CS is totally unnecessary. Inner Buckman is already overrun with commercial property. The new developments along the "goat blocks" put a huge commercial center less than 5 blocks away. **More importantly the loss of single family residential space is not compatible with the Buckman Neighborhood Plan.**

Also realize that CS is just a code word for apartments a lot without any commercial uses and no parking. This lack of parking has a tremendous impact on the surrounding single family residences. Ten spaces for 46 units is hardly enough. The city's own study put a .6 ratio of units to car ownership. The city needs not to ask what the primary mode of transportation is but rather who owns a car. Just because one bikes all the time doesn't mean their car isn't occupying a street parking spot.

Thank you for your time and consideration,



Rick Johnson
1414 SE Oak Street
Portland, Or 97214
253-307-7177

To: Portland Planning and Sustainability Commission

Subject: Zoning change, 1400-1416 SE Stark, Proposal # 87, 88.

Dear Commissioners:

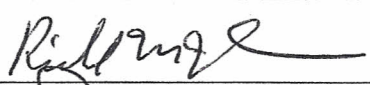

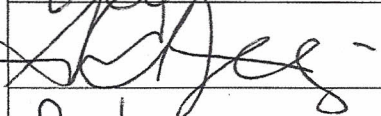
We the undersigned believe that the zoning change from R1 to CS along 1400-1416 and 1401-1415 SE Stark, Proposals #87, 88 is unacceptable.

We believe R1 should be retained on these two properties for the following reasons:

1. R1 density and scale is compatible with the surrounding R2.5 properties.
2. The conversion of Washington High School to 80,000 square feet of commercial space combined with the soon to be developed half city block of CS zoning between SE 13th and SE 14th provides an abundance of commercial zoning in this area. Any loss of residential zoning is contrary to the goals of the comprehensive plan.
3. Limited street parking will come under even more pressure.
4. R1 zoning promotes lower density family type housing. The neighborhood needs families to retain its sense of community.
5. SE Stark is not considered a main corridor so should retain a local neighborhood characteristic as outlined in the goals and policies of the comprehensive plan.
6. The entire block is zoned residential and has been for over fifty years.

Please help us with our goals of maintaining a community oriented neighborhood along SE Stark and retain the current R1 zoning of these properties.

Thank you,

Name	Address	Email
	1414 SE OAK ST PORTLAND OR	rickjohnson77@comcast.net
	1414 SE OAK ST POX, OR	PATRICIA.CAIN@PNZEMAN.COM
	327 SE 14th Ave. Portland, OR	amewellman@gmail.com
Ron Lewis	327 SE 14th Ave. Portland, OR	healthybounce@gmail.com
Richard D Harrison	1311 SE Oak St Portland, OR	richardrh@gmail.com
Sharon Chapman	324 SE 14th Ave Portland, OR	

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Thank you,

Name	Address	Email
^{Jim Foristal} Jim Foristal	204 SE 16 th AVE	nwclassie_gmail.com
^{Mark Friedman} Mark Friedman	216 SE 17 th Ave	Bookmark64.com
^{Laura Donovan} Laura Donovan	1904 SE Pine St.	
^{Mariam Higgins} Mariam Higgins	1400 SE Oak St	nickandmaria@ad.com
^{Nicholas Gideonse} Nicholas GIDEONSE	1400 SE Oak St	gideonse@ohsu.edu
^{Allison Harvey} Allison Harvey	324 S.E. 14 th	inallison@comcast.net

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Thank you,

Name	Address	Email
Ronna Neuenschwander <i>Ronna Neuenschwander</i>	1424 SE Oak	ronnawague@juno.com
Baba Wague Diakite <i>Baba Wague Diakite</i>	1424 SE Oak	babawagueDiakite@yahoo.com
Don HARVEY <i>Don HARVEY</i>	1407 SE OAK ST PDX 97214	N/A
M. Todd Skiles <i>M. Todd Skiles</i>	1425 SE OAK ST PDX 97214	skilespx@gmail.com
Patricia Keas <i>Patricia Keas</i>	1425 SE Oak St PDX 97214	TrishKeas@gmail.com

From: Planning and Sustainability Commission
Sent: Wednesday, February 18, 2015 9:35 AM
To: Kovacs, Madeline
Subject: FW: SINGLE FAMILY HOUSES

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

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From: customwoodworking@msn.com [mailto:customwoodworking@msn.com] On Behalf Of James Peterson
Sent: Wednesday, February 18, 2015 8:37 AM
To: Frederiksen, Joan
Cc: Planning and Sustainability Commission; sfpjr1@gmail.com; Bogert, Sylvia; mnachair@gmail.com; Anderson, Susan; Hales, Mayor; Commissioner Fritz; Commissioner Saltzman; Commissioner Novick; Commissioner Fish; jreden@portlandtribune.com; Gibbon, John
Subject: SINGLE FAMILY HOUSES

Hi Joan
At the SWNI Land Use meeting Barry had a slide that stated Single Family Houses are not permitted in Centers. Barry was unclear where the boundaries would be in a center where houses would not be permitted. We need clarification of where single family houses have been zoned out in centers.

Please make this part of the record of the Comprehensive Plan

James Peterson
Multnomah
Land Use Chair
2502 SW Multnomah Blvd.
Portland, OR 97219

From: Planning and Sustainability Commission
Sent: Wednesday, February 18, 2015 9:35 AM
To: Kovacs, Madeline
Subject: FW: PSC 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

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From: Dan King [mailto:dking@newestech.com]
Sent: Wednesday, February 18, 2015 8:55 AM
To: Planning and Sustainability Commission
Subject: PSC Comprehensive Plan Testimony

Dear Commissioners,

I am the owner of two pieces of property located at 4606 SE Division and 4622 SE Division where I operate my business. While I operate my business on both properties, it has come to my attention through conversations with City Staff that they are zoned differently (CM &R1). I would like to request that the Commission consider including the R1 parcel in its current Comprehensive Plan Map Change, so that there will no longer be a 'split zone' in my ownership. This change will help secure the future of my property and avoid any potential issues related to different comprehensive plan/zoning designations.

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

Dan King
New West Technologies, Inc.
4606 SE Division Street
Portland, OR 97206
503-235-4656 Office
503-805-1341 Mobile



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

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

North Tabor Vision Zero

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

General Transportation Policy Recommendations:

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

Lane widths should be 10 feet whenever possible.

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

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

40086 Halsey st Bikeway

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

50's Bikeway Sullivan's Gulch Crossing Improvements

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

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

I□205)

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

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

Glisan Suggestions:

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

Tri-Met Bus Glisan Frequent Bus Service

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

ADA Curb Cut Prioritization:

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

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

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

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

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

Getting out of North Tabor: Endorsements for Regional Improvements

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

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

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

45th Greenway Hoyt to Woodstock including crossing improvements.

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

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

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

Laurelhurst Endorsements:

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

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

A Modernization of Coe Circle into a modern traffic circle:

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

Gilham Sidewalk In-Fill:

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

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

Parks Recommendations:

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

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

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

The Sullivan's Gulch Transportation Corridor

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

Fossil Fuel Exports through the rail corridor:

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

North Tabor MAX/60th Street Station Place-making

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

Automobile Parking Recommendations:

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

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

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

terry.dublinski@gmail.com 503 867-7723

From: Planning and Sustainability Commission
Sent: Wednesday, February 18, 2015 11:50 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

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: Diane Wheatley [mailto:pdxbridget@gmail.com]
Sent: Wednesday, February 18, 2015 11:47 AM
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 classified to R-5 or R7 single-family residential, and the proposed Mixed Employment areas (change numbers 287, 288, 289 located at the SE corner of 122nd and Shave 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 #668 along NE 148th Avenue north of I-84.

