

From: Planning and Sustainability Commission
Sent: Monday, February 16, 2015 5:04 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

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

From: Carolyn Taylor [mailto:carolyntaylor71@hotmail.com]
Sent: Sunday, February 15, 2015 10:59 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

Hello.

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

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

I want to keep Argay a family friendly neighborhood.

Thank you.
Carolyn

Carolyn Taylor
14134 NE Siskiyou Ct
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Monday, February 16, 2015 5:06 PM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony-Argay Neighborhood

Julie Ocken
City of Portland
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From: Henry Dykehouse [mailto:dykehouse.henry@gmail.com]
Sent: Sunday, February 15, 2015 1:35 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.

Henry Dykehouse
13366 NE Eugene St
Portland, OR 97230
dykehouse.henry@gmail.com

From: Planning and Sustainability Commission
Sent: Monday, February 16, 2015 5:06 PM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony - Argay Neighborhood

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City of Portland
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From: Debbie Baier [mailto:newleafwriting@msn.com]
Sent: Sunday, February 15, 2015 3:01 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

Hello,
I live in the Argay neighborhood in East Portland and I am requesting that all of the vacant or underdeveloped R-3 zoned land in the Argay neighborhood be reclassified to R-5 or R-7 single-family residential. Also, I would like the proposed Mixed Employment areas with change numbers 287, 288, and 289 at the SE corner of NE 122nd and Shaver, as well as 290 at the SW corner of NE 147th and Sandy Blvd. be reclassified to R-5 or R-7 single-family. I support the City's similar change #688 along NE 148th Avenue North of I-84.

We moved into this neighborhood a year and 1/2 ago because it is family-friendly and safe. I believe that too many apartment buildings and high traffic areas will make this a less-desirable place to live and have a negative impact on the quality of life in the Argay neighborhood. The percentage of apartment buildings to single-family homes in Argay is already too high.

Respectfully yours,
Deborah Baier
13711 NE Siskiyou Ct.
Portland, OR 97230
515.633.7987

Sent from Windows Mail

From: Planning and Sustainability Commission
Sent: Monday, February 16, 2015 5:06 PM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony - Argay Neighborhood

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
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From: CHARLES MONTGOMERY Owner [mailto:cmturk@centurylink.net]
Sent: Sunday, February 15, 2015 4:23 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.

Charles & Sandra Montgomery
3028 NE 143rd Ave.
Portland, Or. 97230

From: Planning and Sustainability Commission
Sent: Monday, February 16, 2015 5:07 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
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From: Mary Walter [mailto:ggrmawalter@gmail.com]
Sent: Sunday, February 15, 2015 5:27 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

Hello,
I live in the Argay neighborhood in East Portland and am 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. Also, I would like the proposed Mixed Employment areas with change numbers 287, 288, and 289 at the SE corner of NE122 and Shaver, as well as 290 at the SW corner of NE 147th and Sandy Blvd. be reclassified to R-5 or R-7 single-family. I support the City's similar change #688 along NE 148th Avenue North of I-84.
I moved into this neighborhood in July of 2013 because it is family-friendly and safe. I think that too many apartment buildings and high traffic areas will make this a less-desirable place to live and have a negative impact on the quality of life in the Argay neighborhood. The percentage of apartment buildings to single-family homes in Argay is already too high.

Respectfully yours,
Mary A. Walter
13711 NE Siskiyou Ct.
Portland, OR 97230
515-299-0924
ggrmawalter@gmail.com

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From: Doug X [<mailto:dougurb@gmail.com>]
Sent: Sunday, February 15, 2015 10:16 PM
To: Planning and Sustainability Commission
Cc: Stockton, Marty
Subject: 21st and Clinton, 26th and Clinton

2-15-15

Planning and Sustainability Commission
1900 SW 4th Ave.
Portland, 97201

Dear Chair Baugh and Commissioners:

Recently, the Hosford-Abernethy and Richmond neighborhood associations have written to you, urging that three areas on SE Clinton be Comp Plan designated as Mixed Use-Dispersed. While the 16th and Clinton location does seem to merit the "Dispersed" label, that is not the case at the other two, 21st and 26th.

At SE 21st and Clinton (currently zoned CN-1) there have been several new multi-story buildings built recently, a few of which seem near the 30' height limit. The Commercial Zoning in this cluster is just 2 lots away from being contiguous with the CS zoning on Division Street. The intersection carries several thousand bicycles a day, as well as autos. This intersection functions as an extension of the Division retail area. Indeed, the business association is called the "Division Clinton Business Association" (DCBA).

The SE 26th and Clinton node (currently zoned CS), in addition to the 2-story Clinton Street Theater structure, has several other two-story structures, and a vibrant night life at the several restaurants there. It has the same heavy bike traffic as 21st. Again, this Commercial zoning is only 3 lots away from being contiguous with the CS zoning on Division, and functions as part of the Division strip.

A provision allowing density transfer from the Clinton Street Theater building could be added to encourage preservation of that historic structure, said to be the oldest operating movie theater on the West Coast. Keeping the current CS-style zoning would likely give that option more value and enable the preservation of the building.

These two intersections function as part of the Inner Ring of neighborhoods in SE Portland, and are rightly part of an Urban Center. The Comp Plan designation for these two corners should be Mixed Use-Urban Center. Changing the designations from Mixed Use-Urban Center to Mixed Use-Dispersed would mean significant down-zoning, especially at 26th and Clinton.



If Mixed Use-Urban Center is thought to be inappropriate, at the least the MIXed Use-Neighborhood Center designation should be used at these two intersections. Thank you for your attention to these details.

I am writing as a private citizen.

Sincerely,

Doug Klotz
1908 SE 35th Place
Portland, Or 97214

From: Planning and Sustainability Commission
Sent: Monday, February 16, 2015 4:59 PM
To: Kovacs, Madeline
Subject: FW: comprehensive plan testimony - argay neighborhood

Julie Ocken
City of Portland
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From: RICHARD WHEATLEY Owner [mailto:rhwheatley@centurylink.net]
Sent: Saturday, February 14, 2015 12:35 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 one of those residents requesting that all 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 and 289 located at the SE corner of NE 122d 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 north of I-84.

I want to keep Argay a family centered neighborhood.

Richard H Wheatley

14322 NE Beech St.
Portland, OR 97230

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

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of NE 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: Donald W. & Mary E. Aspros

Address: 13817 N.E. Klickitat Ct
Portland, OR 97230
503-254-6044

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

*since 1965.
Please don't ruin our 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: Marilyn Dailey

Address: 13843 NE Fremont St
Portland, OR 97220

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. *and I don't want to have to*

Name: Maureen Lynch Maureen Lynch

Address: 14442 NE Morris Ct. 503-252-5830
Portland, OR 97230

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: Marilyn Felton

Address: 13225 N.E. Shaver St
Portland, Oregon 97230

I want to keep Argay a family friendly neighborhood.
Name: Eun-Chung Martha Han
Address: 12243 N.E. Rose Parkway
Portland, OR

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 "Comprehensive Plan" link. You can also contact Al Brown, ANA Land Use Chair: email: albrown@argay.com or by phone: 503-251-3400.

Take a few minutes now to provide your input on the future of Argay.

I am writing these comments in support of the Argay Neighborhood Association's position that all the vacant lots along NE 147th and NE 148th be reclassified to R-5 or R-7 single-family residential, and the proposed mixed employment zone (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 #684 along NE 148th Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

Name:

Address:

James A. Jean Durek
13010 NE Shaver St.
Portland, Ore 97230

From: Planning and Sustainability Commission
Sent: Friday, February 13, 2015 11:42 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony - Argay neighborhood

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

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From: Nikki Haaland [mailto:nikkihaaland@yahoo.com]
Sent: Friday, February 13, 2015 10:34 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.

Nikki Haaland and Jon Haaland
13525 NE Fremont St.
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Friday, February 13, 2015 11:42 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony - Argay Neighborhood

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
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-----Original Message-----

From: Joe Stroud [mailto:joe.stroud@comcast.net]
Sent: Friday, February 13, 2015 10:11 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

Hello. I hope you are enjoying this spring-like weather as much as I am.

I am a resident of the Argay Neighborhood in East Portland. I am one of those residents who is requesting that all vacant and undeveloped R-3 zoned land in the Argay neighborhood be reclassified to R-5 or R-7 single-family residential area. I am also requesting that the proposed Mixed Employment areas (Change #287,288, and 289 located at the SE corner of NE 122nd/Shaver, and #290, located at the SW corner of NE 147th/Sandy Blvd.) also be reclassified to R-5 or R-7 single family areas. I also support the city's similar change #688 along NE 148th Avenue north of I-84.

Thank you for your help in keeping Argay a family friendly neighborhood.

Very sincerely,

Joe Stroud
3236 NE 142nd Avenue
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Friday, February 13, 2015 1:26 PM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony - Argay Neighborhood

Importance: High

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
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From: COLLEEN.SPIDAL@usbank.com [mailto:COLLEEN.SPIDAL@usbank.com]
Sent: Friday, February 13, 2015 12:42 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood
Importance: High

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

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single family residential and the proposed Mixed Employment areas (Change numbers 287, 288, 289 located at the SE corner of NE 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy) 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!! We have more than sufficient amount of apartment complexes already!

Also, I do vote!

Colleen S. Spidal CFP®, CTFA | Vice President, Trust Relationship Manager | The Private Client Reserve of U.S. Bank
111 SW 5th Ave. Suite 600 | Portland, OR 97204 | O: 503.464.4891 | F: 503.464.4164 | 800.522.9100
Colleen.Spidal@usbank.com

U.S. BANCORP made the following annotations

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From: david hampsten [mailto:david_hampsten@yahoo.com]

Sent: Friday, February 13, 2015 3:24 PM

To: Planning and Sustainability Commission; Transportation System Plan

Cc: Gray, Karen; Bixby, Richard; arlene.kimura@gmail.com; Christina Scharzello (PBSP); Bauer, Linda; Hurley, Peter T. (PDOT); Duke, Courtney

Subject: 2015 TSP Project Rankings: East Portland district coalition (EPNO)

February 14th, 2015

Dear Portland Planning & Sustainability Commission,

PBOT asked that the East Portland neighborhood associations rank all TSP projects in their area.

On behalf of the East Portland Land Use & Transportation Committee (EPLUTC), representing the East Portland EPNO district coalition, I am forwarding their results to you.

David Hampsten
Hazelwood NA Transportation Chair
East Portland representative to the PBOT Budget Advisory Committee
302 SE 105th Ave Apt 26
Portland OR 97216
david_hampsten@yahoo.com
971-322-6599

CC: Linda Bauer, EP LUTC Chair; Arlene Kimura, EPAP Co-Chair & EP rep to the Pedestrian Advisory Committee; Karen Gray, PSC; Richard Bixby, EPNO; Courtney Duke, PBOT; Peter Hurley, PBOT; Christina Scarzello, BPS

East Portland "Top 10" TSP projects for the 2015 TSP update:

Final rank	TSP #	PBOT East Portland TSP Project Title*
1	80015	Outer Powell Blvd Corridor Improvements Phase 1 (SE 116th – 136th)
2	50009	NE 148th Ave Bicycle & Pedestrian Improvements (Marine Dr – Glisan)
3	50049	122nd Ave Multimodal Improvements
4	80020	4M Neighborhood Greenway (SE Mill/Market/Millmain/Main, I-205 to City Limits)
5	80004	SE 136th Ave Active Transportation Improvements (Division – Foster)
6	50019	Gateway Street Improvements, Phase I

7	80016	Powellhurst/Gilbert Pedestrian Improvements
8	50028	Outer Halsey Pedestrian Improvements (NE 122nd-162nd)
9	80010	Outer Foster Rd Pedestrian Improvements (SE 102nd – Foster Pl)
10	50047	Holladay/ Oregon/ Pacific (HOP) Greenway

On Wednesday January 14 2015, PBOT staff person Courtney Duke presented a Jan 9th 2015 draft of the TSP project list to the EPLUTC and requested that each East Portland neighborhood send in a list of their preferred "top 5" TSP projects, as well as a similar list from the East Portland district coalition (EPNO). From this PBOT master list of Jan 9th 2015, a total of 72 projects were found to be either entirely in East Portland or partly within the district. The list of 72 projects was then coded and sorted by neighborhoods, with a geographic-specific list of projects being sent to each of the 13 neighborhoods of East Portland, with clear instructions to return their "top 5" list as soon as possible back to the EPLUTC to compile the results. In addition, the list of 72 projects was also sent to 25 East Portland Action Plan community activists, with similar instructions.

When neighborhood associations returned their lists, David Hampsten sent each result separately to the Portland Planning and Sustainability Commission as an email, for its official record. As lists of "top 5" projects were returned to the EPLUTC, a table was created to track results from each returned list. When the last list came in, the table was resorted to reflect the most popular projects, from which a "top 25" list was created.

On Wednesday February 11th 2015, at a regularly scheduled EPLUTC meeting, 16 community members representing 7 neighborhoods and 9 EPAP members (some of whom are also neighborhood representatives) met to rank the entire "top 25" list.

Participants were presented with pairs of TSP projects, each complete with a project name, a TS number, and a PBOT cost estimate. Each participant also had, in hand, a more complete project description from the PBOT TSP list of Feb 2nd 2015. Everyone was asked to rank pairs of projects against each other, obliged to vote one over the other, in a form of "forced ranking." After the two projects were ranked relative to one another, participants were then asked to rank the top project to those previously ranked, which were taped to a wall. During the process, participant could literally see the list developing before their eyes. (The person presenting each set of pairs only voted if there was a tie vote, which happened twice.)

The resulting "top 25" ranking:

Final rank	TSP #	PBOT East Portland TSP Project Title*
------------	-------	---------------------------------------

1	80015	Outer Powell Blvd Corridor Improvements Phase 1 (SE 116th – 136th)
2	50009	NE 148th Ave Bicycle & Pedestrian Improvements (Marine Dr – Glisan)
3	50049	122nd Ave Multimodal Improvements
4	80020	4M Neighborhood Greenway (SE Mill/Market/Millmain/Main, I-205 to City Limits)
5	80004	SE 136th Ave Active Transportation Improvements (Division – Foster)
6	50019	Gateway Street Improvements, Phase I
7	80016	Powellhurst/Gilbert Pedestrian Improvements
8	50028	Outer Halsey Pedestrian Improvements (NE 122nd-162nd)
9	80010	Outer Foster Rd Pedestrian Improvements (SE 102nd – Foster Pl)
10	50047	Holladay/ Oregon/ Pacific (HOP) Greenway
11	50045	Woodland Park Neighborhood Greenway
12	50030	Marine Drive & 122nd Ave Intersection Improvements
13	50032	Parkrose Pedestrian Improvements (NE 105th, Sandy – Skidmore)
14	50044	Parkrose Neigh Greenway
15	50037	San Rafael/Tillamook Neigh Greenway (NE 102nd - 148th)
16	70020	Flavel St Pedestrian Improvements (SE 82nd – 92nd)
17	50038	Parkrose Heights Pedestrian Improvements
18	80001	Cherry Blossom/ 112th/ 111th Ped/Bike Improvements (SE Washington – Mt Scott)
19	40065	NE Prescott Ped/Bike Safety Improvements (81st to 122nd)
20	80009	Outer Division St Streetscape Improvements (I-205 – SE 174th)
21	50022	Gateway Regional Center TSM
22	80032	Outer Powell Blvd Corridor Improvements Phase 2 (I-205 - 174th)
23	80011	Outer Foster Rd Multimodal Improvements (SE 136th – Jenne) (PVAT S)
24	40104	Sullivan's Gulch Trail Phase 2, NE 21st to I-205 Bike Path
25	70015	SE Division St Transit Improvements (SE 7th to City Limits)

When all the results were returned, 59 of the 72 projects had at least one vote from a group. 34 projects were "also ran"; the rankings are from the compiling process:

Final rank	TSP #	PBOT East Portland TSP Project Title*
26	50035	Outer Sandy Blvd Safety Improvements (NE 141st – City Limits)
27	108570	Jenne/Foster Intersection Improvements (PV Area Tr Study)
28	116470	I-205 Undercrossing (NE Hancock – I-84 WB On-ramp)
29	108580	SE Powell/174th Intersection Improvements (PV Area Tr Study)
30	80018	Gateway Stark/ Washington Streetscape Improvements (SE 92nd - 111th)
31.5	40013	82nd Ave Pedestrian Improvements (NE Killingsworth to SE Clatsop)
31.5	50004	NE 102nd Ave Multimodal Safety Improvements (Sandy - Weidler)
33	80030	Outer Harold Bikeway (SE 104th - SE 136th)
34	80005	SE 148th Ave Pedestrian Improvements (Burnside – Powell Butte Park)
35.5	50024	Gateway - Glisan Streetscape Improvements (I-205 to NE 106th)
35.5	70017	Ellis St Ped/Bike Improvements (SE 92nd – Foster)
37	50025	Outer Glisan Safety & Streetscape Improvements (NE 122nd – City Limits)
38	50001	Parkrose Multimodal Connectivity Improvements
39	50048	NE 111th Pedestrian Improvements (Halsey to Klickitat)
41	50008	138th, NE (Marine Dr – Sandy): Street Improvements
41	50014	Gateway 99th/Pacific Streetscape Improvements
41	70008	92nd Ave Bikeway (SE Holgate – Woodstock)
43	50020	Gateway Street Improvements, Phase II
44	50016	Airport Way ITS
45	70024	Lents Town Center Improvements, Phase II (Foster/Woodstock, SE94th – 101st)
46	80033	Eastside MAX Station Pedestrian Improvements (former #10001)
47	80012	Outer Holgate Active Transportation Improvements

48	50027	San Rafael Pedestrian Improvements (NE 118th – 132nd, Halsey to San Rafael)
49	50012	NE 162nd Ave Bikeway (Sandy – Thompson)
50	80028	SE/NE 135th Ave Neigh Greenway (SE Division - NE Pacific)
51.5	50051	East Shaver Greenway (I-205 Path - NE 141st)
51.5	80017	Outer Stark Ped/Bike Improvements (SE 108th – City Limits)
53	50046	Knott/Russell Neigh Greenway
54.5	80014	Mill Park Pedestrian Improvements
54.5	116330	Gresham Fairview Trail Phase 5 (NE Sandy to Marine Dr/185th)
56	70031	Holgate Bl, SE (52nd - I-205) Bikeway, Phase I
57	70046	Inner Powell Bikeway (SE 71st – I-205)
58.5	50023	Outer Glisan Bikeway (106th – 122nd) (Moved to Program reference list)
58.5	70044	Mt. Scott Blvd Active Transportation Improvements (SE 92nd - 112th)

The remaining 13 projects, while all quite worthy, did not make it into any of the top lists.

Final rank	TSP #	PBOT East Portland TSP Project Title*
66	50015	Gateway 99th/96th Streetscape Improvements
66	50050	East Fremont Greenway (NE 122nd - NE 141st)
66	50052	SE/NE 111th Neigh Greenway (I-84 to Burnside/SE 96th)
66	80007	Jenne/174th Multimodal Improvements (SE Foster – Powell) (PV Area Tr Study)
66	80008	Barbara Welch Rd, SE (Foster – City Limits): Multimodal Improvements (PVAT S)
66	80021	Clatsop Multimodal Improvements (SE Deardorf/132nd - 162nd)
66	80023	SE 162nd & Clatsop Intersection Improvements
66	80024	Clatsop Street Extension (SE 162nd – City Limits)
66	80025	Pleasant Valley Foster Rd Improvements (SE Jenne Rd – Giese Rd)
66	80026	SE 162nd Ave Multimodal Improvements (SE Foster Rd – Clatsop)

66	80029	SE/NE 146th Ave Neigh Greenway (SE Powell Blvd - NE Glisan St)
66	80031	SE/NE 117th Ave Neigh Greenway (Springwater Trail to I-84)
66	102340	Columbia Slough Trail Gaps (to NE 158th Ave)

In addition, the Feb 2nd edition of the TSP lists had several "new" projects where other public agencies are the lead and that the EPLUTC was not able to rank:

Final rank	TSP #	PBOT East Portland TSP Project Title*
	104600	SE 174th N/S Improvements (Gresham/PBOT/Mult Co.)
	109090	Powell/Division HCT --Project Development (Trimet)
	110910	Killingsworth/I-205 Interchange Improvements (ODOT)
	113690	Interstate 205 Southbound Auxiliary Lane (ODOT)
	113700	Interstate 205 Northbound Phase 1 Auxiliary Lane (ODOT)
	113980	I-205 Northbound Auxiliary Lane (ODOT)
	113990	I-205 Northbound Phase 2: Auxiliary Lane Extension (ODOT)
	115900	Powell-Division Corridor HCT --Capital Construction (Central Pdx – Gresham)



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PAT & SHAUNA RUSCITTI

February 13, 2015

Planning and Sustainability Commission
Comp Plan Comments - Argay Neighborhood
1900 SW 4th Avenue
Portland, OR 97201-5380

To whom it may concern:

My wife and I are residents of the Argay Neighborhood and have been for the last 15 years. Her parents owned the house before we bought it, living there 30 years before that.

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

I want to keep Argay a family friendly neighborhood.

Sincerely yours,

Pat Ruscitti

3221 NE 142ND AVENUE, PORTLAND, OR 97230

From: Planning and Sustainability Commission
Sent: Thursday, February 12, 2015 11:55 AM
To: Kovacs, Madeline
Subject: FW: land use @5557 Jenne Lane 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: Marilyn Hessel [mailto:typsygypsy1@msn.com]
Sent: Thursday, February 12, 2015 11:44 AM
To: Planning and Sustainability Commission
Subject: land use @5557 Jenne Lane 97236

My children own a small acreage and horse ranch at the above address. Have owned the property for over 20 years and all the sudden they can not do anything with their land???? Is the government able to take ones property and/or restrict its use to the point that we can't even turn over a shovel full of our own dirt? What do my taxes cover? I own property in Multnomah County and wonder when I will fall under the ax as my property also is very close to Johnson Creek and 82nd. Have owned the property for more than 35 years, where are our rights. Steven and Joyce Montgomery are two very hard working kids who have never had a dime of assistance, have always contributed to society and now can no longer use the property they paid for. Please use a grandfather clause or something to remove the V overlay from their property. They have planned their retirement by using their land to promote the foxtrotter business they have.

Thank you for you consideration

Marilynn Hessel
8125 SE 78th
Portland, OR 97206

From: Planning and Sustainability Commission
Sent: Thursday, February 12, 2015 12:42 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: Laura Johnson [mailto:ldr89@outlook.com]
Sent: Thursday, February 12, 2015 12:36 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony – Argay Neighborhood

To Whom it May Concern,

I'm a resident of the Argay Neighborhood in East Portland.

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

I want to keep Argay a family friendly neighborhood.

Thank you for your consideration.

Laura Johnson
14325 NE Beech St.
Portland, OR 97230

hm: 503-889-0851
cell: 949-413-4264
ldr89@hotmail.com

From: Planning and Sustainability Commission
Sent: Thursday, February 12, 2015 4:53 PM
To: Kovacs, Madeline
Subject: FW: Our support of the South Burlingame Neighborhood Association
Memorandum

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: Connie Dilts [mailto:diltscv@gmail.com]
Sent: Thursday, February 12, 2015 4:50 PM
To: Frederiksen, Joan; sanderson@portlandoregon.gov; Planning and Sustainability Commission
Subject: Our support of the South Burlingame Neighborhood Association Memorandum

To whom it may concern:

We are writing to communicate our support of the full memorandum dated January 13, 2015 regarding an R7 designation for our South Burlingame neighborhood. The opening of this memorandum is listed below. We have lived in our home in this neighborhood for 22 years. Please come and visit our neighborhood and see for yourself the character and conditions that warrant the need for a Comprehensive Plan Change for R7 designation.

Connie and Roger Dilts
8118 SW Tenth Avenue
Portland, OR 97219
504 768-4437

Memorandum
To: Joan Frederiksen, Liaison, West Neighborhoods
Bureau of Planning and Sustainability
Planning and Sustainability Commission
Mayor Charlie Hales
From: South Burlingame Neighborhood Association
Date: January 13, 2015
Re: Request for Comprehensive Plan Change from R5 to R7 within South Burlingame

Neighborhood

We fully support the goals of the Comprehensive Plan – particularly with regard to Complete Neighborhoods as well as Planning and Designing to Fit Local Conditions. However, we believe the planners did not fully consider the existing neighborhood character and conditions in the South Burlingame Neighborhood when they concluded to an R5 designation for the 2035 Comprehensive Plan. The existing character and conditions are far more reflective of an R7 designation and request the Draft 2035 Comprehensive Plan be revised to apply the R7 designation within the South Burlingame Neighborhood boundaries.

As detailed below, our concerns fall under the following categories:

- * infrastructure;
- * public safety; and
- * quality of life.

From: Planning and Sustainability Commission
Sent: Friday, February 13, 2015 8:37 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: Yvonne Mckown [mailto:yvonne.mckown@gmail.com]
Sent: Thursday, February 12, 2015 5:25 PM
To: Planning and Sustainability Commission
Subject: RE: Comprehensive Plan Testimony -Argay Neighborhood

Julie - hope this gets to you, am still learning how to use this phone and accidentally put your reply into archives. So, my address is 14308 NE Sandy Blvd #2, Portland 97230-3552. Thanks!
On Feb 12, 2015 8:48 AM, "Planning and Sustainability Commission"
<psc@portlandoregon.gov> wrote:

Hello Yvonne,
Thank you for your comments to the Planning and Sustainability Commission. So that I can include your message in the record and forward it to Commissioners, can you please email me your mailing address? That is required for all public 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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persons with disabilities. For accommodations, translations, complaints and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.

From: Yvonne Mckown [mailto:yvonne.mckown@gmail.com]
Sent: Thursday, February 12, 2015 8:07 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony -Argay Neighborhood

I have recently moved into a 55 and over park that borders the 147th & Sandy farming area. I most definitely do not want 3 story condos or businesses to look at or have noisy people backed up to my place, along with those who don't control their pets either with barking or roaming. That is all managed here very well as it should be. Units described would also block our East view and the sun. Please reconsider to single story only and keep this a nice community. Thank you.

From: Planning and Sustainability Commission
Sent: Friday, February 13, 2015 8:38 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: amy phelps [mailto:amyjustinaphelps@gmail.com]
Sent: Thursday, February 12, 2015 7:16 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

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

My self, husband and new baby recently moved into the neighborhood from much closer to Downtown Portland area because it's just that, a single-family residential area that is a nice hidden secret but still close to the city. I fear if there is development and zoning changes to the area it will ruin the very reason we moved here, the quiet, safe and family friendly feeling we get when we drive into our new neighborhood.

We walk all over the neighborhood, soon my baby will be walking and I see us going for family walks through our gem of an area. Now we don't have to worry about too many cars, people speeding and an influx of short term residents from apartment dwellings. That would definitely change with the development of this land in question.

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

I want to keep Argay a family friendly neighborhood.

Amy Phelps

3203 NE 132nd Ave
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Friday, February 13, 2015 8:38 AM
To: Kovacs, Madeline
Subject: FW: Draft Comp Plan input

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: Kristan & Janna [mailto:musica@spiritone.com]
Sent: Thursday, February 12, 2015 10:12 PM
To: Planning and Sustainability Commission
Subject: Draft Comp Plan input

Dear PSC:

I have read your proposed plan for Town Centers and Neighborhood Centers with great interest. This is a reasonable way to conceive of our City growing into its future. I am a resident of SE 42 Ave. just off Hawthorne, living in a single family home on a street of all single family homes. I am writing to suggest that I don't think Belmont/Hawthorne/Division should be a Town Center. These are not major corridors. Cesar Chavez is, definitely, but I think a better Town Center would be Powell, which is already a larger arterial and is planned to be a major transportation corridor in the future. Why not make Chavez to 50th on Powell the TownCenter? I think Belmont/Hawthorne from 20th up to 50th could be a neighborhood center and Division/Clinton between Chavez and 12th could be another neighborhood center.

I just don't see combining Belmont to Division as a viable plan. It's too big an area and has too many individually defining characteristics to throw it all together. Plus the transportation corridor is interrupted by Mt. Tabor and Powell is already a strong freight corridor intersecting with Foster at 50th. A Town Center around Powell would be more evenly distant from Lents and Hollywood, and also provide a closer Town Center for Sellwood, which is quite isolated now on your map...unless you are thinking of making Sellwood it's own Town Center. Right now it doesn't look like you are.

Thanks for the chance to share my ideas.
Kristan Knapp
1718 SE 42 Ave.

From: Planning and Sustainability Commission
Sent: Friday, February 13, 2015 8:39 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: Caitlin Mears [mailto:redfigpdx@gmail.com]
Sent: Thursday, February 12, 2015 10:21 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

Hello!
I have been a resident of the Argay Neighborhood since 2010 and I see the neighborhood evolving in great ways; new families are buying homes, more people out walking on the sidewalks, and saying hello to each other.

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 to #688 along NE 148th Avenue north of I-84.

I want to keep Argay a family friendly neighborhood that continues to draw people who want to own and care for their homes for a long while.

Thank you,
Caitlin Mears
4131 NE 132nd Place
Portland, OR 97230

--
Caitie Mears
The Red Fig

4537 NE Fremont St. Portland, OR 97213
redfigpdx.com
503.335.7068

From: Planning and Sustainability Commission
Sent: Friday, February 13, 2015 8:40 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
www.portlandoregon.gov/bps

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From: Sharon Chin [mailto:sharonchin888@yahoo.com]
Sent: Thursday, February 12, 2015 10:51 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

I am a resident of the Argay Neighborhood in East Portland. My parents and I have been residents since 1978. My husband and I are Parkrose High School alumni and I purchased a home in the neighborhood in 2007.

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.

We want to keep Argay a family friendly neighborhood.

Thank you,
Sharon Chin, Ryan Porter (children: Stella Porter (2 years old) and Levi Porter (10 months old)
14316 NE Siskiyou Court
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Friday, February 13, 2015 8:40 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
www.portlandoregon.gov/bps

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

From: Helen [mailto:englandlinda28@gmail.com]
Sent: Thursday, February 12, 2015 10:58 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

I am a resident of the Argay Neighborhood in East Portland. I have been resident since 1978. My daughter also purchased a home in the neighborhood in 2007.

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

I want to keep Argay a family friendly neighborhood.

Thank you,
Helen Sau Lin Chin
13624 NE Failing Street
Portland, OR 97230

TO: psc@portland

Comprehensive Plan Testimony-Argay Neighborhood

My Wife, Gloria Highland and Myself, Thomas E. Highland are residents of the Argay Neighborhood, in East Portland. Our address is:

Thomas E. and Gloria M. Highland
13027 N.E. Fremont
Portland, Oregon 97230
Mailing address:
PO Box 20235
Portland, Oregon 907294.

I am among those residents who are requesting that all the undeveloped or vacant 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.

My Wife and Myself, believe that the essential nature of the Argay Neighborhood should not be further eroded, as happened in the past, when the large number of apartments were approved and built along Sandy Boulevard between approximately 125th to 148th. Planning for these apartments was inadequate at best, in that, there was not enough vehicular parking required to be planned, causing large numbers of vehicles to be parked along streets that cause traffic congestion and unsightly, potentially dangerous situations. Shaver Elementary particularly, and the Parkrose School System were unfavorably impacted when the large number of children that resided in these apartments were introduced to these schools, causing increased class sizes that were not adequately planned for. The crime rate in the adjacent neighborhoods increased after the apartments were completed. We had vehicles broken into, damaged and articles stolen on two different occasions.

The Argay Neighborhood has supported more than it's share of affordable housing for the greater Portland Area. Land use planning for the area should be allowed to reflect the ability of current and future residents to enjoy the area as it was when current residents purchased properties in the neighborhood. The Argay Neighborhood has been considered one of the more attractive neighborhoods in the area, where pride of ownership is readily apparent in the well maintained, attractive properties and where it has attracted purchasers who have wished to raise their children and send them to school. Every city needs an attractive area that is not overburdened with urban development to the point where crime and adverse livability issues degrade neighborhoods to the point where citizens feel compelled to move to other locations and the neighborhoods ultimately fall into disrepair.

Gloria and I, want to keep Argay the family friendly neighborhood it has been since we arrived in 1972 and continue to enjoy. We raised our three children here and they have gone on to successful careers. Not too many neighborhoods can point to the success of the area and the school system that helped Air Force General Susan Helms on her career path through the Air Force Academy and on to become an Astronaut. The school

system and neighborhood attracted her father, an Air Force Officer Advisor to the Oregon Air National Guard, to the area, after being assigned to Portland Airbase. The neighborhood has also had numerous other success stories, in a variety of career fields, attributable to the area and the school system. Let the future plan reflect the success of the past, in supporting the residential nature of the area without undue emphasis on increased population densities and business and industrial development.

Thank you for your attention to this testimony,

Sincerely;

Thomas E. and Gloria M. Highland
13027 N.E. Fremont, Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Thursday, February 12, 2015 11:54 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: David Strand [mailto:papastrand@gmail.com]
Sent: Thursday, February 12, 2015 11:30 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony-Argay Neighborhood

I am resident of Argay Neighborhood in East Portland.

I am among those who are requesting that all 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 287,288,2809 located at the SE corner of NAE 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy Blve.) 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.

David W, Strand
14303 NE Milton St
Portland, Oregon 97230



SIMPSON & COMPANY
A PROFESSIONAL CORPORATION
CERTIFIED PUBLIC ACCOUNTANTS

February 12, 2015

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

To Whom It May Concern:

This letter is to express support of the revised proposed comprehensive plan designation change from “High Density Single-Dwelling” to “Multi-Dwelling 2,000 (R2)” along Main Street between King Avenue and St Clair Avenue.

Our firm, Simson & Company, P.C. has been an integral part of the neighborhood since 1979, renting office space at the Rhododendron House, 2165 SW Main Street. Simpson & Company, P.C. is a Professional Accounting firm that has served the Portland area since its inception. We have had numerous clients from within the neighborhood. The firm is made up of 5 professionals, all of which earn a family wage.

My firm has no retail component, has relatively few visitors, with the advent of the internet, interaction between clients and staff has become increasingly virtual, reducing traffic and parking demands. By maintaining standard business hours, we do not compete with residential parking or that of the Providence Park stadium during events. We have been, and are an integral part of the neighborhood by providing tax, accounting and notary services.

The Rhododendron House and the surrounding historic neighborhood is part of Simpson & Company’s identity. The current zoning has created a cloud of uncertainty for our continued presence in the neighborhood. While it is our strongest desire to remain in the neighborhood, to keep our options open, in 2013 we opened a satellite office in Vancouver on Officers Row within the Historic Fort Vancouver.

The proposed changes in the comprehensive plan would result in no physical change to the current use. It would allow the historic preservation incentive review to legalize the office use. This designation will be good for our business by creating a path to remain in the neighborhood, allowing us to better plan how to meet our firms future needs. However, as proposed, uncertainty will remain until the permitted use which allows my business to be located on Main Street is fully legalized.

In summary I support the proposed zone change from R5 to R2, and encourage the existing permitted historic office uses be legalized as part of the Comprehensive plan update. Please approve the comprehensive plan designation change from “High Density Single-Dwelling” to “Multi-Dwelling 2,000 (R2)” along Main Street between King Avenue and St Clair Avenue.

Respectfully,

Lisa Joerin, CPA

February 12, 2015

City of Portland, Oregon
Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, Oregon 97201-5380

Re: Proposed Comprehensive Plan Map Change
Staff recommendation to change from R5 to R2

To Whom It May Concern:

As an owner of one the properties on the north side of SW Main Street, between SW King Avenue and SW St Clair Avenue, previously expressed my support of the original proposed zone change from “Residential 5,000 (R5)” to “Office Commercial 1 (CO1)” for these properties.

I have reviewed the revised staff recommendation for changing the zoning from “Residential 5,000 (R5)” to “Multi-Dwelling 2,000 (R2)” and want to express my continued support of this revised proposed zone change. I encourage the City acknowledge the historic uses on SW Main between Clair and King as identified in the staff report and as part of this Comprehensive plan review, legalize the permitted offices as an existing historic use.

Rhododendron House, Ltd. has owned the building at 2165 SW Main Street since 1985. It was converted to office use by a prior owner in the late 1960s. This building has been used discretely by its owners and tenants as their professional offices for 40 or more years. Mostly, the occupants have been CPAs, medical professionals, lawyers and investment advisors. This is consistent with the other buildings in the block on north side of the street.

Currently, the zoning does not encourage investment beyond maintenance in the property. The building has been in use as an office since 1972 and has become a part of the community and function of the neighborhood. Converting the building back to a single family residence would be extraordinarily expensive and not a wise use of the existing office infrastructure.

The building and its tenants have a low impact on the neighborhood. Onsite parking provides for the majority of the tenants needs. Residents have even been known to use the office parking outside of normal business hours. While the impact is low, 15 professionals earn family wage jobs at this location. These professionals in turn seek other services in the community helping to make it vibrant and sustainable.

The proposed revised change to zoning would result in no physical change to the current use and provide for the efficient use of the building. The zone change would be positive for Rhododendron LLC house and other buildings in the block, by providing the opportunity to apply for a historic preservation incentive review which would eliminate the need to maintain a conditional use permit, and provide clarity on the buildings continued viability. Please approve the zone change from “Residential 5,000 (R5)” to “Multi-Dwelling 2,000 (R2)” along Main Street between King Avenue and St Clair Avenue. However, as proposed a cloud of uncertainty will remain until there is a positive finding associated with a “historic preservation incentive review”.

In summary I support the proposed zone change from R5 to R2, and encourage the existing permitted historic office uses be legalized as part of the Comprehensive plan update. Thank you for considering our views on your proposed zone change.

Respectfully,



Jacqueline Simpson
2165 SW Main Street
Rhododendron House, Ltd



RABBI KENNETH BRODKIN

February 12, 2015

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

Dear Portland Planning and Sustainability commission,

My name is Rabbi Kenneth Brodtkin of Congregation Kesser Israel, located at 6698 SW Capitol Highway in Portland. Our congregation is aware of the proposed consolidation of zoning codes. I hereby testify via this correspondence that our organization wishes to see the current zone of CN2d converted to the new zone of CM2.

Congregation Kesser Israel is a critical institution for the local Jewish community and general community in SW Portland. The congregation serves a broad array of families and individuals through educational, spiritual and pastoral services. The congregation is a very important foundation of community not only for our 125 member families, but for many others in the local community as well. We would like to have a zone designation which is less restrictive. We hope to expand our building, possibly including an education facility which will benefit local children.

We believe that the higher zone designation will benefit our congregation as well as the community at large. Should you wish to be in contact with me, here is my information:

Rabbi Ken Brodtkin
Congregation Kesser Israel
6698 SW Capitol Hwy
Portland OR 97219
Cell: 503-975-9869
rabbibrodtkin@gmail.com

Our neighbors also have the same desire as to the new zone designation, and some have submitted a letter of testimony to that affect. Thank you in advance for all considerations possible.

Sincerely,


Rabbi Ken Brodtkin

From: Ocken, Julie
Sent: Wednesday, February 11, 2015 8:47 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: Anderson, Susan
Sent: Wednesday, February 11, 2015 7:16 AM
To: Ocken, Julie; Engstrom, Eric (Planning)
Subject: Fwd: Corner Lot development

Sent from my iPad

Begin forwarded message:

From: Jan Hurst <gargouillade@aol.com>
Date: February 11, 2015 at 1:45:39 AM PST
To: <mayorcharliehales@portlandoregon.gov>, <Amanda@portlandoregon.gov>, <nick@portlandoregon.gov>, <novick@portlandoregon.gov>, <dan@portlandoregon.gov>, <LaVonne@portlandoregon.gov>, <Susan.Anderson@PortlandOregon.gov>, <mnaLandUseCommittee@gmail.com>
Subject: Corner Lot development
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,

Jan Hurst

7344 SW 27th Ave.

Portland, OR 97219

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov

Commissioner Amanda Fritz, Amanda@portlandoregon.gov

Commissioner Nick Fish, nick@portlandoregon.gov

Commissioner Steve Novick, novick@portlandoregon.gov

Commissioner Dan Saltzman, dan@portlandoregon.gov

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

Susan Anderson, Susan.Anderson@PortlandOregon.gov

MNA Land Use Committee, mnaLandUseCommittee@gmail.com

From: Planning and Sustainability Commission
Sent: Wednesday, February 11, 2015 10:00 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony

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

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From: Adriana Focke [mailto:adrianafockepdx@gmail.com]
Sent: Wednesday, February 11, 2015 9:57 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony

Please consider implementing sidewalk along SW 52nd Ave between SW Nevada and SW Custer. This stretch is where Maplewood Elementary School is located.

Thanks,

Adriana Focke

--

Adriana Focke
7605 SW 51st Pl
Portland OR 97219

From: Planning and Sustainability Commission
Sent: Wednesday, February 11, 2015 11:13 AM
To: Kovacs, Madeline
Subject: FW: Zoning changes in South Burlingame

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 Martin [mailto:LDM593@yahoo.com]
Sent: Wednesday, February 11, 2015 10:57 AM
To: Planning and Sustainability Commission
Subject: RE: Zoning changes in South Burlingame

P.O. Box 80368
Portland, Oregon 97280

Sent from my Galaxy S®III

----- Original message -----
From: Planning and Sustainability Commission
Date:02/11/2015 8:53 AM (GMT-08:00)
To: Linda Martin
Subject: RE: Zoning changes in South Burlingame

Hi Linda,
I need your mailing address for this please.

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: Linda Martin [mailto:LDM593@yahoo.com]
Sent: Wednesday, February 11, 2015 12:03 AM
To: Planning and Sustainability Commission
Subject: RE: Zoning changes in South Burlingame

LDM593@yahoo.com

Thanks Julie

Sent from my Galaxy S®III

----- Original message -----
From: Planning and Sustainability Commission
Date:02/09/2015 10:52 AM (GMT-08:00)
To: LDM593@yahoo.com
Subject: RE: Zoning changes in South Burlingame

Hello Linda,

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

Thanks,
julie

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

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

From: Linda Martin [mailto:ldm593@yahoo.com]

Sent: Saturday, February 07, 2015 7:49 PM

To: Planning and Sustainability Commission

Subject: Zoning changes in South Burlingame

Dear Planning and Sustainability Commission,

As a homeowner, I fully support changing the zoning in South Burlingame from R5 to R7. Additionally, I request that you include South Burlingame on your March 10th meeting agenda.

Thank you.

Sincerely,
Linda D. Martin

From: Planning and Sustainability Commission
Sent: Wednesday, February 11, 2015 1:59 PM
To: Kovacs, Madeline
Subject: FW: Zoning change on SW 61st Drive

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 Jessell [mailto:ljessell@yahoo.com]
Sent: Wednesday, February 11, 2015 1:49 PM
To: Planning and Sustainability Commission
Subject: Zoning change on SW 61st Drive

Dear planners,

We have been informed of an application for a zone change at 6141 SW 61DR. We did not receive anything from Metro or the county regarding this change and hope that everyone else in this area did receive notice.

This zone change application is not a surprise because the owner of the property had cut many large trees on the property (unfortunate, because of the wooded nature of our street and the freeway noise blocking properties that the trees afforded).

We are located at 1651 SW 61st Dr., just two lots up the hill from this property and have been here since 1970.

There are two main objections that we believe should be considered:

-The proposed multi-occupancy building would be accessed by a driveway onto 61st Drive. This is a winding street, with no shoulders, that I walk the length of daily with my dog. It is subject already to much cut-through traffic heading to the existing large apartment complex in neighboring Washington County and parents dropping off and picking up kids from East Sylvan middle school which is two blocks away. I have had numerous near misses when cars speed around the blind curves on their way up and down the hill. This road was not built for the traffic that currently uses it, much less a big influx of drivers.

-My second objection is the impact on property values. We have spent years of labor and money improving our home and had an extensive remodel done when we retired, 14 years ago. We hope to spend many more years here. This is an extremely stable neighborhood, where we rarely see a home sold unless someone dies! All the homes have large lots; with an acre we are one of the smaller properties. There is an extensive riparian zone that allows most of our property to be devoted to trees, deer, coyotes, bobcats and vegetation. There are many high-value properties on our street that would be negatively impacted by a multi-occupancy property at the foot of the hill. Please consider our objections and those of our neighbors when you weigh this decision.

Thank you,
Linda and Todd Jessell
1651 SW 61st Dr
Portland, Or. 97221
503-292-4381

From: Planning and Sustainability Commission
Sent: Wednesday, February 11, 2015 2:05 PM
To: Kovacs, Madeline
Subject: FW: 5557 SE Jenne, 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: Judy Walker [mailto:tnacwlkr@msn.com]
Sent: Wednesday, February 11, 2015 2:01 PM
To: Planning and Sustainability Commission
Subject: Re: 5557 SE Jenne, Portland, Or. 97236

My address is 9655 NE Parrish Rd, Newberg, Or. 97132 Judy Walker

Sent from my iPad

> On Feb 11, 2015, at 1:59 PM, Planning and Sustainability Commission <psc@portlandoregon.gov> wrote:

>

> Hi Judy,

> Thank you for your comments to the Planning and Sustainability Commission. So that I may include this message in the record, can you please email me your mailing address? That is required for all testimony (I realize you're commenting on another address, but we do need the individual testifier's address for the record).