I want to keep Argay a family friendly safe neighborhood.

B. Diane Wheatley
14322 NE Beech St.
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Wednesday, February 18, 2015 2:03 PM
To: Kovacs, Madeline
Subject: FW: TSP comment

For 2/24

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

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From: James Gardner [mailto:jimdonnachamois@msn.com]
Sent: Wednesday, February 18, 2015 1:45 PM
To: Planning and Sustainability Commission; Transportation System Plan
Cc: Emily Kemper; Jim Gardner; Ken Love; Kerry Chipman; Kip Larson; Laura Campos-Gleason; Lee Buhler; Len Michon; Harrison, Michael; Moanna Wright-Barbour; Norm Whitlatch; Phil Wikelund; Sharon Fekety; Bogert, Sylvia; Tom Soppe
Subject: TSP comment

Members of the Planning and Sustainability Commission:

The purpose of this message is to convey to the Planning and Sustainability Commission comments adopted by the South Portland Neighborhood Association regarding the TSP component of the draft Comprehensive Plan. We understand that as part of this process, PBOT is updating the TSP and recently released a Recommended Project List.

Our district coalition, SWNI, submitted comments on the draft Comp Plan and this included some comments on the transportation policies in the draft. We fully support the SWNI comments. However, SWNI has not yet prioritized specific projects in Southwest Portland. South Portland Neighborhood Association (SPNA) decided to review the Recommended Project List to determine our neighborhood's priority projects and to communicate those preferences directly to PSC and PBOT.

Recently the SPNA Board reviewed the projects on PBOT's current Recommended Project List that directly involve South Portland. The Board considered recommendations from its Transportation Committee and unanimously adopted a motion identifying the projects listed below as those with the highest priority for the South Portland neighborhood:

90060 South Portland Multimodal Improvements
116390 John's Landing Streetcar Extension

90086 Red Electric Trail to Corbett Connector
20106 I-405 South Portland Crossing Improvements
90047 SW Macadam Ped/Bike Improvements
20007 South Portal Intersection Improvements
20039 South Waterfront Ped/Bike Improvements
20057 Willamette Greenway Trail Extension

In a perfect world, all the South Portland projects would be considered high priority. They are all worthwhile and would help make it easier to move in, around, and through our neighborhood. We hope that in developing the TSP element of the Comp Plan, PSC and PBOT will take into account the many negative impacts on our neighborhood resulting from prior transportation decisions, and will strive to correct or mitigate these impacts where possible.

We appreciate the opportunity to comment on your TSP update process. If you have any questions or would like to discuss any related matters, please contact the undersigned.

Jim Gardner
Chair, SPNA Land Use Committee

2930 SW 2nd Ave
Portland OR 97201
503-227-2096

From: Planning and Sustainability Commission
Sent: Wednesday, February 18, 2015 3:16 PM
To: Kovacs, Madeline
Subject: FW:

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
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From: Jeffrey J. Brown [mailto:drjjbrown@msn.com]
Sent: Wednesday, February 18, 2015 3:18 PM
To: Frederiksen, Joan
Cc: Planning and Sustainability Commission
Subject:

RE: Change of zoning request from R20 to Multi Family 2000 on Tax ID No: R326896, 6141 SW Canyon Ct

Dear Ms. Frederiksen

My wife and I live at 1321 SW 61st Dr, about 1/4 mile up the road from this property. We turn right off of Canyon Court, a busy frontage road serving a large apartment complex at the end to get to our house on 61st. We turn left off 61st on to Canyon Court to get to the Sylvan interchange. This is always a little anxiety provoking due to difficulty seeing around a high retaining wall below this property.

We have lived in our house for 28 years and raised two children there. Needless to say, we are sentimental about the house, the property, the area and the nature of our neighborhood.

We have been very lucky that development of more density and type has been limited by the zoning and by 10 acres of environmental protected land to our west. The existing number of homes has allowed us, over the years to form strong relationships and friendships with our neighbors and our kids have grown up together with theirs. It has also allowed us to form groups in the past to counter changes in the neighborhood that were viewed as adverse or to establish good neighbor agreements with developers.

It goes without saying that neighborhoods always resist change and seek to protect their

nature. Routine reasons used are traffic, danger, road use, inappropriate use of the property or change in character or simply ugliness. I will not reiterate these other than to indicate they are there. (It's a little tough to argue on the basis of aesthetics, given the property is next to a water tank and electric power station with a beautiful view of the freeway 200 feet below).

The owners of the property bought the existing house to remodel and sell. This was on the market for a long time and did not sell at the price they were asking. One of their sales incentives was that two more houses could be built on the property under the current zoning. Obviously they are now trying a different tack to recouping their investment.

However, the change they request is not one to build 2-3 more single family homes, but to build an apartment complex. We respect their right to ask, but find that degree of change much too drastic. Were they to request a more modest change for 3-4 single family homes, this would I am almost certain be acceptable to the neighbors.

I appreciate your considering this letter in your decision regarding this zoning change.

Jeff and Lisa Brown
1321 SW 61st Dr
Portland OR 97221

(503) 292-2014



520 SW Yamhill St.
Suite 235
Portland, OR 97204

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

mikeconnors@hkcllp.com

February 18, 2015

VIA EMAIL

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

Re: Draft 2035 Comprehensive Plan – Additional Comments
Hayden Island Manufactured Home Community

Dear Commissioners:

As you know, this firm represents Hayden Island Enterprises, the owners and operators of Hayden Island Manufactured Home Community (“HIMHC”). HIMHC consists of 440 manufactured home sites, 169 RV sites and 1,500 residents and has been consistently recognized by the City as a vital affordable housing resource. Based on the January 27 and February 10, 2015 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, HIMHC 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 HIMHC 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 adopt an industrial map designation or proposed Policy 6.41 recognizing a West Hayden Island deep water marine industrial use.

While HIMHC appreciates the City staff's willingness to propose changes to proposed Comprehensive Plan Policy 6.41 to address concerns raised by HIMHC and others regarding the

future annexation and development of West Hayden Island, these proposed changes are insufficient and overlook significant problems with this approach. We share many of the concerns raised by several of the Commissioners at the January 27 work session and request that the Commission not adopt the City staff's approach. The Commission should not recommend adoption of an industrial designation and supporting policies given that the recent West Hayden Island process demonstrated the marine terminal development is not appropriate or feasible based on the Port of Portland's inability to accept reasonable mitigation measures necessary to mitigate the impacts of such a large industrial development.

Adopting an industrial map designation on West Hayden Island as part of this process is problematic because it will make it easier for the Port of Portland to approve the marine terminal in the future and avoid some of the important mitigation measures previously recommended by the Commission. The Port would not have to address the Comprehensive Plan amendment approval criteria set forth in PCC 33.810.050, which impose important requirements not required for a mere annexation and zoning map amendment, such as the requirement that the proposal "on balance has been found to be equally or more supportive of the Comprehensive Plan as a whole" and that it comply with the Statewide Land Use Planning Goals. PCC 33.810.050(A)(1)&(2). The Port would also use the industrial designation as a justification for zoning map amendment and development proposal since one of the justifications for a zoning map amendment is that it corresponds to the Comprehensive Plan map. PCC 33.855.050(A). Allowing the Port to bypass the Comprehensive Plan amendment process and approval criteria without the scrutiny of the prior West Hayden Island process would make it easier for the Port to obtain approval and avoid many of the Commission's previously recommended mitigation measures.

We disagree with the City staff's assertion that the City is required to designate West Hayden Island as industrial in order to comply with the Metro 2040 Growth Concept Plan and avoid a potential legal challenge. The Metro 2040 Growth Concept Plan was adopted 20 years ago (1995). Although West Hayden Island has not been designated industrial during this entire 20-year period, neither Metro nor any other party has legally challenged the City. If the City has not been previously required to designate West Hayden Island as industrial in order to comply with the Metro 2040 Growth Concept Plan, including last year when the City was considering a specific proposal to redesignate the site, there is no legal basis for compelling such a result as part of this Comprehensive Plan amendment process.

To the extent the Commission elects to recommend adoption of Comprehensive Plan Policy 6.41 notwithstanding these problems, it needs to clarify Policy 6.41 further to more specifically integrate the Commission's previous mitigation recommendations. The Commission conducted an extensive public process for West Hayden Island. Rather than generally refer to the need to address impacts in the future, essentially wasting this prior effort, Policy 6.41 should specifically incorporate the Commission's recommendations and proposed mitigation measures. While it may be too cumbersome to attach the entire Commission recommendations as suggested at the January 27 work session, the City could accomplish the same goal by expressly referencing the Commission's Recommended Draft West Hayden Island Project, dated August 2013, including the mitigation measures, in Policy 6.41.

C. HIMHC opposes the removal of the N. Hayden Island reconstruction project from the Transportation System Plan.

HIMHC objects to the Portland Bureau of Transportation (PBOT) proposal to remove the N. Hayden Island Drive reconstruction project, RTP 11632, as part of the proposed Transportation System Plan (TSP) update. This project proposes to reconstruct N. Hayden Island Drive from the Burlington Northern Rail Bridge to the I-5 Hayden Island Interchange. PBOT proposes to remove this project from the TSP because the “Annexation of West Hayden Island has been withdrawn”. HIMHC opposes the removal of this project from the TSP for two primary reasons.

Since the Bureau of Planning and Sustainability (BPS) and PBOT are proposing to retain references and projects related to the West Hayden Island annexation in the 2035 Comprehensive Plan, the N. Hayden Island Drive reconstruction project should be retained in the TSP as well. The N. Hayden Island Drive reconstruction project was one of the mitigation measures adopted specifically to mitigate the traffic impacts of the Port’s project. As explained in Section B above, the BPS staff is proposing to an industrial map designation and Policy 6.41 which specifically recognizes the future annexation of West Hayden Island for a marine terminal use. PBOT is proposing to retain the West Hayden Island Rail Access and West Hayden Island Rail Yard Expansion projects as part of the TSP update even though those projects are also based on the annexation of West Hayden Island. Unless the City removes all references to the Port’s potential future annexation and development of West Hayden Island, the N. Hayden Island Drive reconstruction project should be included in the TSP update.

Regardless of its connection to the Port’s proposed annexation and development of West Hayden Island, the N. Hayden Island Drive reconstruction project should be retained in the TSP. N. Hayden Island Drive is the main street providing access for the western portion of Hayden Island. The Hayden Island Concept Plan recognized that the level of street connectivity in this area is poor and does not meet City standards. The transportation studies performed as part of the West Hayden Island project confirmed these findings. Therefore, there is a need for upgrades to N. Hayden Island Drive regardless of whether or not the Port’s project is constructed.

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

At the January 27 work session, the Commission heard City staff testimony regarding a number of current nonconforming use situations throughout the City that create difficulty for the property owners. 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.

As we explained in our October 28 letter, HIMHC is a recognized nonconforming development that has unique characteristics because manufactured homes and RVs are moved, replaced and/or change more frequently than traditional nonconforming use structures. As a result, the typical nonconforming use approach does not apply to HIMHC. HIMHC wants to ensure that the City’s 2035 Comprehensive Plan and proposed adoption of new mixed use designations and zoning recognize this unique attribute of HIMHC and provide adequate nonconforming use protections

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February 18, 2015

as the City has done in the past. It is essential to ensure the long-term preservation of this vital affordable housing resource. Since the Commission is considering other nonconforming situations and attempting to accommodate them as part of this process, we renew our request for the Commission to address HIMHC's nonconforming needs as set forth in the October 28 letter.

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

Very truly yours,

HATHAWAY KOBACK CONNORS LLP



E. Michael Connors

EMC/df

cc: Hayden Island Enterprises



2738 SE 82nd. Ave
Portland, OR 97266
971-340-4866
www.jadedistrict.org

February 18, 2015

Chair André Baugh and the Planning and Sustainability Commission

Bureau of Planning and Sustainability, City of Portland
1900 SW 4th Avenue, Suite 700
Portland, Oregon 97201

Re: Jade District Comprehensive Plan Requests

Dear Chair André Baugh and the Planning and Sustainability Commission

The Jade District commends the City of Portland in its broad, systematic approach to planning for our city's future growth. We appreciate that equity is a core value of the Comprehensive Plan and hope that this commitment guides all decisions made throughout the process. The neighborhood and commercial corridors that comprise the Jade Neighborhood Prosperity Initiative (NPI) district is a vibrant, thriving, multi-ethnic community and our Neighborhood Center designation reflects the community hub that is already in place. As this neighborhood continues to grow, however, we would like the city to implement measures so that our community members are not displaced from their homes or businesses. We hope our partnership with the city results in ensuring that economic self-determination and community stabilization are at the forefront of planning and implementation efforts. In order to support the NPI's neighborhood based, collective decision-making structure, we would like the city to partner with us in the following ways:

- 1) Work with the State of Oregon to return ownership of 82nd Avenue and Powell Blvd to the city so that safety and livability decisions for the streets can be made locally.
- 2) Change zoning in the residential area between 82nd and I-205 and between Division and Powell to R5 and retain the Comprehensive Plan designation for this area for R1 and R2. As property owners develop denser housing to Comprehensive Plan standards, we would expect community benefits agreements to be made with property owners to include affordable housing, local hire, and job training for construction projects. As the organization that developed the Jade District Visioning Plan in partnership with affected communities and organizations, we feel APANO and partners are in the best position to take the lead in determining what benefits are appropriate.
- 3) Hire and train local residents from within 1/2 mile of the Jade District NPI for all city funded projects.
- 4) Assist the Jade District in efforts to retain a portion of the Metro owned transit oriented development parcel on the southwest corner of 82nd and Division for community use, such as a community or health center and maximize the number of affordable housing units.
- 5) Convert the city-owned Bureau of Environmental Services property at the northeast corner of Brooklyn and 89th into a nature park for neighborhood use. Additionally, dedicate a portion of this land or procure adjacent vacant land for recreational opportunities.



2738 SE 82nd. Ave
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www.jadedistrict.org

6) Implement a health buffer for all new apartments in the district on major corridors, such as 82nd, Division, Powell, I-205. These new developments must have proper HVAC systems to assist with air filtration and air circulation. Trees must be planted with new developments to also assist with air filtration. Finally, fully insulated walls that minimize vibration and sound from these corridors must also be installed in new developments.

We look forward to partnering with the City of Portland as the Jade District continues to develop and we hope our community is able to stay and share in the benefits that these initiatives will bring to the neighborhood.

Sincerely,

Jade District Steering Committee
Approved unanimously February 17, 2015

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.

Name: *Louette Maynard - Kleger*
Address: *3328 NE 142nd Ave*
Portld 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 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.

Name: *Ronald & KAREN STEVENS*
Address: *3301 N.E. 132nd*
Portland, OR 97230

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.

✓ Name: *Orella Richardson - Orella Richardson*
✓ Address: *14311 NEMilton Street*
PDX 97230

(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.