>

> 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: Judy Walker [mailto:tnacwlkr@msn.com]

> Sent: Wednesday, February 11, 2015 1:52 PM

> To: Planning and Sustainability Commission

> Subject: 5557 SE Jenne, Portland, Or. 97236

>

> Steve and Joyce Montgomery at above address should be allowed to improve their own property as they see fit! I assume they pay property taxes.

> I bought a horse from Joyce for my granddaughter and is a very safe horse. I was impressed with the horse when my granddaughter rode her along the Springwater trail and bikes and hikers passing us, the horse did nothing. My granddaughter was only 9 yrs.old.

> Judy Walker

>

> Sent from my iPad

From: Planning and Sustainability Commission
Sent: Wednesday, February 11, 2015 3:08 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: Peggy Nelson [mailto:leftylambert@yahoo.com]
Sent: Wednesday, February 11, 2015 3:01 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

Hello,
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.

Peggy L Nelson
4137 NE 132nd Ave
Portland, OR 97230

From: david hampsten [mailto:david_hampsten@yahoo.com]

Sent: Wednesday, February 11, 2015 4:49 PM

To: Planning and Sustainability Commission; Transportation System Plan

Cc: Gray, Karen; Hurley, Peter T. (PDOT); Bixby, Richard; Bauer, Linda; Jesse Cornett; David Hyde (Lents); cora.potter@gmail.com

Subject: RE TSP Project Rankings: Lents NA (EPNO)

February 11th, 2015

Dear Portland Planning & Sustainability Commission,

PBOT asked that the East Portland neighborhood associations rank all TSP projects in their area.

On behalf of the Lents Neighborhood Association in East Portland, I am forwarding their results to you.

Also, please note the neighborhood request for Project #70007 has been replaced with #40013 by PBOT.

David Hampsten
Hazelwood NA Transportation Chair
302 SE 105th Ave Apt 26
Portland OR 97216
david_hampsten@yahoo.com
971-322-6599

CC: Lents NA Board; Linda Bauer, EP LUTC Chair; Karen Gray, PSC; Richard Bixby, EPNO; Peter Hurley, PBOT

rank	TSP	PBOT TSP Project Title*
1	70017	Ellis St Ped/Bike Improvements (SE 92nd – Foster)
2	70020	Flavel St Pedestrian Improvements (SE 82nd – 92nd)
3	80010	Outer Foster Rd Pedestrian Improvements (SE 102nd – Foster Pl)
4	70008	92nd Ave Bikeway (SE Holgate – Woodstock)
5	70024	Lents Town Center Improvements, Phase II (Foster/Woodstock, SE94th – 101st)
6	80030	Outer Harold Bikeway (SE 104th - SE 136th)
7	40013	82nd Ave Pedestrian Improvements (NE Killingsworth to SE Clatsop)
8	70031	Holgate Bl, SE (52nd - I-205) Bikeway, Phase I

9	80016	Powellhurst/Gilbert Pedestrian Improvements
10	80012	Outer Holgate Active Transportation Improvements

Notes from David Hyde, Lents NA Transportation Chair:

Lents Neighborhood TSP Priorities_Feb 2015

The priorities for the Lents Neighborhood on ranking the outstanding TSP projects are as follows. The only exception is that the neighborhood would like to separate the rapid flash beacons proposed at the SE 97th Avenue intersections with Foster Road and Woodstock from TSP 70024 and have it built sooner. The estimated cost for this without the other improvements is \$110,000.

Priority 1:

TSP 70017 Construct sidewalks and pedestrian improvements to Ellis Street. Some bicycle improvements have been applied to the substandard street.

Priority 2:

TSP 70020 Complete sidewalks and pedestrian improvements to Flavel Street.

Priority 3:

TSP 80010 Construct sidewalks and crossing improvements on Foster from 102nd to Foster Place.

Priority 4:

TSP 70008 Complete bicycle facilities on SE 92nd from Holgate to Woodstock.

Priority 5

TSP70024 Complete Phase II of the Lents Town Center plan East of I-205 (94th to 101st) but move the RFB's needed at 97th to a higher priority.

Priority 6

TSP80030 Outer Harold Bikeway

Priority 7

TSP 70007 82nd Avenue Pedestrian and traffic improvements – Schiller to Clackamas County. This needs to be a candidate since serious discussions are transpiring about a jurisdictional transfer from ODOT [replaced with #40013, see note above]

Priority 8

TSP 70031 Middle Holgate Bikeway – 52nd to I-205

Priority 9

TSP 80016 103rd/ 104th Powell to Foster improvements

Priority 10

TSP 80012 Outer Holgate Active Transportation Improvements

From: Planning and Sustainability Commission
Sent: Thursday, February 12, 2015 8:45 AM
To: Kovacs, Madeline
Subject: FW: Portland 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: Earl Mershon [mailto:ecmershon@aol.com]
Sent: Wednesday, February 11, 2015 5:17 PM
To: Planning and Sustainability Commission
Subject: Portland Comprehensive Plan Testimony - Argay Neighborhood

Dear City Planners:

Our family has lived in the Argay Neighborhood since 1993 and we have recommendations on the proposed Portland 20 year Comprehensive Plan.

We are among those residents who are requesting that all the vacant, farm or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential.

Specifically, we request that that the proposed Mixed Employment areas (Change Numbers 287, 288, and 289 located at the SE corner of NE 122nd and Shaver and Change Number 290 located at the SW corner of NE 147th and Sandy Blvd.) be reclassified to R-5 or R-7 single-family. In addition, we support the City's similar Change Number 688, along NE 148th Avenue north of Interstate 84.

Single family homes will help provide a stable family neighborhood for the nearby new Parkrose Middle School and Parkrose High School.

Thank you for your consideration.

Sincerely,

Earl C. and Sharon L. Mershon
3809 NE 136th Place

Portland, OR 97230-2720

Phone: 503-252-7139

From: Planning and Sustainability Commission
Sent: Thursday, February 12, 2015 8:46 AM
To: Kovacs, Madeline
Subject: FW: South Burlingame Request for Downzoning from R5 - 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: John Eliassen [mailto:JEliassen@portland.chefs.edu]
Sent: Wednesday, February 11, 2015 5:26 PM
To: sanderson@portlandoregon.gov; Hales, Mayor; Planning and Sustainability Commission; Frederiksen, Joan
Subject: South Burlingame Request for Downzoning from R5 - R7

Good Afternoon,
I am emailing to support the motion or movement to downzone my neighborhood from the current R5 to a more liveable R7.

I have been a resident in the South Burlingame neighborhood on SW 10th Avenue for nearly 24 years. Over this time, I have seen many changes in the demographics of the neighborhood as older residents have either retired, or passed along, and new families have moved into the neighborhood. I have also seen a marked increase in the amount of vehicle traffic through the neighborhood by drivers anxious to avoid the long waits on Terwilliger Boulevard, southbound as they wait for the lights. Cars and trucks routinely speed through the neighborhood at above speed limit to try and save a few minutes of wait time, often rapidly traveling through intersections or running stop signs. This endangers kids, pedestrians, animals, etc. within the neighborhood. Despite this increased traffic, the neighborhood remains a wonderful place to live with nice historic homes, great neighbors, large older trees, parks, etc. I love living in this neighborhood, and I know that people who move into the area agree that it is great.

My college degree is in architecture, so I have a high appreciation for design, structures and milieu of what makes a neighborhood great. One of the reasons that I originally moved into the neighborhood was due to the great older homes, as well as its location. This is unfortunately changing, and not for the better. I understand that Portland is growing, and the limitations of urban growth boundaries, but I contend that historic neighborhoods deserve to be preserved in order to preserve the essential character of the city. For this reason, I am adamantly opposed to the destruction of existing historic homes in favor of erecting huge, out of scale new homes just to make more money off of the lot. In the

proposal that was submitted from our neighborhood committee, one can see clearly that newer construction in the neighborhood is totally out of scale to other homes. If this trend is allowed to continue, the character of the neighborhood will be eliminated and additional traffic and congestion will result. As is also presented in the proposal, many of the existing streets lack sidewalks, or are so narrow, that passage is already difficult. Most of the recent new homes built in the neighborhood have also taken down mature trees and made the streets less shaded and attractive. A better alternative it seems would be to encourage updating, or sensitive remodeling of existing homes in the neighborhood to maintain the character and scale. There are several examples of this happening around my home, without damaging the character of the house itself, nor the surrounding lots.

I appreciate your time in reading this email, I don't have the technical terms to submit to you, but I strongly urge the downzoning from R5 to R7 in order to preserve the wonderful neighborhood that I love to call home. Thank you for your time and consideration.

John R. Eliassen
Associate Registrar,
Le Cordon Bleu College of Culinary Arts
600 SW 10th Avenue, Suite 500
Portland, OR 97205
503-414-8302

Dear Planning
Commission,

I have resided in
in the Argay neighborhood
for over 44 years.

I am requesting that
all vacant or underdeveloped
R-3 zoned land in the
Argay Neighborhood be
reclassified to R-5 or
R-7 single-family
residential & the
proposed Mixed Employment
areas (Change numbers 287,
288, 289 located at the
SE Corner of NE 122nd
& Shaver and 290,
located at the S.W

corner of NE 147th +
Sandy Blvd.) also be
reclassified to R-5 or R-7
single-family.

I also support the
City's similar change
688 along NE 148
Av. north of I-84.

Oregay has been
a family-friendly,
liveable neighborhood
for all these years.

Please let us keep
it this way

Bonnie Kuhnau
13805 NE Beech 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: HARLEY + DIANE JAMES
Address: 3545 N.E. 134th 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: AFEWORKI HAILE
Address: 12747 NE FREMONT ST
PORTLAND OR 97230

Email Address: mobuck@gmail.com

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: Gene + Willilah Mosbrucker
Address: 13212 NE Shaver St
Portland 97230-1453

Comprehensive Plan Testimony

I'm a resident of the Argay Neighborhood in East Portland.

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

I want to keep Argay a family friendly neighborhood.

Thank you for your consideration.

Name: *Margal V Looer*

Property Address: *14310 NE Milton St.
Portland, OR 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: *Merilee Klocker*

Address: *3970 NE 134th Ave
Portland, OR 97230*

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: *Conrad Good*

Address: *13310 NE Fremont Portland 97230*

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: *Kyle L. Ziegler*

Address: *13826 NE Shaver St.
Portland, OR 97230*

From: Planning and Sustainability Commission
Sent: Tuesday, February 10, 2015 9:01 AM
To: Kovacs, Madeline
Subject: FW: Rezoning 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: Beth Klingner [mailto:winegrrl3@gmail.com]
Sent: Tuesday, February 10, 2015 8:53 AM
To: Planning and Sustainability Commission
Subject: Re: Rezoning South Burlingame from R5 to R7

Beth Klingner and Kevin Johnson
1035 SW Carson St
Portland, OR 97219

Thanks!

On Tue, Feb 10, 2015 at 8:48 AM, Planning and Sustainability Commission
<psc@portlandoregon.gov> wrote:
Hello Beth and Kevin,

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

Thanks,
julie

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

503-823-6041

www.portlandoregon.gov/bps

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From: Beth Klingner [mailto:winegrrl3@gmail.com]
Sent: Monday, February 09, 2015 6:58 PM
To: Frederiksen, Joan; Hales, Mayor; Planning and Sustainability Commission; sanderson@portlandoregon.gov
Cc: Kevin Johnson; Beth Klingner; Kathleen Buono
Subject: Rezoning South Burlingame from R5 to R7

To whom it may concern, and all those responsible for the governing and growth of our great city of Portland:

As a homeowner and a resident of S Burlingame since 2005 I strongly encourage the Planning and Sustainability Commission to consider the proposal to change the zoning from R5 to R7, and particularly to add it to the March 10th meeting agenda.

This is a fantastic neighborhood to live in, with a close community, unique and diverse architecture, and a group that welcomes new and old neighbors the same. We have continued to grow in value and pay higher taxes (even during the real estate downturn) due to the very characteristics that make this such a great place to live. However, zoning as R5 allows for development that is out of character with the rest of the neighborhood, lessening our property values (and therefore our property tax payments), and the desire to remain in this neighborhood and the city of Portland.

Please add this well-thought out, thoroughly researched, and respectful proposal to your agenda and count us as full supporters of this change.

Sincerely,

Beth Klingner and Kevin Johnson

From: Planning and Sustainability Commission
Sent: Tuesday, February 10, 2015 9:06 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: Tracey Clover [mailto:clovert01@yahoo.com]
Sent: Tuesday, February 10, 2015 8:58 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. As a tax payer and resident, I would like to remain in my current home for many years. Should the city move forward with plans to open Fremont as a through street or continue to build, what I would consider low income housing, I will move out of the city, without question. I chose this quiet area due to it's fine homes and that it is one of Portland's last 'desination' neighborhoods.

Rather than low income, high density housing, it would be very nice if the City would consider enticing a better quality grocery and shopping outlet. Currently, there are no places to find organic quality food from the likes of New Seasons or Whole Foods. What gives?

Name: Tracey Clover

Address: 3247 NE 135th Ave, Portland OR 97230

Email Address: clovert01@yahoo.com

From: Planning and Sustainability Commission
Sent: Tuesday, February 10, 2015 9:48 AM
To: Kovacs, Madeline
Subject: FW: Proposed Development at NE 7th and Russell
Attachments: Apartment Building Across from New Seasons.jpg

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: Margie Marcus [mailto:mcsaine@gmail.com]
Sent: Tuesday, February 10, 2015 9:31 AM
To: Planning and Sustainability Commission
Subject: Re: Proposed Development at NE 7th and Russell

I didn't know it was an option to have it considered, but yes, I would like that with the edited version below. My mailing address is at the bottom.

Here is my statement for the public testimony:

I am a homeowner at NE 10TH and Knott St in Irvington and am concerned about the size, appearance, and impact to the area's livability due to the proposed apartment at NE 7th and Russell. The size (proposed 6 stories), amount of parking designated, and appearance of the building do not fit with the neighborhood. The developer may have been (technically) grandfathered under a wholly inappropriate (outdated) zoning for the area. Right next to the space is a nice-looking condo building that should be used as an example of denser housing that can still work in the area. Traffic near that intersection already backs up. I can't imagine what it will be like when that large building goes in. They are also planning to include little parking relative to the building size. While it's fun to idealize the idea of few people owning cars, it's not realistic. The tenants and their guests will overwhelm the area in terms of parking.

Further, if a substantial building is added, it would make sense to include neighborhood conveniences like retail that are commonplace to Portland's livability goals/design. A cafe and/or some sort of retail would make so much sense in that scale of building. But that's not the primary concern.

I took a picture of a new building that's going up across from the N Williams New Seasons for comparison (see attached).

It's only 4 stories and the fourth story is set back, making it far less imposing. Considering N. Williams is a major street and NE 7th is a neighborhood thoroughfare, I think it's an interesting comparison. The N Williams 4 story is the maximum size I can imagine in the space on NE 7th and Russell. Please look at a 6 story building in the area and try to imagine it on the proposed development site. Please do drive by and imagine the impact to the historic neighborhood.

I hesitate to go on a tangent, but the impact of removing the 2nd car lane on the N. Williams corridor has wreaked havoc on traffic. I think it's great that we want to be a bike-friendly city, but to remove a whole lane from a BUSY 2 lane road is a horrible idea and the impact was immediate. Try working your way through that chaos at 5:45 on a weekday. Cyclists already had a designated bike line.

I apologize for the negative email but wanted to make sure neighborhood sentiment was understood and considered.

Please consider these thoughts. First and foremost, I hope you and your leadership peers can agree to require revisions to the proposed NE 7th and Russell building, making it a smaller and more aesthetically pleasing design.

Sincerely,
Marjorie Marcus
503-888-9082
2627 NE 10th Ave
Portland, OR 97212

On Tue, Feb 10, 2015 at 8:46 AM, Planning and Sustainability Commission
<psc@portlandoregon.gov> wrote:
Hello Margie,

Thank you for your message; I've forwarded it on to Susan, and I'm also wondering if you intended this to be considered testimony to the Planning and Sustainability Commission in their deliberations for the Comprehensive Plan Update. If so, can you please email me your mailing address? That is required for all public testimony.

Thank you,
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: BPS Mailbox
Sent: Monday, February 09, 2015 4:49 PM
To: Ocken, Julie
Subject: FW: Proposed Development at NE 7th and Russell

The following email was received in the BPS mailbox. It's being sent to you for a response or other appropriate follow-up. Thanks.

From: Margie Marcus [mailto:mcsaine@gmail.com]
Sent: Monday, February 09, 2015 3:00 PM
To: BPS Mailbox
Subject: Proposed Development at NE 7th and Russell

Ms. Anderson,

I am a homeowner at NE 10TH and Knott St in Irvington and am concerned about the size, appearance, and impact to the area's livability due to the proposed apartment at NE 7th and Russell. The size (proposed 6 stories), amount of parking designated, and appearance of the building do not fit with the neighborhood. The developer may have been (technically) grandfathered under a wholly inappropriate (outdated) zoning for the area. Right next to the space is a nice-looking condo building that should be used as an example of denser housing that can still work in the area. Traffic near that intersection already backs up. I can't imagine what it will be like when that large building goes in. They are also planning to include little parking relative to the building size. While it's fun to idealize the idea of few people owning cars, it's not realistic. The tenants and their guests will overwhelm the area in terms of parking.

Further, if you're going to add a big building, it would make sense to include neighborhood conveniences like retail that are commonplace to Portland's livability goals/design. A cafe and/or some sort of retail would make so much sense in that scale of building. But that's not the main concern.

I took a picture of a new building that's going up across from the N Williams New Seasons for comparison (see attached). It's only 4 stories and the fourth story is set back, making it far less imposing. Considering N. Williams is a major street and NE 7th is a neighborhood thoroughfare, I think it's an interesting comparison. The N Williams 4 story is the maximum size I can imagine in the space on NE 7th and Russell. Please look at a 6 story building in the area and try to imagine it on the proposed development site. Please do drive by and imagine the impact to the historic neighborhood.

I hate to go on a tangent, but the impact of removing the 2nd car lane on the N. Williams corridor has wreaked havoc on an already bad traffic situation. I think it's great that we want to be a bike-friendly city, but to remove a whole lane from a BUSY 2 lane road is a horrible idea and the impact was immediate. Try working your way through that chaos at 5:45 on a weekday. And the cyclist already had a bike line.

I apologize for the negative email but there has been a lot of change for the worse in this area over the course of the 1.75 years since we purchased our Irvington home.

Please consider these thoughts. First and foremost, I hope you and your leadership peers can agree to require revisions to the proposed NE 7th and Russell building, making it a smaller and more aesthetically pleasing design.

Sincerely,
Marjorie Marcus
503-888-9082

From: Planning and Sustainability Commission
Sent: Wednesday, February 11, 2015 8:52 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony-Argay Neighborhood

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

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From: bnew4@comcast.net [mailto:bnew4@comcast.net]
Sent: Tuesday, February 10, 2015 12:25 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony-Argay Neighborhood

Good Afternoon,
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 NE147th and Sandy.) 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. Adding high density housing such as apartments has done nothing but tarnished and de-valued our properties in this great neighborhood, as it did with Burnside all along the light rail line. I moved out of Gresham several years ago due mainly to the decay of the Rockwood area over the years. There are hardly any ways to get to Gresham without going through it. I don't want to see that here.

Thank You,
Barney Newman
13622 NE Fremont Ct.
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Wednesday, February 11, 2015 8:52 AM
To: Kovacs, Madeline
Subject: FW: Future of my 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: Jean Blaske [mailto:Jean.Blaske@aaaoregon.com]
Sent: Tuesday, February 10, 2015 2:07 PM
To: Planning and Sustainability Commission
Subject: Future of my Argay Neighborhood

To whom it may concern,

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

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in 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 purchased my home in the Argay Neighborhood 15 years ago because of the wonderful Neighborhood feel that still exists there. Rossi Farm is my backyard and will soon be Beech Park. To take away the neighborhood feeling we have had in this area since it was developed in the 60's would be a true loss to the area. We have three wonderful schools (a lot of money was just spent to build a new large Middle School) and we need the future families of our neighborhood to continue to fill those schools.

There is already enough crime in our neighborhood due to the advancement of lower income apartments on Sandy. To add to this would do nothing but lower our homes value and make our neighborhood less desirable for new homeowners looking for a well-established and thriving neighborhood to bring their families to.

Please help us keep Argay the neighborhood it has always been and will become in the future. A wonderful place for families to raise their children.

Sincerely,

Jean Blaske
13120 NE Shave St
Portland OR97230

This communication (including all attachments) is intended solely for the use of the person(s) to whom it is addressed and should be treated as a confidential AAA Oregon/Idaho communication. If you are not the intended recipient, any use, distribution, printing, or copying of this email is strictly prohibited. If you received this email in error, please immediately delete it from your system and notify the originator. Although this email is believed to be free of any virus or other defect that might affect any computer system in which it is received, it is the responsibility of the recipient to ensure it is virus free; this company accepts no responsibility for any loss or damage arising in any way from its use.



P.O. Box 11527
1478 NE Killingsworth St.
Portland, Oregon 97211
tel: 503.287.9529 fax: 503.287.4649
CCB #100310
habitatportlandmetro.org

Portland Bureau of Planning and Sustainability
1900 SW 4th Ave. Suite 7100
Portland, OR 97201

To whom it may concern,

I am writing on behalf of Habitat for Humanity Portland/Metro East with feedback and recommendations regarding the proposed zoning changes in the Comprehensive Plan update.

Habitat purchased a 2 acre parcel at SE 134th and Foster with plans to build about 30 homes for low-income families on this site. The property is made up of four tax lots Map 1S2e14dc 3000, 2902, 2901, and 2903. The property is zoned R2 which work well for the medium density project we have planned, but the Comp Plan recommendation is for this to be changed to R5. This change would make this a site that is no longer feasible for Habitat to develop and keep affordable to low income families. The site is an excellent and desirable location for family housing and Habitat has interest from hundreds of qualified families in this area. Current plans are for Habitat to begin developing this site in 2007/2008.

Also, Habitat is in conversations with the property owner of the adjacent site to the north with the tax ID of 1800, to purchase in order to expand this project into a larger mixed income subdivision. This site is also slated for rezoning. **Habitat requests that all of these properties remain zoned as R2 to allow for the needed affordable homeownership opportunities in this neighborhood.**

Habitat also owns a property on 127th just north of Stark made up of three properties Map 1n2e35cc 600, 700, and 800. Habitat purchased this property in 2005 with plans to build 10 family-sized townhomes on the property, but the zoning was increased on the property to R1. That would require a minimum of 17 units which is not conducive to the family sized units that are needed by working families in the area that Habitat serves. Also, this immediate area has already seen a significant number of multifamily apartments built in recent years and this block would benefit from downzoning to have a lesser impact on the single family neighborhoods around it. Habitat has also been in discussions for many years now with the City about the possibility of acquiring the adjacent properties to the North of this lot that are owned by the Water Bureau that are now surplus property. These are tax lots 400 and 500.

Habitat requests consideration as part of the Comprehensive Plan for all of these lots to be rezoned back to R2 zoning to allow for townhouse style homeownership units so that more low-income residents in this neighborhood can become homeowners and avoid potential displacement as rents and property values continue to rise.

Thank you for your consideration of these requests and please do not hesitate to contact me at Steve@habitatportlandmetro.org or 503 287 9529, ext. 11.

Sincerely,

A handwritten signature in blue ink that reads "Steve Messinetti".

Steve Messinetti
President and CEO



February 10, 2015

Dear Members of the Planning and Sustainability Commission,

Audubon Society of Portland would like to submit the following preliminary comments regarding the 2-10-15 Comprehensive Plan Work Session. We are still working our way through the extensive materials but wanted to flag a few issues of particular importance. We are disappointed that BPS released the materials for this work session with only one week notice----this is not adequate to allow for meaningful review and submission of written comments. The following are some of the priority issues we have identified in the materials that were released last week:

- 1) **West Hayden Island:** We are pleased to see that the City has removed West Hayden Island from the industrial lands maps and inventory. However, we are disappointed that policy 6.41 regarding future annexation and development on West Hayden Island has been retained even with the modifications provided by BES. The staff summary incorrectly focuses on the industrial map designation as the primary focus of public concern regarding West Hayden Island. In fact it was both the policy and the map designation that were repeatedly highlighted in public testimony as they are functionally flip sides of the same coin---the policy decisions ultimately drive the map designations. Leaving the policy intact but removing the map designation signals that the City's intent remains functionally the same in the long run—development on West Hayden Island. The policy was just as much of a concern as the inventory and was the focus of much of the public testimony. We believe the same logic that the city applied to removing WHI from the industrial land inventory (lack of community support, lack of community agreement regarding annexation within the current planning horizon page 15) should also be applied to the policy statement. Including this policy even after the Port rejected five years of public process to develop a West Hayden Island development proposal and mitigation package breaks faith with the community and abandons the PSC 's commitment to only move forward if development can be done in a way that adequately protects the community and the environment. We urge you to remove the policy as well as the map designations for the draft comp plan.

- 2) **Redundant Policy's Protecting Industrial Land:** We urge the City to carefully review policies 6.12, 6.15, 6.17, 6.18, 6.35, 6.36, 6.37 and 6.47. These policies are extremely redundant and individually and collectively put in requirements to perpetually identify new industrial lands and install barriers that will make it virtually impossible to put in place any environmental or community protection regulations on existing industrial lands which restrict the use of those lands. In short these policies effectively place the expansion and protection of industrial lands above all other community goals. While Audubon supports policies which restrict the upzoning of industrial lands, we strongly oppose policies which restrict the ability of the City to adequately regulate protection of the health of the community or the environment or which commit the City to prioritizing creation of new industrial lands above other community concerns and objectives. We believe that these policies need to be collectively reassessed to ensure that the City retains this ability going forward to adequately protect watershed and neighborhood health.
- 3) **Golf Course Conversion:** Audubon opposes the conversion of valuable open space at golf course to industrial uses. We believe that this proposed policy exemplifies the degree to which the City is now prioritizing protecting and expanding industrial lands over all other community values. It is worth noting that the prior Comprehensive Plan actually included a policy focuses on the importance of permanently protecting golf courses as openspace.
- 4) **Elimination of the word "Protect" in the Natural Resources Chapter:** The City appears to be actively trying to remove the word "protect" from the natural resources chapter replacing the term with much more nebulous verbiage. We are concerned that this change reflects a decrease in the city's commitment to actually protecting the environment. It is worth noting that the economic development chapter is replete with use of the words "protect" and "provide." We believe that these changes further exacerbate a fundamental disparity in strength of the language incorporated into the economic development and natural resource chapters.
- 5) **Policy 7.10 Regulatory Hierarchy: Avoid, Minimize, Mitigate:** We find this policy change confusing. It appears to obfuscate the intent of this policy which should be to ensure that where possible, natural resource impacts are avoided, and when avoidance is not possible, should be fully mitigated. This objective should be incorporated into both new development proposals and environmental plans.
- 6) **Policy 7.11: Mitigation Effectiveness:** We urge the City to retain the original priority of this policy to prioritize onsite mitigation first and then offsite within the same watershed. We are concerned that the new language will allow developers to move quickly to mitigating natural resource impacts outside the City where the costs can be much lower. It is critical, if the City is going to maintain the health of its environment, that natural resource mitigation be conducted inside the city and as close as possible to the site of impact. We believe that the amendment as written will result in a fundamental shift in city policy and priority regarding natural resources that will deemphasize protecting and mitigating natural resource impacts close to where they occur.

Thank you for your consideration of these comments. Again, we would emphasize that a week is inadequate to allow the public to review and provide written comments to the PSC on complex and voluminous materials. We will submit additional comments in the coming weeks and we hope that the

PSC will be open to continuing to revise the economic and industrial chapters of the Comprehensive Plan.

Respectfully

A handwritten signature in black ink that reads "Bob Sallinger". The signature is written in a cursive, slightly slanted style with a long, sweeping tail on the final letter.

Bob Sallinger
Conservation Director
Audubon Society of Portland

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: *MARVIN WILSON*
Address: *14230 NE ROSE PKWY*
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: *MARGARET STOCKLEIN*
Address: *4316 N.E. 125th PLACE*
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: *DIANE CATS*
Address: *3127 NE 141ST AVE*

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.

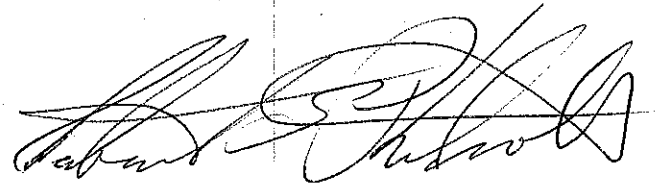
Name: Susan Philpott
Address: 3411 W.E 141st AVE
PORTLAND OR 97230


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: PATRICK E Philpott
Address: 3411 NE 141st AVE
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: Travis Philpott 
Address: 3411 NE 141 st 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: PATRICIA J. HARLOW

Address: 3210 NE ~~140th Ave~~ 140th Ave
P4Ld, 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: Robert Lawrence

Address: 3604 NE 140th AVE
PORTLAND OR 97230

Planning and Sustainability Commission
Comp Plan Comments
1900 SW 4th Avenue
Portland Oregon 97201-5380

Comprehensive Plan Testimony

I'm a resident of the Argay Neighborhood in East Portland.

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

I want to keep Argay a family friendly neighborhood.

Thank you for your consideration.

Name: CRAIG & LILY ORME

Property Address: 12122 NE ROSE PKWY

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: *Bonnie Jasser*

Address: *4005 NE 132nd PL
Portland, Oregon 97230*

----- the proposed new plan also designates the area from NE -----

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: *Joyce Lorraine Classen*

Address: *Charles Horner Classen*

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: *Georgann Lowe*

Address: *3109 N.E. 133rd 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: GARY L. SMITH



Address: 3618 NE 136th Avenue
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: Melde & Tom Gauthier

Address: 3040 N.E. 140 Ave P.O. 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.

please and thank you!

Name: Ariana White

Address: 3606 NE 126th
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: *Russ Palmer*

Address: *13941 NE Beech St. Portland, OR 97230*

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

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

I want to keep Argay a family friendly neighborhood.

Please Please Please !!!

Name: *Katherine A. Burchfield*

Address: *4220 NE 125th Place
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: *Richard N. Updegraff & Anna Marie Updegraff*

Address: *3617 N.E. 135th 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: *Andy Dettinger*
Address: *13257 NE Fremont St. Portland, OR*
Andy Dettinger

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: *VALERIE E. Gruetzke*
Address: *3220 NE 140th PDX 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: *Dettinger Marcus*
Address: *12611 NE Shaver St. Portland, OR 97230*
1-29-2015

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: Olive Blackwell
Address: 4216 N. E 124th
Portland, Ore

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: Alexander Knapton
Address: 13257 NE. Fremont Street, Portland, OR
Alexander Knapton

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: Ellen Knapton
Address: 13257 NE. Fremont St. Portland, OR.
Ellen Knapton

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: Carol Bash

Address: 3861 NE 136th Pl.
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: Keith Bash

Address: 3861 NE 136th Place
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: Robert E. Osborn

Address: 3920 N.E. 134th 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:

Lois Priller
13745 NE Rose Pkwy
Portland, OR 97230

Address:



Lois Priller
13745 NE Rose Pkwy
Portland, OR 97230-2940

The Argay Neighborhood Association has met with planners and has submitted the official Neighborhood Association hearing

To Planning and Sustainability
Subj: Comprehensive plan testimony,
From a homeowner in the
unincorporated community in the
Argay neighborhood of East Portland,
from among those residents
who are requesting that all
R-3 zoned land in the Argay
neighborhood be reclassified
to R-5 or R-7 single-family and
also, proposed mixed employment
areas (change numbers 287, 288,
289 located at the SE corner of
NE 122nd + Shaver, and 290
located at the SW corner of NE
147th + Sandy Blvd.) also be
reclassified to R-5 or R-7 single
family.
Also I support the City's
change #688 along NE 148th Ave

Bonnie Grandstaff

Bonnie Grandstaff

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: *BONNIE GRANDSTAFF*

Address: *3637 NE 135th AVE.
PORTLAND, OR 97230*

Thank you for your attention to my request. I understand that you are receiving many

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: *CHRIS I. HILLS - Chris I. Hills*

Address: *3646 N.E. 133rd AVENUE
PORTLAND, OR. 97230-2841*

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: *David & Barbara Tallmon*

Address: *4202 N.E. 125th PL
Portland, OR 97230*

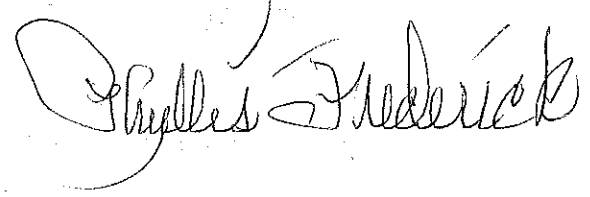
I am a resident of the Argay Neighborhood in East Portland.

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: Phyllis D. Frederick

Address: 1108 N.E. 132nd Ave.
Portland Oregon 97230



hearing testimony. Other residents have submitted their comments. Even if you disagree with the Argay Neighborhood

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: DONA SPEYER

Address: 3531 NE. 136th 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: DONALD MAAS

Address: 4206 N.E. 131st Place
PORTLAND, OR 97230

RECEIVED
PLANNING BUREAU
Ord. 2015 7550 Vol. 2.3.E, page 15376
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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: *Arene M. Hennessy*

Address: *4102 NE 125th Place
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: *Ken Foisy, Keith Foisy & Louise Quaschnik*

Address: *12505 NE Fremont St
PDX-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: *Nettie Carroll*

Address: *3216 N. E 135th Ave
Portland, OR, 97230*

112 100-0 4 0 50

I am a resident of the Argay
Neighborhood in East Portland

I am among these residents who are
requesting that all the vacant or under-
developed R-3 zoned land in the Argay
Neighborhood be reclassified to R-5 or R-7 single
family residential, and the proposed Mixed
Employment areas (change Numbers 287, 288,
289 located at the S.E. corner of N.E. 122nd and
Shaww and 290, located at the S.W. corner of
N.E. 147th and Sandy Blvd.) also be reclassified
to R-5 and/or R-7 single family. Also, I support
the City's similar change #688 along N.E. 148th
Ave north of I-84.

I want to keep Argay a family friendly
neighborhood

Barbara and Ambrose Scocci

3118 N.E. 140th

Portland, 97230



February 10, 2015

Chair Andre Baugh
Planning and Sustainability Commission
1900 SW Fourth Avenue, Suite 7100
Portland, Oregon 97201

Dear Chair Baugh and Commission Members:

The Portland Business Alliance appreciates the opportunity to comment on the city of Portland Transportation System Plan (TSP). The Alliance is committed to improving the region's multi-modal transportation infrastructure, advocating for strong transportation policies and projects that encourage job growth and prosperity. A strong transportation network is absolutely critical to growing middle-income jobs for our region's residents. Our transportation system needs to promote the efficient movement of goods in order to support our traded-sector economy. Our Value of Jobs studies have found that traded-sector jobs produce higher wages that in turn raise more revenue for critical public services such as education and law enforcement.

We understand that, as our population grows, the capacity of our city's transportation system will be tested. There will be increased demand for all transportation options including bike/ped, transit, freight and auto. With limited system capacity and funds, we need to be strategic when crafting transportation policies and investing in projects to ensure a well-functioning multi-modal system. Projects and policies must be evaluated holistically and trade-offs considered when making investment decisions among a variety of modes. We, therefore, appreciate the addition of economic benefit criteria for opportunity access, freight access and freight mobility to help prioritize projects that provide the greatest return on investment and offer the greatest opportunity for quality middle-income jobs.

We understand that the demand for transportation improvements continue to far exceed existing funding resources. As a result, those projects that demonstrate the greatest potential return for the least investment should be prioritized. For example, projects that add traffic lights and synchronize signals help improve traffic flow at a comparatively low cost and should therefore be prioritized (e.g. project numbers 20002, 20016, 20017, 20018, 20073, 20104, and 20105).

Another example is the comparison of project numbers 20068 and 20077. The former project would replace an existing bridge that serves trucks, cars, pedestrian, and bikes for \$9.7 million versus the estimated \$8.3 million to build a new bridge serving only pedestrian and bicycles. The additional \$1.4 million for the former project is a better return on investment given that it serves trucks, cars, pedestrian, and bikes versus only two active transportation modes.

Greater Portland's Chamber of Commerce

200 SW Market Street, Ste. 150 | Portland, OR 97201 | 503-224-8684 | FAX 503-323-9186 | www.portlandalliance.com

Ord. 187832 Vol. 2.3.E, page 15379

These projects will increase access to vacant and underutilized industrial lands, including traded-sector facilities, while increasing access to middle-income jobs. They also provide capacity for auto and freight mobility and include seismic upgrades that are fundamental for system integrity.

Thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Sandra McDonough". The signature is fluid and cursive, with a long, sweeping tail on the final letter.

Sandra McDonough
President & CEO

cc: Mayor Charlie Hales
Commissioner Steve Novick
Leah Treat, Portland Bureau of Transportation
Susan Anderson, Bureau of Planning and Sustainability

RACHEL PROPERTIES, LLC
PO BOX 4643
PORTLAND, OR 97208
503-318-3732

February 10, 2015

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

SUBJECT: Testimony for Zoning Property in Hillsdale

Dear Mr. Manning,

We have spoken by telephone on two occasions and we have spoken in person once during the public workshops your organization has sponsored. Our discussions have led me to providing you with this testimony regarding the proposed zoning for my property in the Hillsdale neighborhood.

I am the owner of Rachel Properties, LLC, that owns a one-story office building in Hillsdale, with the legal address of 6680 SW Vermont St. This building has five office suites, each with their own address: 6680, 6682, 6684, 6686, 6688, SW Vermont. This complex is nicknamed by the tenants and the neighborhood as the Jewish Center building because its tenants are all Jewish social and religious organizations that serve the Jewish neighborhood around the property.

The current zoning is designated CN2d, which works for today, but which may not work for the future. I have been informed by one of my tenants that they wish me to consider a remodel for their space and add a dome on the roof to accommodate a prayer space on the property, in accordance with their religious custom and tradition. Another of my tenants suggested that we consider a partial second level to the building to accommodate two apartments that would be available for kosher observant Jews who visit Portland, as there is currently no kosher living space for rent for travelers who are in the city just for a few days. So, as you can see there is valid need for my zone designation request, as it will provide an adequate height allowance for these building improvements, and assist faith based institutions that are valued in our city of Portland.

For these reasons, I give testimony that I would like my property to be zoned CM2 in the new zoning matrix and on the new comprehensive planning scheme the city is developing for future land use designations. This will give me, my tenants and my immediate neighbors, height flexibility of 45ft to enhance our properties. Since my property is currently in a commercial zone and abuts other commercial buildings, and since it is within a block of other, larger commercial buildings of higher scale, and since my

southern neighbors are a new three story low-income government supported apartment complex, I believe my request for zoning my property as CM2 is reasonable and consistent with the current neighborhood development and building heights. Further, we are on a public transit route and a main street for the neighborhood, so the requested zone of CM2 is justifiable.

Please enter this testimony and request that my property and the three others who share my current zoning space, be zoned CM2 on the new comprehensive plan and on the new zoning matrix for the neighborhood.

I have spoken with both the Multnomah Village and Hillsdale neighborhood committees and they do not object to my request.

Thank you for your kind attention to his matter.

Sincerely yours,


Richard Matza
Managing Partner

Rachelpropertrieszoningtestimony.com

From: Planning and Sustainability Commission
Sent: Monday, February 09, 2015 10:56 AM
To: Kovacs, Madeline
Subject: FW: Rezoning 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

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

From: Stephen Schmidt [mailto:stephen@digitalschmidt.com]
Sent: Monday, February 09, 2015 7:53 AM
To: Frederiksen, Joan; Planning and Sustainability Commission; sanderson@portlandoregon.gov; Hales, Mayor
Subject: Rezoning South Burlingame from R5 to R7

As a homeowner, I fully support changing the zoning in South Burlingame from R5 to R7. Additionally, I request that you include South Burlingame on your March 10th meeting agenda. Thank you.

Stephen Schmidt
1417 SW Carson Street
Portland, OR 97219
stephen@digitalschmidt.com

From: Planning and Sustainability Commission
Sent: Monday, February 09, 2015 11:43 AM
To: Kovacs, Madeline
Subject: FW: Corner lot developemnt

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 [mailto:wrayjdw@comcast.net]
Sent: Monday, February 09, 2015 11:28 AM
To: Planning and Sustainability Commission
Subject: Corner lot developemnt

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: Monday, February 09, 2015 11:44 AM
To: Kovacs, Madeline
Subject: FW: testimony against zoning code 3310.24E corner lot designation as 2.5

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: laurawozniak1@gmail.com [mailto:laurawozniak1@gmail.com] On Behalf Of Laura Wozniak
Sent: Monday, February 09, 2015 11:41 AM
To: Planning and Sustainability Commission
Subject: Fwd: testimony against zoning code 3310.24E corner lot designation as 2.5

----- Forwarded message -----

From: Laura Wozniak <lawoz@comcast.net>
Date: Sun, Feb 8, 2015 at 2:54 PM
Subject: testimony against zoning code 3310.24E corner lot designation as 2.5
To: psc@portlandoregon.gov
Cc: mayorcharliehales@portlandoregon.gov, Amanda@portlandoregon.gov, Nick Fish <nick@portlandoregon.gov>, Steve Novick <novick@portlandoregon.gov>, dan@portlandoregon.gov, LaVonne@portlandoregon.gov, Susan.Anderson@portlandoregon.gov, mnaLandUseCommittee@gmail.com
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. This is my rationale:

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 development can be removed by developers. 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 shock 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 wind 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. 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 trees in our neighborhood provide 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 previous expectations laid out in the 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. In that way it seems sneaky. Housing needs should not demand replacing small affordable houses with large homogeneous pricey houses with the corners sporting attached housing. Even the attached houses are not affordable since Dream Builder (Tim Walker) believes he can sell each one for \$500,000 with no yard at all. Density is best clustered along major arteries where the trees are already removed for endless acres of parking to support unneeded strip malls and yet another grocery, 7-11, or bank branch.

Please add this to the record.

Thank you,

Laura Wozniak

7226 SW 29th Ave, Portland OR 97219

Laura

(Address)

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov

Commissioner Amanda Fritz, Amanda@portlandoregon.gov

Commissioner Nick Fish, nick@portlandoregon.gov

Commissioner Steve Novick, novick@portlandoregon.gov

Commissioner Dan Saltzman, dan@portlandoregon.gov

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: Monday, February 09, 2015 1:21 PM
To: Kovacs, Madeline
Subject: FW: South Burlingame

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: Keith Riley [mailto:riley.keith@comcast.net]
Sent: Monday, February 09, 2015 12:38 PM
To: Planning and Sustainability Commission
Subject: Re: South Burlingame

Hi
8228 SW 6th Avenue
Portland, Or. 97219

Sent from my iPhone

> On Feb 9, 2015, at 10:52 AM, Planning and Sustainability Commission <psc@portlandoregon.gov>
> wrote:

>

> Hello Dr. Riley,

>

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

>

> Thanks,

> julie

>

>

> Julie Ocken

> City of Portland

> Bureau of Planning and Sustainability

> 1900 SW 4th Ave, Suite 7100

> Portland, OR 97201
> 503-823-6041
> www.portlandoregon.gov/bps

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

> From: Keith Riley [mailto:riley.keith@comcast.net]
> Sent: Saturday, February 07, 2015 6:34 PM
> To: Frederiksen, Joan; Planning and Sustainability Commission; sanderson@portlandoregon.gov; Hales, Mayor
> Subject: South Burlingame

> I am a resident in South Burlingame, and I fully support changing the zoning in our area from R5 to R7. I also request that you include South Burlingame on your March 10th meeting agenda.

> Keith Riley, M.D.

From: Planning and Sustainability Commission
Sent: Monday, February 09, 2015 1:22 PM
To: Kovacs, Madeline
Subject: FW: South Burlingame Neighborhood 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: Stephanie Jacobson [mailto:steph.jacobson@gmail.com]
Sent: Monday, February 09, 2015 12:31 PM
To: Planning and Sustainability Commission
Subject: Re: South Burlingame Neighborhood Zoning

Thanks Julie!
My address is :
1331 SW Carson St
Portland, OR 97219

Sincerely,
Stephanie Jacobson

On Mon, Feb 9, 2015 at 10:55 AM, Planning and Sustainability Commission
<psc@portlandoregon.gov> wrote:
Hello Stephanie,

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

Thanks,
julie

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

503-823-6041

www.portlandoregon.gov/bps

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From: Stephanie Jacobson [mailto:steph.jacobson@gmail.com]
Sent: Sunday, February 08, 2015 5:37 PM
To: Planning and Sustainability Commission
Subject: South Burlingame Neighborhood Zoning

Dear Planning and Sustainability Commission,

I am a homeowner in the South Burlingame Neighborhood. I wanted to let you know that I fully support changing the zoning in South Burlingame from R5 to R7. Additionally, I request that you include South Burlingame on your March 10th meeting agenda. Thank you so much for reading and for your consideration.

Sincerely,
Stephanie Jacobson

From: Planning and Sustainability Commission
Sent: Monday, February 09, 2015 1:23 PM
To: Kovacs, Madeline
Subject: FW: [User Approved] Re: South Burlingame

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: Shannon Hiller-Webb [mailto:capergirl@comcast.net]
Sent: Monday, February 09, 2015 11:36 AM
To: Planning and Sustainability Commission
Subject: [User Approved] Re: South Burlingame

Thank you, it is 7809 SW 4th avenue portland, or 97219

Best,

Shannon

Shannon Hiller-Webb
503.928.9539
Sent from my iPhone

On Feb 9, 2015, at 10:54 AM, Planning and Sustainability Commission
<psc@portlandoregon.gov> wrote:
Hello Shannon,

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

Thanks,
julie

Julie Ocken
City of Portland

Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps

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From: Shannon Hiller-Webb [mailto:capergirl@comcast.net]
Sent: Sunday, February 08, 2015 2:37 PM
To: Frederiksen, Joan; Planning and Sustainability Commission;
sanderson@portlandoregon.gov; Hales, Mayor
Subject: South Burlingame

Hello,

I am writing today as a homeowner and resident of the South Burlingame neighborhood for 30 years. I have grown up a proud native Portlander and Oregonian and am a proponent of sustainable and thoughtful growth while offering inclusive insight to what makes our city unique and interesting. I fully support changing the zoning in South Burlingame from R5 to R7 and ask consideration be given to developers who build with the character and scale of the neighborhood in mind. The time to right this is now to stave the gutting of our neighborhood identities and ensure their livable futures. I urge you to protect us and additionally, I request that you include South Burlingame on your March 10th meeting agenda.

All my best,

Shannon

Shannon Hiller-Webb

CaperGirl
503.928.9539 c
capergirl@comcast.net

From: Ocken, Julie
Sent: Monday, February 09, 2015 2:48 PM
To: Kovacs, Madeline
Subject: RE: 10215 SE Foster Rd, Portland, Or 97266

Go ahead and enter this one... not a problem for the one-off, but I want people to follow our standard going forward. ;)

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: Kovacs, Madeline
Sent: Monday, February 09, 2015 2:46 PM
To: Ocken, Julie; Scarzello, Christina
Subject: RE: 10215 SE Foster Rd, Portland, Or 97266

Ok – So I will just enter now? That ok Julie or you want me to wait for a fwd from PSC box?

MK

From: Ocken, Julie
Sent: Monday, February 09, 2015 2:33 PM
To: Scarzello, Christina; Kovacs, Madeline
Subject: RE: 10215 SE Foster Rd, Portland, Or 97266

A ha. I realized they sent it to you before the draft was released, which is likely why we never entered it anywhere testimony-wise.

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: Scarzello, Christina
Sent: Monday, February 09, 2015 2:30 PM
To: Kovacs, Madeline
Cc: Ocken, Julie
Subject: FW: 10215 SE Foster Rd, Portland, Or 97266

Madeline, can you please enter the message below into the database? (Julie, just FYI for the PSC.)

Long story short, the property owner has a code compliance issue, and called me last July to see if she & her husband could eliminate the split zoned situation on their property. I told her to send an email to the PSC and to copy me, but in looking back at the email I now see that she did not copy the PSC so her request didn't make it into the database. Luckily, she's been talking to the code compliance folks lately and they checked-in with me to find out why her property doesn't show a fix for the split zone on the map app. It wouldn't be showing yet, because her request came in just before the map app went live so it would only be in the database. But when I checked the database I didn't see anything there (I just looked under both her name and her husbands, and first and last names). Hence the delay in the comment coming in to the PSC. Lucky that I still have here original message.

Thanks!

-Chris

christina.scarzello@portlandoregon.gov
east district liaison|portland bureau of planning and
sustainability|www.portlandoregon.gov/bps|phone 503.823.7716

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From: Kathy Stankewitsch [mailto:kathy97267@yahoo.com]
Sent: Tuesday, July 15, 2014 10:08 PM
To: Scarzello, Christina
Subject: 10215 SE Foster Rd, Portland, Or 97266

To the PSC:

We are asking that you consider amending the boundary between the front property zoned EG2 and the back property zoned R7. The city wants a 6' masonry wall at the center property line and landscaping on the back side of that wall.and landscaping on the back side of the wall. There would be no way to maintain the R7 lot the way they are proposing this be done. No gate is allowed for a passage into the back residential area. When this happens this becomes a landlocked piece of property with no value

We are asking that the entire R7 and EG2 lots be combined and all be rezoned as EG2.

Thank you for your consideration,

Victor and Kathryn Stankewitsch
10215 SE Foster Rd, Portland, Oregon

From: Angie Even [<mailto:justmeng@gmail.com>]

Sent: Monday, February 09, 2015 2:52 PM

To: Planning and Sustainability Commission

Cc: Stockton, Marty

Subject: "Comprehensive Plan Testimony"

To: Portland Planning and Sustainability Commission

From: Timothy and Angela Even

Mailing Address: 14059 SE Rolling Meadows Drive. Happy Valley, Oregon 97206

Proposed Zone Change Address: 4416 SE Woodstock Blvd., Portland, Oregon 97206 otherwise described as WOODSTOCK, BLOCK 21, N 15' OF LOT 3.

Dear Commissioner,

Today, we are providing our testimony toward the outright zone change within the Portland Comprehensive Plan for the property that is connected to our Storefront Commercial property at 4410-4416 SE Woodstock Blvd. As you will see, the 15' X 100' lot was divided from the residential (R5) property decades ago as the original owner of our property was concerned about being land-locked. Since that time, this residential sliver has been used as part of a parking lot.

We submitted this property in February of 2013 to Matt Wickstrom, who was our contact at the time. It has been apart of the Comp Plan Map since the early stages.

Woodstock completed a comprehensive visioning charrette in December and community input was sought on proposed zone changes on the Comp Map today. There was nearly unanimous support for zone changes from residential to commercial on the properties identified on the map. This outright zone change has the support of the Woodstock Neighborhood Association, Land-Use Committee, the Woodstock Community Business Association and Woodstock Stakeholders Group.

Here are the links to show you the property as well as an attached photo of the property.

Link to 4416:

https://www.portlandmaps.com/detail.cfm?action=summary&propertyid=R312624&address_id=464549&x=7659116.222&y=667764.166&state_id=1S2E18CC%20%2014800&site_name=4410-4416%20SE%20WOODSTOCK%20BLVD&city=PORTLAND&ResultCount=2

Link to 4410-4416:

https://www.portlandmaps.com/detail.cfm?action=summary&propertyid=R312625&address_id=707334&x=7659142.885&y=667820.895&state_id=1S2E18CC%20%2014600&site_name=4410-4416%20SE%20WOODSTOCK%20BLVD&city=PORTLAND&ResultCount=2

Please feel free to contact us if you have and questions.

Respectfully,

Timothy and Angela Even



From: Planning and Sustainability Commission
Sent: Monday, February 09, 2015 3:25 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: TOM MORRIS [mailto:morrptp@msn.com]
Sent: Monday, February 09, 2015 3:20 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony-Argay Neighborhood

We are residence of the Argay Neighborhood in East Portland.

We are 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, we support the City's similar change #688 along NE 148th Avenue north of I-84.

We want to keep Argay a family friendly neighborhood.

Thomas and Patricia Morris

13909 N.E. Milton St.
Portland, OR. 97230

From: Angie Even [<mailto:justmeng@gmail.com>]

Sent: Monday, February 09, 2015 3:55 PM

To: Planning and Sustainability Commission

Cc: Stockton, Marty

Subject: "Comprehensive Plan Testimony"

To: Portland Planning and Sustainability Commission

From: Timothy and Angela Even

Mailing Address: 14059 SE Rolling Meadows Drive. Happy Valley, Oregon 97206

Proposed Zone Change Address: 5827 SE 43rd Ave., Portland, Oregon 97206 otherwise described as PARTITION PLAT 1990-53, LOT 1&2

Dear Commissioner,

Today, we are providing our testimony toward the outright zone change within the Portland Comprehensive Plan for the property at 5827 SE 43rd Ave., which sits within the Woodstock Business District. This property is not currently on the proposed changes on the Portland Comp Map, although it has been a topic and part of discussions since an email we sent on 4/29/14 to the Woodstock Neighborhood Land-Use Chair and our contact, Marty Stockton.

During the Woodstock visioning charrette that was completed last December, many discussions centered on the use of the unimproved street that separate the Woodstock Community Center and our residential property. There is a desire to expand into the green-space and create a "square" or other outside venue that will provide for a gathering place in the neighborhood. We support that idea and feel that this residence could serve as a community space or daycare.

Woodstock has a zero-percent commercial vacancy rate and is seeking opportunities to expand commercial possibilities. This property seems like a perfect solution to bringing another great commercial option to Woodstock. It is the only property facing East on SE 43rd from Woodstock to Ramona and is without question, in the Woodstock Business District.

As you will see from link, map and photo's provided, this property, which is next to the Woodstock Community Center and across from Bi-Mart would make an opportunity for the growth the Woodstock Business District has full support from the Woodstock Community, Neighborhood Association, Business Association and Stakeholders Group.

We, therefore, respectfully request zone change consideration by the Planning Commission within the Portland Comp Plan.

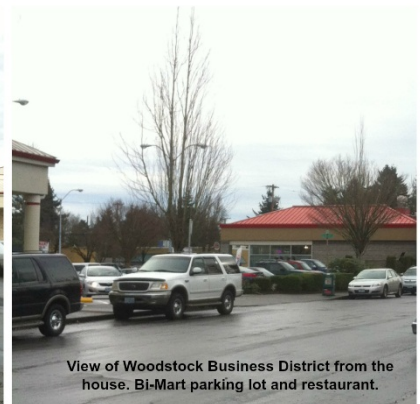
Please contact us if you have any questions.

Respectfully,

Timothy and Angela Even

Link to 5827:

https://www.portlandmaps.com/detail.cfm?action=Explorer&ZoomLevel=10&&propertyid=R236835&state_id=1S2E18CB%20%208701&address_id=707144&intersection_id=&dynamic_point=0&place=5827%20SE%2043RD%20AVE&city=PORTLAND&neighborhood=WOODSTOCK&seg_id=126917&x=7658735.814&y=668270.836





From: Planning and Sustainability Commission
Sent: Monday, February 09, 2015 4:14 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: Daniel McClelland [mailto:daniel.b.mcclelland@gmail.com]
Sent: Monday, February 09, 2015 4:06 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony – Argay Neighborhood

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

In support of the future livability of the Argay Neighborhood, I request 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, including reclassification of change #288 from mixed employment to R-5. I also support the City's stated goal of reclassifying change #688 along NE 148th Ave north of I-84. Higher-density residential development far from designated town centers and services does not promote Portland's livability goals and will not serve lower-income families banished to food deserts under a misguided sense of "affordability."

Thank you for your consideration.

Daniel McClelland
14356 NE Siskiyou Ct
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Tuesday, February 10, 2015 8:48 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: Ed Quinn [mailto:edwardh.quinn@gmail.com]
Sent: Monday, February 09, 2015 5:22 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

Dear Planning and Sustainability Commission:

I reside in East Portland's Argay Neighborhood, where I am a homeowner.

I am among many neighborhood residents requesting that:

- (1) 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
- (2) The proposed Mixed Employment areas (Change Nos. 287, 288, and 289 for the southeast corner of NE 122nd Avenue & Shaver Street and Change No. 290 for the southwest corner of NE 147th Avenue & Sandy Boulevard) also be reclassified to R-5 or R-7 single-family residential.

In addition, I support the City's similar reclassification (Change No. 688) along NE 148th Avenue north of I-84.

I want to keep the Argay Neighborhood a family-friendly neighborhood.

Sincerely,

Edward Quinn
3811 NE 134th Avenue
Portland OR 97230

From: Planning and Sustainability Commission
Sent: Tuesday, February 10, 2015 8:49 AM
To: Kovacs, Madeline
Subject: FW: Permit request from zone R20 to Multi-Family 2,000

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: Wendy Nicholson [mailto:saintalou@gmail.com]
Sent: Monday, February 09, 2015 8:50 PM
To: Planning and Sustainability Commission
Subject: Permit request from zone R20 to Multi-Family 2,000

Hello,

The purpose of this email is to directly request a denial for a zoning permit change to the property located at 6141SW Canyon Court.

I reside on SW 61st Drive. This property is located at the one end of my street that intercepts SW Canyon Court. SW 61st Drive is a very narrow, short, two lane, winding, tree lined, quiet neighborhood street absent of sidewalks and bearing a very short shoulder in either direction. The street is comprised of speed bumps to direct the rate at which cars are driven due to its very narrow passage in either direction without turnout options or a shoulder in which to merge, should a driver find that to be a necessary option to avoid an untoward encounter. SW 61st Drive is lined only with single family houses, most with a bit of natural property around them, that support and sustain the low flow traffic model best suited for a neighborhood street of this character and engineering.

The owner of the property referenced above is requesting to make an unusual zoning change to this very stable, sustainable neighborhood. They are requesting to place a multi-family dwelling complex where a single family home has, in the history of the neighborhood, always existed. It is insult enough to the neighborhood that all the trees on this property were harvested without a permit. This act alone significantly changed the structure and character of this small rural neighborhood. Those trees not only supported the beauty of this natural, ergonomically friendly vegetated neighborhood but they also supplied a boundary of noise control from the very busy Highway 26 that runs parallel to this neighborhood. To further allow a complex for multiple families to reside on this single property would completely defy the structure and character of this neighborhood from a small, rural, quiet, stable

neighborhood to a polluted, transient neighborhood with unfavorable traffic congestion on a very short street that only has two main entrances/exits. This property sits at the main entrance/exit with the closest access to Highway 26 and larger feeder streets to Portland proper and its surrounding cities. Moreover, this property intersects SW Canyon Court which is the main feeder street to a neighborhood bordering 61st Drive that is rot with multi-family complexes such as condominiums, apartments and row houses, in addition to a variety of commercial buildings. SW Canyon Court, therefore, has an already established and demanding flow of traffic with limited access, one way in and the same direction out. Adding a multifamily complex to the corner of this intersection will only serve to also congest SW 61st drive and create a merging traffic nightmare on these shallow two lane streets. In addition, East Sylvan Middle School is located just around the corner from this property and intersection. The traffic congestion surrounding this school, for both neighborhood residents and parents of children attending the school is already taxed and precarious. Inviting additional traffic congestion from a complex at this intersection would be haphazard, unreasonable, careless and in direct disagreement with the traffic model design of this neighborhood street.

I feel further impelled to highlight the negligence the property owner(s) have placed on this property leading them to this request to drastically alter the structure and character of this neighborhood. It is well known that the owner(s) hastily performed a clear cut of this heavily tree filled property. The clear cutting was thorough, leaving a very barren, non vegetative piece of property consisting of dirt with a house. As distressing as it was to watch, we neighbors trusted that this clear cutting was authorized by the city via the appropriate city assigned permits. Only after the clear cutting was complete, it was then discovered that the cutting was completed against city regulations and without a proper permit. It is understood the owner(s) received a fine for this act. Shortly after, the property and house were placed on the market. The owner(s) did place a lawn over the barren lot and erected a concrete driveway to the house upon placing it on the market. The house was on the market for quiet some time, listed as a single family home with acreage. The house did not sell and was taken off the market a couple months ago or so. Now the owner(s) are requesting a drastic zone change specifically to increase the marketability of their demoralized property. This is not for the enrichment of this neighborhood and does not conform to the historical structure, character, environmentally harmonizing nature of this neighborhood. I do not believe a property owner should have the authority to demoralize a neighborhood simply because they negatively altered their property and subsequently have been unable to sell it as it was zoned, built and intended to be, a single family home on a rare, small, quiet rural street of single family homes within the city.

In conclusion, as a close neighbor who would experience a direct negative impact as defined in the body of this letter, I would like to affirm that I am adamantly against allowing the rezoning of this property from a R20 zoning permit to a multi-family complex or Multi-Family 2,000 zoning permit.

Most Sincerely,

Wendy Nicholson
1503 SW 61st Drive
Portland, Oregon 97221

From: Planning and Sustainability Commission
Sent: Monday, February 09, 2015 10:53 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: Janice Cornelius [mailto:birdylou@q.com]
Sent: Sunday, February 08, 2015 10:10 AM
To: Planning and Sustainability Commission
Subject: comprehensive Plan Testimony-Argay Neighborhood

I am and have been a resident of the Argay Neighborhood since 1968.

I am among those residents who are requesting that aa the vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified too 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 Sand Blvd) also be reclassified to R-5 or R-7 single family.

I also support the City's similar change #688 along 148th Av north of I-84.

I want tp keep Argay a family friendly neighborhood.

Janice Cornelius
3708 NE 141st

birdylou@q.com

From: Planning and Sustainability Commission
Sent: Monday, February 09, 2015 10:55 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
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From: Sharon Hazlett [mailto:sihazlett@aol.com]
Sent: Sunday, February 08, 2015 3:46 PM
To: Planning and Sustainability Commission
Subject: Fwd: Comprehensive Plan Testimony - Argay Neighborhood

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

From: Sharon Hazlett <sihazlett@aol.com>
To: psc <psc@portlandoregon.gov>
Sent: Sun, Feb 8, 2015 3:43 pm
Subject: Comprehensive Plan Testimony - Argay Neighborhood

I am a resident of the Argay Neighborhood in East Portland and enjoy the area. I have lived in the Parkrose/Argay area all of my life.

I am among those resident 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 the 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 or I-84.

I want to keep Argay a family friendly neighborhood.

Sharon Hazlett

3456 NE 145TH Ave.
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Monday, February 09, 2015 10:56 AM
To: Kovacs, Madeline
Subject: FW: South Burlingame Comprehensive Plan zone change 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: Charles McDannald [mailto:mcdannal@ohsu.edu]
Sent: Sunday, February 08, 2015 6:53 PM
To: Frederiksen, Joan; Planning and Sustainability Commission; 'sanderson@portlandoregon.gov'; Hales, Mayor
Subject: South Burlingame Comprehensive Plan zone change from R5 to R7

Mayor Hales, Joan Frederiksen, Planning and Sustainability Commission, and Susan Anderson, Director of the Bureau of Planning and Sustainability,

I'm a South Burlingame neighborhood homeowner and OHSU nurse anesthetist. I fully support changing the zoning in South Burlingame from R5 to R7. Additionally, I request that you include South Burlingame on your March 10th meeting agenda.

The problems with building 2 giant 3-story houses on a lot that had a single 1 story house aren't just theoretical there are some examples in the South Burlingame neighborhood. You can see the problem at 808 SW Evans St where the 2 new 3 story houses are blotting out the sunlight for their neighbors. There is also an example of a single new home built 3 stories up and with near-zero lot lines as well. That one isn't too bad at blocking the sun, but you can get the idea that it would be a real problem if it were done on almost any other piece of land in the neighborhood.

Thank you for your consideration.

Charles McDannald CRNA
7736 SW Burlingame Ave
Portland OR 97219
Cell: 503-360-3585

From: Planning and Sustainability Commission
Sent: Monday, February 09, 2015 10:50 AM
To: Kovacs, Madeline
Subject: FW: 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: Jeff Rempfer [mailto:jeffremper@comcast.net]
Sent: Saturday, February 07, 2015 10:01 AM
To: Planning and Sustainability Commission
Cc: ALAN BROWN
Subject: Argay Neighborhood

Hello,

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

You may have seen this request repeated many times from residents of our neighborhood. It succinctly states our feelings about Portland's flawed planning.

Sincerely,

Jeffrey and Barbara Rempfer
14125 NE Fremont Court
Portland, OR 97230

jeffremper@comcast.net
barbremper@comcast.net

3310 N.E. 145th

Portland, OR 97230

February 7, 2015

Planning and Sustainability Commission
Comp Plan Comments—Argay Neighborhood
1900 S. W. 4th Avenue
Portland, OR 97201-5380

Dear Members of the Planning and Sustainability Commission,


We are residents of the Argay Neighborhood in East Portland. We are greatly concerned about the possible changes that are now before you that could affect and negatively change the quality of our neighborhood.

We are writing to request 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 that the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of NE 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy Blvd) also be reclassified to R-5 or R-7 single family. We also support the City's similar change #688 along NE 148th Avenue north of I-84.

Our request to you is to keep Argay a quiet, family friendly neighborhood.

Thank you.

Respectfully,


Dennis and Judy Lesch

I want to keep Argay a family friendly neighborhood.

Name: Mary E. Cox

Address: 13170 NE, Shaver St
Port, OR, 97230

From: Planning and Sustainability Commission
Sent: Monday, February 09, 2015 10:51 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: Linda Pirtle [mailto:thisboatsrockin@yahoo.com]
Sent: Saturday, February 07, 2015 3:41 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 underdeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (change numbers 287, 288, 289 located at the 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 supported the City's similar change #688 along NE 148th Avenue north or I-84.

I want to keep Argay a family friendly neighborhood.

Ron Pirtle
3948 NE 135th Ave
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Monday, February 09, 2015 10:51 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: Linda Pirtle [mailto:thisboatsrockin@yahoo.com]
Sent: Saturday, February 07, 2015 3:51 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 proposed Mixed Employment areas (change numbers 287, 288, 289 located at the SE corner or NE 122nd and Shaver and 290, located at the SW corner or 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 or I-84.

I want to keep Argay a family friendly neighborhood.

Linda Pirtle
3948 NE 135th Ave
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Monday, February 09, 2015 10:53 AM
To: Kovacs, Madeline
Subject: FW: South Burlingame Re-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: brucebridgess@comcast.net [mailto:brucebridgess@comcast.net]
Sent: Saturday, February 07, 2015 8:16 PM
To: Frederiksen, Joan; Hales, Mayor; Planning and Sustainability Commission;
sanderson@portlandoregon.gov
Subject: South Burlingame Re-Zoning

As a homeowner, I fully support changing the zoning in South Burlingame from R5 to R7. Additionally, I request that you include South Burlingame on your March 10th meeting agenda.

Bruce C. Bridgess
1312 SW Falcon Street
Portland, OR 97219

503-702-6267
brucebridgess@comcast.net

From: Planning and Sustainability Commission
Sent: Monday, February 09, 2015 10:55 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: gina lundberg [mailto:gplund@gmail.com]
Sent: Saturday, February 07, 2015 5:05 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

I am a resident of the Argay Neighborhood in East Portland.
Please keep Argay a family friendly neighborhood by reclassifying all vacant or undeveloped R-3 zoned land to R-5 or R-7 single-family residential. Include proposed Mixed Employment areas Numbers 287, 288, 289 located at the SE corner of 122 and Shaver and 290, located at the SW corner of NE 147th and Sandy in this request for R-5 or R-7 single family residential zoning reclassification. Please change #688 along NE 148th Ave. north of I-84 to R-5 or R-7 single family zoning also.
Thank you,
Gina P. Lundberg
13749 NE Siskiyou Ct.
PDX 97230

From: Planning and Sustainability Commission
Sent: Friday, February 06, 2015 10:09 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: Marcia Blaine [mailto:marciablaine@comcast.net]
Sent: Friday, February 06, 2015 8:13 AM
To: Planning and Sustainability Commission
Cc: alanlbrown@msn.com
Subject: Comprehensive Plan Testimony--Argay Neighborhood

Hello

I am a resident of Argay Neighborhood in East Portland for more than 12 years.

I am among those residents who are requesting that all the vacant or underdeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, and 289 located in 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 and need to keep Argay a family friendly neighborhood.

Sincerely,

David and Marcia Blaine
3316 NE 141st avenue,
Portland, Oregon 97230

From: Planning and Sustainability Commission
Sent: Friday, February 06, 2015 1:25 PM
To: Kovacs, Madeline
Subject: FW: NWNW R326896 6141 SW Canyon Ct Existing R20; request to change to Multi Family 2,000

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 Root [mailto:droot@oregonsleepassociates.com]
Sent: Friday, February 06, 2015 1:13 PM
To: Planning and Sustainability Commission; Frederiksen, Joan
Cc: dsmall.shna@comcast.net
Subject: NWNW R326896 6141 SW Canyon Ct Existing R20; request to change to Multi Family 2,000

Daniel Root & Julie Kim
1521 SW 61st Drive
Portland, 97221

To Whom It May Concern:

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

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

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

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

Since we have lived at our address (1521 SW 61st Drive), about once per year a car winds up off the road in an accident situation either across from our property or on our property. In one recent event, I was

narrowly missed by a speeding car. These have always been young people who do not live on our road. Given that multifamily housing will likely bring more young people using that road, and increase the risk of further events.

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

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

Beyond the direct impact of destroying the rural feel of The Street of 61st Drive by placing a multi-family housing structure, we have significant concerns about the ability to of the current access points to support more density in general. Any access to this new development will be through either SW Canyon Ct or through 61st drive. We have already highlighted my concerns of 61st, but the increase traffic volume through the limited access at Montgomery and SW Canyon Ct as they go by the nearby school is a challenge. During peak traffic times that include coming and going to school, busses and parents dropping of their children make for difficult access in and out of the area. Additionally, SW Canyon CT has a tendency to freeze, and given the inclines, is commonly poorly navigable in the winter frosts. In summary, allowance of this zoning change will not only significantly and negatively impact the overall feel of our quiet neighborhood, but it will also likely lead to greater environmental stress, and create traffic flow and safety concerns that are not tenable. For this reason, We feel that he application to rezone the property at 6141 SW Canyon Ct should be denied.

Sincerely,

Dan Root & Julie Kim.

From: Planning and Sustainability Commission
Sent: Monday, February 09, 2015 10:50 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
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-----Original Message-----

From: Antonia Amodeo [mailto:tamodeo55@yahoo.com]
Sent: Saturday, February 07, 2015 8:59 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 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.

Antonia Amodeo
3622 NE 145th Ave.
Portland, OR 97230

Your Last Chance to Help Shape the Future of Argay

The City of Portland Comprehensive Plan is the long range (20 year) development plan for the City. It is the basis for all zone changes within the City. Currently being revised, it will determine how all of the yet to be developed land areas in Argay will be zoned and developed in the future. Current City plans are for office buildings, warehouses, repair facilities, and more apartments in these areas. We think most Argay residents would rather see more single family homes in Argay. The City Planners want your comments. See the Comp Plan at: www.argay.org under the "Land Use" heading.

The zoning only takes effect when the current farm use on some of these areas ends, and new development is to take place. Unless changed, the area at the southeast corner of 122nd and Shaver is planned for office and light industrial use, with apartments (up to three stories high) to the east and south – right up to the new Beech Park. West from NE 147th to the backyards of the existing homes in Argay is another area planned for offices and light industrial development.

The Argay Neighborhood Association has met with planners and has submitted the official Neighborhood Association hearing testimony. Other residents have submitted their comments. Now make your voice heard!

Below are sample comments that were at the Argay Neighborhood Association meeting held on January 20th. They are suggested comments for anyone who opposes more apartments and new office buildings and light industrial in our neighborhood. They are meant as a starting-point. Write your own or use what is there. The official email address and regular address are provided. The more people who comment, the more the City has to listen. Comments need to be in by March 13, 2015; but the sooner the better. To avoid double counting or "skewing" the results and because these comments are treated just like testimony at a hearing, the City wants to be able to verify that each comment comes from an Argay resident or property owner. For that reason, they need your name and address.

Al Brown (The Land Use Chair for the Argay Neighborhood Association) said at the meeting that he would help anyone who needed more information or had questions. Email: alanbrown@msn.com 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: Jeddich Kehrl

Address: 13642 NE Klickitat Ct
Portland, OR 97220



Portland Planning and Sustainability Commission
1900 SW 4th Ave. Suite 7100
Portland, OR 97201

Portland Comprehensive Plan

I would like to comment of the recently released Economic Opportunities Analysis (EOA) and accompanying staff report. As previously stated Riverside Golf & Country Club opposes designation of portions of our property as Industrial Sanctuary. We believe the assumptions in the EOA regarding golf courses don't make a substantive argument in support of the conclusions.

In Chapter 4 there is a reference to a potential change at Riverside:

“While these golf courses could potentially remain in operation indefinitely, national market trends indicate an oversupply of golf courses in the coming years relative to population demographics, particularly in inner-city locations. Given these trends and continuing intensification of industrial development in the surrounding area, it is reasonable to expect potential reuse of these sites in the 2035 planning horizon and the proposed Comprehensive Plan proposal would accommodate that change.”

I take issue with these statements for several reasons. With regard to market trends, there are certainly market changes occurring which affect golf operations, both positively and negatively. Riverside has a number of inherent advantages:

1. A close-in location accessible to a large area population in Oregon and Washington.
2. A membership based operational model, which provides a more consistent cash flow than a traditional public use pay as you go course.
3. A growing Portland-area population.
4. A strong membership base.

So, while there has been a decline in courses nationally, one needs to look at individual circumstances.

The other aspect of the City's conclusion is that it would be likely for Riverside to convert in the next 20 years. I strongly reject that conclusion and don't believe it is supportable. If Riverside had been experiencing declining membership and severe financial hardship, I could understand the conclusion. On the contrary, we weathered the recession and are doing quite well. We are planning for the future and continue to make improvements to our facility. Our current membership is currently at 415 golfing members and 163 non-golfing members, for a total of 578. (Our golfing membership is considered full at 430.) A more appropriate strategy might be to relook at this issue later in the 20-year time frame, such as 2030-2035.

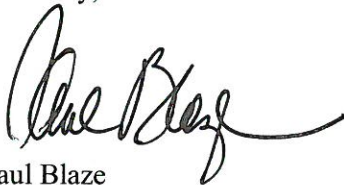
We are also concerned about how the City narrowed the list of candidate courses. We understand Colwood and Broadmoor as logical candidates. However, other potential Columbia Corridor courses were excluded based on owner desire, but not Riverside. The following table shows the six Columbia Corridor golf courses. In five of six cases the City agreed to landowner requests/desires. Only in the case of Riverside, did the City reject landowner desires. Three of the courses were excluded from the potential industrial land inventory, including the two City owned courses.



Course	Comprehensive Plan	City Recommendation
Colwood	Desired IS designation	Staff agreed
Broadmoor	Desired IS designation	Staff agreed
Columbia Edgewater	Requested no IS Designation	Staff agreed
Riverside	Requested no IS designation	City rejected
Heron Lakes – Greenback	Parks Bureau requested no IS designation	Staff agreed
Heron Lakes – Great Bl	Parks Bureau requested no IS designation	Staff agreed

In summary, Riverside does not agree with the economic conclusions relative to our situation and would respectfully request our removal from the Industrial Sanctuary designation.

Sincerely,



Paul Blaze
General Manager

Riverside Golf and Country Club



8105 NORTHEAST 33RD DRIVE PORTLAND, OR 97211-2095 PHONE: (503) 288-6468 FAX: (503) 282-1383

From: Planning and Sustainability Commission
Sent: Friday, February 06, 2015 10:00 AM
To: Kovacs, Madeline
Subject: FW: Future Of Argay Neighborhood in East Portland

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

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From: WALTER BOHNSTEDT [mailto:walterb@teleport.com]
Sent: Thursday, February 05, 2015 6:42 PM
To: Planning and Sustainability Commission
Cc: Bixby, Richard
Subject: Future Of Argay Neighborhood in East Portland

We are residents of Argay Neighborhood in NE Portland.

We are among those residents who are requesting that all 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 SE corner of NE 122nd and Shaver and 290 located at the SW corner of NE147 and Sandy Blvd) also be reclassified to R-5 or R-7 single family residential. Also, we support the City's similar change #688 along NE 148th Avenue

Walter & Jane Bohnstedt
13923 NE Beech St
Portland, OR 97230

walterb@teleport.com

From: Planning and Sustainability Commission
Sent: Friday, February 06, 2015 10:01 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
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From: Frieda Christopher [mailto:friedajc@comcast.net]
Sent: Thursday, February 05, 2015 7:31 PM
To: Planning and Sustainability Commission
Cc: Scarzello, Christina
Subject: Comprehensive Plan Testimony

Planning and Sustainability Commission:

The David Douglas School District and School Board has been following the comprehensive plan process and is interested in the changes being considered. Recently we made the purchase of the property on NE99th and Pacific which was owned by the Elks Lodge. During the process of developing our facility plan the highest priority determined was the need for property for schools over the next 20 years.

The majority of the property we purchased is zoned RXd. In order to have more flexibility in the future development of the property we would like to request that the zoning be changed from RXd to CXd. We understand that during the Comprehensive Plan Process is the best time to make this type of request.

Your consideration in this matter would be greatly appreciated.

Sincerely

Frieda Christopher
Chair
David Douglas School Board

From: Planning and Sustainability Commission
Sent: Friday, February 06, 2015 10:07 AM
To: Kovacs, Madeline
Subject: FW: Comp Plan Mitigation Requirements taking a huge step backwards

This includes the Audubon message as well as response. I have another response to the same initial message that I'll forward in a sec.

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: Claire Carder [mailto:scherzcarder@comcast.net]
Sent: Thursday, February 05, 2015 9:40 PM
To: 'Bob Sallinger'; Zehnder, Joe; Anderson, Susan
Cc: Zehnder, Joe; 'Travis Williams'; 'Scott Fogarty'; 'Jim Labbe'; Anderson, Susan; Jortner, Roberta (Planning); Edmunds, Sallie; Brooks, Mindy (Planning); Engstrom, Eric (Planning); Skelton, Judy BlueHorse; Planning and Sustainability Commission; 'Mike Houck'; 'Chris Smith'; 'Timme Helzer'
Subject: RE: Comp Plan Mitigation Requirements taking a huge step backwards

I wholly support these concerns. Without mitigation, we lose essential natural resource functions. Without high functioning resources, we have degraded resources, a declining quality of life in Portland and an increase in significant impacts on the human environment due to natural hazards.

After the hard work we all did, I am disappointed that the measures we supported are being weakened or removed from the comp plan.

We must have these concerns discussed by the PSC, not just buried in a list of consent agenda items.

Let us know how we can help raise this discussion in the appropriate forums.

Claire Carder
6156 SW Nevada Ct.
Portland, OR 97219

From: Bob Sallinger [mailto:bsallinger@audubonportland.org]
Sent: Thursday, February 05, 2015 7:34 PM
To: 'Joe'; 'Anderson, Susan'
Cc: 'Joe'; 'Travis Williams'; 'Scott Fogarty'; 'Jim Labbe'; 'Anderson, Susan'; 'Jortner, Roberta (Planning)';

'Edmunds, Sallie'; 'Brooks, Mindy (Planning)'; 'Eric (Planning)'; 'Judy Blue Horse';
psc@portlandoregon.gov; scherzcarder@comcast.net; 'Mike Houck'; 'Chris Smith'; 'Timme Helzer'
Subject: Comp Plan Mitigation Requirments taking a huge step backwards

Dear Joe and Susan,

Audubon was very surprised to see the substantial weakening of the natural resource mitigation policies in the proposed comp plan amendments. It is even more surprising given how integral these concepts are to the city's environmental health, that they would be on the consent agenda buried among several pages of additional amendments. The proposed amendments do two things as I read them:

- 1) The city backs away from the concept of fully mitigating for unavoidable impacts of development on significant natural resources. We believe that the city should not only require full mitigation, but in fact should require net increase in function. Instead the city is going the other direction....This virtually ensures that the city's natural resources will degrade over time.
- 2) The City has abandoned the long standing principle of requiring mitigation first and within the sub watershed second and replaced it with a much weaker requirement that completely abandons "on site" and instead allows mitigation to occur anywhere "in watershed" first and "outside watershed" and the city second." This is a huge step backwards---developers are always pushing to do mitigation outside the city because it is far less expensive. The result of this change will be that we will see a steady loss of natural resource values inside the city as they are developed over and then mitigated in the hinterlands.

These principles are far too big to abandon this late in the process without even a discussion. It is very disappointing as a stakeholder who spent huge amounts of time on Comp Plan task forces, that these concepts would be abandoned without even a heads-up or a discussion. I would urge you to red flag these issues for the PSC and put them on the discussion agenda.

Thanks

Bob

From: Doug X [<mailto:dougurb@gmail.com>]
Sent: Thursday, February 05, 2015 11:42 PM
To: Planning and Sustainability Commission; Stockton, Marty
Subject: Split zoned blocks being created on Caruthers?

To: Planning and Sustainability Commission
2-5-15

Chair Baugh, Commissioners:

I was struck by Kathryn Schultz's comments at the January 27th work session, about blocks that have split zoning. Ms. Schultz noted that these always create problems, and should be avoided. Later, in a specific case in Sellwood, a solution arrived at was to leave the zoning on the rear of a commercial block as R-5, but change the Comprehensive Plan designation to Mixed Use on that rear half of the block, so full-block development could follow at a later date.

Ironically, two blocks along SE Division street with that exact pattern now, may go the opposite direction, from full-block Comp Plan designation to a split designation.

On the north side of Division, between approximately 35th Place, and the actual 38th St., the zoning facing Division is CSm, with a UC designation. The rear half of the blocks, facing Caruthers, are mostly zoned R-5, with a UCb designation as well. There are three lots at 37th that are zoned CS, so the depth of commercial already extends to Caruthers. This map shows the blocks in question, with their current zoning and Comp Plan designations:



Several neighbors living on Caruthers gathered signatures from many of the Caruthers property owners (but not all) asking to change the Comp Plan designation on their own and others' properties to Residential. Since most of the owners signed, you would think all they had to do to

preserve this residential enclave was to not ask for the zone-change-in-compliance-with-Comp-Plan themselves. Presumably they didn't trust their neighbors to not do so.

So, staff is recommending changing the Comp Plan designation on most of these properties to R-2.5, thus creating two split-zoned blocks. Staff did disagree with the neighbors regarding properties fronting Chavez and on the east side of 38th, and kept the designations as Mixed-Use. In addition, the property owners at 3616 Caruthers have requested their property remain Mixed-Use, and this may be part of the staff proposal.

This street is exactly the location where deeper Mixed Use zoning would be useful, near the node of Division and the Chavez Civic Corridor. In addition, there is already Commercial zoning on three lots on Caruthers, holding a large mixed-use building, a manufacturing building, and a parking lot. And, with the current R-5 with Mixed Use Comp Plan designation, the current houses would be in conformance, and the designations would indicate and facilitate future full-block depth development. I recommend keeping the current zoning/designation pattern.

Thank you for your attentions to this kind of details.

Sincerely,

Doug Klotz

1908 SE 35th Place
Portland, OR 97214

My reasoning is as follows:

I understand that one of the underlying problems reasons for this Comp Plan update is to have zoning reflect the current land uses. On both Parcel 1 and Parcel 2, the current uses are non-conforming. If the map is left as drawn on the Draft, this non-conformance would continue for one-third of the building. This seems like it might have been an oversight and could be corrected by extending the change to the east through Parcel 2.

As relates to Parcel 3, I understand further that one of the things that the neighborhood would like to facilitate is the creation of a lively commercial presence on the ground level for commercial corridors like SE Stark. Leaving Parcel 3 designated and zoned as it is currently, will promote, at best, the development of three or four additional residential units on the ground floor with no active street presence. It seems that designation/zoning that allows for pedestrian-oriented development with ground floor commercial and residential above would be very much in keeping with the goals of this endeavor.

For these reasons, I request that you consider changing the 2035 Comprehensive Plan to include Mixed Use – Urban Center designation for all three parcels.

Please feel free to contact me if you have any questions.

Very truly yours,

Frank Bastasch
Trustee
2825 Coeur D' Alene Dr.
West Linn, OR 97068-8251

From: Planning and Sustainability Commission
Sent: Wednesday, February 04, 2015 1:00 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
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-----Original Message-----

From: Tracy Simpson [mailto:pdxgtigirl@gmail.com]
Sent: Wednesday, February 04, 2015 12:37 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 the residents who are requesting that all the vacant or underdeveloped R – 3 zoned land in the Argay Neighborhood be reclassified to R–5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change numbers 287,288, 289 located at the SE corner of NE 122nd and Shaver and 290, located at the SW corner of NE 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I support the cities similar change #688 along North E. 148th Ave. north of I – 84.

I want to keep Argay a family friendly neighborhood.

Sincerely,
Tracy Simpson Meyer
Dave Meyer
3536 NE 131st PL, Portland, 97230

Sent from my iPad

From: Planning and Sustainability Commission
Sent: Wednesday, February 04, 2015 2:01 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
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From: Nancy Stoll [mailto:ur09334@yahoo.com]
Sent: Wednesday, February 04, 2015 1:56 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony -- Argay Neighborhood

We are residents of the Argay Neighborhood in East Portland.

We are 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, we support the City's similar change #688 along NE 148th Avenue north of I-84.

We want to keep Argay a family-friendly neighborhood.

Nancy & Doug Stoll
12703 N.E. Shaver Street
Portland 97230

Lillian Benton
12721 N.E. Shaver Street
Portland 97230

From: david hampsten [mailto:david_hampsten@yahoo.com]
Sent: Wednesday, February 04, 2015 4:24 PM
To: Planning and Sustainability Commission; Transportation System Plan
Cc: Annette Stanhope; Bauer, Linda; Bixby, Richard; Gray, Karen; Hurley, Peter T. (PDOT)
Subject: TSP Project Rankings: Parkrose N.A. (EPNO)

February 4th, 2015

Dear Portland Planning & Sustainability Commission,

PBOT asked that the East Portland neighborhood associations rank all TSP projects in their area.

On behalf of the Parkrose Neighborhood Association in far northeast Portland, I am forwarding their results to you.

Also, please note the neighborhood request for a safe crossing on NE Sandy Blvd at 105th Ave. It may be appropriate to call this out as part of TSP Project # 50032.

David Hampsten
Hazelwood NA Transportation Chair
302 SE 105th Ave Apt 26
Portland OR 97216
david_hampsten@yahoo.com
971-322-6599

CC: Parkrose NA Board; Linda Bauer, EP LUTC Chair; Karen Gray, PSC; Richard Bixby, EPNO; Peter Hurley, PBOT

Forwarded items from Annette Stanhope, Parkrose NA Chair:

Rank	TSP	Project Title*
1	50032	Parkrose Pedestrian Improvements (NE 105th, Sandy – Skidmore)
2	40065	NE Prescott Ped/Bike Safety Improvements (81st to 122nd)
3	50004	NE 102nd Ave Multimodal Safety Improvements (Sandy - Weidler)
4	50044	Parkrose Neigh Greenway
5	50001	Parkrose Multimodal Connectivity Improvements

Annette Stanhope
10924 NE Shaver St.
Portland, OR 97220

February 4, 2015

Linda Bauer
East Portland Land Use and Transportation Committee
1017 NE 117th Ave.
Portland OR 97220

Dear Linda Bauer:

I sent an informal survey to those who live and work in Parkrose for them to rank which of the Transportation System Plan projects they deemed most important. Here are the following projects that they ranked as the Top 5, with number one being the most important. (Note that the top two were very close, only fractions of a point apart):

1. Parkrose Pedestrian Improvements (NE 105th, Sandy – Skidmore): Construct sidewalk and crossing improvements to provide access to transit and schools on NE Prescott (92nd - 122nd) & NE 105th (Sandy-Skidmore)
2. NE Prescott Ped/Bike Safety Improvements (81st to 122nd): Construct bicycle facilities, sidewalks, and crossing improvements for pedestrian and bicycle safety and to improve access to transit.
3. NE 102nd Ave Multimodal Safety Improvements (Sandy - Weidler): Construct a sidewalk to provide access to transit & schools (Brazee to Sandy) & separated in-roadway bikeway.
4. Parkrose Neighborhood Greenway: Design and implement a neighborhood greenway. Project includes a multi-use path and bridge from I-205 Path to NE Fremont St and sidepath along the south side.
5. Parkrose Multimodal Connectivity Improvements: Supplement access route for commercial properties by creating loop road connection (102nd & 109th, NE, Killingsworth - Sandy; Killingsworth, NE, 109nd - 102nd) serving truck access, ped & bike.

Although this is an informal survey and 36 out of 219 individuals responded, the results are about what I expected, based on conversations I've had with Parkrose residents.

One addition: during a mapping exercise we had with Prioritize Portland! residents expressed a desire for a pedestrian crossing at Sandy between the intersections at 105th and 112th. This also came up in a meeting we had with ODOT representatives in our January meeting. However, it was unclear whether the Outer Sandy Blvd. improvements would include this (it only mentions crossing improvements east of 122nd) so that could explain why it's not in the Top 5.

Sincerely,

Annette Stanhope

Chair, Parkrose Neighborhood Association

From: david hampsten [mailto:david_hampsten@yahoo.com]
Sent: Wednesday, February 04, 2015 4:37 PM
To: Planning and Sustainability Commission; Transportation System Plan
Cc: Gray, Karen; Brenda McSweeney; Hurley, Peter T. (PDOT); Bixby, Richard; Bauer, Linda; gswright@earthling.net
Subject: TSP Project Rankings: Glenfair N.A. (EPNO)

February 4th, 2015

Dear Portland Planning & Sustainability Commission,

PBOT asked that the East Portland neighborhood associations rank all TSP projects in their area.