Name: *Craig Petersen / Kristi Petersen*
Address: *3218 NE 132nd Avenue*
Craig Petersen 2/13/15

I am a resident of the Argay Neighborhood in East Portland. * 40+ YEARS IN NEIGHBORHOOD *

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.

Name: MATTHEW VINCENT - THERESA VINCENT
Address: 3135 N.E. 145TH 97230 PDX 503-970-8667##
CELL

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.

Name: Patty K. Brice
Address: 3050 NE 142nd Ave.
Portland, OR 97230
I am a 28yr. resident.
Thank you for your consideration
regarding this matter

Testimony against the Corner Lot Provision- zoning code 3310.24E

Laura Wozniak

7226 SW 29th Ave 97219

When we bought our house on SW 29th in 2008, I specifically asked our realtor to check the zoning because we enjoyed the walkable neighborhood with including small houses with sheltering Doug Firs. I was told that no duplexes or multiple family housing could be built except on Capitol Highway near us. A few months ago the neighborhood was shocked to discover that a little known "corner lot" provision allows any corner lot to be divided again to allow the construction of "attached" houses. We also discovered that, although it is difficult to remove a tree from your own property, any tree that would prevent new development can be removed. Current policy seems to exclude tree protection in R-5 and R-7 zones.

This came to light because a developer bought the historic Becker property of 10,000 sq feet. Al and Mary paid it off in the 1930s and intended it to go to family, but failed to specify their intent that it stay whole in the deed. Since Al is no longer competent, the property was sold to Dream Builder and the ramshackle old home was razed. At the time of the notice to divide it there were 14 trees on the lot, among them 5 large Doug Firs. A nice couple contracted with Dream Builder for a home on 5,000 sq ft which necessitated taking down the biggest tree, but they requested to save 2 large trees right on their property line, whose health is now endangered by phase 2. The demolition and felling of the huge center tree was no surprise. The shock came when a very FEW impenetrably worded notices were left at houses within 100 ft. Dream Builder intended to take down every remaining tree and fill the lot corner to corner with two attached houses. This was a blow to the people who had just spent money to build next door.

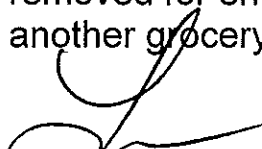
The corner lot provision makes this plan possible. It violates the character of the neighborhood and destroys the very qualities that made these lots desirable in the first place by eliminating every tree. Even today with half the lot developed, you can step under the old cedar by the road or into the center and notice the hush provided by the large evergreens, hear birdsong the rustle of foliage while breathing clean air filtered through thick towering greenery. It is cool in the summer, and sheltered from winds in the winter. Even during the worst storms this winter, no branches came down because the 100 year old trees protect and support each other. They serve as a repository for moisture and filter groundwater that feeds the headwaters of Stephens Creek 2 blocks away. In Multnomah Village there is already a problem with stormwater because of our soils and cumulative development. Groupings of old trees hold columns of

water that they transpire into the air and the understory ,carpeted with needles, acts as a sponge slowing runoff much more effectively than concrete planters. Wildlife CANNOT survive only in isolated parks surrounded by acres of roof and cement or outside of the urban growth boundary. Wildlife migrate seasonally to breed and feed. The remaining urban forest in our neighborhood provides the last remnants of a wildlife corridor used by animals moving between the Coast Range and the River. Medical studies show that PEOPLE also need nature for our mental health, to mitigate lung problems and to heal from illness and injury.

I oppose zoning code section 3310.24E, which violates any reasonable understanding of Multnomah Village neighborhood character and the negotiated Comprehensive Southwest Community Plan. The corner lot provision could increase density by 40- 60% based on 10 houses/block. Such an increase is a significant change of our village character. No one seems to know how this contradiction to the single-family zoning designations was added into the regulations, but it essentially rezones each corner lot to R2.5 (multi-family) but without the public awareness that rezoning usually brings. Housing needs should not demand replacing small affordable houses with large pricey houses looming over their neighbors and attached houses, each priced at 500,000, with no yards on the corners. Each of these McMansions reduces the price of the small house next door.

Removing the corner lot provision should not harm builders since land prices on desirable corners will come down, but they will never lose money holding land in the village (Dream Builder owner Tim Walker says the Village is his favorite place since it is so desirable the property never loses value even during the worst of the downturn). The values are due much more to the appeal of the semi-rural forested beauty charm of the walkable neighborhood than to the inflated value of the corner lots whose "bonus value" has mostly been known only to builders.

Density is best clustered along major arteries where the trees are already removed for endless acres of parking to support unneeded strip malls, yet another grocery, 7-11, or bank branch.



Laura Wozniak
7226 SW 29th Ave
Portland, OR 97219
lawoz@comcast.net
503-312-6176

Dear People:

I am requesting that the specific language shown below be removed from the general description of land use designations on page GP10-8 the Proposed Draft 2035 Comprehensive Plan:

I am also requesting that Section 33.110.240.E of the zoning code, that allows corner lots that are zoned RS or R7 to be rezoned to R2.5 if they are larger than 50 feet by 110 feet, be removed from the zoning code associated with the Proposed Draft 2035 Comprehensive Plan.

The Multnomah Neighborhood Association and Southwest Neighborhoods Inc. have submitted similar requests.

Please add this to the record.

Thank you,

A handwritten signature in black ink that reads "Stuart L. Oken, M.D." The signature is written in a cursive, flowing style.

Stuart L. Oken, M.D.
7226 SW 29th Ave.
Portland OR 97219

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

To Whom It May Concern:

I am the homeowner at 2717 SE 15th Ave., which includes the four detached craftsman homes inclusive of 2717 SE 15th, 1420 SE Clinton, 1430 SE Clinton, and 1436 SE Clinton. It is a 10,000 square foot lot comprising about 25% of the proposed “L-shaped” rezoning to CM along Clinton St.

After review of the proposed zoning changes, I am in full support of the revisions to mixed use CM zoning. My reasons are as follows:

- 1) **General Public Enhancement.** Having moved into the neighborhood in late 2013, I’ve noted the need for enhanced commercial services within walking distance for the Clinton/Powell triangle. It is currently largely residential or industrial, but becoming a more sought after place to live given the proximity to the new MAX line and rehabilitation of the Central Eastside. A resident in these homes currently has to get in the car or ride a bike to access a convenience store, hardware store, pharmacy or many other basic day-to-day services. Clinton St. is, and will become, a enhanced thoroughfare for bike commuters who take the MAX, so having some commercial services along the path will enhance the area – whether I am living there or someone else is.
- 2) **Zone change “makes sense”.** The proposed L-shape borders a large triangle of commercial/industrial use, so incorporating less substantial CM1-type development there will fit the flow of the neighborhood and minimize disruption of residential feel. One of the parcels (the Clinton St. Apts on 16th and Clinton) already is mixed use commercial. It is also the last stop for services before the heavier industrial begins on 12th – 14th leading up to the MAX stop.
- 3) **Flexibility for the Future Use.** I recently acquired this property, and plan to own it for the foreseeable future. As a 10,000 sqft symmetrical lot located three blocks from a MAX stop, 15 blocks from the river, and bordered on both sides by industrial Exd land, the site itself has potential for commercial development that could be accretive to the neighborhood without being dilutive to the neighborhood preservation. While I have begun exploring a variety of options – including keeping status quo, converting each house to a duplex, building another structure on the vacant section of the lot, even relocating the structures in favor of new development on the land – I do not have a concrete vision/plan yet and obtaining the CM status will allow the greatest flexibility for future use – whether next year or 20 years from now.