On behalf of the Glenfair Neighborhood Association in far east-central Portland, I am forwarding their results to you.

David Hampsten
Hazelwood NA Transportation Chair
302 SE 105th Ave Apt 26
Portland OR 97216
david_hampsten@yahoo.com
971-322-6599

CC: Glenfair NA Board; Linda Bauer, EP LUTC Chair; Karen Gray, PSC; Richard Bixby, EPNO; Peter Hurley, PBOT

Forwarded items from Graham Wright, Glenfair NA Land Use Chair:

Rank	TSP	Project Title*
1	80033	Eastside MAX Station Pedestrian Improvements (former #10001)
2	50025	Outer Glisan Safety & Streetscape Improvements (NE 122nd – City Limits)
3	50009	NE 148th Ave Bicycle & Pedestrian Improvements (Marine Dr – Glisan)
4	80005	SE 148th Ave Pedestrian Improvements (Burnside – Powell Butte Park)
5	80017	Outer Stark Ped/Bike Improvements (SE 108th – City Limits)

From: Graham S. Wright [<mailto:gswright@earthling.net>]
Sent: Monday, February 02, 2015 6:03 PM
To: Bixby, Richard
Cc: Brenda McSweeney
Subject: Re: Prioritize transportation projects; Due Feb. 4

Hello Richard, we prioritized the Glenfair items as follows:

Ref item 1 - rank 1st Eastside MAX Station Pedestrian Improvements

Ref item 18 - rank 2nd Outer Glisan Safety & Streetscape Improvements (NE 122nd – City Limits)

Ref item 8 - rank 3rd NE 148th Ave Bicycle & Pedestrian Improvements (Marine Dr – Glisan)

Ref item 45 - rank 4th SE 148th Ave Pedestrian Improvements (Burnside – Powell Butte Park)

Ref item 55 - rank 5th Outer Stark Ped/Bike Improvements (SE 108th – City Limits)

Can you send this to David and Linda? My computer is in the shop so I can't edit the spreadsheet.

Thanks,

Graham

From: Planning and Sustainability Commission
Sent: Thursday, February 05, 2015 10:20 AM
To: Kovacs, Madeline
Subject: FW: request for zoning change 6141 SW Canyon Court 97221

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: Julie Gotcher [mailto:juliegotcher@gmail.com]
Sent: Wednesday, February 04, 2015 7:03 PM
To: Planning and Sustainability Commission
Subject: request for zoning change 6141 SW Canyon Court 97221

Hello,

I have recently been informed by members of the Sylvan Highlands Neighborhood Association that a request has been initiated to rezone the property at 6141 SW Canyon Court from the current R20 to a proposed MultiFamily 2,000. This property is on the corner of SW 61st Drive and SW Canyon Court.

As a resident of SW 61st Drive for 25 years, I vehemently oppose this rezoning. I have already seen our rural neighborhood transform with the building of a Forest Heights. We have already absorbed a huge amount of traffic cutting through our neighborhood coming and going to the Sylvan access to Hwy 26. Then, many years ago, when the Sylvan overpass was redesigned and access to Canyon Court was literally cut off, we had to absorb even more traffic trying to find a way in and out of the huge apartment complex at the west end of Canyon Court.

If you have never driven on SW 61st Drive, I urge you to please do so. You will find a narrow, very winding road with trees and foliage right up to, and sometimes covering, the white lines on both sides of the road. There is no room at all on either side of the road for pedestrians. There are numerous blind corners. There are no street lights - it is completely black at night. Don't even get me started on inclement weather and our street. There are brave souls out walking, jogging, and biking on this road all the time. Not to mention deer and coyotes and other wildlife. And frequently, me and my Golden Retriever.

As an avid gardener, I am out in my front yard year round for several hours at a time. I see first hand all the cars and near misses with bikes and pedestrians. I have been those near misses a few

times myself. I know several dogs that have been killed by cars. Our house is located on the "drag strip" - the only straight spot on SW 61st Drive. I know which cars live on our street, which cars are regular cut through commuters, and which drivers are lost and trying to find the cemetery (they stop in my driveway to ask how to get there). The very last thing we need added to our street is more cars. The first thing we need is sidewalks.

Please, please do not allow the zoning change. We can't absorb any more traffic.

I am very happy to talk with you about this issue if you want or attend any meetings. If you decide to drive on our street, please feel free to stop by and meet in person. Stand in my driveway for a few minutes during evening rush hour and I think you'll see why I oppose the rezoning.

Thank you for reading all of this. It does feel great as a citizen to still have input.

Sincerely,

Julie Gotcher
1149 SW 61st Drive
Portland, OR 97221
503-781-7337

From: Planning and Sustainability Commission
Sent: Thursday, February 05, 2015 11:20 AM
To: Kovacs, Madeline
Subject: FW: Provisional Boundaries Information Request

Eric emailed a response to him, but let's include this message in the record. Thanks.

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

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: customwoodworking@msn.com [mailto:customwoodworking@msn.com] On Behalf Of James Peterson
Sent: Wednesday, February 04, 2015 5:34 PM
To: Anderson, Susan
Cc: Hales, Mayor; Planning and Sustainability Commission; anne.debbaut@state.or.us; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; jredde@portlandtribune.com; mnachair@gmail.com; Bogert, Sylvia; Gibbon, John
Subject: Provisional Boundaries Information Request

James F. Peterson
Land Use Chair
Multnomah
2502 SW Multnomah Blvd.
Portland, Oregon 97219

Susan Anderson, PBS Director
susan.anderson@portlandoregon.gov

Re: Information Request
Provisional Boundaries Of Centers

Ms Anderson

Your staff included maps showing provisional boundaries of the centers in recent documents to the Planning and Sustainability Commission for their work session on the 2035 Comprehensive Plan. As far as I know this is the first time these boundaries have been made public. These boundaries are inconsistent with some of the material presented at the Mixed Use Project and

some of the polices in the Draft of the 2035 Comprehensive Plan on centers. I am requesting all staff reports and consultant reports that created the concept and criteria of the provisional boundaries of the centers.

I am requesting this information under provisions of Goal 1, Metro Charter and ORS 192.

Thank you for your attention to this mater.

Please add this to the record of the Comprehensive Plan

Thank you,

Please add this to the record

Thank you,

James F Peterson
Land Use Chair
Multnomah

cc:

Anne Debbaut, DLCD, Portland Regional Representative, anne.debbaut@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



Sean Green, President
Laurelhurst Neighborhood Association

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

4 February 2015

TO: Steve Novick, Transportation Commissioner
CC: Marty Stockton, SE District Liaison BPS
Terry Dublinski, North Tabor Transportation Chair
psc@portlandoregon.gov
tsp@portlandoregon.gov

RE: Adding Greenway Connections to TSP

Dear Mr. Novick,

The Laurelhurst Neighborhood Association (LNA) has endorsed adding the greenway connections outlined in the North SEUP Map created by Terry Dublinski to the Transportation System Plan.

Sincerely,

Sean Green, President
Laurelhurst Neighborhood Association

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)

February 4, 2015

Planning and Sustainability Commission
Comp Plan Comments – Argay Neighborhood
1900 SW 4th Avenue
Portland OR 97201-5380

Re: Comprehensive Plan Testimony
Argay Neighborhood

I am a resident of the Argay Neighborhood in East Portland. I am one of many who want to keep Argay a family friendly 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.

I also support the City's similar change #688 along NE 148th Avenue north of I-84.

Your consideration is appreciated.

Joan M. Cassidy

Joan M. Cassidy
12605 NE Shaver
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: *Roberto Casas*

Address:

3127 NE 141st Ave

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.

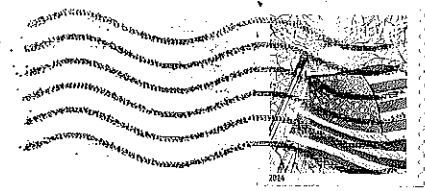
I want to keep Argay a family friendly neighborhood.

North of Sandy Blvd is loaded with warehouses, repair facilities. We don't need more. Also, apartments and row houses are already in our neighborhood and have brought property values and liveability down. Single family homes are needed to fill the new park and our beautiful new middle school !!

Name: *Mary Jean Eilers*
Address: *12715 NE Shaver St.
Portland, OR 97230*

*Scorio
3118 N.E 140
City 97230*

PORTLAND OR 972
04 FEB 2015 PM 3 L



*Planning and Sustainability Commission
Comp Plan Comments - Argay Neighborhood
1900 S.W. 4th Ave
Portland, OR
97201-5980*

February 4, 2015

To the PBOT:

There is a blind spot on NE 148th Avenue just north of the I-84 Freeway overpass. Cars completely disappear in a dip in the road. Entering NE 148th at that point is very dangerous. Re-grading the existing street would solve the problem. With the high and steadily increasing volume of traffic on that street and much of it exceeding the 35 mph speed limit, this dangerous roadway needs to be fixed NOW. I ask the City of Portland Bureau of Transportation to make the elimination of this hazard an immediate priority for the City.

Sincerely,



KEN HICKS
13309 N.E. FREMONT ST
PORTLAND OREGON 97230

The City of Portland Comprehensive Plan is the long range (20 year) development plan for the City. It is the basis for all zone changes within the City. Currently being revised, it will determine how all of the yet to be developed land areas in Argay will be zoned and developed in the future. Current City plans are for office buildings, warehouses, repair facilities, and more apartments in these areas. We think most Argay residents would rather see more single family homes in Argay. The City Planners want your comments. See the Comp Plan at: www.argay.org under the "Land Use" heading.

The zoning only takes effect when the current farm use on some of these areas ends, and new development is to take place. Unless changed, the area at the southeast corner of 122nd and Shaver is planned for office and light industrial use, with apartments (up to three stories high) to the east and south – right up to the new Beech Park. West from NE 147th to the backyards of the existing homes in Argay is another area planned for offices and light industrial development.

The Argay Neighborhood Association has met with planners and has submitted the official Neighborhood Association hearing testimony. Other residents have submitted their comments. Now make your voice heard!

Below are sample comments that were at the Argay Neighborhood Association meeting held on January 20th. They are suggested comments for anyone who opposes more apartments and new office buildings and light industrial in our neighborhood. They are meant as a starting-point. Write your own or use what is there. The official email address and regular address are provided. The more people who comment, the more the City has to listen. Comments need to be in by March 13, 2015; but the sooner the better. To avoid double counting or "skewing" the results and because these comments are treated just like testimony at a hearing, the City wants to be able to verify that each comment comes from an Argay resident or property owner. For that reason, they need your name and address.

Al Brown (The Land Use Chair for the Argay Neighborhood Association) said at the meeting that he would help anyone who needed more information or had questions. Email: alanbrown@msn.com 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:

Ken Hicks Ken Hicks

Address:

13309 N.E. FREMONT ST
PORTLAND OREGON 97230

February 4, 2015

To the PBOT:

There is a blind spot on NE 148th Avenue just north of the I-84 Freeway overpass. Cars completely disappear in a dip in the road. Entering NE 148th at that point is very dangerous. Re-grading the existing street would solve the problem. With the high and steadily increasing volume of traffic on that street and much of it exceeding the 35 mph speed limit, this dangerous roadway needs to be fixed NOW. I ask the City of Portland Bureau of Transportation to make the elimination of this hazard an immediate priority for the City.

Sincerely,

Arlene Hicks

Arlene Hicks

13309 NE Fremont St

Portland, OR. 97230

The City of Portland Comprehensive Plan is the long range (20 year) development plan for the City. It is the basis for all zone changes within the City. Currently being revised, it will determine how all of the yet to be developed land areas in Argay will be zoned and developed in the future. Current City plans are for office buildings, warehouses, repair facilities, and more apartments in these areas. We think most Argay residents would rather see more single family homes in Argay. The City Planners want your comments. See the Comp Plan at: www.argay.org under the "Land Use" heading.

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Al Brown (The Land Use Chair for the Argay Neighborhood Association) said at the meeting that he would help anyone who needed more information or had questions. Email: 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: *Arlene Hicks*

Address: *13309 NE Fremont St
Portland, OR 97230*

The City of Portland Comprehensive Plan is the long range (20 year) development plan for the City. It is the basis for all zone changes within the City. Currently being revised, it will determine how all of the yet to be developed land areas in Argay will be zoned and developed in the future. Current City plans are for office buildings, warehouses, repair facilities, and more apartments in these areas. We think most Argay residents would rather see more single family homes in Argay. The City Planners want your comments. See the Comp Plan at: www.argay.org under the "Land Use" heading.

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1900 SW 4th Avenue
Portland Oregon 97201-5380

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I want to keep Argay a family friendly neighborhood.

Name: *Alan H. Brown*

Address: *13309 NE Fremont St*

February 4, 2015

To the PBOT:

There is a blind spot on NE 148th Avenue just north of the I-84 Freeway overpass. Cars completely disappear in a dip in the road. Entering NE 148th at that point is very dangerous. Re-grading the existing street would solve the problem. With the high and steadily increasing volume of traffic on that street and much of it exceeding the 35 mph speed limit, this dangerous roadway needs to be fixed NOW. I ask the City of Portland Bureau of Transportation to make the elimination of this hazard an immediate priority for the City.

Sincerely,

Aaron Hicks

Aaron Hicks

13309 NE Fremont St
Portland, OR 97230

Your Last Chance to Help Decide the Future of Argay

The City of Portland Comprehensive Plan is the long range (20 year) development plan for the City. It is the basis for all zone changes within the City. Currently being revised, it will determine how all of the yet to be developed land areas in Argay will be zoned and developed in the future. Current City plans are for office buildings, warehouses, repair facilities, and more apartments in these areas. We think most Argay residents would rather see more single family homes in Argay. The City Planners want your comments. See the Comp Plan at: www.argay.org under the "Land Use" heading.

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Regular Mail Address

TO: psc@portlandoregon.gov (The Comment email address)
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Planning and Sustainability Commission
Comp Plan Comments – Argay Neighborhood
1900 SW 4th Avenue
Portland Oregon 97201-5380

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I want to keep Argay a family friendly neighborhood.

Name: *Kevin Hicks*

Address: *13309 NE Fremont St. Portland, OR 97230*

February 4, 2015

7'

To the PBOT:

There is a blind spot on NE 148th Avenue just north of the I-84 Freeway overpass. Cars completely disappear in a dip in the road. Entering NE 148th at that point is very dangerous. Re-grading the existing street would solve the problem. With the high and steadily increasing volume of traffic on that street and much of it exceeding the 35 mph speed limit, this dangerous roadway needs to be fixed NOW. I ask the City of Portland Bureau of Transportation to make the elimination of this hazard an immediate priority for the City.

Sincerely,


Kevin Hicks

13309 NE Fremont St.
Portland, Or 97230

February 4, 2015

To the PBOT:

There is a blind spot on NE 148th Avenue just north of the I-84 Freeway overpass. Cars completely disappear in a dip in the road. Entering NE 148th at that point is very dangerous. Re-grading the existing street would solve the problem. With the high and steadily increasing volume of traffic on that street and much of it exceeding the 35 mph speed limit, this dangerous roadway needs to be fixed NOW. I ask the City of Portland Bureau of Transportation to make the elimination of this hazard an immediate priority for the City.

Sincerely,


Travis Philpott
3411 N.E 141st AVE
Port OR 97230



February 4, 2015

To the PBOT:

There is a blind spot on NE 148th Avenue just north of the I-84 Freeway overpass. Cars completely disappear in a dip in the road. Entering NE 148th at that point is very dangerous. Re-grading the existing street would solve the problem. With the high and steadily increasing volume of traffic on that street and much of it exceeding the 35 mph speed limit, this dangerous roadway needs to be fixed NOW. I ask the City of Portland Bureau of Transportation to make the elimination of this hazard an immediate priority for the City.



Sincerely,

3411 N.E 14th AVE
Port OR 97230
Susan Philpott

From: Planning and Sustainability Commission
Sent: Tuesday, February 03, 2015 9:10 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.

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

From: Shelonda [mailto:slsimpson25@hotmail.com]
Sent: Tuesday, February 03, 2015 6:16 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

We need more single family homes at NE 122nd and Shaver and NE 148th and Sandy. Not office space and apartment buildings!

I am a resident in the Wilkes Neighborhood requesting that all vacant or undeveloped R3 zoned land be reclassified to R5 or R7 single family residential. And the proposed Mixed Employment areas (Change numbers 287, 288 & 289 located at the SE corner of 122nd and Shaver and Change number 290 located at the SW corner of 147th and Sandy) also be reclassified to R5 or R7 single family residential. I also support the City's change #688 along 148th Ave north of I-84.

I want to keep Argay a family friendly neighborhood.
Shelonda Simpson
15812 NE Milton PL, Portland
Slsimpson25@hotmail.com

Thanks for your consideration.

From: Planning and Sustainability Commission
Sent: Tuesday, February 03, 2015 3:20 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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-----Original Message-----

From: Josette Schuur [mailto:josetteschuur@gmail.com]
Sent: Tuesday, February 03, 2015 2:59 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

Hello -

I'm a resident of the Argay Neighborhood in NE 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.

Argay is a wonderful family friendly neighborhood and I want to keep it that way.

Thank you for your consideration.

Josette Schuur
3300 NE 131st Avenue
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Wednesday, February 04, 2015 8:54 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: iokewek@aol.com [mailto:iokewek@aol.com]
Sent: Tuesday, February 03, 2015 8:16 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 Argay Neighborhood be reclassified 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 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.

AnneMarie Eltagonde
3951 NE 135th Ave
Portland OR. 97230

Sent from AOL Mobile Mail

From: Planning and Sustainability Commission
Sent: Wednesday, February 04, 2015 8:55 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: Joe Simpson [mailto:joesimp72@gmail.com]
Sent: Tuesday, February 03, 2015 10:49 PM
To: Planning and Sustainability Commission
Cc: Shelonda.L.Simpson@kp.org; mckenna0307@comcast.net; 'John Mears'; trebligj@comcast.net; 'Cindy Zrinyi'; 'Patricia Haggerty'; m_ll74@hotmail.com
Subject: FW: Comprehensive Plan Testimony - Argay Neighborhood

We need more single family homes at NE 122nd and Shaver and NE 148th and Sandy. Not office space and apartment buildings!

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

I want to keep Argay a family friendly neighborhood.
Joe Simpson and Sherry Simpson
4012 NE 137th Ave
Portland, OR 97230

Thanks for your consideration.

From: Ocken, Julie
Sent: Wednesday, February 04, 2015 10:12 AM
To: Kovacs, Madeline
Subject: FW: Portland Comprehensive Plan update

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: Wright, Sara
Sent: Wednesday, February 04, 2015 10:05 AM
To: Ocken, Julie
Subject: FW: Portland Comprehensive Plan update

This feels like testimony to me...

Sara Wright
p: (503) 823-7728

From: BPS Mailbox
Sent: Wednesday, February 04, 2015 10:02 AM
To: Wright, Sara
Subject: FW: Portland Comprehensive Plan update

NaTasha Gaskin
City of Portland
Bureau of Planning and Sustainability
Ph: 503-823- 7802
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From: Oregon Rediviva [mailto:info@oregonrediviva.com]
Sent: Tuesday, February 03, 2015 5:13 PM
To: BPS Mailbox
Subject: Portland Comprehensive Plan update

To: Portland Bureau of Planning and Sustainability
Re: Portland Comprehensive Plan update, Sellwood neighborhood

Greetings:

We appreciate the notice about the proposed comprehensive plan changes that affect our property on SE 13th Avenue. We have been concerned about this possible change, which we feel would adversely affect the continued residential value of our holding. The addition of retail storefronts along these three blocks from Sherrett to Linn Streets will certainly further increase auto traffic on 13th Avenue. While infill and redevelopment in the next few decades will cause an increase in Sellwood's population, it appears to us that there is already sufficient, indeed ample, un- or under-developed retail space along 13th, 17th, and Tacoma to accommodate that increase.

TriMet is not anticipating any major increase in transit service to this part of Sellwood. The #70 line is not designated a "frequent service" line, and the "split" of service along 13th Avenue and 17th Avenues cuts in half the standard frequency along this part of the route. Both frequency and hours of service have been cut on the #70 in recent years. Sherrett is as far south from the Tacoma spine as retail should go, and 13th Avenue is not a through street to the south, but ends in the upscale Garthwick residential area.

It has occurred to us that city planners may have observed that there are several businesses currently operating along this stretch of 13th Avenue, thus suggesting that more might be appropriate. For example, Sellwood Carpentry is across the street from us, Oculus Fine Carpentry is next door, and we do business as Oregon Rediviva. However, all of these are residences. None of these businesses operate as storefront retail. There have no signage, there are no outside employees, and there are no walk-in customers. Our own business is a retirement enterprise of miniscule proportion. We live here, we're not selling things here. These three southern blocks of 13th have been residential in character since the 1890s, and we believe that streetscape should be maintained.

Thank you for the opportunity to comment.

Richard H. Engeman
Terry E. Jess
Oregon Rediviva LLC
8512 SE 13th Avenue
Portland, OR 97202
503-235-9032
info@oregonrediviva.com
www.oregonrediviva.com
oregonrediviva.blogspot.com/



February 3, 2015

To: Joan Frederiksen, Liaison, West Neighborhoods
Bureau of Planning and Sustainability
Planning and Sustainability Commission
Mayor Charlie Hales

Re: Memorandum in Support of Downzoning

Dear Sirs and Madams:

The South Burlingame Neighborhood Association Board voted in support of the request to downzone of our R5 designated properties to R7. We believe the existing character and conditions of South Burlingame are more reflective of an R7 designation. Our concerns with continued application of the R5 zone designation fall under the following categories:

- lack of sufficient infrastructure;
- public safety; and
- quality of life.

Attached you will find a memorandum requesting the downzone for the 2035 Comprehensive Plan. This memorandum was voted upon and approved for submission by the South Burlingame Neighborhood Association Board on January 15, 2015.

Sincerely,

Robert Lennox
Land Use Representative
South Burlingame Neighborhood Association

Enclosure: Memorandum "Request for Comprehensive Plan Change from R5 to R7 within South Burlingame Neighborhood"

Copy to SW Neighborhoods, Inc.

Board Meeting – R5 to R7 Downzone

MINUTES

JANUARY 15, 2015

7:00 PM

AT SAFEWAY STARBUCK'S

MEETING CALLED BY	Betsy Shand per 1/6/2015 General Assembly Motion for R5 to R7 Downzone Doc
TYPE OF MEETING	Board Meeting
FACILITATOR	Betsy Shand, Chairperson
NOTE TAKER	Robert Lennox, Board Member
ATTENDEES	Board Members: Betsy Shand, Robert Lennox, Lynn Pearson, Sam Pearson, Scott Richman, Suzanne Peters, Michael Andrews

Agenda topics

R5 TO R7 DOWNZONE

DISCUSSION	Motion made by Robert Lennox, see attached. Seconded by Mike Andrews
	Discussions about the document, general idea of the downzone, and rather the downzone was in character with the current density and improvements. Scott felt the downzone would not affect the current out of character infill that the neighborhood has objected to.
CONCLUSIONS	Question was called, 4 in favor, 1 against, 2 abstaining. Motion passed.

Memorandum

To: Joan Frederiksen, Liaison, West Neighborhoods
Bureau of Planning and Sustainability
Planning and Sustainability Commission
Mayor Charlie Hales

From: South Burlingame Neighborhood Association

Date: January 13, 2015

Re: Request for Comprehensive Plan Change from R5 to R7 within South Burlingame Neighborhood

We fully support the goals of the Comprehensive Plan – particularly with regard to Complete Neighborhoods as well as Planning and Designing to Fit Local Conditions. However, we believe the planners did not fully consider the existing neighborhood character and conditions in the South Burlingame Neighborhood when they concluded to an R5 designation for the 2035 Comprehensive Plan. The existing character and conditions are far more reflective of an R7 designation and request the Draft 2035 Comprehensive Plan be revised to apply the R7 designation within the South Burlingame Neighborhood boundaries.

As detailed below, our concerns fall under the following categories:

- infrastructure;
- public safety; and
- quality of life.

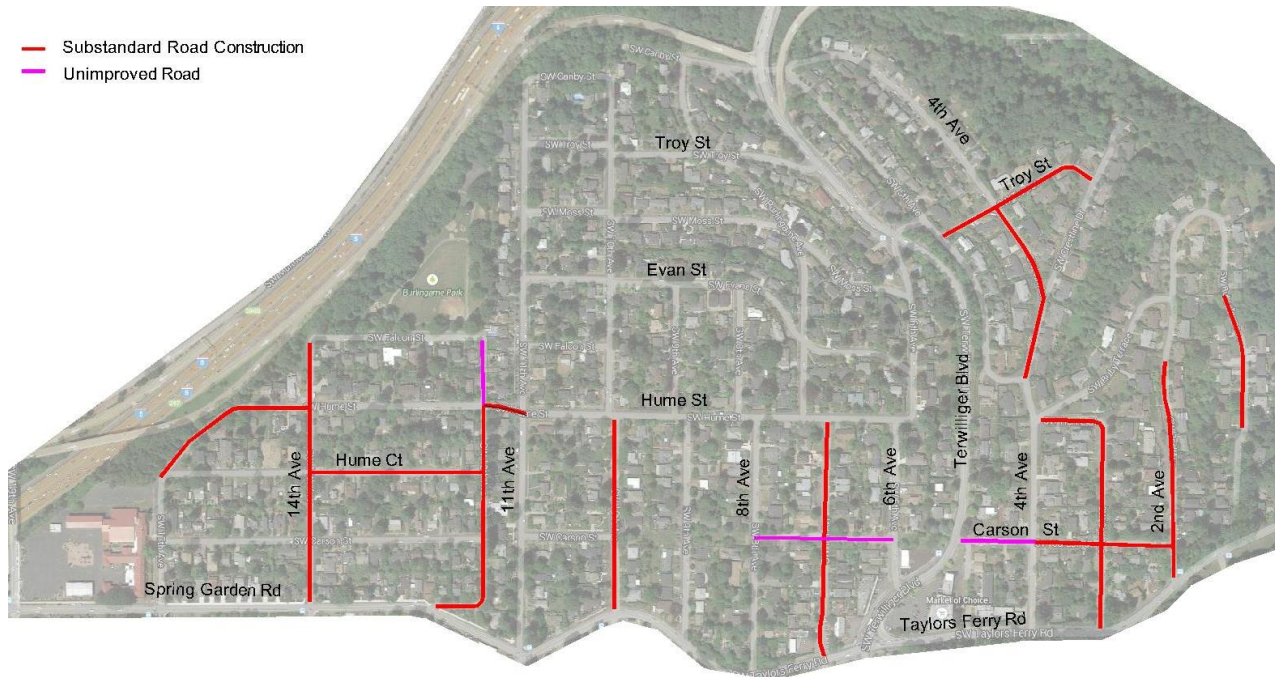
Infrastructure

South Burlingame was incorporated into the City from unincorporated Multnomah County. Much of the infrastructure is substandard to the City's road construction requirements. Many of the roads are constructed without proper road beds and with substandard pavement. Most do not meet design standards for width, curbing, or sidewalks. Most do not have any storm water sewer systems. While some infill requires infrastructure improvements, the small areas brought up to current codes will not improve the entire system. Continuing to designate South Burlingame as R5 will cause public safety and quality of life issues as in-fill continues.

Substandard Roads

Since South Burlingame was annexed into the City, many of the roads have never met the City's standards. The road infrastructure varies greatly across the neighborhood. Some roads have curbs on both sides of the road, some have stretches of curbs but are inconsistent, while others have poorly constructed roads and do not have any curb. Some roads are so poorly constructed that they would be classified as unimproved. None of the roads in South Burlingame, with the exception of Hume Street, meet the City's standard road width. The map on the following page illustrates the road deficiencies in South Burlingame.

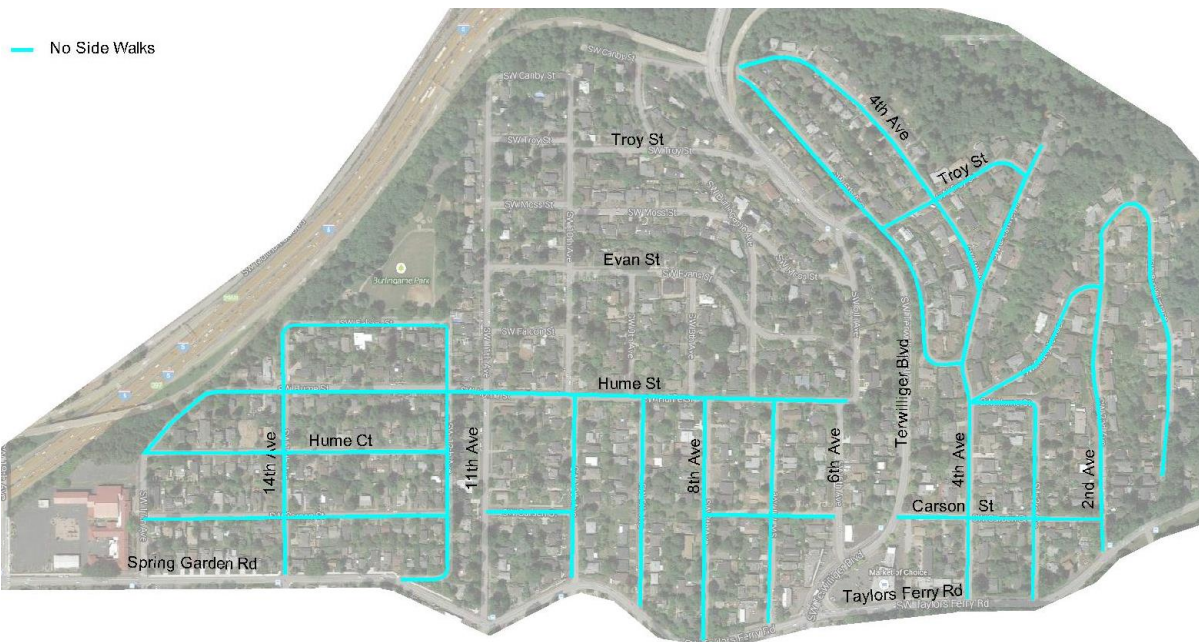
Substandard Roads (continued)



Lack of Sidewalks – Poor Pedestrian Connectivity

Many of streets do not include sidewalks and the vast majority has substandard width. Also, most of the existing sidewalks do not meet the Americans with Disability Act requirements primarily due to narrow width, steep cross slope, and lack of ramps at intersections.

There is limited pedestrian connectivity in much of the South Burlingame neighborhood. This requires vehicular traffic and pedestrians share the roadway in much of the way you would in a rural setting.



The following are several photographs that illustrate the character of the existing roadways.



SW Evans, between SW 9th and 10th Avenues. One of the more improved roads in the area, however, due to the narrow road width, emergency vehicles can be limited by parked cars.



SW Carson Street, east of SW Terwilliger. A severely under-improved and narrow roadway.



SW 10th Avenue, between SW Carson and SW Hume Street. A narrow and under-improved roadway. No sidewalks, curbs, or gutters.



SW Hume Street, facing west at SW 11th Avenue. Under-improved - lacking sidewalks, curbs and gutters.



SW 12th, facing north at SW Hume Street. Under-improved, narrow, and lacking curbs, gutters and sidewalks.



SW 14th Avenue, facing north at SW Hume Street.



SW Hume Street, facing west at SW 14th Avenue

Public Safety

Due to a lack of sidewalks, South Burlingame has very few routes for pedestrians where they are not required to share the street with automobiles. Our neighborhood is comprised of many young families. Many have children who walk to one of two grade schools located within, or abutting the neighborhood boundaries. Since the roads are already narrow and poorly drained, as density increases due to the infill possible with the R5 designation, traffic volume will increase on already unsafe roads. This mix of vehicles and pedestrians is currently causing conflicts. In-fill to the R5 level will make the matter worse due to increase traffic and an increase of cars parked on the narrow roads.

As illustrated in the photos above, many of the roads are narrow and lack the adequate width for emergency vehicles to pass if cars are parked on both sides of the road. If in-fill is allowed to the current R5 level, emergency vehicle access could be restricted due to increase street parking.

Steep Terrain and Landslide Hazards

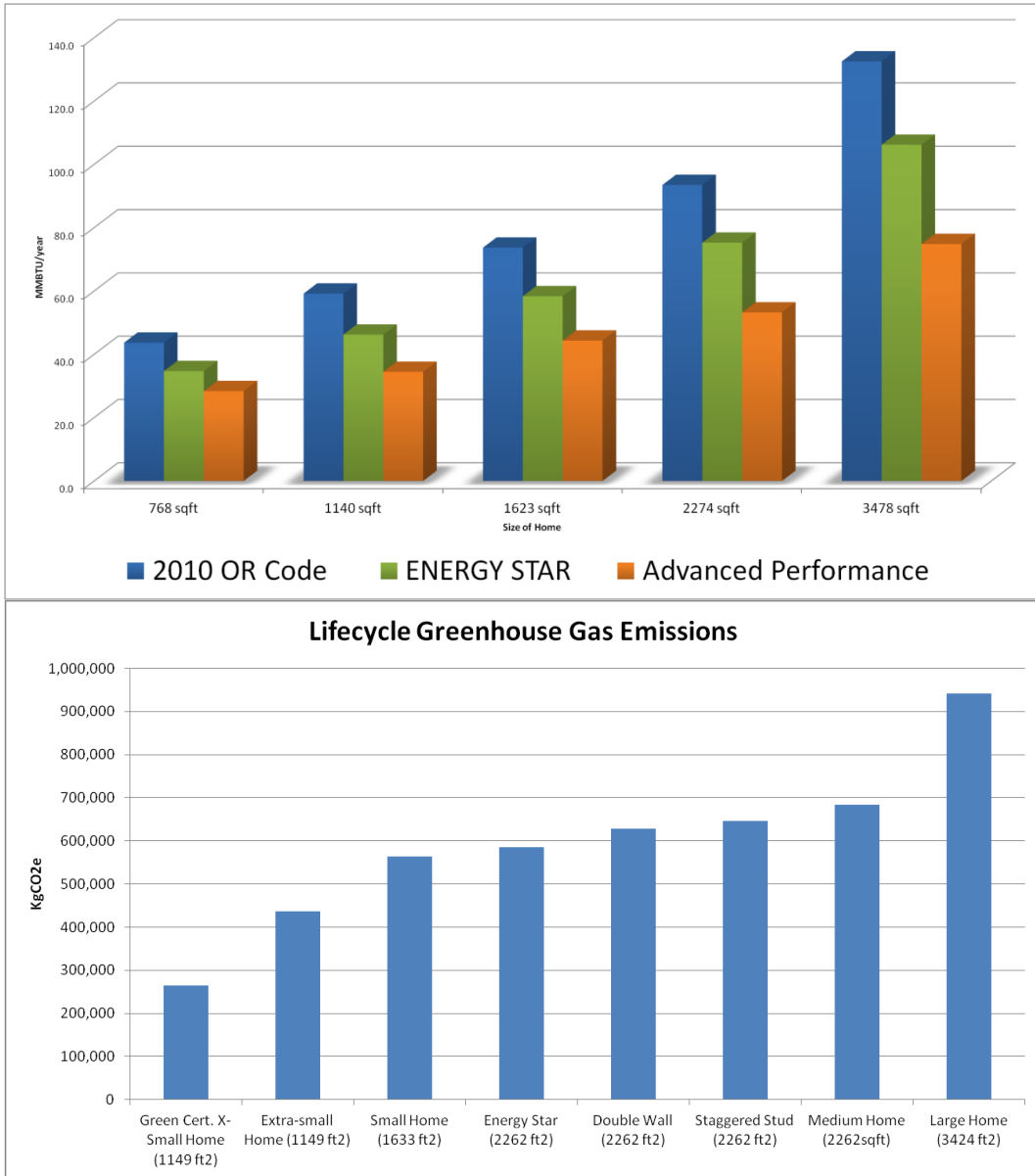
There are many areas in South Burlingame that have steep terrain. Additionally the area is currently labeled a “landslide hazard” on maps found at www.portlandmaps.com. Increased density caused by in-fill could increase the risk to new and existing residents and property. The City code requires new homes with increased impervious surfaces to mitigate storm water on-site. Mitigation is most often handled by the addition of swales or dry wells. While these approaches may account for water quality, and possible peak flow, they in no way replace lost vegetation and trees present prior to the construction of the in-fill homes. This is especially true when the infill homes are built to the maximum allowed by code and the current trend of developers is to build the largest home allowed. Larger setbacks with lower overall height would allow for the addition of larger over story vegetation and more shrubs and garden beds. This additional vegetation would help stabilize the slope and absorb the additional water.

Maintenance of the dry wells and the swales has also proven to be a problem. Many of these systems fail over time, with the loss of the vegetation on steep, landslide prone areas could end in disaster. To protect the public the City should not continue to allow in-fill to the R5 levels in areas designated as land slide prone.

Sustainability

Just recently the City of Portland was awarded the Presidential Award for Climate Action. Portland’s Climate Action Plan has set a goal to reduce carbon emissions by 40% by 2050. However, the majority of the homes currently under construction in the Burlingame Neighborhood, as allowed by the R5 zoning designation, would work against, and subsequently prevent the achievement of this goal.

DEQ research shows that reducing house size is the most effective way to reduce both material and energy-related impacts of residential homes.



The Executive Summary for the April 2012 Portland Plan states that: “Together, Portlanders cleaned the river, improved air quality and became the first city in the U.S. to adopt a plan to lower carbon emissions. Portland . . . promoted new ways of managing waste and stormwater . . . Over the past 40 years, Portland has shown it could grow a vital local economy, protect the natural environment and support vibrant places to work and live”

The Comprehensive Plan is intended to help implement the Portland Plan, yet as currently drafted, the implications of the zoning and development strategy would directly contradict these goals and achievements.

The Portland Plan claims that “high-quality basic services are fundamental to success. We cannot make Portland prosperous, educated, healthy and equitable without providing reliable and quality basic services like public safety, clean water and sewer services.”

Quality of Life

The existing lot configuration and home design is far more reflective of the R7 zone designation than the R5 designation. Lot splitting and in-fill construction of large, out-of-scale homes creates disharmony, resulting a declining quality of life. Increased density without improvements to existing inadequate infrastructure will also negatively affect the quality of life.

Neighborhood Character, Existing Lot Size, and FAR

Compatibility in design and scale of housing is important to a neighborhood identity and enhances quality of life and value overall.

In spite of its being one of the latest areas of Unincorporated Multnomah County to be brought into the City of Portland, the South Burlingame neighborhood character is cohesive with respect to lot size, home size, and overall floor area ratio (FAR). The neighborhood is comprised of 1940's-era single- and 1.5-story bungalow construction situated on lots that are typically in excess of 6,500 square feet with significant set-backs and low site coverage ratios, conveying a garden feel.

The 2035 Comprehensive Plan goals of *Complete Neighborhoods* and *Planning to Fit Local Conditions* is incongruent with application of an R5 designation in South Burlingame neighborhood boundaries. Continued application of the R5 designation also is in conflict with Title 33's stated objective that the development standards for the Single-Dwelling Zones "preserve the character of neighborhoods by providing six different zones with different densities and development standards." The City has affected changes in the definition of the R5 zoning designation since the last Comprehensive Plan was drafted. This zone designation now allows development on lots as small as 3,000 square feet – and on lots as small as 1,600 square feet on historic lots of record. These lot sizes are not remotely reflective of the existing character and local conditions. In contrast to the current R5 designation, the R7 zone designation would be more appropriate and reflective of the existing conditions and character.

According to Chapter 33.611 of the zoning code, the minimum lot size permitted in the R7 zone is 4,200 square feet and the maximum lot size is 12,000 square feet. In 2014, only 4% of the lots in South Burlingame are smaller than 4,200 square feet and 2% of the lots are in 12,000 square feet and larger. Comparatively, the minimum lot size allowed in the R5 zone is 3,000 square feet and the maximum is 8,500 square feet. In 2014, 2% of the existing tax lots are in excess of 3,000 square feet in size (none of which is improved with a home and more than half are too small to accommodate a home), and 15% are in excess of 8,500 square feet. These statistics clearly indicate that the existing character is more reflective of the R7 density than the R5 density. Correct interpretation of the stated goals of the 2035 Comprehensive Plan should recognize these statistics and appropriately apply the R7 designation to those areas of the neighborhood that are currently designated R5.

The character of the neighborhood is incompatible with the scale and quality of the homes being added. The average home in 2014 is 1,494 square feet in size. The average floor area ratio (FAR) in the neighborhood is 23%.

Comparatively, two homes that were recently developed by Everett Custom Homes on a lot that previously housed one home are 3,550 square feet in size and have FAR of 79% and 82%, respectively. Clearly, homes that meet the minimum standards for setbacks and landscape allowed in the R5 designation are not compatible with the character of the existing neighborhood. This is also in direct conflict with the goals of *Complete Neighborhoods* goal and *Planning to Fit Local Conditions* and in conflict with Title 33's stated objective that the development standards for the Single-Dwelling Zones "preserve the character of neighborhoods by providing six different zones with different densities and development standards."

The existing neighborhood character is in high demand, as evidenced by sales statistics from RMLS.

Average Days on the Market – 36 (metro average is 74 days)

Average Sale Price - \$364,741 (Almost 10% higher than the metro-wide average)

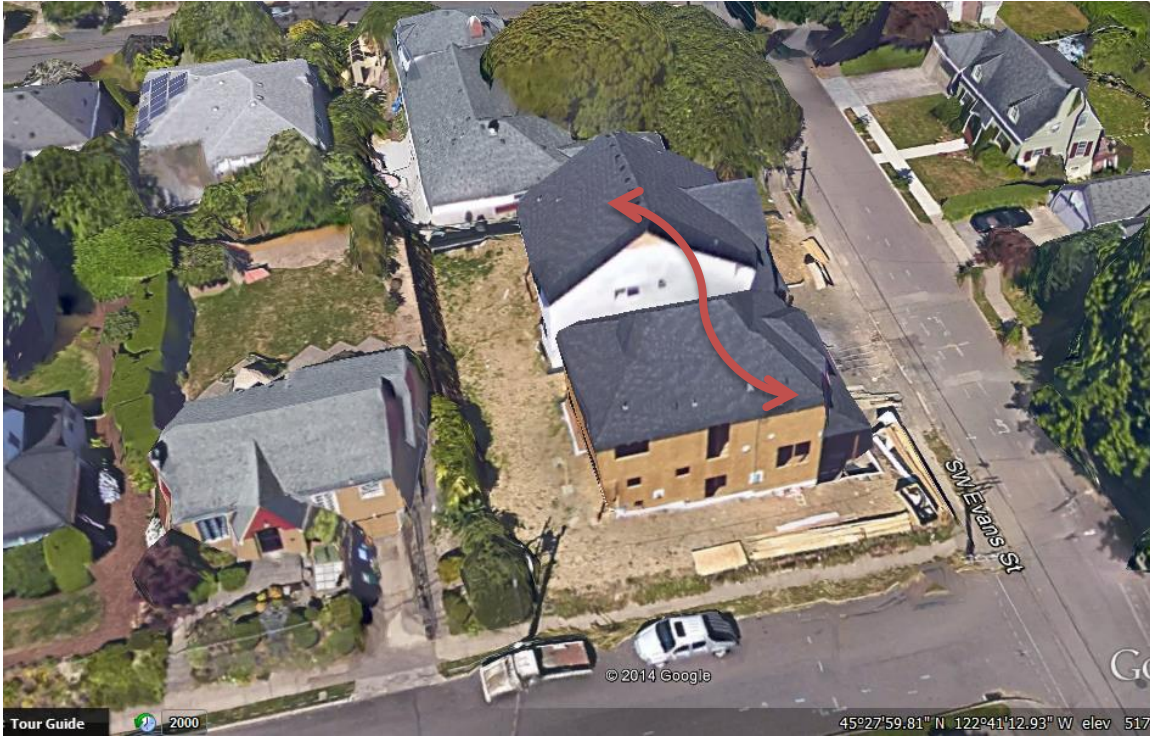
An example of demand for the existing, lower-density housing stock being in high demand is the recent sale of a renovated, 1.5-story 1940's bungalow on SW 9th Avenue. This renovation was done concurrently to the construction of two Everett Custom Homes on SW 8th and Evans. The renovated home sold with a price 10% higher than the asking price the day it hit the market. Comparatively, the newly constructed, higher density Everett Custom Homes houses remained available for sale months after completion – one is in fact, still unsold. This is clear evidence that the existing housing stock is in higher demand than the out-of-character in-fill developments.

The following photos illustrate the cohesiveness of the existing homes in South Burlingame.





The following photos illustrate the total lack of compatibility between the infill constructions as allowed by current zoning code with the existing character of the surrounding homes.