While in favor of converting the entire L-shape to CM for reason #1 and reason #2, if I’m in the minority viewpoint, I would still be supportive of changing my individual tax lot to CM for reason #3. As I am located adjacent to commercial/industrial buildings on both sides, it would likely not detract from other

neighbors residential experience to extend the non-residential uses that already exist on my block to encapsulate my corner. This would at least provide the flexibility down the road to consider commercial use . I'm trying to be long term thinking in my approach.

Thanks,

Matt Brischetto

2717 SE 15th

Portland, OR 97202

City of Portland
Planning and Sustainability Commission
1900 SW 4th Avenue, Suit 5000
Portland Oregon 97201

February 18, 2015

Dear members of the Planning and Sustainability Commission:

My name is Alem Gebrehiwot; I am the owner of the properties located at R257825, R257826, and R316284. I am writing you this letter to request a zone change. These properties are currently zoned R1, my request is to change them to EX.

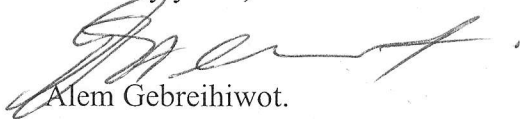
As a long-term property owner and resident of the neighborhood I have carefully planned a strategy to develop my property. I would like to develop said property to fulfill the demand for store front and residential needs, primarily focusing on enhancing the economic circumstances of minorities in this district that have been or are in danger of being generifed out. It will also create housing for those who work downtown and rely on easy access to public transportation and or safe bicycle routes. I believe this will create opportunities not only for small businesses but also create access to affordable shops for community members.

These particular properties being zoned R1 does not fulfill the demand of the neighborhood needs. At its current zoning, and in light of all of the high density development going on around it, it is a misuse of this land. These properties have close access to grocery, schools and public transportation. A zone change would improve the condition of this neighborhood and give affordable access to those who wish to remain in it and this will fulfill it use and the demand that exists. Current neighborhood development of multi-story and high-density residential has demonstrated that this model is successful.

I believe the timing for this change is both critical and now. I would like to request that City honor my request for this zoning change so that I might offer an economic benefit to both small business owners and needy residents.

Thank you for your consideration of my request

Sincerely, yours,



Alem Gebrehiwot.

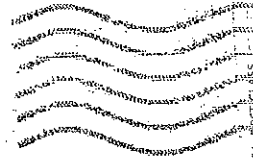
Small business operator, resident and property owner.

2143 NE Martin Luther King Jr. Blvd.
Portland, Oregon 97212
alem@queenofsheba.biz
(503) 287-6302
(503) 318-7733 cell

Mr. Richard Burt
14755 NE Stanton Ct.
Portland, OR 97230-3758

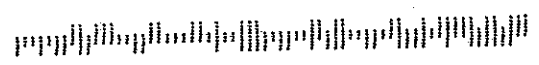
PORTLAND OR 9720

18 FEB 2015 PM 2 L



PLANNING AND SUSTAINABILITY COMMISSION
COMP PLAN COMMENTS - ARGAY NEIGHBORHOOD
1900 SW 4th AVE
PORTLAND OR 97201-5380

97201535099



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.

Name: RICHARD BURT *Richard Burt*

Address: 14755 NE ~~STANTON CT~~
STANTON CT
PORTLAND 97230

CHECK OTHER SIDE

Richmond Neighborhood Association

c/o Southeast Uplift
3534 SE Main
Portland, OR 97214
Phone: 503/232-0010



<http://richmondpx.org/> RNAnewsletter@gmail.com richmondna@yahoo.com

February 18, 2015

Sent via email: psc@portlandoregon.gov

Planning and Sustainability Commission
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201

Re: Comprehensive Plan Issues

Dear Planning and Sustainability Commission:

At the Richmond Neighborhood Association's (RNA) regular monthly meeting on February 9, 2015, the RNA continued its discussion of issues relating to the current Comprehensive Plan Update process, and voted to take a position on the following issues.

Mixed Use-Dispersed Designation for SE Clinton St.

The RNA Board voted to request the Planning and Sustainability Commission to revise the proposed Comprehensive Plan designation for the business nodes on SE Clinton St at 16th, 21st and 26th Aves. ("Clinton business nodes") from Mixed Use-Urban Center to Mixed Use-Dispersed.

The current draft of the Comprehensive Plan proposes to designate the Clinton business nodes as MU-Urban Center. Such designation "is intended for areas that are close to the Central City and within Town Centers where urban public services are available or planned including access to high capacity transit, very frequent bus service, or streetcar service," and will allow development that will be "from low-rise to mid-rise in scale." Comprehensive Plan Update at GP10-12. The Mixed Use Zones Project currently lists the corresponding commercial zones for this designation as CM1, CM2, CM3, and CE. CM2 would allow structures up to 35'-45' to possibly 55' with amenity bonuses (or 3/4 to 5 stories), and CM 3 would allow structures up to 45'-65' to possibly 75' with amenity bonuses (or 4/6 to 7 stories)¹. Though CM3 is not presently planned for Clinton or Division, property owners in a CM2 zone could petition to up-zone their property to CM3.²

The RNA Board believes that the MU-Dispersed designation is much more appropriate for the Clinton business nodes. Such designation allows development that is "small in scale, have little impact, and provide services for the nearby residential areas. Development will be similar in

¹ Mixed Use Zones Project: Preliminary Zoning Concept – DRAFT, p.3, November 5, 2014.

² At the RNA meeting, Marty Stockton, BPS Southeast District Liaison, explained that BPS staff is considering adopting approval criteria for up-zoning property from CM2 to CM3. The Board expressed interest in having such criteria and will further explore this issue at its March meeting.

scale to nearby residential development to promote compatibility with the surrounding area.” Comprehensive Plan Update at GP10-11. MU-Dispersed would allow only CM1, which would allow structures up to 35’ (or 3 stories). (There is no CG zone at these nodes, which would correlate to the new CE zone.)

As noted in the RNA meeting, the defining character and charm of the Clinton business nodes is the small scale and older buildings at these sites. Allowing a MU-Urban Center Designation would likely lead to development that is of a much greater scale than the businesses and nearby residences at these nodes, development similar to what has been occurring on SE Division. Using the Comprehensive Plan definition for MU-Urban Center, these nodes are not within any UDF designated Town Center.

Another concern is the impact that such designation would have on the Clinton Bike Boulevard, which is already being impacted by the growing density and conflict of use along Clinton. Allowing CM2 and possibly CM3 zoning and the corresponding development along Clinton would have a huge impact on the Clinton Bike Boulevard.

The Hosford-Abernethy Neighborhood District Association (“HAND”), for perhaps similar reasons, also opposes the MU-Urban Center designation for the Clinton Business nodes.

Consistent with the RNA’s vote, the Bureau of Planning and Sustainability’s “Centers and Corridors Growth Strategy” Staff Report, dated January 14, 2015, recommends changing the designation for the Clinton business nodes to MU-Dispersed. Recommendation Nos. 22 and 42, at pp.17, 19.

Request for Design Overlays

The RNA Board voted unanimously to urge the City to add a Design Overlay for historic streetcar routes, main streets, and major transit and civic corridors, and that this be implemented in 2015, not in 2017 when the Comprehensive Plan will be formally approved.

In its December 16, 2014 letter to the Planning and Sustainability Commission, the RNA stated its strong interest in having more design guidelines/standards and design review for Division. It was, therefore, very welcomed news at the February 9, 2015 RNA meeting when Marty Stockton, BPS Southeast District Liaison, explained that BPS is considering adding a Design Overlay to MU-Urban Center designations, which would include the heart of the business districts on SE Division, Hawthorne and Belmont. The RNA strongly urges the City to add a Design Overlay to the MU-Urban Centers. The RNA also feels that Design Overlay should be applied to historic streetcar routes, main streets, and major transit and civic corridors.

Prioritize Pattern Area Standards

The RNA Board voted unanimously (1) to request the City to prioritize the Pattern Area Standards project for 2015 in its staff work plans and budget, and not wait for final approval of the Comprehensive Plan in 2017, and (2) that these Standards incorporate the current guidelines of the Boise-Elliott Neighborhood Association and the forthcoming design guidelines of the Division Design Initiative (DDI).

The DDI is a project of the inter-neighborhood Division Design Committee (DDC), initiated to make recommendations for addressing community design concerns and to inform future development patterns and planning along Division. Formed in Spring 2014, the DDC includes representatives from key neighborhood and business organizations in the inner SE Division community (RNA, HAND, Division Clinton Business Association, SE Uplift, South Tabor Neighborhood Association, and Sustainable Southeast).

The DDI is currently creating design guidelines for SE Division from SE 11th Ave. to SE 60th Ave. This project furthers the work of the Division Vision Coalition and the 2006 Division Main Street/Green Street Plan, and is the result of a year of public meetings, research, design tours, surveys, and community outreach and engagement events. The design guidelines are expected to be completed by Summer 2015.

The unique character of our neighborhoods is an essential part of Portland's identity and history. However, the overwhelming surge in development associated with the resurgence of the housing market over the last 24 months is quickly changing the look, feel, and character of Portland's neighborhoods. Design issues and concerns have been raised extensively by neighborhoods across Portland, reinforcing the critical importance of more context-sensitive design standards and an increased need for design review.

As neighborhoods are asked to accommodate more growth and density, it is vital that we have the urban design tools to help uphold our long term goals for new development and better integrate urban infill within the fabric of existing communities. We thank you for your long term vision and Comprehensive Planning work and strongly urge you to prioritize the development and implementation of increased design review and new Pattern Area Standards.

Sincerely,



Allen Field
Chair
Richmond Neighborhood Association

cc: Susan Anderson, Director, Bureau of Planning and Sustainability
Joe Zehnder, Chief Planner, Bureau of Planning and Sustainability
Marty Stockton, Southeast District Liaison, Bureau of Planning and Sustainability

From: Planning and Sustainability Commission
Sent: Tuesday, February 17, 2015 8:47 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

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: michael0598@comcast.net [mailto:michael0598@comcast.net]
Sent: Tuesday, February 17, 2015 8:29 AM
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.

Hampton M. & Kelli L. Lane
13714 NE Rose Pkwy.
Portland, Or. 97230

From: Planning and Sustainability Commission
Sent: Tuesday, February 17, 2015 9:40 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
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From: Jackie Kehrli [mailto:jackiekehrli@gmail.com]
Sent: Tuesday, February 17, 2015 9:33 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony- Argay Neighborhood

I am a resident of 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.

Jim & Jackie Kehrli

14122 NE Milton Ct, Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Tuesday, February 17, 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

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From: YoungFamily [mailto:guntur.ng@gmail.com]
Sent: Tuesday, February 17, 2015 9:50 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony – Argay Neighborhood

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

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I want to keep Argay a family friendly neighborhood.

Name: Guntur P. NG
Address: 4211 NE 132nd Avenue, Portland, OR 97230
Email Address: guntur.ng@gmail.com

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 122nd 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 147th 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 under the "Comp Plan or "Land Use" headings or contact Al Brown, ANA Land Use Chair: Email: 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 (The Comment email address)

Planning and Sustainability Commission
Comp Plan Comments – Argay Neighborhood
1900 SW 4th 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 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.

Name: *Quenia D. Wilson*

Address: *4104 N.E. 129th Pl.
Portland, Ore. 97230*

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

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✓ Name: Kathleen and Michael Bouldin

✓ Address: 3745 NE 145th AVE Portland, OR 97230

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

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I want to keep Argay a family friendly neighborhood.

Name: Carolyn and Edmund Hardy

Address: 4104 N.E. 125th Place
Portland OR 97230

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

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I want to keep Argay a family friendly neighborhood.

Name: Roger G. Colm & Barbara L. Palm

Address: 13210 N.E. FAILING CT
PORTLAND, OR 97230

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 122nd 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 147th 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 under the "Comp Plan or "Land Use" headings or contact Al Brown, ANA Land Use Chair: Email: 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:

TO: psc@portlandoregon.gov (The Comment email address)

SUBJECT LINE: Comprehensive Plan Testimony – Argay Neighborhood

Regular Mail Address

Planning and Sustainability Commission
Comp Plan Comments – Argay Neighborhood
1900 SW 4th Avenue
Portland Oregon 97201-5380

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.

Name:

R. G. Wilson

Address:

*4104 NE 129th Pl.
Portland, Ore 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 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.

Name: *ANNA MCGINNIS*

Address: *12611 N.E. Fremont St.*

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.

Name: *Timothy E McGinnis*

Address: *12611 N.E. Fremont,
mail add. PO BOX 30672 Portland, OR 97294*

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.

Name: *TODD A GORGER*

Address: *4102 NE 130TH PL. PORTLAND, OR, 97230*

Planning and Sustainability Commission
Comp Plan Comments- Argay Neighborhood
1900 S.W. 4th Avenue
Portland, Oregon 07201

Dear Sirs:

I am among those residents who are requesting that all the vacant or underdeveloped R-3 zoned land in the Argay Neighborhood be re-classified to R-5 or R-7 single family residential, and the proposed Mixed Employment (change numbers 287,288,289 located at the corner of N.E. 122nd and Shaver and 290, located at the SW corner of N.R. 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 1-84

I want to keep Argay a family friendly neighborhood. To Develop apt. houses would Lower the value of our homes and create much more traffic. We were promised in the past the for 148 to go through would not happen and it would be much to our advantage to have that agreement kept.

.Sincerely yours

Mrs Wallace Forsman

Mrs. Wallace Forsman
14054 N.E. Fremont Court
Portland, Oregon, 97230

February 17, 2015

Charlie Hales, Portland Mayor
mayorcharliehales@portlandoregon.gov

André Baugh, PSC Chair
psc@portlandoregon.gov

Susan Anderson, PBS Director
susan.anderson@portlandoregon.gov

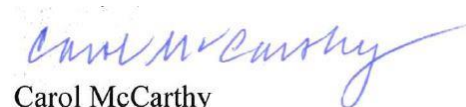
**Re: D-Overlays Bonus Exclusion from Mixed-Use Designations
2035 Comprehensive Plan**

The Multnomah Neighborhood Association requests that policy language such as shown below be added to the proposed Draft 2035 Comprehensive Plan to disallow bonus density provisions in areas designated Mixed Use that have D overlays.

<p>Policy 10.x Bonus Density Provisions Bonus density provisions are disallowed in areas designated Mixed-Use and that have D-overlays.</p>
--

Please add this to the record.

Thank you,



Carol McCarthy
Multnomah Neighborhood
Association Chair
mnachair@gmail.com

cc: Anne Debbault, DLCD, Portland Regional Representative, adebbaut@dlcd.state.or.us
Elissa Gertler, Metro Regional Planning Director, elissa.gertler@oregon.metro.gov
Amanda Fritz, Commissioner, amanda@portlandoregon.gov
Nick Fish, Commissioner, nick@portlandoregon.gov
Steve Novick, Commissioner, novick@portlandoregon.gov
Dan Saltzman, Commissioner, dan@portlandoregon.gov

February 17, 2015

Charlie Hales, Portland Mayor
mayorcharliehales@portlandoregon.gov

André Baugh, PSC Chair
psc@portlandoregon.gov

Susan Anderson, PBS Director
susan.anderson@portlandoregon.gov

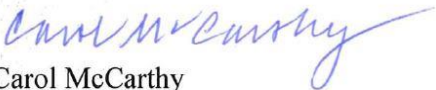
**Re: Building Heights and Stories in Mixed-Use Zones
2035 Comprehensive Plan**

The Multnomah Neighborhood Association requests that the following policy language be added to the proposed Draft 2035 Comprehensive Plan:

<p>Policy 10.x Building Heights and Stories. Building heights and the maximum number of stories in Mixed Use zones are to be measured from the lowest elevation of the building site.</p>
--

Please add this to the record.