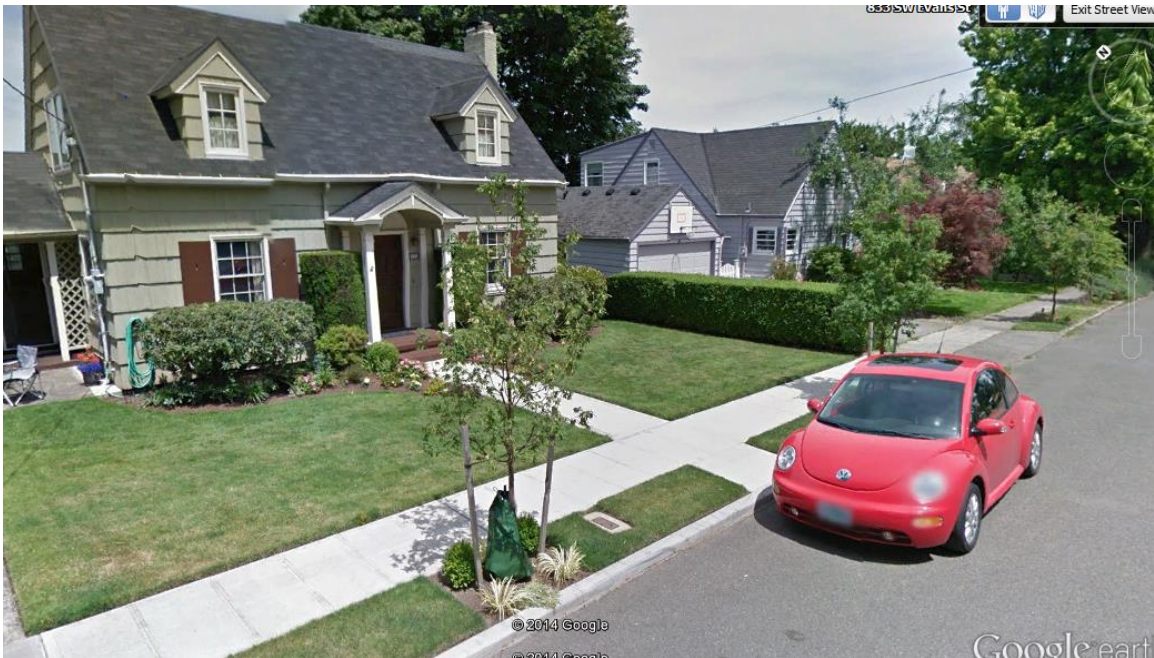
Two, three-story homes where only one home one story with basement home previously stood. The size and scale of the new homes are not compatible with the existing home stock.



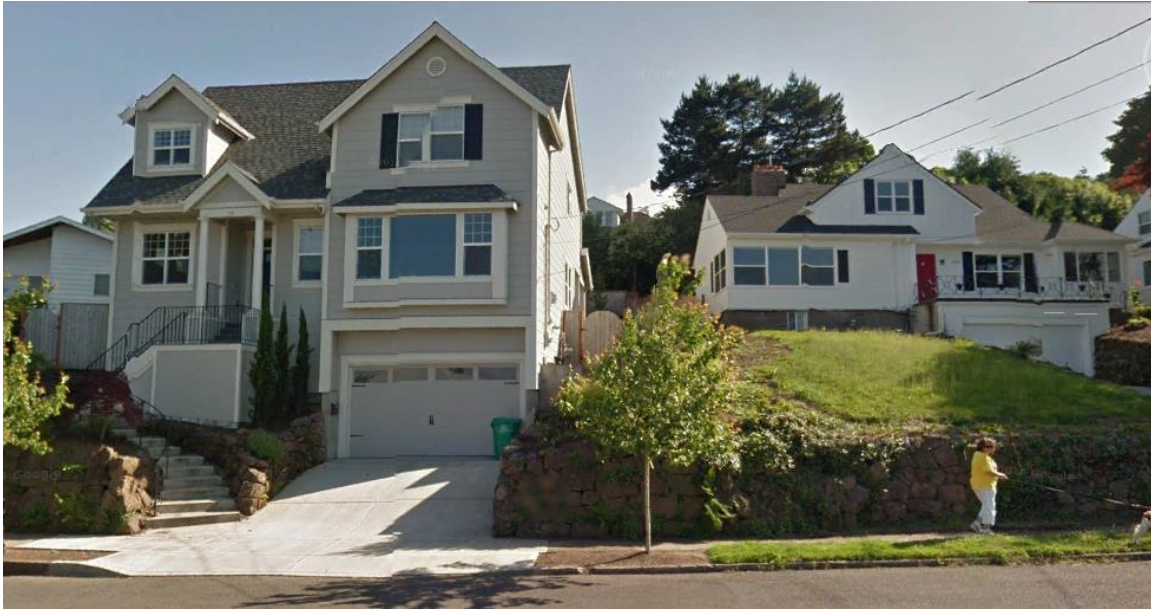
Newest infill houses at the corner of SW Evans Street and SW 10th Avenue is an example of infill currently happening in South Burlingame. There are now two, three-story homes where a one story with basement house previously stood. The size and scale of the new homes are not compatible with the existing neighborhood. The architectural style is substantially outside the character of the existing housing in South Burlingame. Furthermore the yard and gardens sacrificed for maximum square footage of building.



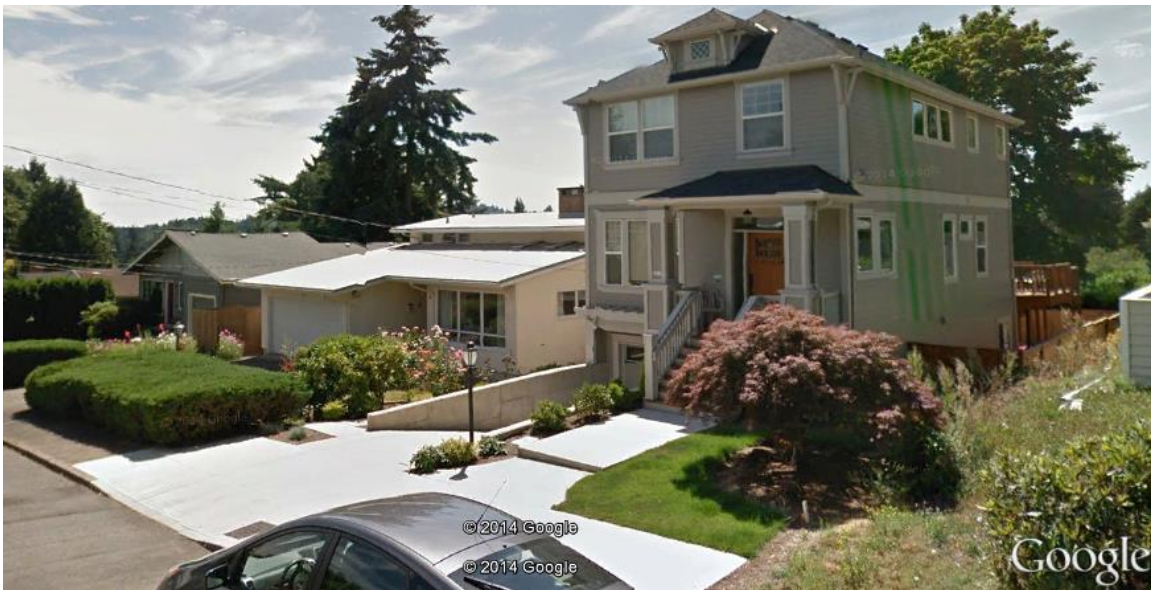
Scale and character of new infill is not compatible with existing home stock. This home dwarfs its neighbors.



One of the few two-story homes in the area – located immediately NW of Everett Homes’ newest infill in the neighborhood. Even this, one of the area’s largest homes is dwarfed by the infill construction being approved.



Renaissance Homes' infill at the corner of SW Moss and SW Burlingame. The house is a full two stories above a basement and sits nearly on-top of the street. It is not compatible with the existing housing stock. The vintage home on the right is one of South Burlingame's largest homes.



Two-story infill on SW 8th Avenue. Out of scale and character. The construction is two-stories above a sub-grade garage, implying three-story construction to the street. Again, the Craftsman style is substantially outside the character of the existing housing stock, which amplifies the incongruity of the existing and new housing stock.

Lack of Mass Transit

If the City continues to allow in-fill to increase to the current R5 level in South Burlingame, the additional density will rely on the automobile due to a lack of full-time public transportation and a lack of walkable commercial services.

- Bus service on Terwilliger is at peak commute hours only.
- Bus service on SW Taylors Ferry is also relatively infrequent.
- Access to full-time, rapid transit is one mile, or more, away on SW Barbur Blvd.

Conclusion

The neighborhood infrastructure and character is not compatible with the R5 zoning as it is currently written in the Portland Zoning Code. We hereby request those areas in South Burlingame currently designated R5 in the Comprehensive Plan be revised to reflect an R7 zone designation.

The Comprehensive Plan has stated goals of *Complete Neighborhoods* as well as *Planning and Designing to Fit Local Conditions*. We submit that the R7 zoning designation is substantially more reflective of the existing character and local conditions. Furthermore, continued application of the R5 designation directly allows development that is not compatible with the current character of South Burlingame. As such, the R5 zoning being applied is in conflict with the stated objectives.

- A preponderance of the existing tax lots is in excess of 6,500 square feet, supporting application of an R7 zone designation.
- Photos provided in this document illustrate the lack of cohesiveness between the existing housing stock and the in-fill development being approved.
- Market statistics indicate the market demand is for the smaller homes that characterize the neighborhood and not the in-fill construction with high site coverage, low setbacks and a significant lack of Open Space.
- Anecdotal evidence in the neighborhood further illustrates market demand is for housing that is smaller, and lower density than the in-fill being approved.

Continued development that meets the minimum standards allowed in the R5 zone will overwhelm the existing, substandard infrastructure and increase life-safety risk.

- Narrow roads impede emergency vehicle access,
- Narrow roads and a lack of sidewalks combined with increased density will lead to an increase in vehicle-bicycle and vehicle-pedestrian accidents.
- Increased flooding and slide hazard due to lack of on-site open space provided by the R5 development standards.

The area lacks access to full-time mass transit. Lot splitting will increase the density of the neighborhood without providing any additional transit options.

R5 to R7 Downzone Motion

Whereas, The City of Portland is currently in process of writing ratifying the 2035 Comprehensive Plan; the Planning and Sustainability Commission has applied an R5 zone designation to the same areas of South Burlingame that are currently designated R5 in the 2015 Comprehensive Plan; and

Whereas, On December 12th and January 7th, at their regularly scheduled SBNA meetings, a Letter in Support of Down-Zoning all areas of South Burlingame designated R5 in the 2035 Comprehensive Plan to an R7 designation was submitted to the board for review and consideration; and

Whereas, On January 7th, in response to this letter submission, the Board formed the R5 to R7 Special Committee; and

Whereas, The R5 to R7 Committee convened on January 10th to review, discuss and consider the Letter in Support of Down-Zoning; the Committee found the Letter compelling and the Committee unanimously agreed there is sufficient evidence and argument to support down-zoning in the 2035 Comprehensive Plan. The committee further voted unanimously to edit and resubmit the Letter to the Board along with a motion to support and endorse said Letter; therefore

We move that the Board vote to support down-zoning from all areas of South Burlingame designated R5 in the 2035 Comprehensive Plan to an R7 designation, and that the Board sign the resubmitted Letter in Support of a Comprehensive Plan Down-Zoning, and submit the Letter to the Bureau of Planning and Sustainability, the Planning and Sustainability Commission, and Mayor Charlie Hales.

October 31, 2014

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

Attn.: Marty Stockton

As Trustee of the Bastasch Family Trust, I am writing in regard to the changes of the Comprehensive Plan changes proposed for the Trust's property located at 1401-1421 SE Stark and 423 SE 15th Avenue.

Please review the following regarding our properties at those addresses:

Parcel #	R Number	Address	Current Use	Current Comp. Designation/ Zoning	Proposed Comp. Designation/ Proposed Zoning
1	R124417	1403 SE Stark	Mixed Commercial, 10,000 sf retail, commercial, office.	Medium Density Residential/ R-1	Mixed Use/CS
2	R124418	1421 SE Stark	Mixed Commercial, 5,000 sf retail, commercial, office	Medium Density Residential/ R-1	No change
3	R124419	423 SE 15 th	House, vacant lot fronting on corner of 15 th and Stark	Medium Density Residential/ R-1	No change

Please review the attached photograph. You will notice that although Parcel 1 and Parcel 2 are separate tax lots, the lot line that separates the tax lots bisects an existing building that was built in two stages. The buildings share a common wall, a basement, access to one elevator and one heating plant. In historical fact, the westerly portion of the building was built in 1929 as the Deluxe Bakery and the easterly portion was built in 1945 as the bakery's warehouse and delivery center. These properties have been in common ownership and control for 85 years.

On the Proposed Draft Map of the 2036 Comprehensive Plan Update, staff has suggested that Parcel 1, and only Parcel 1, be changed from R-1 to CS. I am writing to request that this be reconsidered and that the change in Comp Plan Designation/Proposed Zoning be extended to include Parcel 2 and Parcel 3.

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 10:36 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: MARTY KATKE [mailto:sextons-marty@comcast.net]
Sent: Monday, February 02, 2015 10:20 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony- Argay Neighborhood

Hello,
I am a resident of the Argay Neighborhood in East Portland.
I am 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 S.E. corner of 122nd and Shaver and 290, located at the S.W. corner of N.E. 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I support the City's similar Change #688 along N.E. 148th Ave. North of I-84.
I very much want to keep Argay a family-friendly neighborhood.
Sincerely,
Marty Katke
3350 N.E. 128th Ave.
Portland, Oregon 97230

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 11:07 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: chuck dangerfield [mailto:chuckdangerfield@yahoo.com]
Sent: Monday, February 02, 2015 10:53 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

We are a resident of the Argay Neighborhood in East Portland.

We are among those residents who are requesting that all vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential and the Mixed Employment area also be reclassified to R-5 or R-7 single-family. Our reason for supporting the R-5 or R-7 single-family is the existing apartments on Sandy Blvd always have police there for crimes, i.e. shooting and robbery, also I have found needles and bullets in Argay Park and I'm sure I will find these items in the new park when it is built, so we don't need any more apartments. We also don't need more office and industrial in this area as it will increase the existing traffic congestion.

We want to keep Argay a family friendly neighborhood.

Charles & Kay Dangerfield

13220 N. E. Failing Ct.
Portland, Or. 97230

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 11:34 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: Violeta Figueroa [mailto:violeta_figueroa@yahoo.com]
Sent: Monday, February 02, 2015 11:33 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

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

I am amongst several residents who are requesting that all vacant and/or undeveloped R-3 zoned land in Argay Neighborhood be reclassified to R-5 or R-7 single family residential, and the proposed Mixed Employment areas located at SE corner of NE 122nd and Shaver and at the SW corner of NE 147th ave and Sandy Blvd also be reclassified to R-5 and R-7 single-family.

I want to keep Argay a family friendly neighborhood. This is the number one reason I moved to Argay over other NE Portland neighborhoods.

Thank you

Violeta Figueroa
14025 NE Beech Street.
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 12:18 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: ruthlong5345@comcast.net [mailto:ruthlong5345@comcast.net]
Sent: Monday, February 02, 2015 12:14 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony-Argay Neighborhood

I live in the Riverwood Planned Community in the Argay Neighborhood of East Portland.

I am among those residents who are requesting that all the 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 287, 288,289 located on the corner of 122nd and Shaver and 290 located at the corner at the SW corner of NE 147th and Sandy.) also be reclassified too R-5 or R-7 single family. Also I support change #688 along NE 148th Avenue north of I-84.

We have so many low income apartments surrounding us and warehouses and businesses. There are warehouses up and down Airport Way and Marine Dr. and lots of them are empty. The only green space we have is Rossi's farm and Argay Park. Even Argay park is right next to low income apartments and businesses.

I want to keep Argay a family-friendly neighborhood.

Ruth Long
4226 NE 125th Pl
Portland, Ore

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 12:25 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

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: John Mears [mailto:mears6165@comcast.net]
Sent: Monday, February 02, 2015 12:23 PM
To: Planning and Sustainability Commission
Subject: Re: Comprehensive Plan Testimony-Argay Neighborhood

John Mears
3921 NE 135th
Portland, Oregon 97230

Sent from my iPad

> On Feb 2, 2015, at 12:17 PM, Planning and Sustainability Commission <psc@portlandoregon.gov> wrote:

>

> Hello John,

> Thank you for your comments to the Planning and Sustainability Commission. So that I may forward your message to the Commissioners and include it in the record, 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: John Mears [mailto:mears6165@comcast.net]

> Sent: Monday, February 02, 2015 12:10 PM

> To: Planning and Sustainability Commission

> Subject: Comprehensive Plan Testimony-Argay Neighborhood

>

>

>

> Sent from my iPad. I am a resident of the Argay Neighborhood in East Portland. I am requesting that all vacant or undeveloped R-3 zoned land in Argay be reclassified to R-5 or R-7 family residential, and the proposed mixed employment areas (change numbers 287, 288 and 289 located at the SE corner of NE 122 and Shaver and 290, located at the SW corner of NE 147 and Sandy Blvd. also be reclassified to R5 or R-7 single family. Also, I support the city's similar change 688 along NE 148th Ave. north of I 84.

>

> I want to keep Argay a family friendly neighborhood!

>

> Thank you, John Mears

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 1:06 PM
To: Kovacs, Madeline
Subject: FW: Neighborhood Prosperity Initiative (NPI) areas should have designated priority freight traffic routes

11036 Northeast Sandy Boulevard
Portland, OR 97220

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: Historic Parkrose [mailto:bridget@historicparkrose.com]
Sent: Monday, February 02, 2015 12:51 PM
To: Planning and Sustainability Commission
Cc: Kenneth Poirier; Lori Boisen; Glass, Jenny; Struble, Todd; Bump, Tyler; David Ableidinger; Mike Taylor; Parkrose Business; Joe Rossi; Mark Gardner; Marcy Emerson Peters; Rick Randall
Subject: Neighborhood Prosperity Initiative (NPI) areas should have designated priority freight traffic routes

Dear Planning & Sustainability Committee,

The current iteration of the Portland Comprehensive Plan has emphasized growth strategies through more investment in freight infrastructure, however, the Neighborhood Prosperity Initiative (NPI) areas within the City of Portland do not allow for increased freight traffic and would be detrimental to business district improvements already underway. Portland's NPI districts are dedicated to revitalizing commercial districts in Portland's neighborhoods.

Historic Parkrose is a designated NPI district located on Sandy Blvd, from 99th to 121st. We are actually a small village with an active community of retail stores and restaurants. We are engaged in reducing the speed of state highway 30 running through the middle of this district. Our community-led organization is currently installing gateway signs, garbage cans, street lights and crosswalks right now. We are hosting street fairs, developing shared promotions and investing in technical assistance as well as providing storefront improvement grants directly to the businesses to increase visibility and economic success.

An increase in the TSP designation of Sandy Blvd would harm the businesses in Parkrose. In addition to all the reasons above, we do not have outdoor maneuvering areas to accommodate efficient truck movement. There are alternative freight routes to the north - Airport Way and

Marine Drive - and others to the south - I-84 and Halsey.

Strategic freight investments make sense in the right areas. Making exceptions for roads in the NPI areas will help us all not to work at cross purposes.

Thank you for your consideration,
Historic Parkrose Board of Directors

Sent by,
Bridget Bayer,
503 964 7807
Historic Parkrose District Manager
Historicparkrose.com
Have a great new year, visit Historic Parkrose!

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 3:22 PM
To: Kovacs, Madeline
Subject: FW: land use, east county

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: Jill Dykehouse [mailto:easystitches@yahoo.com]
Sent: Monday, February 02, 2015 3:11 PM
To: Planning and Sustainability Commission
Subject: land use, east county

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. Thank-you for your time
Henry Dykehouse, 13366 NE Eugent Portland 97230

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 3:48 PM
To: Kovacs, Madeline
Subject: FW: Comprehensive plan testimony-argay neighborhood
Attachments: 20150202_152400.jpg; 20150202_152440.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: fitzgerald6011 [mailto:fitzgerald6011@hotmail.com]
Sent: Monday, February 02, 2015 3:27 PM
To: Planning and Sustainability Commission
Subject: Comprehensive plan testimony-argay neighborhood

Brian Fitzgerald 3617 ne 133rd Portland Oregon 97230 I want it to stay single family homes

Sent on the new Sprint Network from my Samsung Galaxy S®4.

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 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I support the City's similar change #688 NE 148th Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

Name: Brian Fitzgerald

Address: 3617 W E 133RD
Portland OR, 97230

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 4:05 PM
To: Kovacs, Madeline
Subject: FW: 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: Jackie Strauss [mailto:jstrauss1948@me.com]
Sent: Monday, February 02, 2015 4:00 PM
To: Planning and Sustainability Commission
Subject: Re: Argay Neighborhood

Yes. My address is 13726 NE Shaver St. 97230. Thank you.

Sent from my iPad

> On Feb 2, 2015, at 3:21 PM, Planning and Sustainability Commission <psc@portlandoregon.gov> wrote:

>

> Hello Jackie,

>

> Thank you for your comments to the PSC. So that we can include them in the record and forward your message to the Commissioners, can you please email me your mailing address? That is required for all public 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: Jackie Strauss [mailto:jstrauss1948@me.com]
> Sent: Monday, February 02, 2015 3:15 PM
> To: Planning and Sustainability Commission
> Subject: Argay Neighborhood

>
> This is a good single family neighborhood which has already been negatively impacted by high density, low income housing. The crime rate has gone up, the drug dealing has increased and our property values have not kept pace with the rest of Portland. More housing of this kind would only exacerbate these problems. With this in mind I am requesting that all 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 ave N of I-84.

> I want to keep Argay a family friendly neighborhood. Thank you.

>
> Sincerely Yours,
> Jackie Strauss

>
> Sent from my iPad

From: Planning and Sustainability Commission
Sent: Tuesday, February 03, 2015 9:11 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: Jane Roffey Berry [mailto:jane@yesolutions.net]
Sent: Monday, February 02, 2015 9:32 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

I have lived in the Argay neighborhood of outer east Portland for 22 years.

I am one of many Argay 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 NE Shaver Street and 290, located at the SW corner of NE 147th and Sandy Boulevard) 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 Argay to stay a family friendly neighborhood.

Thank you for your consideration.

Jane Roffey Berry
3910 NE 143rd Ave.
Portland, OR 97230

Comprehensive Plan Testimony

Marc Gaudin
15743 SE Palermo Ave.
Happy Valley, Oregon 97086

RECEIVED
PLANNING BUREAU

1-22-15

2015 FEB -2 A 10:20

Dear Planning and Sustainability Commission,

I am writing to support the recent comprehensive charette done in the Woodstock area of Portland. The neighborhood was polled and almost received unanimous support of the zone change. I am effected by the proposed change because I own the block on Woodstock street that The Joinery sits on. The south half of that block is under a proposed zone change. With the zone change I can see where Martins street would benefit a bunch because it is mostly a dirt road and potholes. I can see better housing in the area with the zone change. There is so much happening on Woodstock and I support the change as we go into the future. It is a wonderful area and needs the zone changes to move into the future.

Thanks for your time,

Marc Gaudin
503-341-8806

Planning and Sustainability Commission
Comp Plan Comments
1900 SW 4th Avenue
Portland Oregon 97201-5380

Comprehensive Plan Testimony

I'm a resident of the Argay Neighborhood in East Portland.

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

I want to keep Argay a family friendly neighborhood.

Thank you for your consideration.

Name: *Benni + Edd Humburg*

Property Address:

*14522 NE Rose Parkway
Court 97230*

Planning and Sustainability Comm.
2035 - Comp Plan Comments
1900 SW 4th Avenue
Portland, OR 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: Mary M. Langman
Victor J. Langman
Address: 3415 NE 130th AVE

*Mary M Langman
V. J. Langman*

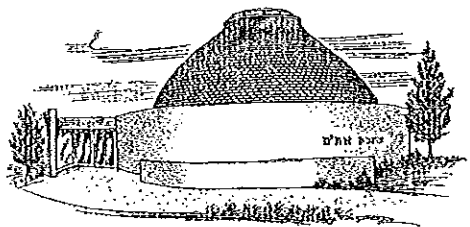
Dear Planning Commission;

I can't believe that after all these years you are planning to ruin Argay Terrace. I've lived in my house on Fremont St. since 1964 and have watched the area grow beyond 135th St to the edge of the farmland on 147th. In every case were added single family dwellings.

This is a wonderful neighborhood for the children. For mine there was Shaver school, scouts, sports and friends. Putting in a park behind me is a great idea but surrounding it with three story apartments and commercial buildings is not. Instead build more single family homes with cul de sacs and open space like Riverwood on Shaver St. and keep the commercial for along 122nd. People on the planning committee seem to have no consideration for the families in Argay. They just blindly do what they consider the best plan. Well, I say its not. Please think about it and reconsider. We in Argay deserve it.

Concerned Argay resident

Ms. Anne Schmidt
12645 N.E. Fremont St.
Port. Or. 97230



Congregation Ahavath Achim

Richard Matza, Treasurer

3225 SW Barbur Blvd. Portland, OR 97239

(503) 227-0010 Home: 503-297-5824

Email: pdxmatza@aol.com

Cell phone: 503-318-3732

February 2, 2015

Portland Planning and Sustainability Commission

C/O Mr. Barry Manning

1900 SW 4th Ave. Suite 2500

Portland, OR 97201

Copy: Joan Fredrickson

Dear Mr. Manning,

I am writing to you on behalf of Congregation Ahavath Achim, to (1) give testimony and (2) make a request.

Our organization has become aware of the efforts by your Bureau to develop a long-range comprehensive development plan for the Westside of the city of Portland. As you can see by our address, we are located in the core area, just outside of downtown. If you recall, you, along with Metro, have hosted two community meetings of stakeholders, last Fall, in our synagogue building.

Our organization has concerns with what we have seen and heard over the last several months, and we now wish to share these concerns with you in the form of testimony and a request. We will need your assistance and we trust that you can provide us help and advice.

1. Testimony: We wish to protect our synagogue property from encroachment and development that will affect our peaceful use of the premises and avoid development, which may impact the safety of our property and our congregants. As you know, Jewish institutions are targets of vandalism and constant attack, including invasion and shootings. Security is a paramount consideration for us.
 - There are two specific issues that we are concerned about. First is the discussion by your organization and that of OHSU and Tri-Met to construct a connection corridor from the south waterfront development, through Lair Hill neighborhood, and up to the OHSU campus. We have attended various public hearings conducted by your Bureau of Planning and Sustainability. We hear various proposals for the proposed connector corridor that calls for increased foot traffic on or near our property. This presents us with fear of vandalism,

graffiti, property damage, and the attraction of persons who can do harm and damage to person and property.

Please be aware that our property is used on a part-time basis and we do not have full time personnel on site. We occupy the building only few days a week, with limited hours, as a usual basis. Therefore the opportunity for harm and damage is enhanced. The connection corridor you propose will be open 24 hours a day and that is a problem for us. It will attract unwanted activities. We propose that any connection corridor be located a long distance away from our synagogue property.

Second, Tri Met has voiced a desire and preference for a transit stop on Barbur Blvd. next to our property. This presents a problem for us in the same manner as does a connection corridor for OHSU. The possibilities of vandalism, harm and damage to our property increase with a significant transit stop adjacent to our synagogue building.

2. Our Request: We propose that if we are to endure a pedestrian connection corridor and a transit stop, that it would be better for us to relocate our synagogue to another area within the Westside of the city. That would require us to sell our property to a private or public entity that will pay a fair price, allowing us to relocate. We are willing to discuss that option.

Further, in order to secure a fair price, we would benefit from a zone change. Our present zone is residential, even though the property is a commercial use and a commercial zone would immensely benefit our value if we were to sell the property.

- Our request in any circumstance is that the zoning in the new comprehensive plan be changed to commercial to correctly reflect use of the property and give us a hedge against encroaching development of OHSU, Tri-Met and other property interests.

I expressly, hereby request a personal meeting with the officers of our congregation and officials of the City of Portland to discuss our concerns regarding security and development and our request for a zone change. We remain available for a meeting at your earliest opportunity. You may contact me at 503-318-3732 to arrange a mutual time and place. I look forward to your prompt reply.

Sincerely yours,



Richard Matza
Director

Feb. 2, 2015

Dear Sirs,

I am a resident of the Argay Neighborhood, living on 135th. I am 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 (287, 288, 289 located at the S.E. corner of 127th and Shaver) and 290 located at the S.W. corner of N.E. 147th and Sandy also be reclassified to R5 or R7 single family. Also, I support the City's similar change #688 along N.E. 148th Ave north of 1-84.

I want to keep Argay a family-friendly neighborhood.

Sincerely,

Phyllis Sahlin
3725 N.E. 135th
a resident of Argay
since 1963.

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: alanbrown@msn.com or by phone: 971-271-8097.

Take a few minutes now, to protect and change the future of your neighborhood!

Email Address:	<i>Added comments</i>	Regular Mail Address
TO: psc@portlandoregon.gov (The Comment email address)		Planning and Sustainability Commission Comp Plan Comments – Argay Neighborhood 1900 SW 4 th Avenue Portland Oregon 97201-5380
SUBJECT LINE: Comprehensive Plan Testimony – Argay Neighborhood		

Please NOTE: This is my 2nd time I completed this form but, I forgot to add this comment, so please only count one vote from me.

Thank you, Maureen Lynch

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 am completely against the 3 story apt that are being*

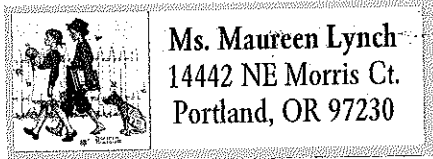
I want to keep Argay a family friendly neighborhood.

Name: *planned in the area 144 NE Morris Ct east to 148th!* The view will be lost, my property values will go down, it will be harder to sell my home which I worked very hard for. The area will be noisy and cars will be speeding thru the neighborhood. The city of Portland should have told us (when we became part of Portland) that you love high density, R3!!!

Address: *Since we have been in the city we have worked hard to get it right. You have no*

14442 NE Morris Ct, 97230
Maureen Lynch

Since we have been in the city we have worked hard to get it right. You have no



PORTLAND OR 970
02 FEB 2015 PM 6 L

*Planning and Sustainability Commission
Comp Plan Comments - Argay Neighborhood
1900 SW 4th Avenue
Portland, OR. 97201-5380*

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 9:07 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: iokewek@aol.com [mailto:iokewek@aol.com]
Sent: Sunday, February 01, 2015 7:18 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony-Argay Neighborhood

I am a resident of the Argay Neighborhood in East Portland now for many years.

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 390, located at the SW corner of NE 147th and Sandy Blvd.) also be re classified 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.

Sterling Eltagonde

3951 NE 135th Ave
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 10:17 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
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-----Original Message-----

From: Benson [mailto:benson2828@yahoo.com]
Sent: Sunday, February 01, 2015 7:59 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 underdeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single family residential , and the proposed Mixed Employment ares(Change Number 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: Yibin Huang

Address: 3518 NE 138th Ave, Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 10:17 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: Kyle M [mailto:kyle.murdoch@gmail.com]
Sent: Sunday, February 01, 2015 9:26 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 & Shaver, and 290, located at the SW corner of NE 147th & Sandy Blvd) also be reclassified to R-5 or R-7 single family. Also, I support the City's similar change #688 along NE 148th Ave north of I-84.

I want to keep Argay a safe and family friendly neighborhood.

Kyle Murdoch & Shanna Hartley
3515 NE 135th Ave, Portland OR 97230

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 10:18 AM
To: Kovacs, Madeline
Subject: FW: TSP Project List - East Portland Projects

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

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: Pearce, Art
Sent: Sunday, February 01, 2015 1:36 PM
To: Hampsten, David
Cc: Hurley, Peter T. (PDOT); Duke, Courtney; Transportation System Plan; Planning and Sustainability Commission; Wintergreen, Lore; arlene.kimura@gmail.com; Bauer, Linda; Karen Gray; Gray, Karen; Katie Larsell
Subject: Re: TSP Project List - East Portland Projects

Great comments! Thanks for the thorough review and questions David.

Best,

Art

Sent from my iPhone

On Feb 1, 2015, at 1:22 AM, "david hampsten" <david_hampsten@yahoo.com> wrote:
Art, Courtney, & Peter,

Thank you for releasing the draft TSP update project lists. The supplementary documents are especially helpful. I have several comments and questions about the documents.

Questions about funding & funding periods:

In your "TSP financial plan final 1 30 15", you mention that that PBOT will likely receive \$811.7 million over the next 20 years for sure. Your "financially constrained" lists (years 1-20) assume an additional \$522.2 million over the same

period, for a total of \$1,333.9 million. What if there are no new revenues? Which projects will be dropped if there is a shortfall?

For "constrained spending allocation per user", you combine 2035 households with jobs. Jobs are held by individuals. Households often contain multiple "users" of transportation and other services. In 2015, a household in the Pearl has an average of 1.43 persons, while in Powellhurst-Gilbert each household has more than 3 people, twice the rate as the Pearl. Are you assuming that in 2035 household sizes will be uniform throughout Portland? Why are you not using populations, adding individual workers and their jobs, to persons living in each district? My guess is that the "allocation per user" would drop significantly in EPNO & CNN, relative to all other districts.

Based upon the projects listed and PBOT estimated costs, East Portland will be receiving just under \$148 million in projects for years 1-10 (29.6% of the period non-citywide total) & just over \$102 million in years 11-20 (20.5% of the period non-citywide total), not including ODOT & Trimet projects. Almost exactly \$250 million, or 25% of the City total of \$1 billion allocated for non-citywide projects. Is this an appropriate figure for an area that not only has a huge lack of present infrastructure, but is likely to see very high growth over the next 20 years similar to the last 20?

Comments of the East Portland TSP projects listed in the draft Comp Plan:

50023, the Outer Glisan bikeway (106th to 122nd) has been moved to the Program reference list;

#s 80007, 80008, 80011, 108570, & 108580 are all under review in the projected Pleasant Valley Area Transportation Study;

Most of the unfunded/funding-period-not-specified projects are, I see, mostly in Pleasant Valley, on Mt. Scott in Lents, or north of Halsey, areas of East Portland that are "relatively" less dense than other parts of East Portland;

Nearly all the unfunded EPIM projects ranked last February, aside from those moved to Program reference lists, are in the 1-10 year period (an exception is #50038, Parkrose Heights Ped Improvements, part of which was #30 in the unfunded EPIM rankings, and segments 1, 3, 4, & 5 of #1 Outer Powell Blvd - both project sets are listed in years 11-20).

Technical Project Questions:

Missing from the "Recommended Modifications" document was an explanation for the removal of #50008, NE 138th, Marine to Sandy (the road to Portland's only Costco within city limits). I can guess why it was removed, but you may want to explain it, in case the question comes up.

From the "Completed Major Projects":

#50003, "102nd Blvd & Cherry Blossom, NE/SE (Glisan - Market): Gateway Plan District Multi-modal Improvements, Phase II, \$2,749,496", only Glisan to Burnside has actually been completed so far. What is the status of the rest, E

Burnside to SE Market?

Forgive my ignorance, but which streets are the ones built for "Gateway Regional Center, NE/SE: Local Street Improvements, Phase I", #50018, \$3,000,000?

#50035, "Sandy Bl, NE (122nd - City Limits): Multi-modal Improvements", \$5,750,000 is half-completed (sidewalks on the south-side only) from 123rd to 141st. There are sidewalks missing on both sides from 120th to 123rd, on the north side to 141st, then both sides to the City Limits (162nd). 141st to City limits is in the new #50035, but the parts above are missing, which does local residents no good, especially those risking their lives to catch Bus #12.

Can I assume #40013 is replacing #70007, even though parts of SE 82nd are still missing curbs and still have some narrow pieces of right-of-way?

What is the status of the I-205 MUP crossings at Glisan, & Stark/Washington, #70034? They are still unimproved and quite horrible. What was the plan at Halsey? There's a 20ft height difference between the two, was there supposed to be a ramp?

#80030, Outer Harold bikeway, is on the unfunded list, but #80016, which includes sidewalks on Harold, is in the 11-20 year period. Don't you think it likely that both would be done at the same time?

What is the timeline relationship between #80009, outer Division streetscape improvements, #70015 Division transit improvements, & the HCT project #109090 & #115900?

Folks in Lents were asking after the ODOT proposal for the 205 MUP bridge over SE Flavel. Is ODOT still considering it?

Technical Project Comments:

You might consider reversing the funding periods for #80004 & #80005. There's still quite a bit of momentum on funding 136th.

Folks in Argay & Wilkes would like to see some slight language changes in #50009, to fix a blind spot at the top of 148th just north of I-84/UPRR, as part of the overall project. Argay also wants "add speed bumps" language added to #50050 & #50051 (they don't want bike facilities, but they don't want cut-through traffic even more).

Thank you for all the good work you do on this thankless task.

Sincerely,

David Hampsten
302 SE 105th Ave Apt 26
East Portland, OR 97216
971-322-6599

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 10:16 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony-Agay 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: Jeff Niebergall [mailto:nmj003@hotmail.com]
Sent: Saturday, January 31, 2015 2:51 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony-Agay 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 reclassified to R-5 or R-7 single family. Also I support the city's similar change #688 along NE 148th Avenue north of I84.

I want to keep Argay a family friendly neighborhood.

Tom and Flavia Niebergall
3947 NE 135 Ave
Portland, Oregon 97230

From: Planning and Sustainability Commission
Sent: Friday, January 30, 2015 8:58 AM
To: Kovacs, Madeline
Subject: FW: Comphrehensive 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: corinne graves [mailto:coriblu3@gmail.com]
Sent: Friday, January 30, 2015 6:35 AM
To: Planning and Sustainability Commission
Subject: Comphrehensive 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, and 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-e or R-7 single-family. Aslo I support the City's similar change #688 along NE 148th Ave north of I-84

I love this neighborhood and want to keep Argay a family friendly neighborhood.

Corinne Graves
3523 NE 138th Ave

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 9:08 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
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From: Monica Allevan [mailto:monica.allevan@gmail.com]
Sent: Friday, January 30, 2015 5:09 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 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 the NE 148th Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

Monica Allevan

13717 NE Fremont St
Portland OR 97230

From: Eileen Wallace [<mailto:eileen.wallace@gmail.com>]

Sent: Friday, January 30, 2015 5:20 PM

To: Planning and Sustainability Commission

Subject: Comprehensive Plan Testimony

Re: Draft Comprehensive Plan – Include 4001-4007 SW Collins St into Proposed Mixed Use – Urban Center

Dear Commissioners:

I would like to thank the Commission for their effort in updating the Comprehensive Plan for Portland. I request that the Commission consider changing a 4-plex located at 4001-4007 SW Collins St, Portland, Oregon, 97219 currently zoned R1 multi-dwelling, to Mixed Use – Urban Center. Exhibit A depicts the current and proposed zoning, showing that changing R1 multi-dwelling zoning to Mixed Use – Urban Center will establish consistent commercial zoning with bordering properties.

Thank you for considering our proposal.

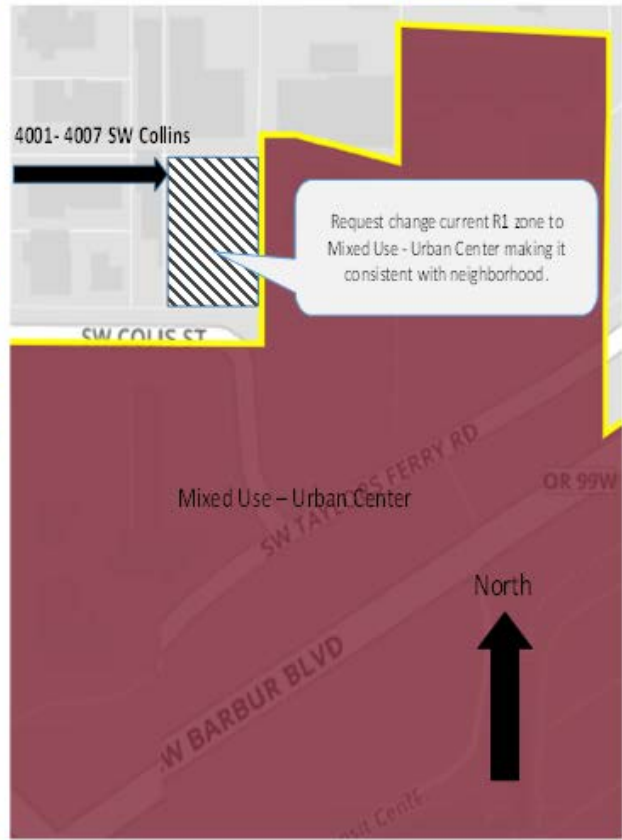
Sincerely,
Eileen Wallace
8716 SW 21st Ave.
Portland, Oregon, 97219
Eileen.wallace@gmail.com
Cell: 503-702-1811

Enclosures:
Exhibit A

Current



Proposed



From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 9:09 AM
To: Kovacs, Madeline
Subject: FW: 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: Pam Harmon [mailto:pam@impactads.net]
Sent: Friday, January 30, 2015 6:38 PM
To: Planning and Sustainability Commission
Subject: Re: argay neighborhood

No problem,
Thank you,
11009 NE Beech St.
Portland, OR 97220

On Jan 30, 2015, at 3:39 PM, Planning and Sustainability Commission wrote:

> Hello Pam,
> Thank you for your comments. So that I may include your message as testimony and forward it to 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: Pam Harmon [mailto:pam@impactads.net]

> Sent: Friday, January 30, 2015 3:34 PM

> To: Planning and Sustainability Commission

> Subject: argay neighborhood

>

> I am a resident of the Parkrose neighborhood and reside near the Middle school. I was very disappointed to find out the plans for the farm land to become zoned for businesses and apartment houses. This is a beautiful spot in our area. We are excited for the upcoming Beech Park project and would absolutely hate to see it surrounded by tall apartment buildings. This should be an open neighborhood park, not just a closed in park for a few apartment dwellers and businesses. Please take into account that this beautiful open area needs to have special care if/when it is to be developed in the future. Please don't take the character out of this unique area.

> Thank you for your time,

> Pam Harmon

>



East Portland Action Plan

January 30, 2015

Re: Request for Planning and Sustainability Commission Timeline Changes to Comprehensive Plan Review

Dear Mayor Hales, Planning and Sustainability Commission Chair Baugh, and Bureau of Planning and Sustainability Director Anderson:

The East Portland Action Plan (EPAP) joins the Multnomah Neighborhood Association and the Southwest Neighborhoods, Inc. in requesting an adjustment to the Planning and Sustainability Commission's timeline for the 2035 Comprehensive Plan update process. An adjusted timeline will allow more community members (including our local small business community) to have an opportunity to be informed, evaluate, and comment on the complete 2035 Comprehensive Plan. The timeline adjustment will allow inclusion of the currently-in-process Mixed Use Zoning project, the Campus Institutional project, and the Transportation System Plan Update portion that is part of the Comprehensive Plan. Each of these elements has major impact on East Portland, particularly with the completed draft to be released in late January of 2015 for a very limited review and comment period.

The East Portland Action Plan (Action Plan) was adopted by the City of Portland (2009) and Multnomah County (2010) to provide leadership and guidance to public agencies and other entities on how to strategically address community-identified issues and allocate resources to improve livability for neighborhoods and prevent displacement in the East Portland Neighborhood Office (EPNO) coalition area. The Action Plan strategies and items that support this request include:

- CB.2** Empower and engage East Portland residents and businesses in civic decision-making.
- CB.2.4** Develop an ongoing program to assess and improve East Portland's participation in City and County policy making and budget setting activities.
- HD.6** Review and assess Comprehensive Plan Map and implementation in East Portland.
- HD.6.2** Evaluate location and intensity of current residential zoning including density bonuses.

- CM.1** Provide commercial and mixed use development opportunities throughout East Portland.
- CM.1.1** Review commercial and mixed use zoning throughout East Portland; consider adding to deficient areas to provide neighborhood services; consider access and walkability equitably throughout area.
- CM.1.3** Support commercial revitalization in business and mixed use districts.
- CM.2** Promote vital and healthy mixed-use commercial areas.
- CM.2.8** Re-examine development regulations and fees for key East Portland business districts (i.e. Gateway, Lents, Division and Parkrose); reduce barriers to quality development and job creation.
- T.2** Increase safety and convenience of walking throughout East Portland.
- T.2.3** Review policies and procedures to ensure pedestrian improvements concurrent with all new development

An adjusted timeline will also better address the City's stated efforts for equity and inclusion. Many East Portland community members are unclear on how all of these projects and plans integrate with or change existing regulations. Additionally, outreach to East Portland's community members for whom English is NOT a first language remains woefully incomplete, particularly with local small businesses.

Therefore, the East Portland Action Plan requests that the City of Portland modify the timeline and request an extension from the Oregon Department of Land Conservation and Development. It is our understanding that this would be a reasonable request, since the process to adopt the 2035 Comprehensive Plan would then be consistent with the provisions of Goal 1 Citizen Involvement of Oregon's Statewide Planning Goals and Policies.

Respectfully,

Arlene Kimura

On behalf of the East Portland Action Plan

Jeremy O'Leary

Cc: Karen Fisher Gray

EAST PORTLAND ACTION PLAN

www.eastportlandactionplan.org

East Portland Neighborhood Office 1017 NE 117th Ave. Portland, OR 97220
503.823.4035 or lore.wintergreen@portlandoregon.gov

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 9:49 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: Matthew Manza [mailto:mmanza@gmail.com]
Sent: Thursday, January 29, 2015 9:32 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony – Argay Neighborhood

Hello There,

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. With the Portland housing market in such high demand, I hope you will too.

Name: Matthew Manza
Address: 4228 NE 125th PL Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 9:57 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: Kris Clarke [mailto:krisclarkepdx@gmail.com]
Sent: Thursday, January 29, 2015 6:11 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

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.

Please rethink this plan...after all the years of waiting for the new park to ruin the intent would be a crime. We have SO many apartments in the area as is...and the don't "own" their space and it shows in how the keep up their space. Also, do we really need more business development? We live a quarter of a mile from Airport Way...with tons of business development. Please help us keep Argay a family-friendly neighborhood.

Thank you,
Kris Clarke
12609 NE Shaver Street

Portland, 97230
503-449-1784

Sent from my iPad

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 9:58 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: T Carey [mailto:thetcarey@hotmail.com]
Sent: Thursday, January 29, 2015 8:02 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony – Argay Neighborhood

To whom it may concern,

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

I am among those residents who are requesting that all the vacant or undeveloped R-3 zoned land in 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.

If you want an example of what happened to the area after apartments were added in the past, drive down Sandy Blvd. from NE 122nd to NE 148th Ave. When these were built, they went up with the promise that they would be higher income family friendly developments that would be maintained and add value to the area. (The same thing that our neighborhood is being promised now.) This is not what happened with the developments all along Sandy Blvd. They are run down and an eyesore to the area. They weren't even constructed with enough parking for their residents and vehicles overflow into the surrounding single family homes. The same thing will happen if new high volume developments are allowed to be built in our surrounding neighborhood.

Traffic is already becoming more and more of an issue along NE Fremont from NE 122nd Ave eastward. Ever since the intersection of NE 122nd Ave and Sandy Blvd was redone within the last couple of years,

the people that work north of Sandy in the industrial areas now use NE Fremont as a cut through. These vehicles don't not follow the traffic laws and consistently go over the posted 25mph speed limit. The last thing this area needs is more vehicles along out already over used roads.

This neighborhood was designed for single-family residential properties. Let's keep it that way. The city of Portland is already ruining the character of the older neighborhoods closer-in. Developers already over build by putting up 2 or 3 "homes" were there once was only one. They do this without any regards to the style and character of the homes in the surrounding neighborhood. Let's keep the character of our city without giving into money from big developers that don't care anything about families or community. They just want to make a quick buck and get out. You wont see them doing these types of developments in their own backyard!

Please protect our family friendly neighborhood.

Thank you,

Thomas Carey

3433 NE 124th Place, Portland, OR 97230

Email Address: thetcarey@hotmail.com

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 9:59 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony - rgay 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: good.jerr.sue@netzero.net [mailto:good.jerr.sue@netzero.net]
Sent: Thursday, January 29, 2015 8:36 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - rgay Neighborhood

to whom it may concern.

I am a resident of the Argay area and have been for about 40 years.
I am also a Real Estate Broker

I am sure we cannot change the plans for development of the vacant land off of 147,148.

However I do object to any plans that would run the existing roads from Argay to 147, 148. That would create a very heavy traffic thru streets not designed for that much traffic. I am concerned for the amount of traffic that would be traveling in heavy residential.
Speed bumps would help slow not traffic, but I fear it would just become a shorter trip to the freeway

From a personal point of view, I have seen what happens to home values when apartments are constructed in the area

Look at the value of the home/multiplex developments along Sandy Blvd

Thank you
My home address is 13901 NE Fremont

Jerry Goodland
Broker
Wayne Lindquist & Assoc Real Estate Inc
4110 NE 122nd ste 204
Portland, Oregon 97230
503 516 6640

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 9:59 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
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From: Betty Jones [mailto:jonesb97217@gmail.com]
Sent: Thursday, January 29, 2015 8:42 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 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 NE 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I support the City's similar change #688 along NE 148th Avenue north of 1-84.

I want to keep Argay a family friendly neighborhood.

Betty J. Jones
12635 N.E. Shaver St
Portland, Oregon 97230

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 9:59 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: Karen Wu [mailto:karenwu.hrp@gmail.com]
Sent: Thursday, January 29, 2015 8:43 AM
To: Planning and Sustainability Commission
Subject: Comprehensive plan testimony-Argay Neighborhood

To whom it may concern:

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

I stand with the other neighbors who all request that the vacant or undeveloped R-3 zoned land in the Argay neighborhood be reclassified to R-5 or R-7 single family residential, and that 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. I also support the City's similar change #688 along NE 148th Ave N or 1-84.

I want to keep Argay Terrace a family friendly neighborhood.

Thank you

Karen Wu

14441 NE Morris Ct
Portland, OR 97230
503-312-2239

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 10:18 AM
To: Kovacs, Madeline
Subject: FW: A Comment

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: Fernando Nunez [mailto:fanunez@comcast.net]
Sent: Thursday, January 29, 2015 10:13 AM
To: Planning and Sustainability Commission
Subject: A Comment

My name is Fernando Nunez.
13505 NE Fremont St
Portland Or. 97230.

503-515-1131

And... Of course I favor for a family single house construction; nothing else for this Argay Community.

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 10:38 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: Bev Granato [mailto:bag0717@yahoo.com]
Sent: Thursday, January 29, 2015 10:26 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.

Beverly A. Granato
12601 NE Shaver St
Portland OR 97230

503-252-4039

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 11:16 AM
To: Kovacs, Madeline
Subject: FW: Buckman Upzoning

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: Harriet Bing [mailto:16thavellc@gmail.com]
Sent: Thursday, January 29, 2015 10:56 AM
To: Rick Johnson; Patricia Cain; Nancy Oberschmidt; Anderson, Susan; Christine Yun; Planning and Sustainability Commission; don.hanson@otak.com
Subject: Buckman Upzoning

Dear Mr. Walth:

Many of us living in the Buckman neighborhood are feeling deeply disenfranchised. It is my sense that the Historic District designation was defeated by "outside" special interests, then the Washington HS project morphed into something barely recognizable from where it began, and now this "upzoning".

As citizens and local residents, it kinda sorta maybe seems as if our input is sought, but in fact, that appears to be only lip service to quiet real opposition. How it feels is that the decisions are made behind closed doors and favor moneyed interests rather than neighborhood livability and history.

Investigative reporting might shed some light on this. This is important to all Portlanders, because our neighborhood is not the only one where such things are occurring.

I hope that WW will address this, and soon.

Best regards,

Harriet Bing
30 year Buckman resident
717 SE 16th Ave
Portland, OR 97214

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 11:57 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: flashtotalk.coo@gmail.com [mailto:flashtotalk.coo@gmail.com] On Behalf Of Zhen Wu
Sent: Thursday, January 29, 2015 11:38 AM
To: Planning and Sustainability Commission
Subject: Fwd: Comprehensive plan testimony-Argay Neighborhood

To whom it may concern:

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

I stand with the other neighbors who all request that the vacant or undeveloped R-3 zoned land in the Argay neighborhood be reclassified to R-5 or R-7 single family residential, and that 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. I also support the City's similar change #688 along NE 148th Ave N or 1-84.

I want to keep Argay Terrace a family friendly neighborhood.

Thank you
Zhen
Wu
14441 NE Morris Ct
Portland, OR 97230
503-312-2239

--

Zhen Wu
President & Chief Operating Officer
Office - 1.888.719.4495
Mobile - 503.312.3767
www.flashtotalk.com
Zhen@flashtotalk.com

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From: Planning and Sustainability Commission
Sent: Thursday, January 29, 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: 2468jm@comcast.net [mailto:2468jm@comcast.net]
Sent: Thursday, January 29, 2015 12:14 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: Myron and Janet Hall

Address: 4110 NE 129th Pl
Ptld. Or. 97230

Email Address: 2468jm@comcast.net

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 1:30 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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-----Original Message-----

From: John Harney [mailto:harnecos@cnnw.net]
Sent: Thursday, January 29, 2015 1:23 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony-Argay Neighborhood

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

I request 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 NE 148th Avenue north of I-84.

Argay is one of the most well maintained neighborhoods in the city. There is a huge business-industrial development to our north that stretches over 10 miles from PDX to Troutdale. Much more than our fair share of apartments have been built. The transient population has placed a hardship on our schools. Our property taxes are higher relative to value than most areas of the city. Traffic has become too heavy. More mixed use and high density residential will be detrimental.

Please help preserve this fine neighborhood.

John F. Harney
13645 NE Siskiyou Ct.
Portland, OR 97230

harnecos@cnnw.net

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 5:23 PM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony- Argay Neighbor

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: duanebaba1@aol.com [mailto:duanebaba1@aol.com]
Sent: Thursday, January 29, 2015 5:07 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony- Argay Neighbor

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 Number 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.

Barbara Heidegger
13848 NE Milton St.
Portland, OR 97230

My understanding it is necessary to have my signature so I am going to mail a copy of this to the Planning & Sustainability Commission.

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 5:23 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: Evy Bishop [mailto:evybishop@ipns.com]
Sent: Thursday, January 29, 2015 3:58 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan testimony-Argay neighborhood

I moved to the Argay Neighborhood in East Portland in 2000. I am so pleased and happy to live in a neighborhood of established and well kept single family homes. It is one of the reasons I remain here. 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. Also the proposed Mixed Employment areas (Change Nos. 287, 288, 289 located at the SE corner of NE 122nd and Shaver and Change No.290, located at the SW corner of NE 147th and Sandy Blvd.) be reclassified to R-5 or R-7 single-family. I support the City of Portland's similar change No. 688 along NE 148th Avenue, north of I-84.

Your consideration to my request is greatly appreciated. Let's keep Argay a family friendly neighborhood.

Thank you
Evelyn Bishop
13932 N.E. Beech Street
Portland, OR 97230
503.253.2144

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 5:36 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: THOMAS [mailto:tolsenjr@comcast.net]
Sent: Thursday, January 29, 2015 5:27 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

Greetings.

I'm very concerned with the future zone use changes planned for the Argay Terrace Neighborhood.

We live at 3604 NE 125th Avenue. We are 1 1/2 blocks from the farmland that is up for zoning changes.

It would be of GREAT fear - if 125th Avenue would run NORTH through into Shaver. It would be of even more alarm if this property would be zoned for apartments, or small dwelling townhouses, etc.

Argay Terrace has a very unique mid-century charm that would be ruined by more thoroughfares, and apartment complexes.

Shaver Elementary, which, already takes the brunt of low income, apartment dwellers along the Sandy Blvd. corridor would be put under even more pressure/and financial strain. Some classrooms at Shaver ALREADY see a 100% turnover in the course of a school year due to the transient nature of apartment dwellers. We don't need any additional low income, apartments.

If Portland Parks can't take advantage of expanding the park into this area, please limit the zoning to 5000sq. ft. lots or greater.

PLEASE take great consideration in this.

This neighborhood is at a real tipping point in terms of becoming another casualty of haphazard city planning.

PLEASE HELP US.

Sincerely,

Tom, Tami, Thomas, & Signe Olsen
3604 NE 125th Avenue
Portland, Oregon 97230

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 6:04 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: Diane Goodwin [mailto:dianegoodwin53@msn.com]
Sent: Thursday, January 29, 2015 5:59 PM
To: Planning and Sustainability Commission
Cc: alanlbrown@msn.com
Subject: Comprehensive Plan Testimony - Argay Neighborhood

Dear Sirs or Madams:

I am a resident of the Argay Neighborhood in East Portland. I went to Parkrose Middle School and high school, graduating in 1971. I'm deeply concerning about the changes being considered for the area.

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. It would be a shame to develop it into buildings, warehouses, repair facilities, or apartments.

Please protect this neighborhood. It has a long history of quiet residential living since I was a young girl. Development of other than single-family dwellings would ruin the very reason I live there.

Thanks,

Diane Goodwin

13929 NE Fremont Ct.
Portland, OR 97230
503-334-8950

From: Planning and Sustainability Commission
Sent: Friday, January 30, 2015 8:57 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: Sara Reilly [mailto:reilly.sara7@gmail.com]
Sent: Thursday, January 29, 2015 8:02 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

I am a brand new resident of the Argay Neighborhood in East Portland

I am among those residents who are requesting that all 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 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 #688 along NE 148th Ave North of I-84.

As a new resident who is moving from an area of town high in office, light industrial and apartment complexes, I was really looking forward to living in a family friendly neighborhood that would be able to avoid the traffic, noise, and inevitable crime that comes with the introduction of these types of properties in a neighborhood. I want to keep the Argay neighborhood family friendly and safe for my 1 year old son and I am distressed to just learn of the proposed changes. Thank you for hearing my request and for the consideration.

Sara L Reilly

3633 NE 140th 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: *William W Ferris*
Address: *14409 N.E. Morris Court*
Portland, Oregon 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: *DAVID & PATRIKIA SMYTHE*
Address: *13814 N.E. SISKIYOU CT.*
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: *Darlene A. Perry ("anna")*
Address: *14409 N.E. Morris Court*
Portland, Oregon 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: MURIEL

My email address is: ELIZABETH.LIGER@GMAIL.COM

Please support our community to stop or decrease displacement by:

- funding a way to balance business interests + low security rents
- supporting repeal of the Community 20 year laws as they currently stand
- ~~supporting~~ ~~programs~~ ~~that~~ ~~engage~~ ~~young~~ ~~people~~ + provide positive police-community relations

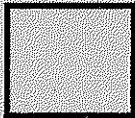
Sponsored by:



The Community Alliance of Tenants

CARMEN MARTIN-STILES

Vecindario MW



Para: Bureau of Planning & Sustainability

Att: Leslie Lum

1900 SW 4th Ave #7100

Portland, OR 97201

NUESTRA COMUNIDAD, NUESTRA VOZ!

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

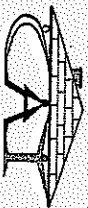
Estimados: Comisionados/as de Planning and Sustainability /Plan com-
prensivo

Mi nombre es: Susana Cervantes

Mi correo electrónico es:

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: no nos suban la renta ni el cobro del agua

Translation: do not raise our rents or water costs 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

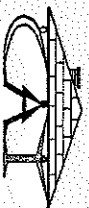
Mi nombre es: Maria Gabriela Ruiz

Mi correo electrónico es:

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: no nos perjudique en la renta y los parquímetros

translation: ~~do not~~ do not mess us up in terms of rents or parking areas.

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

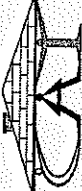
Mi nombre es: Teresa Jiménez S

Mi correo electrónico es:

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: todos puedan tener

la oportunidad de pagar sus necesidades y tengan oportunidad a tener un mejor futuro.

Translation: Everyone can have the opportunities to pay for their needs and have opportunity to have a better future.

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

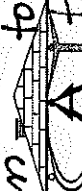
Mi nombre es: Cindy Ru-Jimenez

Mi correo electrónico es: cindyru213@gmail.com

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: todos tengan oportunidades

y puedan tener la actividad en las viviendas. Todos merecen la oportunidad de un lugar seguro para la familia.

Translation: That everyone have opportunities and can have access to apartments. Everyone deserves the opportunity and a safe place.

Patrocinado por:  **La Alianza Comunitaria de Inquilinos for the family.**

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:

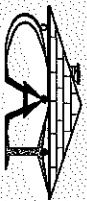
See DeWester Parkway

15821 NE Rose Parkway

Part 1 One

92230

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:

Developing affordable housing

J. Daniel Reeler

1615 SW Morrison St. Portland, OR 97205

Developing 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: Leeb Grey Ave # 6 PDX 97206

My address is: 2116 SE 143rd Ave # 6 PDX 97206
Please support our community to stop or decrease displacement by:
Protect our housing from being abandoned, build affordable housing, help to get the high school nearby, protect rights, make repairs on side street.

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: FRIEDA CHRISTOPHER

My address is: 13311 SE Sherman, PDX 97233
Please support our community to stop or decrease displacement by:
inclusionary zoning & rent control

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: Elizabeth Specht

My address is: 8740 N Bayard Ave

Please support our community to stop or decrease displacement by:
* Remove inclusionary zoning. Ban add more affordable housing. Different tax structure to create age in place neighborhoods. Improve bus service in Outer E Portland. RENT CONTROL

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: REGAN MEYER

My address is: 18162 EAST BURNSIDE, PDX 97233
Please support our community to stop or decrease displacement by:
OPPORTUNITIES TO INCREASE AFFORDABLE HOUSING OPPORTUNITIES FOR AFFORDABLE HOUSING

Sponsored by:



The Community Alliance of Tenants

William L. Rasmussen
william.rasmussen@millernash.com
(503) 205-2308 direct line

January 29, 2015

City of Portland Planning Staff
Planning and Sustainability Commission
1900 S.W. 4th Avenue, Suite 7100
Portland, Oregon 97201-5380

Subject: Comprehensive Plan Testimony—Request to Have Split-Designation
Corrected

Dear Planning Staff:

This letter requests correction of a mapping error for the property at 11858 N.E. Halsey (the “Property”). The request is made on behalf of the owner of the site, Ghassan George Faddoul.

The Property has been mistakenly split-designated in the City’s pending Comprehensive Plan update process, with the western portion of the Property designated Mixed Use-Neighborhood and the eastern portion of the Property designated Mixed Use-Civic Corridor. This split designation poses a particular problem with the Property because it also splits the building on the site, with most of the building in the Mixed Use-Civic Corridor designation, but some of the building in the Mixed Use-Neighborhood designation. Needless to say, siting a use in a building with split designations, and the likely resulting split zoning, would be difficult to impossible depending on the proposed use.

We respectfully request that the City resolve this apparent mapping error by designating the entire Property Mixed Use-Civic Corridor. The Civic Corridor designation is more appropriate for the site, given its historical auto-related uses, the large automobile oriented building on the Property, and the Property’s proximity to Portland’s prominent Civic Corridor area surrounding N.E. Halsey Street and 122nd Avenue.

Portland Planning Staff
January 29, 2015
Page 2

The Property has frontage on Halsey Street, 118th Avenue, and 119th Avenue. It is developed with an approximately 10,500-square-foot commercial building that was designed and used as an auto dealership. The remainder of the Property is paved with asphalt. The frontage of the Property on Halsey Street and the proximity of the Property to 122nd Avenue provides ample opportunity for access to public transit and the City's transportation infrastructure.

The Property fits the Mixed Use-Civic Corridor designation, which "is intended for areas along key civic corridors where urban public services are available or planned including access to high-capacity transit, frequent bus service, or streetcar service." Both Halsey Street and 122nd Avenue provide frequent bus service. The Property does not fit well with the Mixed Use-Neighborhood designation, which "are generally pedestrian-oriented, predominantly built-up at low- to mid-rise scale, often with buildings close to and oriented towards the sidewalk." The Property and the neighboring properties near Halsey Street and 122nd Avenue are not particularly pedestrian-oriented as evidenced by the auto-related use of the Property.

We respectfully request that the City avoid split-designating the Property and the building on the Property and instead designate the entire Property Mixed Use-Civic Corridor. Please feel free to contact me directly if I can be of any assistance in this matter.

Very truly yours,



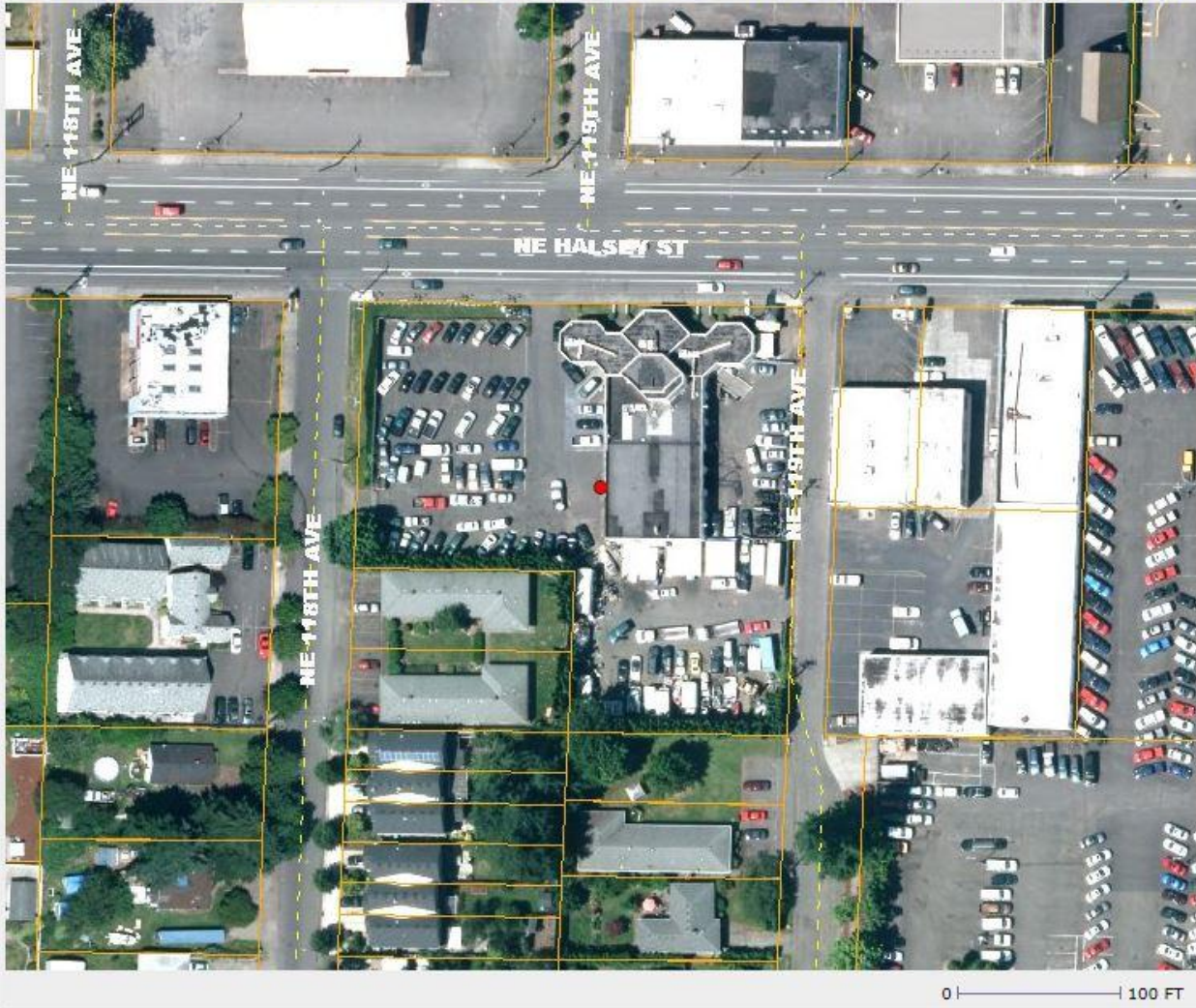
William L. Rasmussen

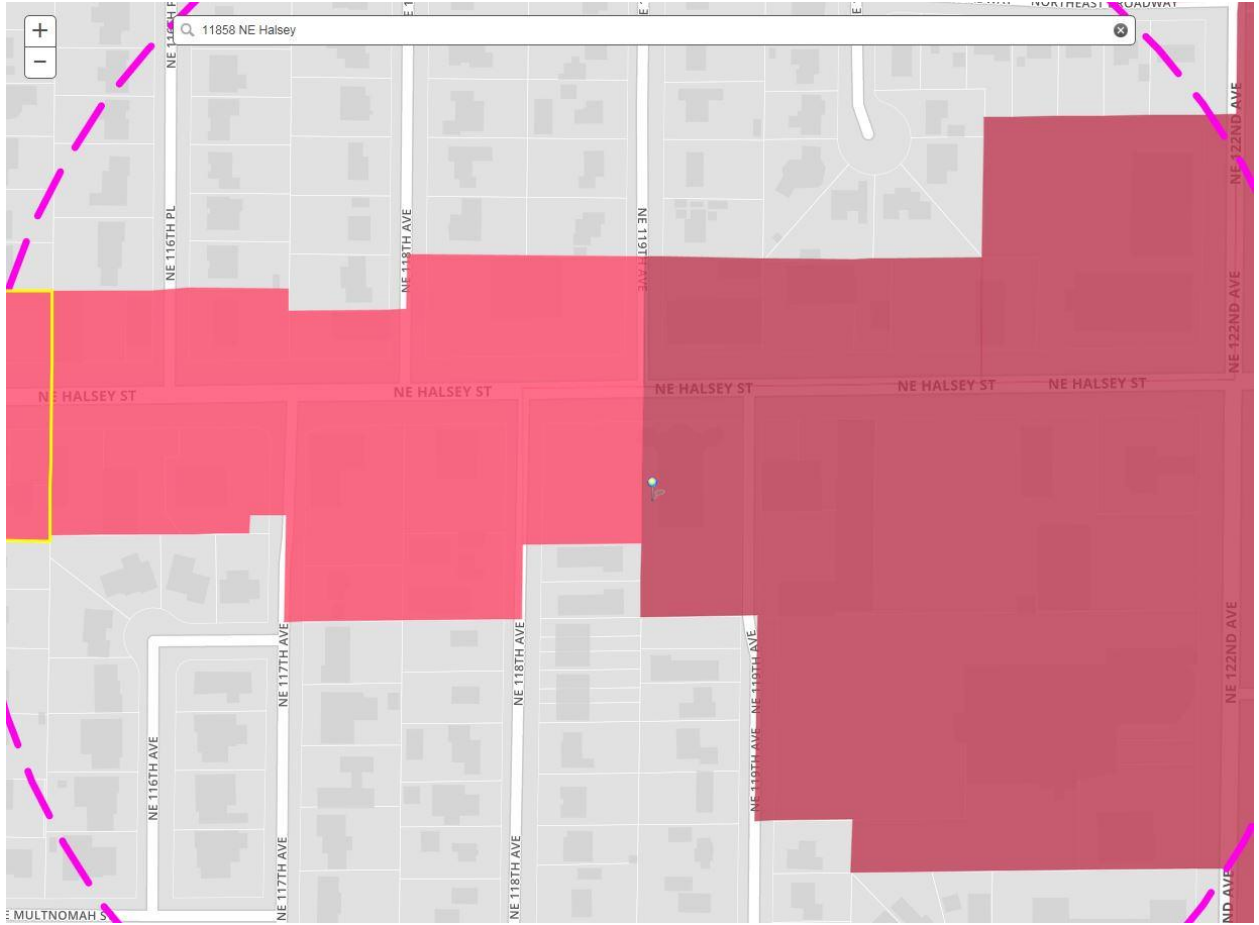
Enclosures: Aerial Photo of Property
Draft Designation Mapping of Property

cc: Mr. Ghassan George Faddoul

Aerial Photo

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





3717 NE 126th Ave.
Portland, OR 97230
Jan. 29, 2015

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

RECEIVED
PLANNING BUREAU
2015 FEB -4 A 10:24

Re: Argay Neighborhood

Greetings:

We are residents of the Argay Neighborhood in East Portland.

We are among those residents who are requesting that all the vacant or underdeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential. An example of this is the Rossi Farm between Beech and Shaver. We feel this is especially important because of the new Middle School across 122nd and the forthcoming Beech Park. We want to keep Argay a family friendly neighborhood and we believe single-family residential lots will do this the best.

Thank you for your services.

Sincerely,



Allan F. Johnson



Ardyce L. Johnson

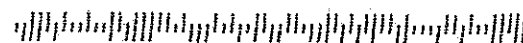
3717 NE 126th Ave
Portland, OR 97230

PORTLAND OR 970

30 JAN 2015 PM 6 L



Planning and Sustainability Comm.
2035 - Comp Plan Comments
1900 SW 4th Avenue
Portland, OR 97201-5380



From: Planning and Sustainability Commission
Sent: Wednesday, January 28, 2015 3:19 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: shellyspineda@comcast.net [mailto:shellyspineda@comcast.net]
Sent: Wednesday, January 28, 2015 11:10 AM
To: Planning and Sustainability Commission
Cc: thony@comcast.net
Subject: Comprehensive Plan Testimony-Argay Neighborhood

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

It is a lovely neighborhood that has the feel of 1950s Americana. That is what drew me to this neighborhood.

I am among the residents who are requesting, no, PLEADING that all the vacant or underdeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas 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 feel that there are already enough apartment complexes in this area and the Parkrose Business area already has plenty vacant commercial real estate.

I am asking that you would please consider your plans for this property.
I want to keep Argay a family friendly neighborhood!!

Sincerely,
Shelly Pineda, Argay homeowner
13110 NE Failing Street
Portland, OR 97230
(503)984-3207

From: Planning and Sustainability Commission
Sent: Wednesday, January 28, 2015 3:19 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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-----Original Message-----

From: Howard Bauer [mailto:howardbauer9@gmail.com]
Sent: Wednesday, January 28, 2015 1:21 PM
To: Planning and Sustainability Commission
Subject: comprehensive Plan Testimony - Argay Neighborhood

I am a resident requesting that all vacant or undeveloped R-3 zoned land in Argay Neighborhood be classified to R-5 or R-7 single family residential , and proposed Mixed Employment areas (change numbers 287, 288, 289 located at the SE corner of NE 122nd and Shaver and 290, located at the S W corner of NE 147th and Sandy Bv.) also be reclassified to R-5 and R-7 single family. Also, I support the City's similar change #688 along NE 148th Ave. North of I-84.

I am very interested in keeping Argay a family friendly Neighborhood

Howard Bauer
3333 N.E. 135th Ave.

From: Planning and Sustainability Commission
Sent: Wednesday, January 28, 2015 3:19 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
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www.portlandoregon.gov/bps

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From: Barbara Snoozy [mailto:snoozbball@hotmail.com]
Sent: Wednesday, January 28, 2015 2:46 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

Good afternoon, we reside at 3541 NE 125th Avenue, Portland, OR 97230 in the Argay Neighborhood Association. We purchased our home in Argay due to the attraction of a great neighborhood feel, large yards and neighbors. We would like to see Argay stay that way.

We re among many 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 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single family. Also, we support the City's similar change #688 along NE 148th Avenue north of I-84.

These changes would allow Argay to remain family friendly with a solid neighborhood feel.

Barbara & Mike Snoozy 503-262-9273
3541 NE 125th
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 9:54 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: GORDON [mailto:glholman8216@msn.com]
Sent: Wednesday, January 28, 2015 7:22 PM
To: Planning and Sustainability Commission
Cc: alanlbrown@msn.com
Subject: Comprehensive Plan Testimony - Argay Neighborhood

City of Portland
Portland, OR

Gentlemen:

My wife and I have lived on N.E. 141 Ave. for nearly 43 years. During that time we have seen major changes in our neighborhood which include 82 passes by Tri-Met buses, daily, the addition of the many apartments along the west side of Sandy Blvd., increased criminal activity associated with the apartments, and increased and routinely ignored speeding on Fremont as well as the major north/south heavily traveled N.E. 141 avenue. The other daunting change to the livability of our neighborhood and especially N.E. 141 Ave. is the use of large square footage homes that are adapted to the use of adult foster care. Up and Out operates the house NE of us on the east side of N.E. 141 Ave. and to our immediate south and next door is the home operated by Community Access Services. 5 residents to each home and the attendant care givers and their cars. There is no commercial off street parking for either of these homes so the caregivers frequently park on the street and at times this can range up to 20+ cars on meeting days. Routinely there are 5 cars at the CAS house and 3 or more at the Up and Out house. As commercial businesses they have sprouted without any necessary approval or hearing with the neighbors that are impacted by these changes to our residential neighborhood. Lastly, the small Tri-Met buses arrive and depart throughout the day at both of the houses - sometimes lining the street in a double parking arrangement waiting their turn to pick-up or unload one of the residents of the house. Travel on N.E. 141 Ave. is fast and furious often with considerable congestion.

What does all of this have to do with the City's master development plan for the next 20 years? Plenty! We need assurances that increased traffic through the neighborhood resulting from the placement of high density housing, small businesses, light industrial sites will not occur. The space north of Sandy Blvd. is more than adequate for additional growth of this type. The existing farmers operating on N.E. 122nd and Shaver and from Sandy Blvd./N.E. 148th south to the Argay Downs housing development just east of Rose Parkway should warrant being re-classified from R-3 to R-5 or R-7 single-family residential. We understand that Change Numbers 287, 288, 289 relate to the N.E. 122nd property and Change Number 290 refers to the N.E. 148th acreage.

In our opinion both of these parcels should eventually be converted to residential housing sites, when and if the farmers determine to no longer operate as farm property. Increased density is unwanted and the impact on our schools has not been addressed. The graduation rates at Parkrose High School are not stellar and many of the schools are already stressed with students who are handicapped by not being English speaking students.

We appeal to your collective review of our request towards helping to maintain the attractiveness, safety, and livability of the Argay neighborhood.

Sincerely,

Virginia L. Holman
Gordon L. Holman
3621 N.E. 141 Ave.
Portland, OR 97230
gholman8216@msn.com

503.257.8216
503.816.9224 (c)

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 9:54 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: Feaverj [mailto:oregonjackie@gmail.com]
Sent: Wednesday, January 28, 2015 8:14 PM
To: Planning and Sustainability Commission
Cc: Bixby, Richard
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: Jacqueline Feaver

Address: 13900 NE Klickitat Court, Portland, OR 97230

Email Address: oregonjackie@gmail.com

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 9:55 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: directordi@comcast.net [mailto:directordi@comcast.net]
Sent: Wednesday, January 28, 2015 8:24 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

To whom it may concern;
I have been a resident in the Argay Terrace neighborhood in East county, Portland for over 30 years.

I'm among those residents who are requesting that all vacant or undeveloped R-3 zoned land in the Argay Neighborhood absolutely be reclassified as 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. I support the city's similar change #688 along NE 148th Ave. North of 1-84.

Adding more apartments, multiple dwellings and townhouses in this area will only bring it DOWN!!! Since many apartments went in some years back along Sandy Blvd., there have been twice as many issues with drugs, fights in the park on 148th, crime and definitely more traffic congestion. The grocery stores and the restaurants in the area have already lowered their standards or carrying things like organics (limited) or better quality foods because traffic in this neighborhood struggles with middle to lower income and won't support them. I have personally heard this comment from the workers at Safeway. Good restaurants are few and far between. Housing prices have dropped in the area and it would be a crime to multiply this unfortunate situation with more apartments and multiple dwellings instead of trying to upgrade the area with family homes. Argay will only recover if we stop the onslaught of apartments and low end housing. We will only be able to bring up the area if we build family homes not saturate it with unwanted apartment buildings. Losing our green space will not be very family

friendly or good for the environment or the people that live here. This is greed not progress - Please consider the proposal and keep Argay a family friendly neighborhood!

Dianne Kohlmeier
3522 NE 124th Ave
Portland, Oregon - 97230

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 9:55 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
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From: Karen D. Clark [mailto:kdclark62@comcast.net]
Sent: Wednesday, January 28, 2015 8:38 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.

Sincerely,

Karen Clark
12610 NE Prescott Drive; Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 9:56 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: Stanley R. Clarke [mailto:srclarke@ix.netcom.com]
Sent: Wednesday, January 28, 2015 9:18 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.

Stanley R. Clarke
4018 NE 125th Place
Portland, Oregon 97230

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 9:56 AM
To: Kovacs, Madeline
Subject: FW: Commissioner Chris Smith regarding his comments at recent PSC workshop.

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: Bill Kielhorn [mailto:kielhorn@amerimailbox.com]
Sent: Wednesday, January 28, 2015 10:14 PM
To: Planning and Sustainability Commission
Subject: Commissioner Chris Smith regarding his comments at recent PSC workshop.

Dear Commissioner Chris Smith,

Thank you for your remarks concerning Multnomah Village at yesterday's (27-Jan-2015) workshop. As a resident of Multnomah neighborhood it is my strong desire that Multnomah Village be designated a Neighborhood Corridor and not as a Neighborhood Center. Our neighborhood association has submitted letters and testimony in support of this wish, and so has the SWNI coalition. To me it is outrageous that the express desires of the people that live here have been ignored by the PSC.

The city planners have told us repeatedly that the distinction between "center" and "corridor" will make no difference, and that they have no current plans to alter the existing zoning anyway. This is clearly shown to be untrue by the steadfast stance BPS has taken against the express will of the people that live here!

Planners also frequently refer to the desire to "complete" Multnomah neighborhood, and I agree that it would be great to have a real grocery store and real hardware store in Multnomah Village, which IS within walking distance of the entire neighborhood. Yet I see nothing in the plan that can encourage such establishments to locate here.

Instead we continue with the blunt instrument of existing zoning rules that cannot distinguish between

a 14-pump gas station and a grocery store, as witnessed by the recent construction of such a facility right next to an apartment building on Barber Blvd.

Please do what you can to designate the Multnomah neighborhood as a corridor and not as a center.

Also, please add this letter to the record.

Sincerely,
William Kielhorn
4311 SW Freeman St.
Portland, Oregon 97219

cc: Andre Baugh

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 10:03 AM
To: Kovacs, Madeline
Subject: FW: [User Approved] Re: Propane in Portland

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

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From: Mitch Gilbert & Margie Kircher [mailto:marmitch@comcast.net]
Sent: Wednesday, January 28, 2015 8:24 PM
To: Planning and Sustainability Commission
Subject: [User Approved] Re: Propane in Portland

Julie,
My mailing address is
3023 SW Cascade Dr.
Portland, OR 97205

Thank you for including my testimony.
Marjorie Kircher

On Jan 28, 2015, at 1:14 PM, Planning and Sustainability Commission wrote:

Hello Marjorie,
Thank you for your comments to the Planning and Sustainability Commission. So that I may include your comments 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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From: Mitch Gilbert & Margie Kircher [mailto:marmitch@comcast.net]

Sent: Tuesday, January 27, 2015 2:13 PM

To: Planning and Sustainability Commission

Subject: Propane in Portland

Dear Portland Sustainability Commission,

Please do not allow a Propane holding tank on our Columbia River! It is a protected area, why amend rules to allow pollution; what are you thinking? We should not support a massive amount of fossil fuels transported through our beautiful area. We are known as leaders in environmental protection, and there are many jobs here in the outdoor recreation industry, tourism and agriculture that could be jeopardized by hazards and spills that could easily happen if we bring propane through Oregon.

Thanks,
Marjorie Kircher

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 10:41 AM
To: Kovacs, Madeline
Subject: FW: Written Testimony Withheld for Planning Commission Workshop

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: Anderson, Susan
Sent: Wednesday, January 28, 2015 10:53 PM
To: Ocken, Julie; Stein, Deborah
Subject: Fw: Written Testimony Withheld for Planning Commission Workshop

Susan Anderson
Director
City of Portland
Bureau of Planning and Sustainability
www.portlandoregon.gov/bps

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From: Jonathan H. Liu <jonathanhliu@gmail.com>
Sent: Wednesday, January 28, 2015 9:57 PM
To: Anderson, Susan; Hales, Mayor
Subject: Written Testimony Withheld for Planning Commission Workshop

Hello, Mr. Hale and Ms. Anderson,

I'm not sure the best person to contact for this, but apparently the people I was told to contact never got my message.

I live on SE Stark, and I was informed that the property in the 1400 block of SE Stark was going to be rezoned to commercial use. I, along with many of my neighbors, had some concerns about this and we were encouraged to send written testimony to psc@portlandoregon.gov, which I did.

I was informed today that all of our written testimony was withheld and was NOT presented to the commission prior to the meeting—meaning that they discussed and made decisions without actually taking any of this written testimony into account. This is extremely frustrating, and does not seem to me to reflect a "city that works."

At this point I'm not sure what recourse I have if I feel that the city can make decisions without taking neighborhood concerns into account. We're already facing the potential influx of people from Revolution Hall just down the street, and now we can expect upzoning right next to it, with no consideration for the people who actually live in the area.

How do we make our voices heard?

Sincerely,
Jonathan Liu
1604 SE Stark St
503-939-2174

Eliot Neighborhood Association Comments on Zoning Changes

January 28, 2015

Submitted by Allan Rudwick, Land Use Chair

Dear members of the Planning and Sustainability Commission:

The Eliot Neighborhood Association would like to submit some additional comments on the proposed zoning inside our boundaries. We already discussed these issues with Nan Stark at length on January 26th, this is the written form.

More Mixed use on Williams

On the east side of N Williams, south of Russell street, there are a number of blocks with the R1 zoning that have no current residential uses on them and would be more appropriately in the CM1 zone that is being created in the Comp Plan. This accomplish several goals.

- a) Match the zoning on the other side of the street and help create a commercial corridor feel
- b) Recognize the existing uses on the parcels
- c) Allow mixed use along the Williams corridor while buffering the historic neighborhood (and conservation district) that sits behind these lots.

Re-zone Land Banked parcels owned by Legacy Emanuel Hospital

Emanuel hospital sits at the corner of N Stanton and N Gantenbein, a full half mile away from the corner of N Williams and N Russell Street. They own several oversized blocks that have remained vacant since urban renewal removed all of the buildings on them in the 1960s. 50 years later, the hospital claims that they have “ideas” of what they want to do with the land but no concrete ideas. The lots are between N Williams and N Vancouver, between Russell Street and a fresh community investment at Dawson Park. This land should be re-zoned from Institutional to CM2 or CM3 as they are a great opportunity to help absorb the growth from the neighborhood center at N Fremont and N Williams and ease pressure on the single family neighborhoods from being demolition. Perhaps the Portland Development Commission should take/buy the land from Legacy Emanuel in order to facilitate the redevelopment of these lots in a reasonable amount of time.

Change the Zoning of houses facing NE Fremont to R2.5

There have been comments on our proposed rezoning of the lots on the south side of NE Fremont between N Williams and NE MLK, Jr Blvd. We continue to support changing the zoning to R2.5 to maintain the residential character of Eliot. The lots north of Fremont are already zoned R2.5 so having one block of R2 does not make sense. It has come to our understanding that one property owner with a double lot near the corner of N Williams wants to keep their zoning, if you feel the need to accommodate them, perhaps just keeping that lot and the one lot to the west – the first two residential lots in from the corner – as zoned R2. Those lots are 40 and 52 NE Fremont.

Portland Planning and Sustainability Commission,

At the suggestion of Roger Averbeck, chair of the SWNI Transportation Committee, I am attaching a copy of a letter the Collins View Neighborhood Association recently prepared and mailed (not emailed) to Commissioner Novick commenting on and requesting consideration of specific projects for the City's proposed 2035 Comprehensive Plan Transportation System Plan (TSP). The projects outlined in the letter were determined to be of highest priority for the Collins View Neighborhood Association.

At the SWNI Transportation Committee meeting January 21st, 2015 the Collins View NA learned that the projects recommended in the letter are not on the proposed TSP list of projects.

The Collins View Neighborhood Association wants to be sure the attached letter is officially recorded in the City's database as part of the TSP process. Please retain the list of projects for future reference considering transportation priorities in the Collins View Neighborhood. We would also appreciate confirmation that you have received the attached letter.

Thank you.

Sylvia

Sylvia Bogert, Executive Director
Southwest Neighborhoods Inc. (SWNI)
7688 SW Capitol Hwy
Portland, OR 97219
503-823-4592

December 3, 2014

Commissioner Steve Novick
City of Portland
1221 SW 4th Ave., Suite 210
Portland OR 97204

Dear Commissioner Novick,

The Collins View Neighborhood Association (CVNA), a recognized Portland Neighborhood Association, has prioritized and recommends the projects below for inclusion in the City's list of proposed transportation projects, in the context of the "our streets PDX" street fee safety projects proposal, the Comprehensive Plan list of significant projects, and the Transportation System Plan (TSP) update.

Challenges Facing Our Neighborhood

Our neighborhood incorporates two main institutions - Lewis and Clark College and Riverdale High school. In addition to neighborhood residents, scores of college and high school students and campus faculty walk and bike daily.

In addition to the transportation needs of the two institutions, very significant traffic from Lake Oswego funnels through our neighborhood. SW Terwilliger and SW Boones Ferry are main thoroughfares for Clackamas County vehicle commuters. The recent major housing developments on SW Terwilliger Blvd (Lake Oswego) and SW Boones Ferry Rd (Lake Oswego) have added significant stress on our roads and intersections. The proposed Macadam Ridge development will additionally burden on our "over the limit" intersections and road ways.

Collins View is also a recognized route for distance cyclists and bike commuters. Due to the very heavy volume of motor vehicle traffic, the bike and pedestrian safety is dangerously compromised.

The limited transportation relief systems in place present increasingly challenging transportation issues. Our proposal has specific focus on SW Terwilliger, SW Boones Ferry and SW Taylors Ferry which are the main thoroughfares for neighborhood residents and Clackamas County vehicle commuters.

1. Realignment and reconfiguration of the SW Terwilliger Blvd. and SW Boones Ferry Rd. intersection.

This intersection is the heart of our community's transportation problem. It is way beyond its limit in accommodating vehicular, bicycle and pedestrian traffic and severely compromises the

safety of our residents. The traffic lights at this intersection were designed to manage the traffic needs that existed more than 25 years ago.