Thank you,



Carol McCarthy
Multnomah Neighborhood
Association Chair
mnachair@gmail.com

cc: Anne Debbault, DLCD, Portland Regional Representative, adebbault@dlcd.state.or.us
Elissa Gertler, Metro Regional Planning Director, elissa.gertler@oregon.metro.gov
Amanda Fritz, Commissioner, amanda@portlandoregon.gov
Nick Fish, Commissioner, nick@portlandoregon.gov
Steve Novick, Commissioner, novick@portlandoregon.gov
Dan Saltzman, Commissioner, dan@portlandoregon.gov

Charlie Hales, Portland Mayor
mayorcharliehales@portlandoregon.gov

February 17, 2015

André Baugh, PSC Chair
psc@portlandoregon.gov

Susan Anderson, PBS Director
susan.anderson@portlandoregon.gov

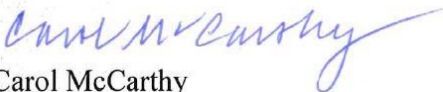
**Re: Relationship of Land Use Designations to Base Zones
2035 Comprehensive Plan, Policy 10.6**

The Multnomah Neighborhood Association requests that two lines be added to Policy 10.6 as shown below in bold.

Policy 10.6	Relationship of land use designations to base zones. Base zones must either be the zone that corresponds to the land use designation or be a zone that is less intense. In some situations there are long-term or short-term obstacles to achieving the level of development intended by the land use designation (e.g., an infrastructure improvement to serve the higher level of development is planned but not yet funded). In these situations, a less intense zone may be applied. Base zones that are corresponding, less intense, and more intense for each land use designation are shown in Figure 10-1. When a land use designation is amended, the corresponding base zones may have to be changed to correspond or be less intense than the new designation. In land divisions, each lot may not exceed the maximum density outlined in each land use designation. To exceed the maximum density, a Comprehensive Plan amendment would be required.
-------------	---

Please add this to the record.

Thank you,



Carol McCarthy
Multnomah Neighborhood Association Chair
mnachair@gmail.com

cc: Anne Debbault, DLCD, Portland Regional Representative, adebbault@dlcd.state.or.us
Elissa Gertler, Metro Regional Planning Director, elissa.gertler@oregon.metro.gov
Amanda Fritz, Commissioner, amanda@portlandoregon.gov
Nick Fish, Commissioner, nick@portlandoregon.gov
Steve Novick, Commissioner, novick@portlandoregon.gov
Dan Saltzman, Commissioner, dan@portlandoregon.gov

From: Planning and Sustainability Commission
Sent: Monday, February 16, 2015 4:57 PM
To: Kovacs, Madeline
Subject: FW: Lot 8 development in NW & Bald Eagles
Attachments: eagles.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

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From: Cerissa Linder [mailto:cerissarocks@hotmail.com]
Sent: Monday, February 16, 2015 11:03 AM
To: Planning and Sustainability Commission; BES Webmaster
Cc: PDX Comp Plan; Micah Meskel
Subject: Lot 8 development in NW & Bald Eagles

To Whom It May Concern,

I live in the Pacifica building at 1830 NW Riverscape St, next to Lot 8, which has started development as of today. I am only a resident and not an owner, and therefore did not attend the meetings regarding the development of Lot 8.

My concern is two fold:

One: the amount of apartments/condos under development and the lack of greenspace for the estimated population of not only people, but their pets.

Second, the daily hunting habitat for two bald eagles I have observed for the past 4 1/2 years every winter.

I have written before to the pdxcompplan, and have been told to contact both PSC and BEP regarding this. My concern for the greenspace comes from the fact that we have potentially thousands of people (considering there are four new buildings with a couple hundred units each, and most people are not single-dwelling individuals, not to mention the one that will be built on Lot 8), their cars and pets moving into a four block space on Riverscape, and the only proposed piece of non-residential space on Lot 8 looks like a courtyard for the new residence only. The original plan was to use the front half of the water side for greenspace and even an airplane/boat dock. I'm not sure why plans changed to increase population density rather than also invest in the space around us. The river's natural environment is not aided by humans living next to it (even myself), especially when the only pathways and spaces to enjoy around it are cement... It

is ultimately a greedy plan.

My second concern is of more importance, and has to do with what I am told is the Bureau of Environmental Services property just north of Lot 8. I have witnessed, with pleasure, two Bald Eagles that roost daily in the winter months (from mid-fall through the beginning of spring) on the light posts on this property for the past 4 1/2 years (and who knows how long this has been their space before I moved in). I have emailed the Audubon Society, and they have suggested that property owners or developers of such space are usually encouraged to maintain these roosts. I have not been concerned about this space until I watched a building come down on it this past summer, and there has been some activity since. My partner has also called the leasing company on the sign of said property and notified them as well. I am hoping that this letter reaches the right helpful hands, and that perhaps we can move toward saving these majestic creature's day-time hunting habitat. (I would also point out that while the eagles have been mostly absent in these past weeks as weather has warmed, I did have the privilege to see one perched there yesterday.)

Thank you for your time, and I appreciate any help I can get to save these birds, if in fact it is too late to save the lot next to mine.

Respectfully,

Cerissa Linder
Lifelong Portland Resident & Bird Lover



From: Planning and Sustainability Commission
Sent: Monday, February 16, 2015 4:58 PM
To: Kovacs, Madeline
Subject: FW: Corridor Designation for Multnomah 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

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From: b kielhorn [mailto:bkielhorn45@gmail.com]
Sent: Monday, February 16, 2015 10:38 AM
To: Manning, Barry
Cc: Anderson, Susan; Cunningham, Bill; Frederiksen, Joan; BPS Mailbox; Chair; Planning and Sustainability Commission; sfpjr1@gmail.com
Subject: Corridor Designation for Multnomah Neighborhood

Barry,

We spoke last week at the Multnomah Neighborhood Comp Plan Forum. As you know, the Multnomah neighborhood has spoken clearly and repeatedly through the Multnomah Neighborhood Association (MNA) and the SWNI coalition about its desire to be designated as a Neighborhood Corridor and not as a Neighborhood Center.

MNA and SWNI are the proper, established, and legal channels by which our neighborhood communicates its concerns and desires to the city. Anecdotal conversations that individual BPS employees may have had with unspecified individuals certainly must not trump the desires and requests as expressed by these proper channels.

Both you Barry, and also your BPS colleague Joan Frederiksen, have told the MNA on several occasions that Multnomah neighborhood will fair essentially the same no matter which of these two designations is chosen. If this is true, then why not honor the clear wish of Multnomah neighborhood and recommend the corridor designation? This is a win-win since the wishes of the neighborhood are honoured, citizen participation is clearly respected, and the city gets all that it wants!

If you were sincere in your offer last week to help us change the recommendation from BPS to the PSC regarding our desired designation as a corridor, please let me know how best to proceed.