It has the added burden of increased vehicular traffic from Clackamas county sections of SW Boones Rd. and SW Terwilliger Blvd. and its adjoining/connecting neighborhoods. This particular traffic has increased fivefold since the traffic signals were designed. During this period Lewis and Clark College has also significantly increased its vehicular, bicycle and pedestrian traffic and a new high school (Riverdale High School) serving an adjoining community of Dunthorpe has been established in Collins View. The side street of SW Maplecrest near this intersection has been impacted very severely. Entrance and exit from this street have become extremely dangerous.

Proposed solutions with multiple designs have been delayed again and again by the city transportation department for various unexplained reasons.

We offer a solution for consideration to PBOT. *See attached Exhibits A and B.*

2. A crosswalk and flashing light at SW Primrose across Terwilliger and a sidewalk connecting the east side of SW Terwilliger Blvd. from the crossing to 2 blocks north to the retail district.

SW Primrose is a small residential street that is heavily used by pedestrians and cyclists as it connects Terwilliger Blvd. with the greater Collins View neighborhood and Lewis & Clark College. The nearest crosswalks are at Taylor's Ferry (1300' away) and SW 2nd (2400' away). One can wait upwards of 10 minutes for traffic to stop and allow crossing. In December, 2013 a woman attempting to cross SW Terwilliger at SW Lobelia (one block north of SW Primrose) was struck by a car and later died of her injuries. There is also a #38 bus stop at the west end of SW Primrose, and SW Primrose is a dedicated SW Walking Trail. Given SW Primrose's direct connection to the larger neighborhood, this bus stop is the most utilized along SW Terwilliger, between Taylor's Ferry and SW 2nd. Further extending the sidewalk 2 blocks south from the retail district on Terwilliger/Taylor's Ferry to Primrose to meet ADA requirements would greatly improve pedestrian safety. In our meetings in the neighborhood it is become abundantly clear that the lack of a crosswalk and the connecting sidewalk are major hurdles for residents who wish to utilize the public transportation system (Tri Met). A Tri Met Bus shelter is long overdue at this Bus stop. *See attached Exhibit C.*

3. A sidewalk and lighting along Terwilliger Blvd. from Boones Ferry Road to the Law School.

This roadway has no shoulder. But it is the main route to the Lewis & Clark campus. Students and faculty use this pathway to and from the campus as well as for pedestrians who live in the neighborhood. Residents also use it to commute using the Tri Met #38 bus. There is no safety in getting to/from bus stops and from/to our homes. Bicycle and pedestrian safety is nonexistent in this critical section of Terwilliger Blvd. Lighting this pathway would also add significantly to the safety. *See attached Exhibit D.*

- 4. The missing 3 blocks of sidewalk. The newly constructed sidewalk extends from SW Spring garden Rd. to only as far as the SW 10th Ave. on Taylors Ferry Rd. Three crucial blocks of sidewalk to SW 7th Ave are missing. (SW 7th Ave is only one block from the intersection of SW Terwilliger Blvd and SW Taylors Ferry Rd.)**

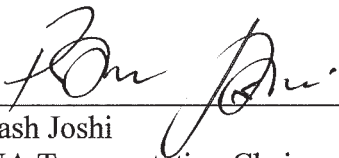
The recent construction of the sidewalk that connects Capitol Hill Elementary School to some parts of the neighborhood (safe walk to school) is incomplete and needs to connect to the Taylors Ferry and Terwilliger intersection. Kids and parents cannot walk to school from the Collins View and South Burlingame neighborhoods because of the missing 3 blocks of sidewalk. This particular 3 blocks of roadway is impossible to walk due to the lack of a shoulder and the speed of the vehicular traffic. Essentially the newly constructed sidewalk that ends on 10th Ave is unreachable on foot from SW 7th Ave. It is not only risky for kids and parents walking to and from school but also for commuters that use TriMet. *See Exhibits E and F.*

- 5. Implementation of a neighborhood greenway between Lewis & Clark College and the retail area at Terwilliger and Taylor's Ferry via SW Palatine Hill and SW Primrose Streets.**

The Primrose/Palatine Hill Route provides a main access to the College for L&C students, faculty, and staff. For cross-town cyclists, it is also provides the main access from SW Portland to the Cemetery Route and the Sellwood Bridge. SW Primrose is a dedicated 2030 greenway and currently marked as a bike route on most maps. Despite all of these designations, these streets and intersections prioritize auto speed, and without specific support for traffic calming, they are dangerous for pedestrians and cyclists, especially at night and in wet weather.

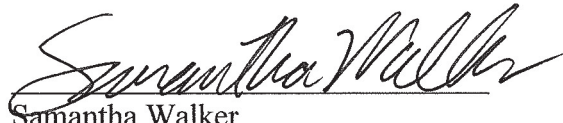
We hope that these proposed improvements will be taken into consideration by the city and its appropriate departments.

We thank you for the opportunity to propose improvements for the safety and livability of our residents.



Prakash Joshi
CVNA Transportation Chair

Commissioner Steve Novick
December 3, 2014
Page 4

A handwritten signature in black ink, appearing to read "Samantha Walker". The signature is written in a cursive, flowing style.

Samantha Walker
CVNA Chair

CC: Leah Treat, PBOT Director
Mark Lear, PBOT for Our Streets PDX
Courtney Duke, PBOT or the Transportation Systems Plan update
Joan Frederiksen, BPS West District Liaison
Sylvia Bogert, SWNI Director
Fran Laird, SWNI
Jim Diamond CVNA
Amy Ponteri CVNA
Roger Averbeck, SWNI
Marianne Fitzgerald, SWNI

EXHIBIT: A

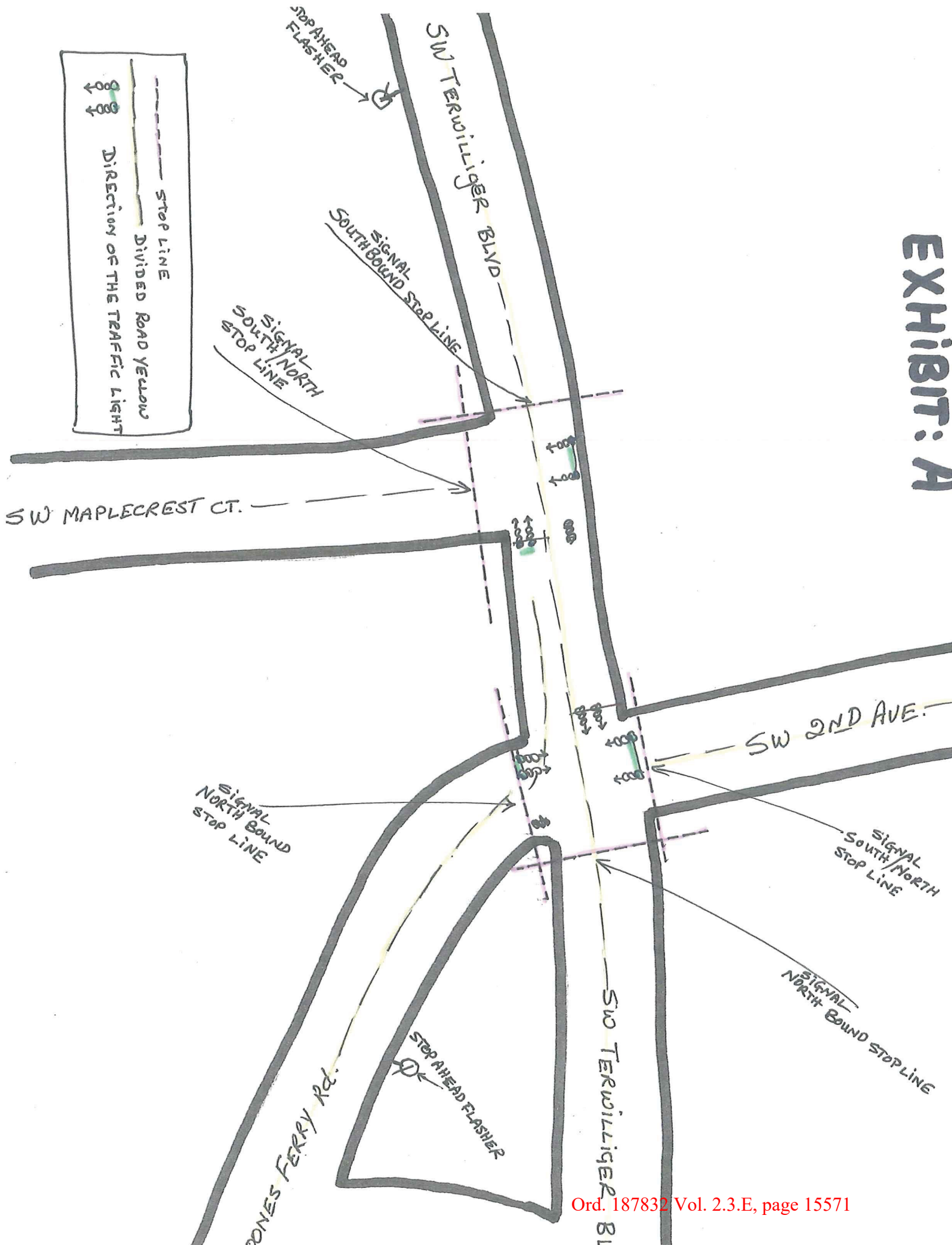


Exhibit : B

Wentworth Blvd

Marblecrest Dr

SW Terwilliger Blvd

SW Terwilliger Blvd

SW Terwilliger Blvd

SW 2nd Ave

SW 2nd Ave

SW Boone's Ferry Rd

SW Boone's Ferry Rd

SW Boone's Ferry Rd

SW Terwilliger Blvd

SW Terwilliger Blvd

SW Terwilliger Blvd

EXHIBIT : C

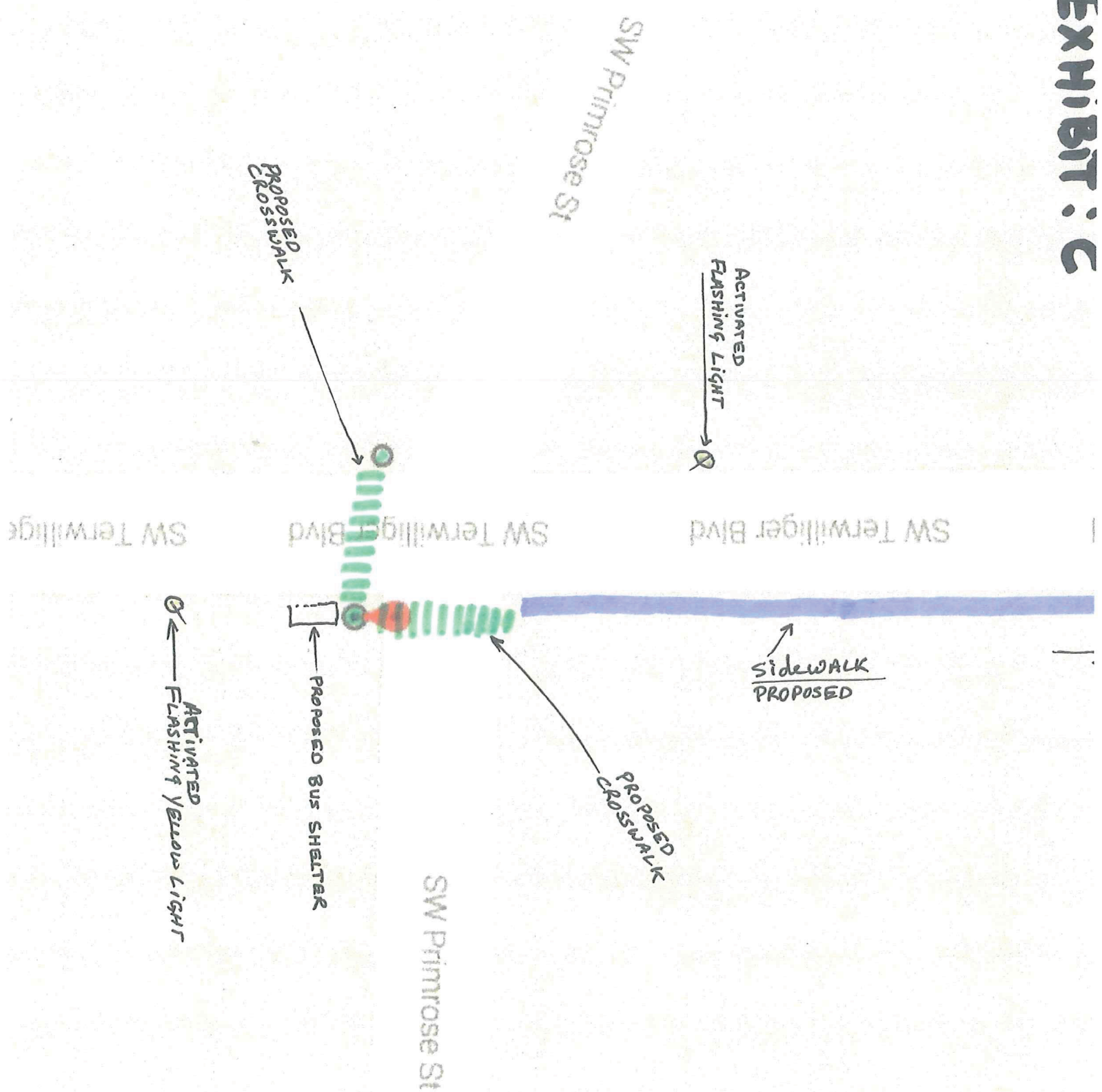


EXHIBIT: D

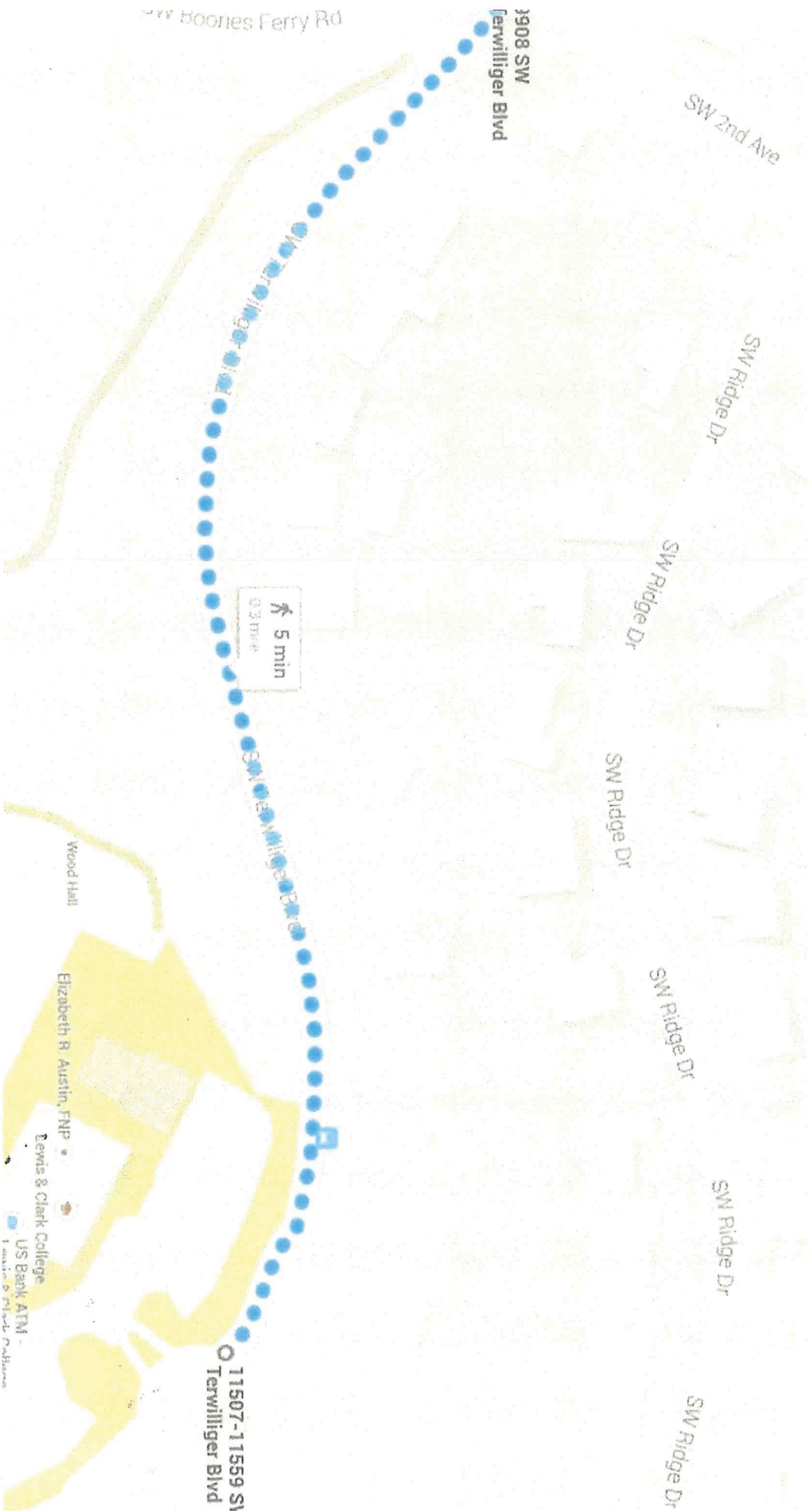


EXHIBIT: E

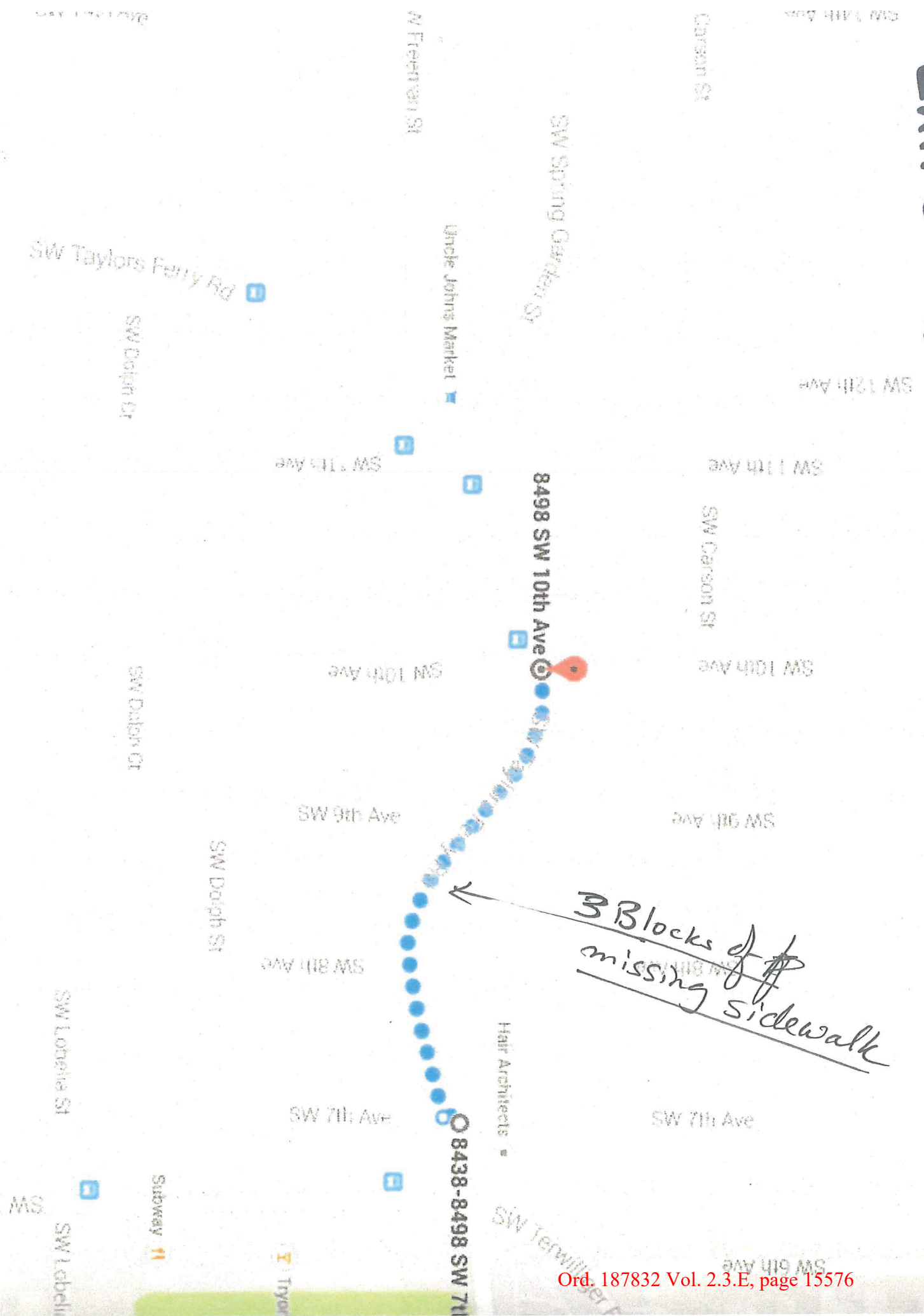
~~AK~~ — Sidewalk ends

← Tailors Ferry Rd. →

SW 10th Ave.

no sidewalk
per 3 Blocks

EXHIBIT: F



January 28, 2015

Planning and Sustainability Commission

We have been residents of the Argay neighborhood for almost 26 years. We chose this area because it was a family friendly neighborhood and a good place to raise our family.

We would like to keep it that way so we are joining other residents who requesting that all vacant or undeveloped R-3 zoned land in Argay be reclassified to R-5 or R-7 single family residential. We would like 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. We support the City's similar change #688 along NE 148th Avenue north of I-84.

Please help us keep our neighborhood in Argay family friendly. Thank you.

Mike and Shirley Schrunk
3308 NE 129th Avenue
Portland, Oregon 97230

Shirley Schrunk
Mike Schrunk

January 28, 2015

RECEIVED
PLANNING BUREAU

2015 FEB -3 A 10:17

Planning and Sustainability Commission
Comp Plan Comments - Argay Neighborhood
1900 SW 4th Avenue
Portland, Oregon 97201-5380

Dear Commission Members:

We have lived in Argay Terrace for many years. We are requesting that all vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single family residential. We oppose the Mixed Employment areas (Change Numbers 286, 288, and 289) located at the SE corner of 122nd and Shaver and that 290, located at the SW corner of NE 147th and Sandy Blvd. also be reclassified to R-5 or R-7 single family.

We support the City's similar change #688 along NE 148th Avenue north of I-85.

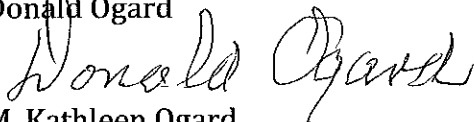
Recent surveys have clearly demonstrated that the younger generations would rather live in single family homes than in apartments. Single family homes tend to reflect more stability in the neighborhood than do apartments. People who remain in a neighborhood for several years or more are far more likely to take an interest in the welfare of the community as a whole.

Please help us retain the quality of the Argay Neighborhood.

Thank you for your kind attention to this letter.

Registered Voters

Donald Ogard



M. Kathleen Ogard



136520 NE Siskiyou Ct.
Portland, Oregon 97230

Mr. D. W. Ogard
13620 NE Siskiyou Ct.
Portland, OR 97230-2949

PORTLAND OR 970

29 JAN 2015 PM 6 L



Planning and Sustainability Commission
Comp Plan Comments - Argay Neighborhood
1900 SW 4th Avenue

Ord. 187832 Vol. 2.3.E, page 15578

Portland, Oregon 97201-5380

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 9:52 AM
To: Kovacs, Madeline
Subject: FW: Argay Plea

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: John Unverferth [mailto:jmupdx@comcast.net]
Sent: Wednesday, January 28, 2015 5:34 PM
To: Planning and Sustainability Commission
Subject: Argay Plea

I am a long-time resident of the Argay neighborhood. I've seen many changes in this area over the last 30 years...most of them NOT for the good. We've seen restaurants close, a movie theater shut down, and a big skating rink close.

The biggest and most disturbing change I've seen has been the proliferation of apartments in the area -- most of them low income. The reality of this is that apartments create a "revolving door" of transient families that puts a strain on our public schools. All kids deserve access to a good education, but when there is such a high concentration of apartment dwellers vs. single family homes, it produces an impossible situation for educators.

This area does not need more apartments. It's a great area that needs to recover from neglect. I encourage you to come out and check out the neighborhood. Talk to the educators in our elementary schools about 60% classroom turnover and the impact it has on their jobs.

In addition, single family homes are more likely to stimulate economic growth in the area by attracting more retail stores, more restaurants and maybe even some entertainment stuff.

Please consider zoning the areas around the Argay neighborhood single family. We don't need more apartments anywhere near here.

Thank you,
John Unverferth
13915 NE Rose Pkwy

Portland, OR 97230
503-253-1155

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 9:53 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: Seth [mailto:eikrems@gmail.com]
Sent: Wednesday, January 28, 2015 6:37 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:
Scarlet, Seth & Elsa Eikrem
Address:
14304 NE Fremont St
Portland, OR 97230
Email Address:
eikrems@gmail.com

From: Planning and Sustainability Commission
Sent: Thursday, January 29, 2015 10:38 AM
To: Kovacs, Madeline
Subject: FW: Written Testimony Withheld for Yesterday's Planning Commission Workshop

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: Susan Lindsay [mailto:lindsays@pdx.edu]
Sent: Wednesday, January 28, 2015 2:52 PM
To: Sheila Baraga; Rick Johnson; Patricia Cain; Nancy Oberschmidt
Cc: Anderson, Susan; Christine Yun; Planning and Sustainability Commission; don.hanson@otak.com
Subject: Re: Written Testimony Withheld for Yesterday's Planning Commission Workshop

Just a foot note. To make clear, these concerns are not directed at any one staff or administrator.

The way the system/ process has been set up, along with a practiced 'over concern' for the commission members, (who like us are all volunteers), and a marked 'under' concern for the public is what has contributed to this process being out of balance. The public lacks relevance, and a real "voice", and that must change.

Susan

On Jan 28, 2015, at 12:53 PM, Susan Lindsay <lindsays@pdx.edu> wrote:

- > Hi all,
- >
- > It was reported to me yesterday that Planning staff withheld all your letters and emails and did not allow the Commission access to them prior to yesterday's meeting.
- >
- > They also withheld the separate formal, representative letter I wrote regarding our strong opposition to the proposed upzoning on SE Morrison and Belmont between 15-19th Avenues.
- >
- > They said this was done to protect the Commissioners from being "overwhelmed" or burdened prior

to the meeting where we told they were actually going to discuss in detail the issues we were raising concerns about.

>

> I find this deeply disturbing..especially since I had also raised concerns in my email about all this "closed to public testimony decision-making" taking place while the public is being told testimony is open until mid March.

>

> This entire process, in my view, is weighted heavily on the ideas and concepts of Planning staff, their connection and influence with the Commissioners themselves, and I now believe after yesterday, the public has little means to influence any of it.

>

> Sadly, I no longer believe we can effectively be a part of or have any genuine influence on these proposals working in the existing constraints and controls of information and public testimony by the bureau as well as their ability to propose and then implement these sweeping neighborhood altering land use changes with little controlled oversight.

>

> I have asked for a meeting with the Mayor's chief of staff with Planning to voice these concerns and to get some focus on the sweeping impacts these bureau-promoted concepts will actually mean for our neighborhood.

>

> That meeting is set up for week after this, and I have asked Rick to join me.

>

> I welcome your thoughts and those of your neighbors.

>

> Thank you,

>

> Susan

>



January 28, 2014

Planning & Sustainability Commission
 1900 SW 4th Avenue
 Portland, OR 97201-5380
 psc@portlandoregon.gov

RE: Comprehensive Plan Testimony

(via postal and electronic mail)

Dear Planning & Sustainability Commission:

I write on behalf of the Northeast Coalition of Neighbors (“NECN”) to provide testimony regarding the proposed draft of the Portland Comprehensive Plan. The NECN appreciates the hard work by City staff and community stakeholders to create a thoughtful vision for Portland’s future. The draft Plan articulates a set of policies that point in a direction that may serve our community well through the coming years. However, we believe that the draft Plan could be improved in several ways, as discussed below.

OVERVIEW

NECN values this comprehensive planning process as a once-in-a-generation opportunity to address concerns shared citywide by many neighborhood associations and individual citizens. Some specific concerns bear highlighting:

Residential Demolitions:

New planning guidelines should discourage unnecessary demolitions of single-family homes and encourage preservation of dwellings and other buildings where feasible. At present, demolitions in our neighborhoods are typically no longer just replacing dilapidated dwellings or filling in previously-vacant full-size lots. Instead, new construction is replacing older, generally sound homes that tend to be affordable to median-income households, with much larger single-family homes that tend to be unaffordable to all but the highest-income households within our neighborhood. This trend is slowly chipping away at the historically affordable housing stock within our neighborhood, is environmentally destructive, and does little or nothing to contribute to density.

The Plan should adopt policies to favor preservation and renovation over demolition where feasible. Demolition should be a tool of last resort, deployed only when the existing structure has reached the end of its useful lifespan.

Sullivan's Gulch Trail

The Sullivan's Gulch Trail is a necessary addition to the Rose Quarter, Lloyd District, and Sullivan's Gulch areas and provides an opportunity to enhance existing infrastructure investment. Adjacent to regional private and public investment, the Sullivan's Gulch Trail provides an opportunity to complete an ideal multi-modal network of transit related options necessary to support and sustain regional economic areas. Therefore we believe this project is a priority for inner North and Northeast Portland and encourage funding be identified and secured as soon as possible for the full build-out of the project, from the Willamette River to the existing trail adjacent to I-84, east of I-205.

High Speed Rail

We support a thorough study of high speed rail (HSR) development in our region, particularly addressing specific impacts (positive and negative) on the Portland Metro Area. A study should evaluate the possible High Speed Rail corridors in the region, and illuminate their benefits and possibilities for implementation, while also proactively considering any negative impacts and equity concerns that may arise from such a large scale project. Ongoing long term planning projects, such as the City of Portland's Central City Plan, should also incorporate preliminary high speed rail studies into their scope.

"Flats" in Single-Family Zones Served by High-Quality Transit

To ensure that it is economically feasible to build new units affordable to median-income households, the Plan should allow for multiple dwelling units within structures that otherwise meet the form requirements for single family homes. The City should implement and enforce these policies through changes to its building and zoning codes.

Within the portions of the R5 and R2.5 zones served by high-quality transit service, a new overlay zone should be created, whose boundaries would be reviewed and edited by neighborhood associations prior to finalization. This overlay zone would allow for multiple residential units, up to two per floor, in structures that otherwise met the guidelines for single-family structures. This transition in the code, from a strict focus on density towards more of a form-based code, would place the emphasis on minimum lot size, maximum lot coverage, building setbacks, height, protection of existing mature trees, and other issues relevant to neighborhood livability.

Re-zone Land Banked parcels owned by Legacy Emanuel Hospital

Emanuel hospital sits at the corner of N Stanton and N Gantenbein, a full half mile away from the corner of N Williams and N Russell Street. They own several

oversized blocks that have remained vacant since urban renewal removed all of the buildings on them in the 1960s. 50 years later, the hospital claims that they have "ideas" of what they want to do with the land but no concrete plans. The lots are between N Williams and N Vancouver, between Russell Street and a fresh community investment at Dawson Park. This land should be re-zoned from Institutional to CM2 or CM3 as they are a great opportunity to help absorb the growth from the neighborhood center at N Fremont and N Williams and ease pressure on the single family neighborhoods from being subject to additional demolitions. Perhaps the Portland Development Commission should take/buy the land from Legacy Emanuel in order to facilitate the redevelopment of these lots in a reasonable amount of time.

Skinny houses on undersized lots in the R5 zone:

R5 zones are viewed by neighbors as areas with roughly 5,000 square foot lots. Though it is understood that the City has allowed lot sizes down to 3,000 square feet in some areas of R5 zones, there should be a minimum lot size in the R5 zone, below which development of new primary dwelling units is not allowed (because, in fact, a legal "lot" does not exist; instead, the area in question is the yard of the adjacent house). In certain areas, "lots of record" or "historically platted lots" were sold off with dimensions of 25x100, two, three, or four at a time, so that buyers could choose whether they wanted 5,000, 7,500, or 10,000 square foot lots for their upscale homes and gardens. The City has recently taken the opinion that these are, in fact, all buildable 2,500 square foot lots, despite the fact that they are located in an R5 zone, and thus are smaller than the minimum lot size required to be buildable in that zone. The City should halt all new development on lots of substandard size, and require that a lot be of a certain size, within R5 zones, in order to be considered buildable without a zone change. This policy would still allow for the construction of accessory dwelling units; and, if implemented along with the other recommendations in this letter, would also allow for the primary residential structure to be divided into multiple dwelling units. The yard size, however, would remain large enough to preserve the character of the R5 zone.

RECOMMENDATIONS ON SPECIFIC POLICIES PROPOSED IN THE DRAFT PLAN:

Page GP3-14:

"Freight Corridors

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.*

NECN Concern: 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.

- **NECN Recommendation:** One way to change the language to reflect this may be to strike the words “While the forms of” and “not expected to change significantly, they”, and to insert an additional sentence that acknowledges that these corridors may, in fact, have to change significantly in order to safely accommodate multi-modal access in the future. These suggested edits are shown above.

Page GP3-16:

“City Greenways

City Greenways are a network that includes the following types of infrastructure:

...

4. Neighborhood greenways are an extensive network of streets with low volumes of *local access only* motor vehicle traffic that are prioritized for bicycles and pedestrians, working in conjunction with the rest of the City Greenways system to extend the system into all neighborhoods.”

NECN Concern: 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 at intersections between greenways and arterials, as well as traffic diverters that are spaced between 2 and 10 blocks apart between arterials along neighborhood greenways (where the grid is intact). These diverters would allow bicycles & pedestrians to continue, but force motorized vehicles to turn and find another route (where a reasonable parallel route exists). Specific traffic diverter locations and styles should be chosen in a context-sensitive manner, in coordination with local neighborhood and business associations.

- **NECN Recommendation:** Add language to this policy statement that specifies that neighborhood greenways are open to motor vehicle traffic for local access only, as shown in the edits above.

Page GP3-17:

“Employment Areas

Industrial Districts – Industrial districts are in the low, flat areas along Portland Harbor and the Columbia Corridor, Oregon’s freight infrastructure hub. The manufacturing and distribution sectors concentrate here. *Though in the past they typically have needed*

one-story buildings, medium to large sites, and locations buffered from housing, *in the future these areas are expected to become more inclusive of multiple-story buildings containing a mix of complementary uses.* There is also an industrial district in the Central Eastside and smaller industrial areas scattered around the city, mostly adjacent to major transportation hubs.”

NECN Concern: Some language needs to be inserted to clarify that, while in the past (since World War 2), our industrial districts have been characterized by single-story buildings on large sites, in the future they will need to become more like industrial districts of the late 19th and early 20th century, with multiple-story buildings containing a mix of complementary uses. We have a shortage of industrial lands within city limits, so those lands that are already zoned for industrial should see an intensification of uses. Additionally, we should double down on our efforts to reclaim appropriate brownfield sites as future industrial land development opportunity areas.

- **NECN Recommendation:** Modify this policy statement to specifically state that industrial lands are expected to see an intensification of uses in the future. Potential language to accomplish this goal is shown above.

Page GP3-22:

“Policy 3.77: 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.*”

NECN Concern: 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.

- **NECN Recommendation:** Add language that requires all development on lots served by alleys, to provide auto access to the property from the alley. Potential language to accomplish this goal is shown in the edits above.

“Policy 3.79: Inner Neighborhoods infill. Fill gaps in the urban fabric through infill development on vacant and underutilized sites, and re-use of historic buildings on adopted inventories. Integrate new development into these districts’ historic development patterns.” *Ensure that development preserves and incorporates, rather than removes, mature trees.*

NECN Concern: Mature trees merit special consideration as something that new development should seek to preserve. The Concordia neighborhood has lost over 20 mature, old-growth trees due to development in the past year

alone. These century-old trees provide carbon sequestration and habitat benefits that are not included in development pro-formas. Their removal imposes negative externalities on the neighborhood, including its ecology. It is apparently too easy currently for a developer to remove mature trees without having to pay for the true cost, including quantified externalities, associated with their removal.

- *NECN Recommendation:* Add stronger language to protect mature trees. An example of potential language to accomplish this goal is shown in the edits above.

Page GP4-6:

“Policy 4.11: 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.”

NECN Concern: 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.

- *NECN Recommendation:* Insert stronger language into this policy statement, making it clear that development shall be required to use existing alleys, where they exist, to provide automobile access to properties. Potential language to accomplish this task is shown in the edits above.

“Policy 4.12: Adaptable neighborhoods. Encourage more housing choices to accommodate a wider diversity of family sizes, incomes, and ages. Allow adaptive reuse of existing buildings and the creation of *detached* accessory dwelling units to serve the changing needs of a household over time.” *Allow structures to be built in single family detached zones that meet height, setback, site coverage and minimum lot size requirements for single-family structures (and otherwise are visually similar to single-family homes), but that contain multiple units stacked vertically (“flats”), in zones served by high-quality transit.*

NECN Concern: Create a new policy to allow flats to be built in single-family neighborhoods. There is currently a lot of anger within the neighborhoods of Portland over the home demolition epidemic. People feel that they are being subjected to the stress of demolitions, of losing affordable housing stock within the neighborhood, without seeing any potential benefit. Currently, affordable homes are being demolished to construct homes that are only affordable to higher-income households, without doing anything to help with the supply of affordable housing. At least within the Concordia neighborhood, neighbors would rather have the new larger structure that is built following a demolition be full of perhaps three flats, each affordable to a middle-income

household, rather than one single expensive home. This would aid in the supply of affordable housing within the neighborhood, reduce pressure on the UGB, increase the supply of customers for neighborhood businesses, and generally help to meet community goals and needs.

- *NECN Recommendation:* Insert language that allows structures in single-family zones in areas served by high-quality transit to contain multiple units, as long as the building envelope meets the requirements for those zones in terms of height, setbacks, lot coverage, etc. Some potential language to accomplish this goal is shown in the edits above.

Page GP4-7:

“Policy 4.13: Scale and patterns. Encourage design and development that complements the general scale, character, and natural landscape features of neighborhoods. Consider building forms, scale, street frontage relationships, setbacks, open space patterns, and landscaping. Allow a range of architectural styles and expression, and respect existing entitlements.” *Remove strict restrictions on dwelling units per structure in transit zones.*

NECN Concern: Current zoning codes are too restrictive on development, and often impose artificial limits on density that are based primarily on the number of dwelling units. Rather than focusing on the number of dwelling units, codes should focus on the form of development, the height of the structure, treatment of existing mature trees on the site, the relationship to the street, and the relationship to adjacent structures. Because the number of dwelling units is itself a function of the size of each unit as much as anything else, developers and property owners should be given more freedom to size each unit as they see fit, as long as they meet code requirements for the form of the building.

- *NECN Recommendation:* Insert language into Policy 4.13 that allows for the removal of restrictions on dwelling units per structure within transit zones. One possible way to do so is shown in the edits above. It may be preferable to use FAR, or simply height and lot coverage, as the mechanisms through which building size is regulated between different zones.

“Policy 4.16: 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.*

NECN Concern: Awnings should be specifically called out 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 facade, and require buildings in centers and corridors to provide awnings.

- *NECN Recommendation:* Insert language requiring buildings to provide awnings within the pedestrian districts of centers and corridors. Some potential such language is shown in the edits to Policy 4.16, above.

“Policy 4.20: Residential uses on busy streets. Improve the livability of places and streets with high motor vehicle volumes. Encourage landscaped front setbacks, street trees, and other design approaches to buffer residents from street traffic.” *Prevent new single-use single-family houses in commercial retail zones. Require a ground floor use that contributes to a retail-oriented pedestrian environment, such as ground-floor retail space.*

NECN Concern: There have been too many instances in recent years of new development on our neighborhood main streets, such as Alberta and Belmont streets, that is purely residential. This creates “dead zones” on these streets. New development should seek to prevent the production of more such “dead zones” by requiring ground-floor uses that are compatible with the intent of a retail mixed-use pedestrian environment.

- *NECN Recommendation:* Insert language requiring ground-floor retail or similar uses in development in the pedestrian zones of centers and corridors. Some potential language to accomplish this is shown in the edits to Policy 4.20, above.

Page GP4-9:

“Policy 4.52: Water use efficiency. Encourage site and building designs that make efficient use of water and manage stormwater as a resource.” *Encourage the re-use of graywater from showers, sinks, kitchens, and laundry for landscape irrigation, especially for permaculture.*

NECN Concern: Graywater does not appear to be specifically addressed anywhere in this draft of the Comp Plan, so this may be the most appropriate place to insert a reference to it. Given our increasingly long summertime droughts in Portland, graywater makes sense as a way to re-use water to reduce water consumption for landscape irrigation purposes. It can be used untreated in completely underground applications, or it can be treated and re-used for other purposes.

- *NECN Recommendation:* Add a new sentence to Policy 4.52 that clarifies City support, as a matter of policy, for the re-use of graywater from showers, baths, sinks, kitchens, and laundry. Establish policies to encourage the responsible installation and use of graywater systems within the City.

Page GP4-14:

“Policy 4.63: Urban heat islands. Encourage development, building, landscaping, tree planting, and infrastructure design that reduces urban heat island effects.”

NECN Concern: This section on urban heat islands seems to read as if technological fixes are preferred to help reduce the urban heat island effect. The most cost-effective solutions may indeed be the simplest, however: plant more trees and perennial shrubs. At the very least, a nod in this direction could be added by inserting the word “landscaping” into this list.

- **NECN Recommendation:** Add the planting of trees and landscaping to the lists of solutions to reduce the urban heat island effect. Work to establish City policies that encourage wider adoption of permaculture practices that reduce the Urban Heat Island effect and sequester additional atmospheric carbon on a long-term basis. This could be done by modifying Policy 4.63, as shown above.

New Policy Suggested, perhaps 4.69? Organic Practices Within City Limits. *Within the City of Portland, all City-owned lands and buildings shall be managed under a standard that is equivalent to Oregon Tilth certification. This shall include banning on all lands owned and/or managed by the city, all pesticides, herbicides, insecticides, fertilizers, etc. that are not approved for use by Oregon Tilth, except for in cases of extreme urgency (such as, if it were to be otherwise prohibited, to inoculate Dutch Elm trees against Dutch Elm Disease). Doing so will encourage the restoration of wildlife habitat, protect endangered fish and wildlife populations, protect threatened bee populations, and protect the health of human and other living inhabitants of the city.*

NECN Concern: To protect the health of humans and other inhabitants of our city, the City of Portland should seek for the properties it controls to be managed according to standards that could be certified as organic by Oregon Tilth. This policy is expected to save money for the City in following it, and to have positive impacts on the health and economy of the City and its residents and businesses. This policy should apply to all lands controlled by the City of Portland.

- **NECN Recommendation:** A new policy should be created to this effect, based on language such as that above.

New Policy Suggested, perhaps inserted after 5.36? Multiple Dwelling Units in Single Family Zones. *Encourage the development of flats in single-family neighborhoods within high-quality transit zones, that is, vertically separated multiple housing units within buildings that otherwise resemble single-family homes and comply with single-family zone requirements related to height, setback, lot coverage, and minimum lot size.*

NECN Concern: A new policy should be created to specifically legalize “flats” in single-family neighborhoods (R5 and R2.5 zones), where multiple vertically separated housing units are housed within structures that otherwise appear to

be single-family homes and meet all of the zoning regulations for single-family zones except those relating to number of units.

- *NECN Recommendation:* A new policy should be created to allow for multiple dwelling units within each dwelling structure in single-family zones, based on language such as that above. This policy should allow for a new overlay zone to be created and applied within the portions of the R5 and R2.5 zones that overlap with high-quality transit zones, as defined by the City for the purposes of allowing multifamily development with no or reduced off-street parking. The resulting overlay zone map should be shown to neighborhoods prior to final adoption, for the purposes of collecting input and revising the boundaries of the overlay zone based on input from neighborhood associations. This policy could be written as shown in the suggested text above.

Page GP6-10:

“Policy 6.23: 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 net zero emissions in this sector.*”

NECN Concern: 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 net 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.

- *NECN Recommendation:* Adopt a policy goal of net zero emissions from the trade and freight sectors of the economy by the plan horizon year. This could be done by modifying Policy 6.23, as shown above.

Page GP6-17:

“Policy 6.59: Neighborhood business districts. Provide for the growth, economic equity, and vitality of neighborhood business districts (Figure 6-3). *Eliminate “by right” single family development in commercial or mixed use zones; require all new development to provide ground-floor space for uses (such as retail) that support the retail-oriented pedestrian environment within neighborhood business districts.*”

NECN Concern: Some language should be inserted here to clarify that, indeed, for neighborhood business districts to survive and thrive, they must be districts for business. Space must thus be allocated specifically for supportive uses, and new single-family (or other) development that does not

acknowledge the need to provide this space, especially on the ground floor, must be prohibited.

- *NECN Recommendation:* Adopt a policy requiring ground-floor commercial space (or others uses that support the retail-oriented pedestrian environment) in all new development in centers and corridors, eliminating “by right” single family development in these areas. This could be done by modifying Policy 6.59, as shown above.