Sincerely,
William Kielhorn

4311 SW Freeman St.
Portland, OR 97219

From: Planning and Sustainability Commission
Sent: Tuesday, February 17, 2015 8:46 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

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

From: annette@hollywoodchiro.net [mailto:annette@hollywoodchiro.net]
Sent: Monday, February 16, 2015 5:12 PM
To: Planning and Sustainability Commission
Subject: Re: Comprehensive Plan Testimony -Argay Neighborhood

Sure
3035 N. East 1 41st Ave., Portland, OR 97230 Thank you!

> On Feb 16, 2015, at 5:07 PM, Planning and Sustainability Commission <psc@portlandoregon.gov>
wrote:

>
> Hello Annette,
>
> Thank you for your comments. So that I may include them in the record and forward them to the
Planning and Sustainability 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: annette [mailto:annette@hollywoodchiro.net]

> Sent: Sunday, February 15, 2015 4:57 PM

> To: Planning and Sustainability Commission

> Subject: Comprehensive Plan Testimony -Argay Neighborhood

>

> Dear Planning and Sustainable Commission,

> Our family have been homeowners and taxpayers for over 30 years in Argay Terrace. We see our house values decreasing, and they continue to do so more with lower income housing proposed in our area. Also the increased traffic is what we wanted to avoid, thats why we bought initially out this way. I am also among the residents who are requesting that all vacant or undeveloped R-# zoned land in the Argay Neighborhood and surrounding be re-classified as R-5 or R-7 single family residents and that the proposed Mixed Employment area 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 and north of I-84. I was at a meeting with the Mayor 2 weeks ago, and there are other areas in Portland to expand like you desire, along 82nd ave etc. How would you feel if your property values decreased, traffic increased, crime potentially raises, and privacy of your living were compromised?

> Sincerely,

> Annette Frary

> Argay Resident.

>

>

From: Planning and Sustainability Commission
Sent: Tuesday, February 17, 2015 8:46 AM
To: Kovacs, Madeline
Subject: FW: Community support for overlay removal

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

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From: bageedy@yahoo.com [mailto:bageedy@yahoo.com]
Sent: Monday, February 16, 2015 5:25 PM
To: Planning and Sustainability Commission
Subject: Re: Community support for overlay removal

Absolutely, thank you Julie.

610 NE 70th Ave
Portland, OR 97213

With Gratitude,

Tacy Brotherton

Sent from my iPad

On Feb 16, 2015, at 5:00 PM, Planning and Sustainability Commission
<psc@portlandoregon.gov> wrote:

Hello Tacy,

Thank you for your comments. So that I may include them in the record and forward the message to the Planning and Sustainability 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

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From: bageedy@yahoo.com [mailto:bageedy@yahoo.com]
Sent: Saturday, February 14, 2015 6:15 PM
To: Planning and Sustainability Commission
Subject: Community support for overlay removal

To whom it may concern,

I strongly 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 over 30 years, 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 not how we as Portlanders nor Oregonians do business. Please consider removing the overlays.

Sincerely,
Tacy Brotherton

Sent from my iPad

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.

Name: *Adeline V. Clemmons*

Address: *14111 N.E. Fremont Ct.*

Portland, OR 97230

Phone *503-2524395*

2/16/15

From: *Adeline V. Clemmons*
 To: *Planning Comm. - Argay*

Neigh hood
 I am 80 yr. old and have lived in Argay for 40+ years. I really don't want to move aft, all these years of saving money to stay here and working hard to keep up this house and yard. I worked at a job until I was 76 yr. old and needed surgery. I raised 3 children here. My husband died 15 yr. ago.

You should consider the people who live here and not some one who wants more money from tax payers.

Adeline





February 16, 2015

City of Portland
Planning and Sustainability Commission
1900 SE 4th Avenue, Suite 7100
Portland, OR 97201

Re: Sunnyside Neighborhood Association Board Clarification Resolutions to Inform the 2035 Comprehensive Plan Update

Dear Planning and Sustainability Commission,

On February 12, 2015, the Sunnyside Neighborhood Association Board passed the following clarification Resolutions to inform the 2035 Comprehensive Plan Update.

Support for "Town Center" Designation

Whereas, the Sunnyside Neighborhood Association (SNA) Board on January 8th, 2015, following significant neighborhood input, elected to make the attached recommendations to the Portland Planning and Sustainability Commission and other relevant parties in regards to the City's previously published Comprehensive Plan Draft; and

Whereas, the City's previously published Comprehensive Plan Draft had proposed SE Belmont Street, SE Hawthorne Boulevard, and SE Division Street as within a "Town Center"; and

Whereas, the SNA Board on January 8, 2015 voted 7 against a "Neighborhood Center" designation for Sunnyside, 1 in favor, and the Chair abstaining;

Now, therefore, be it resolved that the SNA Board supports the previously published Comprehensive Plan Draft's "Town Center" designation for Sunnyside and its corridors, including the planning and design review benefits attainable with such a designation.

Support for "Inner Ring" Concept

Whereas, the Sunnyside Neighborhood Association (SNA) Board on January 8th, 2015, following significant neighborhood input, elected to make the attached recommendations to the Portland Planning and Sustainability Commission and other relevant parties in regards to the City's previously published Comprehensive Plan Draft; and

Whereas, the City's previously published Comprehensive Plan Draft had proposed SE Belmont Street, SE Hawthorne Boulevard, and SE Division Street as within a "Town Center"; and

Whereas, the SNA Board on January 8, 2015 voted 7 against a "Neighborhood Center" designation for Sunnyside, 1 in favor, and the Chair abstaining; and

Whereas, the Bureau of Planning and Sustainability staff did, on the urging of the Richmond Neighborhood Association testimony, recommend changing the designation for SE Division Street, SE Hawthorne Boulevard, and SE Belmont Street to a "Neighborhood Center"; and

Whereas the Bureau of Planning and Sustainability staff have recommended a new "Sunnyside Neighborhood Center" which is centered, roughly, on SE 37th Avenue and SE Salmon Street; and

Whereas, there is a new proposal to demarcate an "inner ring" of urban intensity surrounding the Central City, which would enclose much of the potential "Sunnyside Neighborhood Center";

Now, therefore, be it resolved that the SNA Board finds this "inner-ring" proposal to be similar in effect and scope as the "Town Center" designation and is in support of this new approach, provided that:

- **The "Sunnyside Neighborhood Center" portions within the "inner ring" should enjoy the planning, design, and livability considerations outlined in our January testimony.**
- **The "inner ring" should include SE Hawthorne Boulevard to at least SE 49th Avenue and SE Belmont Street to SE 49th Avenue.**

Thank you for your consideration of these Resolutions.

Sincerely,

Sunnyside Neighborhood Association

Cc: Mayor Hales and Commissioners Fish, Fritz, Novick and Saltzman
Susan Anderson, Portland Bureau of Planning and Sustainability Director

February 16, 2015

RECEIVED
PLANNING BUREAU

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

2015 FEB 20 A 11: 46

My name is Charlotte CdeBaca

My address is 4211 NE 130th Pl.

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 changes #688 along NE 148th Avenue north of I-84.

I want to keep Argay a family friendly neighborhood. That is the reason I chose to move into this neighborhood.

Thank You,



RECEIVED
PLANNING BUREAU

2015 MAR -6 A 10: 32

Feb 16, 2015

To Whom It May Concern:

~~I'm among these residents that are requesting that all the~~
vacant undeveloped lands (R3 zone) in the Argay neighborhood ^{#4000}
be reclassified to R5 or R7 zones - single family units.

I support the city's similar change G88 along NE 148th Ave,
North of I-84.

Sincerely,

Leslie & Marie Grady



Leslie Grady
3965 NE 143rd Ave.
Portland, OR 97230-3515