Page GP7-14:

“Policy 7.48: Connected upland and river habitats. Enhance habitat quality and connectivity between the Willamette riverfront and upland natural resource areas.”
Daylight creeks through urban areas; use these creeks as the centers of habitat corridors.

NECN Concern: Daylighting can be an effective strategy to not just connect streams to rivers, but also to connect upland to lowland habitats along new (restored) habitat corridors.

- *NECN Recommendation:* Adopt a policy supportive of daylighting creeks that are currently in underground culverts. This could be done by modifying the test of Policy 7.48, as shown above.

Page GP8-13:

“Policy 8.29: 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.*

NECN Concern: The current language of Policy 8.29 is very vague, and needs to have stronger language with specific desired outcomes. An achievable policy goal would be net-zero carbon emissions from City vehicles and properties, especially by the plan’s horizon 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.

- *NECN Recommendation:* Adopt a policy requiring the City of Portland to produce net zero carbon emissions from public facilities by the Plan’s horizon year. This could be done by modifying the test of Policy 8.29, as shown above.

Page GP8-15:

“Policy 8.43: 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.*"

NECN Concern: 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, and the ROW shall not be vacated.

- **NECN Recommendation:** Adopt a policy relating to street vacations that strongly favors not vacating any street that serves or could serve as a link in the surrounding area's bicycle and/or pedestrian network, as shown in the above modifications to Policy 8.43.

Page GP8-16:

"Policy 8.49: Pollution prevention. Reduce the need for wastewater treatment capacity through land use programs and public facility investments that manage pollution as close to its source as practical and that reduce the amount of pollution entering the sanitary system." *Encourage the development of on-site graywater systems for landscape irrigation during the dry season (or for other re-use purposes if treated on-site).*

NECN Concern: Graywater, or the re-use of water from kitchen, laundry, sinks, showers, baths, and most other domestic wastewater sources except toilets, has a huge potential to reduce water consumption in Portland during the dry season. It should be specifically encouraged as City Policy, encoded in the Comprehensive Plan. The City should cooperate with other partners to develop a graywater program that educates property owners as to the responsible installation, maintenance and operation of graywater systems, including what substances and products can and cannot be used in conjunction with an active graywater system.

- **NECN Recommendation:** Adopt a policy encouraging the use of graywater systems, where appropriate, within the City of Portland. The edits to Policy 8.49, as shown above, are intended to support the accomplishment of this goal.

Page GP8-18:

"Policy 8.66: Storage. Provide sufficient in-city water storage capacity to serve designated land uses, meet demand fluctuations, maintain system pressure, and ensure supply reliability, *even during extended drought periods.*"

NECN Concern: Many residents are concerned that, with the closure and proposed closure of many of the City's open-air water reservoirs, that the door is being closed on water storage capacity that could be crucial in the

future as climate change brings longer, drier summertime drought conditions to our region. The City should, as a matter of policy, ensure that it has adequate water storage capacity to allow adequate supply even during the most long-lasting, extreme drought conditions, without having to resort to groundwater pumping (which should only be a strategy of very last resort).

- *NECN Recommendation:* Adopt a policy requiring the City of Portland to provide enough water storage capacity to allow the City to ensure supply reliability without needing to support to groundwater pumping, even during extended drought periods. The edits to Policy 8.66, as shown above, are intended to support the accomplishment of this goal.

Page GP8-23:

New Policy, perhaps 8.105? Sustainable Energy 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.*

NECN Concern: 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.

- *NECN Recommendation:* Adopt a policy requiring the City of Portland to maximize the production of sustainable energy on lands and facilities that it owns or controls, while reasonably balancing this policy goal against other competing needs and interests for those lands and facilities. Some potential policy language to accomplish this goal is shown above, as a suggested new Policy 8.105.

Page GP9-8:

"Policy 9.15: Repurposing street space. Encourage repurposing street segments portions of street Rights-Of-Way that are not critical for transportation connectivity to other community purposes."

NECN Concern: 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.

- *NECN Recommendation:* Modify Policy 9.15, as shown above, to clarify that the City seeks to re-purpose under-used portions of the street Right-Of-Way to allow them to find their highest and best use; but that the City has no interest in closing any existing or potential links in its pedestrian and/or bicycle networks.

Page GP9-9:

“Policy 9.21: Bicycle transportation. Create conditions that make bicycling more attractive than driving for most trips of approximately ~~three~~ *five* miles or less.”

NECN Concern: 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.

- *NECN Recommendation:* Modify Policy 9.21, as shown above, to clarify that the City seeks to create conditions to make bicycling more attractive than driving for most trips of approximately *five* miles or less.

Page GP9-10:

“Policy 9.29: Intercity passenger service. Coordinate planning and project development to *create/expand electric rail* intercity passenger transportation services, including *High Speed Rail*, in the Willamette Valley, ~~and~~ from Portland to Seattle and Vancouver, BC, and from Portland to nearby cities including Hood River, The Dalles, Bend via Mt. Hood, and destinations on the Oregon Coast including Astoria to Tillamook.”

NECN Concern: The City should seek stronger, carbon-neutral passenger transportation connections to more of its hinterlands. Electric interurban/intercity passenger rail service, including high speed rail in appropriate locations, should be planned to connect Portland to Eugene (and points south), the Oregon Coast including Astoria to Tillamook (and possibly points south), the Columbia Gorge including Hood River and the Dalles (and possibly points east), Bend and Central Oregon via Mt. Hood, as well as points to the north, including Vancouver (WA), Olympia, Seattle, and Vancouver, BC.

- **NECN Recommendation:** Modify Policy 9.29, as shown above, to clarify that the City seeks to become the epicenter of an electric interurban passenger rail network that connects it via a rapid carbon-neutral mode of transportation to the major population and destination centers of its hinterlands that it is currently connected to via the road network. The end goal should be to offer better travel times than are available currently from road-based transportation modes. Existing tracks should be electrified and upgraded incrementally, and new alignments built as funding becomes available, so that high-speed rolling stock could be operated at speeds in excess of 150 m.p.h. (and even at speeds above 200 m.p.h.), where appropriate.

“Policy 9.32: 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 net zero emissions from freight movement.*

NECN Concern: 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.

- **NECN Recommendation:** Modify Policy 9.32, as shown above, to clarify that the City seeks to achieve net zero emissions from freight movement.

Page GP9-11:

“Policy 9.35: 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 and eliminate emissions from freight rail activities.”

NECN Concern: 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.)

- **NECN Recommendation:** Modify Policy 9.35, as shown above, to clarify that the City seeks to electrify its regional rail network, and double-track it where necessary to allow for the co-existence of both freight and passenger rail operations in a manner that allows both to maintain their growing schedules.

Page GP9-13:

“Policy 9.52: 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.*”

NECN Concern: 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.

- **NECN Recommendation:** Modify Policy 9.52, as shown above, to clarify that the City seeks to encouraged the shared use of both on- and off-street parking.

Page GP10-9:

“Policy 9.52: 6. Single-Dwelling — 5,000

This designation is Portland’s most common pattern of single-dwelling development, particularly in the city’s inner neighborhoods. It is intended for areas near, in, and along centers and corridors where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas within this designation generally have few or very limited development constraints. ~~Single-dwelling~~*structure residential will be the primary use. The maximum density is generally 8.7 units per acre, except where an overlay zone allows up to 8.7 primary structures per acre, where each structure may have up to two dwelling units per floor. The corresponding zone is R5. The minimum buildable lot size shall be 4,000 square feet.*”

NECN Concern: While the R5 zone is intended for areas near, in, and along centers and corridors with access to frequent transit, this language focuses too much on density rather than form, while losing sight of the goal of preserving yards of a decent size in this zone. Especially beginning with this zone and continuing into the higher-density residential zones, Portland should transition to more of a form-based code, one which focuses on minimum site size, maximum lot coverage, setbacks, height, protection of existing mature trees, and other issues relevant to neighborhood livability. The code should transition away from a strict focus on density, which can often be counter-productive towards achieving other livability-related goals, including affordable housing and achieving the critical mass of neighborhood

population required to support the services of commercial centers within a 20-minute walk.

- *NECN Recommendation:* Modify the definition of the R5 zone, as shown above, to clarify: that the focus, especially within high-quality transit zones, is on primary structures per acre, rather than dwelling units per acre: that up to two dwelling units are allowed per floor of the structure (including basements and attics) in these areas; and that the minimum buildable lot size shall be 4,000 square feet.

RECOMMENDATIONS NOT CORRESPONDING TO SPECIFIC POLICIES PROPOSED IN THE DRAFT PLAN:

Skinny Houses in R5 Neighborhoods. In neighborhoods zoned R5, lot sizes shall be about 5,000 square feet. Lots shall certainly not be subdivided to create new lots that are smaller than 3,000 square feet, nor shall “historic lot lines” be interpreted to allow development on existing lots that previously were used as side yards for existing houses.

NECN Concern: To ensure that the character of our R5 communities is maintained and respected, the City’s development standards shall not allow by-right development of skinny houses on new lots in R5 zones that are nowhere near 5,000 square feet in lot area. If the City desires to allow two houses on a 5,000 square foot lot, it should endeavor to convince the neighbors to allow it to re-zone the lots to R2.5, which is the appropriate zone to allow for lot sizes of 2,500 square feet.

- *NECN Recommendation:* Modify the Zoning Code to clarify that all new construction requiring permits within the City in R5 zones shall be on lots that are as close as possible to 5,000 square feet. A single lot of 5,000 square feet in size shall not be subdivided, nor any interpretation of historic plat lines interpreted to allow, for two skinny houses to be constructed in such a zone. The minimum buildable lot size for a new primary structure in the R5 zone shall be 4,000 square feet.

The NECN encourages the City to incorporate our recommendations into the Comprehensive Plan and to follow through with actionable and enforceable policies for future growth and development.

Please feel free to contact me, or the Chair of our Land Use & Transportation Committee, Garlynn Woodsong, at (503)936-9873 or at garlynn@gmail.com, should you have any questions about any of the comments in this letter. Thank you very much for your thoughtful consideration of our input.

Sincerely,



Alan Silver
Chair, NECN Board of Directors
NE Coalition of Neighborhoods
4815 NE 7th Avenue
Portland, OR 97211

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
BPS Director Susan Anderson, Susan.Anderson@portlandoregon.gov

From: Planning and Sustainability Commission
Sent: Tuesday, January 27, 2015 9:06 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony 1403 - 1421 SE Stark

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
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From: Patricia Cain [mailto:patriciacaindpm@gmail.com]
Sent: Tuesday, January 27, 2015 7:00 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony 1403 - 1421 SE Stark

Dear Commissioners:

This letter concerns rezoning of properties along the 1400 block of SE Stark. All the properties from 1403 to 1421 are currently R1. I support rezoning the property from 1403-1415 as CM1 that would allow the lowest commercial density and limit the height to 35 feet. This property is adjacent to several residences who will be adversely affected by any other zoning. The building at 1421 SE Stark was originally zoned as a garage and is a separate property that has the same owner as the 1403-1415 property. The 1421 should remain at its current R1 zoning. The owner would like to change the zoning so the non-conforming use currently in place disappears and all the property (1403-1421) can be sold together allowing a developer to build a larger building that would not be compatible with the current neighborhood. The neighborhood strongly opposes this planning direction.

Briefly, we are a neighborhood under siege. The Washington High School development began as a retail lower/residential upper. Without any notification of the neighborhood, the R1 zoning was changed to commercial. Then, again without neighborhood input, an 850-seat music venue with 200 shows per year and minimal onsite parking was created. Catholic Charities is apparently building an affordable housing complex in the park adjacent to St. Francis Church. The influx of people and services will greatly impact our neighborhood. Again, we were given no opportunity to comment. The property at 14th and Oak that is owned by the same owner as the 1403-1421 SE Stark owner has sold and rumor has it that some sort of apartment building will be built there. Again, we as neighbors who will live with all these changes day in and day out are left in the dark.

I support responsible, sustainable development. The Buckman experienced the infill projects of the 1960's-1970's many of which are now rat holes. Let's not make that mistake again. Let's be responsible. Let's create neighborhoods where families can live and thrive for years to come. Listen to the neighbors!!!

Thank you for your consideration.

Sincerely,
Patricia Cain
1414 SE Stark Street
Portland, OR 97214
503 789-5816

From: Planning and Sustainability Commission
Sent: Tuesday, January 27, 2015 9:08 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan TESTIMONY: Signage for CM zoned properties with residential structures
Attachments: Attachment 1- Zoning, current and proposed.doc; Attachment 2- Signage permit discussion with Andrew Mallard and Patricia Partch.doc; Attachment 3 - Signage Denial Checklist, Bureau of Developmental Services.doc

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: Carol Maker [mailto:carolmaker@innercourage.com]
Sent: Tuesday, January 13, 2015 1:34 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan TESTIMONY: Signage for CM zoned properties with residential structures

Dear Commissioners:

I live and work at 21 NE Alberta Street in Portland. Mine is one of 3 attached residential houses on the corner of NE Alberta and N. Williams. Although my property is zoned commercial, my building was built as a residence. Currently, I operate a small counseling business on the first floor of my building using a Home Occupation Permit. I am writing about the proposed zoning change of my property as mentioned in the public notice / letter you sent me.

My property is currently zoned Neighborhood Commercial 2 (CM2): The zone encourages the provision of small scale retail and service uses for nearby residential areas. The proposed zoning change is to Mixed Use Commercial/Residential (CM): Development is intended to consist primarily of businesses on the ground floor with housing on upper stories.

Attachment 1- Zoning, current and proposed for 21 NE Alberta Street.

This is a highly walkable neighborhood, and using my building as both a residence and home office is in keeping with the spirit of the zoning change. Unfortunately, home occupation permits allow for only a 1'x1' sign as advertisement. This rule has the intent of keeping a residential neighborhood from looking commercial. But as you can see, my neighborhood is not destined to

be “just” a residential neighborhood, but a vibrant Portland intersection. In fact, the property qualifies for PDC storefront funding.

My request is that the many residential buildings that will carry this commercial zoning be allowed to hang tasteful signage on our buildings consistent with the size allowed for CM2 / CM zoning. As you will see in my next two attachments, despite careful planning and research before I purchased the property, I was denied a permit to hang a sign funded through the Storefront Improvement Program.

This property is zoned Neighborhood Commercial (CN2); however a Type B Home Occupancy Permit was applied for therefore it’s use is not neighborhood commercial, but rather a home business per Title 33 Planning and Zoning.

The Portland Sign Code works hand in hand with the Zoning Code; and since the legal use of this property is a Type B Home Occupancy the use is in the Household Living category of the Sign Code.

Therefore allowable signage is based upon Title 32.32.010 Standards in the Residential Zones and Open Space. Per this table, the only allowable signage for this site is one sign with a square footage of 1 square foot.

Everyone who had worked on this project was shocked, as we had understood the property, not the building, determined the signage. And this had been confirmed in writing by Andrew Mallard of the Bureau of Developmental Services in 2010. However, I could not afford the \$10,000 to hire an attorney to fight this decision so I had to abandon my plans.

Attachment 2- Signage permit discussions, Andrew Mallard and Priscilla Partch.

Attachment 3 - Signage Denial Checklist, Bureau of Developmental Services

Sadly, what happened to me will happen to others. As you are developing the zoning code I encourage you to consider this issue of signage for CM zoned properties with residential structures. Clarifying this grey area will help efficiently transition this neighborhood into the walking mixed-use neighborhood that is intended.

Sincerely,
Carol Maker, LCSW
Licensed Clinical Social Worker
Inner Courage LLC
21 NE Alberta Street

Currently Zoned: CN2 (Neighborhood Commercial 2) zone

The Neighborhood Commercial 2 (CN2) zone is intended for small commercial sites and areas in or near less dense or developing residential neighborhoods. The emphasis of the zone is on uses which will provide services for the nearby residential areas, and on other uses which are small scale and have little impact. Uses are limited in intensity to promote their local orientation and to limit adverse impacts on nearby residential areas. Development is expected to be predominantly auto accommodating, except where the site is adjacent to a transit street or in a Pedestrian District. The development standards reflect that the site will generally be surrounded by more spread out residential development.

Proposed Change: CM (Mixed Commercial/Residential) zone

The Mixed Commercial/Residential (CM) zone promotes development that combines commercial and housing uses on a single site. This zone allows increased development on busier streets without fostering a strip commercial appearance. This development type will support transit use, provide a buffer between busy streets and residential neighborhoods, and provide new housing opportunities in the City. The emphasis of the nonresidential uses is primarily on locally oriented retail, service, and office uses. Other uses are allowed to provide a variety of uses that may locate in existing buildings. Development is intended to consist primarily of businesses on the ground floor with housing on upper stories. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk, especially at corners.

In February, 2010:

I went to the City of Portland offices to discuss a property I wanted to buy. I confirmed it qualified for Storefront Funds and clarified the signage allowed in the CN2 zoned property. I confirmed I would need to apply for a home occupation permit since the building was built as a residence and it would be cost prohibitive to renovate it.

On Feb 17, 2010, at 3:13 PM, Millard, Andrew wrote:

Dear Carol

As we discussed earlier, 21 NE Alberta St is zoned CN2. Sign code allows for freestanding signs up to 1 sqft for each linear foot of site frontage, approximately 40 sqft for this site. Maximum height of 15'. In addition to a freestanding sign, a sign is also allowed on the building. A minimum of 32 sqft is available.

Andrew Millard
Bureau of Development Services
City of Portland
503-823-7379

With this assurance in writing, I bought the property and received a home occupation permit in April 2010 and began working with PDC and their storefront grant program.

On May 16, 2010 12:13 PM I wrote to Millard, Andrew:

Andy,

I'm working with the storefront program to do signage and I want to make sure I understand the information for my property.

1) Can I have 40 sq. ft for a freestanding sign in addition to 32 sq. ft. on the building?

There are only two places to put a freestanding sign: an extra wide strip between the sidewalk and street, and a strip between the sidewalk and building.

2) Can signage be put in both areas as long as the total sq. feet doesn't exceed 40 sq. feet?

3) Are there any restrictions for either areas that I should know about?

Thanks!
Carol Maker
21 NE Alberta St.
503-341-4325

On **May 17, 2010**, at 8:22 AM, Millard, Andrew wrote:

Good morning Carol,

1. You are correct. 40 sqft for a freestanding and 32 sqft on the building.
2. Only 1 freestanding sign is allowed and that must be entirely on private property. The area between the street and the sidewalk is public right-of-way.
Your property actually begins at 3' back from the sidewalk or a total of 18' from the curb face. You freestanding sign may not project beyond you property line.
3. The only other limit is the maximum height of 15'.

Please let me know if you have any other questions.

Andrew Millard
Bureau of Development Services
City of Portland
503-823-7379

I received a generous grant and completed the design work. PDC was delighted with the design and saw this as exactly the kind of project they liked to support. Much to everyone's shock, the permit was denied.

On **August 01, 2011** 9:35 AM, Carol Maker wrote:

Dear Ms Partch,

I am the owner of 21 NE Alberta Street. I understand you are in today Monday 7/31. Email is best to avoid telephone tag, please.

Last week Jason Seale ([503-238-0245](tel:503-238-0245)) came in to get a permit for signage being funded by a Storefront grant from PDC. (The contact person at PDC is Dana Deklyn [503-823-3312](tel:503-823-3312)), but this week Amy Fleck-Rosete [503-823-3200](tel:503-823-3200) is handling calls at PDC as Dana is on

vacation.)

Jason tells me that there might be a problem with zoning and I wanted to provide follow up information for that issue:

Prior to purchasing this property I went to the city offices Feb 17, 2010 and asked to speak with the person who knew the most about signage. I was told that Andrew Millard was that person. I was assured both in person and by email by Andrew Millard that the signage regulations were determined by the land zoning (neighborhood commercial) not the building zoning. He followed up with email correspondence which I provide below, confirming the signage allowed on my property. I purchased this property April 2010 based solely on this information, and as you can see, had follow up emails after purchase as I began to work with the PDC and their Storefront Program.

Here are the email exchanges:

Before house purchase, following up with an in person discussion earlier that day, Feb 17, 2010:

On Feb 17, 2010, at 3:13 PM, Millard, Andrew wrote:

Dear Carol

As we discussed earlier, 21 NE Alberta St is zoned CN2. Sign code allows for freestanding signs up to 1 sqft for each linear foot of site frontage, approximately 40 sqft for this site. Maximum height of 15'. In addition to a freestanding sign, a sign is also allowed on the building. A minimum of 32 sqft is available.

Andrew Millard
Bureau of Development Services
City of Portland
503-823-7379

After house purchase, as I start the work with PDC:

From: Carol Maker (LCSW) [mailto:carolmaker@innercourage.com]
Sent: Sunday, May 16, 2010 12:13 PM
To: Millard, Andrew
Subject: Re: 21 ne Alberta

Andy,

I'm working with the storefront program to do signage and I want to make sure I understand the information for my property.

1) Can I have 40 sq. ft for a freestanding sign in addition to 32 sq. ft. on the building?

There are only two places to put a freestanding sign: an extra wide strip between the sidewalk and street, and a strip between the sidewalk and building.

2) Can signage be put in both areas as long as the total sq. feet doesn't exceed 40 sq. feet?

3) Are there any restrictions for either areas that I should know about?

Thanks!
Carol Maker
21 NE Alberta St.
503-341-4325

On May 17, 2010, at 8:22 AM, Millard, Andrew wrote:

Good morning Carol,

1. You are correct. 40 sqft for a freestanding and 32 sqft on the building.

2. Only 1 freestanding sign is allowed and that must be entirely on private property. The area between the street and the sidewalk is public right-of-way.

Your property actually begins at 3' back from the sidewalk or a total of 18' from the curb face. You freestanding sign may not project beyond you property line.

3. The only other limit is the maximum height of 15'.

Please let me know if you have any other questions.

Andrew Millard
Bureau of Development Services
City of Portland
503-823-7379

Pricilla, I do understand that having the property zoned differently from the building is unusual, which is why I went to such great lengths

to have Andrew make the clear and specific determination before I purchased the property. PDC has made the same determination when they granted the funds to me under their Storefront Program.

~Also, the other issue (with a question about permitted work w. licensed contractor) is being handled by the licensed contractor who did the work and I anticipate that will be removed from the record within the week.

In the meantime, please tell me what I need to do to clear up the zoning issue as soon as possible: I can be reached by phone or this email.

Thank you so much for your prompt assistance in this matter.

Carol Maker
[503-341-4325](tel:503-341-4325)

On **Aug 1, 2011** at 4:18 PM, Partch, Priscilla K. wrote:

Thank you for bringing this to my attention. Please give me a day or two to look into this and follow up with my supervisor regarding your sign.

Priscilla Partch

Permitting Services

[503-823-0631](tel:503-823-0631)

On **August 01, 2011** 5:52 PM, Carol Maker wrote:

Priscilla,
Thank you so much. I trust we will come to a positive outcome once everything is considered.
Carol

On **Aug 2, 2011** at 4:52 PM, Partch, Priscilla K. wrote:

Carol:

Thanks for your phone call. I remember the project and I know that James wanted something in writing for you, but I have not had an opportunity yet to get that written up yet. I apologize for the delay. I hope to get it done tomorrow, but more likely it will be Thursday.

Priscilla

On **Aug 2, 2011**, Carol Maker wrote:

Thank you Priscilla.

On **Aug 4, 2011 at 2:00 PM**, Partch, Priscilla K. wrote:

Good afternoon:

Please find the attached checksheet regarding the sign proposal at 21 NE Alberta.

Priscilla Partch

Permitting Services

503-823-0631

Denial checklist is attached.

On Thu, **Aug 4, 2011 at 3:03 PM** I wrote to Priscilla

Dear Priscilla,

I appreciate your putting this in writing for me. It does not, however, provide any answers as to why your office has made such a drastic reversal of a previous determination. I purchased the house based on these multiple assurances. This sudden reversal has a very negative effect on me.

I'd appreciate the name and contact information for your supervisor so that I can discuss this further and get an understanding of why a reversal was made.

Most sincerely,
Carol Maker

On Thu, **Aug 4, 2011 at 3:22 PM**, Partch, Priscilla K. wrote:

Carol:

I'm not seeing any records that indicate an approval was ever given for a sign at this site. There was an inquiry in 2009 regarding changing this from a townhouse to a commercial space, but no permits were ever applied for regarding that change nor were any sign permits applied for at this site.

We work very diligently to answer general questions regarding allowable signage in an accurate manner, however we do make mistakes. A complete review is not performed until a sign permit is applied and fees paid. At that time, we do make a thorough review of the allowable signage and permissible uses of the site, and at that time an official decision will be made either with an approved sign permit or a checksheet requesting more information. I apologize if you received misinformation regarding the signage allowed at this site and hope to work with you regarding a solution.

My supervisor's name is Kareen Perkins her phone number is 503-823-3622.

Priscilla Partch
Permitting Services
503-823-0631

On Thu, **Aug 4, 2011** at 9:10 PM, I wrote:

Priscilla,

I'm confused by your response below, as we didn't pay any fees. Does that mean that your decision is not final?

Thank you for the name and phone number of your supervisor. I'd appreciate an e-mail and your physical address as well.

Most Sincerely,
Carol Maker

On **Fri, Aug 5, 2011** at 8:01 AM, Partch, Priscilla K. wrote:

Jason came in and applied for a sign permit. During that process it came to his attention through a senior planner that the use of this site was different and therefore the commercial use table from the Sign Code would not be applicable.

Jason expressed that his client would need to have something in writing. I let him know that since a sign permit was set up, I would use this as the medium to get this decision in writing for you. This is the decision based upon the Sign code and zoning code. I apologize for the confusion.

Priscilla

On **Fri, Aug 5, 2011** at 8:45 AM, Carol Maker wrote:

Priscilla,

Yes, this is very confusing indeed.

May I kindly have your supervisor's email, title, and your physical address as well?

I appreciate the time and attention you have given to this process
Priscilla.

Thank you,
Carol

In **August, 2011**

This decision was upheld in a decision by the supervisor. I had to return the money provided by the storefront program and tell the designer the project was cancelled.



SIGN REVIEW CHECKSHEET

Application #: 11-162491-000-00-SG
IVR #: 3094951

Review Date: August 4, 2011

To:	APPLICANT	JASON SEALE SEALE DESIGN/ ACME SCENIC & DESIGN 4769A N HARVARD ST PORTLAND, OR 97203	Primary: (503) 238-0245 Fax: (503) 335-1400 Email: carolmaker@innercourage.com
From:	SIGN REVIEW EXAMINER	PRISCILLA PARTCH	Phone: (503) 823-0631 Email: priscilla.partch@portlandoregon.gov
cc:	OWNER	CAROL A MAKER 21 NE ALBERTA ST PORTLAND, OR 97211-2601	

PROJECT INFORMATION

Street Address:	21 NE ALBERTA ST
Description of Work:	23.5 SQ FT FASCIA SIGN

PLAN REVIEW

Based on the plans submitted, the items listed below appear to be missing or not in conformance with City of Portland, Title 32 Sign Code and/or other City requirements.

Item #	Location on plans	Code Section	Clarification / Correction Required
1		33.203 P&Z 32.32 Sign	<p>This property is zoned Neighborhood Commercial (CN2); however a Type B Home Occupancy Permit was applied for therefore it's use is not neighborhood commercial, but rather a home business per Title 33 Planning and Zoning.</p> <p>The Portland Sign Code works hand in hand with the Zoning Code; and since the legal use of this property is a Type B Home Occupancy the use is in the Household Living category of the Sign Code.</p> <p>Therefore allowable signage is based upon Title 32.32.010 Standards in the Residential Zones and Open Space. Per this table, the only allowable signage for this site is one sign with a square footage of 1 square foot.</p>
2			Please update your drawings to reflect the allowable signage for this site.
3		Zoning Code	http://www.portlandonline.com/bps/index.cfm?c=34561&a=53300
4		Sign Code	http://www.portlandonline.com/auditor/index.cfm?c=28763
5			

End of Checksheet

To respond to this checksheet, come to Permitting Services located at 1900 SW Fourth Ave., 2nd Floor, and update all sets of the originally submitted drawings. To update the drawings, you may either replace the original sheets with new sheets, or edit the originally submitted sheets. (Specific instructions for updating plans are posted in Document Services.)

Please complete the attached Checksheet Response Form and include it with your re-submittal.

If you have specific questions concerning this Checksheet, please call me at the phone number listed above. To check the status of your project, go to <http://www.portlandonline.com/bds/index.cfm?c=34194>. Or, you may request the status to be faxed to you by calling 503-823-7000 and selecting option 4.

You may receive separate Checksheets from other City reviewers/agencies that will require separate responses.

NEW DEVELOPMENT SERVICES CENTER HOURS: The DSC (1st floor) and Permitting Services (2nd floor) are open Tuesday through Friday from 8:00 a.m. to 3:00 p.m. (closed on Mondays). In the DSC, Land Use, Site Development or Building Permit application review, submittal or intake of complete permits/applications will be limited to between 8:00 AM and 12:00 PM. Land Use applications and Building Permit review or intake will not be processed after 12:00 PM. Please visit the BDS website for more information regarding the Development Services Center hours.

NEW RECHECK FEE: Please note that there is a charge for Additional Plan Review as outlined on the Sign Fee Schedule. It is \$68 per hour or fraction thereof for any part of an hour over 30 minutes.

Sign Review Checksheet Response

Permit #: 11-162491-000-00-SG

Date: _____

Customer name and phone number: _____

Note: In the spaces below, please provide specific information concerning the changes that you have made in response to the checksheet. Note the checksheet item number, your response or a description of the revision, and the location of the change on the plans (i.e. page number and/or detail number). Use as many lines as needed. *If the item is not in response to a checksheet, write “Applicant” in the column labeled “Checksheet item number.”*

Checksheet item number	Description of changes, corrections, additions, etc.	Location on plans

Plan Bin Location:

From: Planning and Sustainability Commission
Sent: Tuesday, January 27, 2015 9:53 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: Craig Tolonen [mailto:craigt51@centurylink.net]
Sent: Tuesday, January 27, 2015 9:23 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan testimony - Argay Neighborhood

I have been a resident of the Argay Neighborhood in East Portland for over 10 years.

I am among the Argay residents that are requesting that all vacant or undeveloped R-3 zoned land in the Argay Neighborhood be reclassified as R-5 or R-7 single family residential. I would also like to see the proposed Mixed Employment areas (change numbers 287, 288, 289 located at the SE corner of NE 122nd and Shaver St. and 290 located at the SW corner of NE 147th And NE Sandy Blvd.) also be reclassified as R-5 or R-7 single family residential. I do however support the city's similar change, number 688 along NE 148th Ave. north of I-84. The goal is to keep Argay a family friendly neighborhood.

Thank you for your consideration,

Craig Tolonen
14359 NE Morris Ct
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Wednesday, January 28, 2015 2:38 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: rayhnelson@comcast.net [mailto:rayhnelson@comcast.net]
Sent: Tuesday, January 27, 2015 11:11 AM
To: Planning and Sustainability Commission
Cc: alanlbrown@msn.com; Gloria Nelson
Subject: Comprehensive Plan Testimony - Argay Neighborhood

My wife and I are residents of the Argay Neighborhood in East Portland and we have lived in Argay for 39 years. We are active voters and we are active in civic affairs. 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 (Changed 287, 288, and 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.

We want keep Argay, our neighborhood, attractive to current families and future residents who seek a family oriented environment.

Sincerely,

Gloria and Ray Nelson
14311 NE Rose Parkway
Portland, Oregon 97230

Sent on January 27, 2015

From: Planning and Sustainability Commission
Sent: Wednesday, January 28, 2015 3:16 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: Sally L [mailto:scl623@hotmail.com]
Sent: Tuesday, January 27, 2015 11:51 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 similar change #688 along NE 148th Avenue. I want to keep Argay a family friendly neighborhood.

Thank you for your consideration.

Sally Lindsay
13621 NE Fremont Ct.
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Wednesday, January 28, 2015 3:18 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: Steve [mailto:sjs1020@yahoo.com]
Sent: Tuesday, January 27, 2015 8:10 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.

Steve Skare
13733 NE Rose Pkwy
Portland, OR 97230

James F. Peterson
Land Use Chair
Multnomah
2502 SW Multnomah Blvd.
Portland, Oregon 97219

January 27, 2015

Charlie Hales, Portland Mayor
mayorcharliehales@portlandoregon.gov
André Baugh, PSC Chair
psc@portlandoregon.gov
Susan Anderson, PBS Director
susan.anderson@portlandoregon.gov

Re: Request Neighborhood Center to
Neighborhood Corridor

Below is the letter requesting that designation of Multnomah Village be changed from a Neighborhood Center to a Neighborhood Corridor in the Draft of the Comprehensive Plan. This request was endorsed in a letter from SWNI which is a coalition of Neighborhood Associations that comprises twenty percent of all Neighborhood Associations in the city of Portland. The details and the rationale for the change of designation were left out of the staff report.

James F. Peterson
Land Use Chair
Multnomah
2502 SW Multnomah Blvd.
Portland, Oregon 97219

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

October 28, 2014

Re: Request Neighborhood Center to
Neighborhood Corridor

The Multnomah Neighborhood Association requests that the Planning and Sustainability Commission change the designation of Multnomah Village from a

Neighborhood Center to a Neighborhood Corridor in the Draft of the Comprehensive Plan. Multnomah Village is classified as Mainstreet in the current Comprehensive Plan. The regional planners have described Multnomah as the model Mainstreet. The village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. Since Multnomah Boulevard is designated a Neighborhood Corridor the change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capital Highway. The Neighborhood Center designation with the ½ mile radius defined in the Comprehensive Plan would overlap with the 1 mile radiuses of the two adjacent town centers leaving little room for the existing single family zoning. The Mainstreet designation had a prescribed depth of 180 ft which is more consistent with the definition of a Neighborhood Corridor. The Bureau of Planning and Sustainability has projected the capacity with their proposed changes to Mixed Use zoning in Multnomah Neighborhood to increase 28%, thus there is no need for the Neighborhood Center designation. Neighborhood Corridor designation better fits the design and character of the village.

Please add this to the record of the Comprehensive Plan

Thank you,

James F Peterson
Land Use Chair
Multnomah

cc: City Council
Bureau of Planning and Sustainability

The staff report also omitted the one half mile radius outlined in the Draft of the 2035 Comprehensive Plan.

Below is excerpts from the staff report envisioning how a center is projected to develop but it is inconsistent with the analysis in the email from Joan Frederiksen which show a 28% increase in capacity outside the defined one half mile radius of the proposed Neighborhood Center in the Mixed Use Zones along Barbur Blvd. It appears that staff is adding policies and modify procedures to the Draft of the 2035 Comprehensive Plan that have not had any public involvement.

While there will be change in residential neighborhoods as Portland grows, focusing growth in centers and on corridors will help residential neighborhoods continue to have the character

they have today. Growing in compact Centers and Corridors also helps preserve the rest of our land for other uses, like industrial commerce and jobs; and natural areas, parks and opens spaces.

The success of our Centers and Corridors requires that they have well-designed buildings and streets, good parking solutions, access to high quality transit, and new public spaces to meet and gather. They should be designed to meet the needs of the entire community – including residents and businesses already here, as well as Portlanders yet to come.

The proposed Comprehensive Plan Map was based on a 30-50-20 residential growth strategy, with 30% of the anticipated household growth allocated to the Central City, 50% to other Centers and Corridors, and 20% to other residential neighborhoods outside of the Centers and Corridors. Attachment A provides a summary of that anticipated allocation.

From: Joan.Frederiksen@portlandoregon.gov
To: customwoodworking@msn.com; carolmcc@amerimailbox.com
CC: Eric.Engstrom@portlandoregon.gov; Derek.Miller@portlandoregon.gov;
Neil.Loehlein@portlandoregon.gov; Kevin.Martin@portlandoregon.gov
Subject: Comp Plan update - Multnomah Neighborhood Center details
Date: Tue, 9 Sep 2014 22:12:07 +0000

Hi Jim and Carol –

Here are the most up to date numbers we have in terms of existing and anticipated household units for the ½ mile Multnomah Neighborhood Center as well as the whole Multnomah Neighborhood geography:

Geography	Existing Households		Old Plan (Default Scenario)		Proposed Plan	
	2010 Households	New HH since 2010	Full Build-Out/Capacity	Projected HH in 2035	Full Build-Out/Capacity	Projected HH in 2035
Multnomah NH	3,814	157	5,894	5,042	7,557	5,070
1/2 Mile Buffer from village center	2,266	23	3,466	3,122	2,657	2,553

This chart shows that there are 264 new units projected for the Multnomah Neighborhood Center ½ mile area by 2035. The projected new unit number is lower than under the current plan. This is because a 2.5:1 Floor Area Ratio (FAR) was used for Neighborhood Centers and Corridors in the model as opposed to 3:1 FAR assumed previously.

The numbers for the whole Multnomah Neighborhood geography show an increase, which reflects changes to the assumptions used in the modeling. Specifically, in the modeling a higher FAR (4:1) was used for commercially designated properties in the greater neighborhood that fall within the West Portland Town Center (roughly within half a mile from the “Crossroads” and along Barbur Blvd.). These are shown on the Comp Plan Map with the “Mixed Use – Urban Center” designation.

Here is a break down on the unit numbers by designation for the ½ mile buffer from Village center – though this number is a little off (20 units less) due to having to break it down by designations:

Proposed Designation	Existing SFR Capacity	Existing MFR Capacity	Existing Employment Capacity	New SFR Projected	New MFR Projected	New Employment Projected
MU2 (current commercial zones)	0	119.168006	385.665382	0	83.41765	169.846831
R1	20.044819	40.697058	0	16.166505	19.041596	0
R2	24.309237	44.721559	0	19.926872	23.847001	0
R2.5	4.7	0	0	3.910689	0	0
R5	14.179337	0	0	12.251513	0	0
R7	99.937293	0	0	66.214993	0	0
OS	0	0	0	0	0	0
Grand Total	163.170686	204.586623	385.665382	118.470572	126.306247	169.846831

SFR: Single Family Residential **MFR:** Multi Family Residential

Here are links to:

the methods report: <https://www.portlandoregon.gov/bps/article/408232> ;

the official adopted Buildable Lands Inventory (BLI): <https://www.portlandoregon.gov/bps/article/408231>; and

the Scenarios Report: <https://www.portlandoregon.gov/bps/article/449300> .

On the above information, I would be happy to set up a meeting, inviting other staff as necessary, to go over any of these numbers.

I also wanted to confirm that Barry Manning, with the Mixed Use Zoning Project, and I will be able to attend the Monday September 15th meeting if that is still something you want to plan on. Please send us any agenda or questions /topics you want us to be prepared to cover.

Thank you for your patience on this information. I hope it will be informative. Let me know if there is something I missed, if there are other questions, or you need other information.

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

p: 503.823.3111

f: 503.823.5884

e: Joan.Frederiksen@portlandoregon.gov

www.portlandoregon.gov



Please consider the environment before printing this e-mail

For some reason the posted staff report is missing the attachments

Attachments

A – Summary of job and housing allocation by center

B – Revised center and corridor diagram

C – Map of provisional center boundaries

D – Location of recommended Comprehensive Plan Map changes

E – Preliminary Mixed Use Concept handout

F – “Inner Ring” policy addendum

A request has been made for the attachments.

Please add this to the record

Thank you,

James F Peterson

Land Use Chair

Multnomah

cc:

Anne Debbault, DLCD, Portland Regional Representative,

anne.debbault@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, January 26, 2015 11:11 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: Matt Bromley [mailto:matt@refractoryservicesinc.com]
Sent: Monday, January 26, 2015 9:17 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 Number 287,288,289 located at the SE corner of NE 122ns and Shaver and 290. Located at the SW Corner of NE 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also, I support the City's similar change #688 along NE 148th Avenue north of I-84.

I want to keep Argay a family friendly neighborhood.

Thank You

Matt Bromley
13515 NE Fremont Street
Portland, Oregon 97230

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 11:12 AM
To: Kovacs, Madeline
Subject: FW: 1403 -1415, and 1421 SE Stark - zoning comments

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: Chip Rees [mailto:chip.rees@gmail.com]
Sent: Monday, January 26, 2015 9:25 AM
To: Planning and Sustainability Commission
Cc: Stockton, Marty
Subject: 1403 -1415, and 1421 SE Stark - zoning comments

To: Portland Planning and Sustainability Commission

As resident of the Buckman neighborhood at 1400 SE Oak Street, this letter is regarding the parcels at 1403 - 1415, and 1421 SE Stark street and your departments pending decision on possible zoning changes for these parcels.

It appears the city's inclination is to change the zoning designation of these parcels from residential to commercial. Changing the zoning to a *portion* of these parcels from residential to the lowest density commercial is agreeable with a few important caveats to be considered in the zoning code. First some quick comment on the neighborhood context of these parcels before clarifying my position.

This is a residential neighborhood with significant historic character and charm. Stark street is not a main artery or thoroughfare but rather a collector street and offers no public transit. This particular part of Stark is amongst a couple blocks that function as a sort of small-scale 'pod' with an eclectic mix of uses, but otherwise is predominantly residential as you move east of SE 14th. This 'pod' is small, intimate and neighborhoody. Positioned neatly between Belmont and Burnside streets - this area of Stark is the baby-baby sister to these more main east/west corridors. Nonetheless, this little pocket of inner SE has seen its share of recent change steer more commercial - in particular the zoning change and commercial renovation project at Washington High School. While I remain hopeful and optimistic, the jury is out as to what impact this overall development/use will have on the neighborhood. Times change and no one is deaf to that, but oversaturating with too much larger-density commercial development will absolutely re-shape and re-define this area. Not to mention there is a plethora of commercially zoned territory to the immediate west of this neighborhood. A balance must be struck so that the integrity of this SE pocket continues amidst the natural evolution of the times.

The parcels being considered for re-zoning have indeed been non-conforming uses of late, which I understand to be a goal of the city to rectify. At the same time these parcels have been used as modest, unobtrusive artist spaces congruent with the spirit of the neighborhood. They abut historic single-family residential parcels with turn of the century homes, and have presented no negative impact on those homes nor their surroundings. To use their 'non-conformance' as a platform to 'commercialize' this strip lacks a fundamental connection to the spirit of this place, and puts at risk it's very well-being. Without proper conscientious consideration we could easily find ourselves with the type of development that alters the very essence of this neighborhood, leaving nearby properties, homes and residents as collateral damage to the convenience of clean paperwork.

It's also important to highlight, these parcels are currently for sale. Tenants have left or are leaving. So decision making for these parcels should not be backward looking, but forward thinking.

Key concerns in re-zoning to commercial specifically are:

- 1) ill-fitting size/magnitude/scale of permissible development
- 2) development that lacks congruency and fluidity with residential abutments and general lack of respect for the nature of residential abutment
- 3) allowing commercial zoning 'flexibility' without any legitimate protocols to encourage or ensure similar 'active-use' akin to the parcels' history
- 4) design integrity/neighborhood spirit sensitivity; historic preservation

This understood, for parcels 1403 - 1415 SE Stark, I can agree to the least dense commercial designation of CM1, IF:

- the max. allowable height is 35 feet, with a three story maximum
- building height is measured from the street entrance level at Stark Street
- Rigorous set back, step back, architectural articulation, natural light allowance, and green space requirements are embedded into zoning code to ensure congruent, non-abrupt relationship between said parcels and the turn of the century, early 1900 residential properties they abut
- privacy requirements are embedded into zoning code (limiting number of allowable units facing abutting properties, strict guidelines for number, size and placement of windows, strict guidelines on number, size and placement of decks/porches)
- 'active use' incentives exist: reasonable incentive or requirement is established for continued use of similar or neighborhood appropriate active ground floor use (otherwise, why not hold to residential zoning?)
- design review and neighborhood association correspondence are part of the development approval process (there needs to be a process and path for developer/neighbor correspondence and common ground agreements to take place)

For Parcel 1421 Stark, my opinion at this time is that it should remain R1.

- a small scale neighborhood such as this needs to have mechanisms in place to ensure there isn't a broad swath mega-development tactic akin to Division Street on this non-thoroughfare, residential street/area. Maintaining this parcel as R1 will help do so.
- this parcel's zone change recommendation is a late additional request/recommendation to a neighborhood already concerned.
- fairness: There is an appropriate place for a happy medium. I can support and feel comfortable with a portion of this landscape being freed up as lowest density commercial with the caveats mentioned, but

going carte blanche with commercial re-zoning on this block could authorize a level of change that feels dangerous to the neighborhood. The land owner is actively selling off a series of properties so their request makes obvious financial sense, but the potential risk/detriment falls then on the neighbors rooted there.

- if I understand correctly, part of the city's hope/intention is to create development that accommodates an influx of people in coming decades WHILE at the same time upholding building design and aesthetic articulation integrity/variety. By accommodating 1/2 of the block's parcels as low density commercial and the other as continued residential, you enforce a mechanism for generating those design distinctions when these parcels develop. You also help insulate the risk of large monolith development that would be out of place.

Thank you for your time and consideration. I hope you listen and consider the voices of the Buckman community seriously. Let us all agree we wish for a future Portland that is as unique, inspiring, and one-of-a-kind as we've known it to be!

Sincerely,

Chip Rees

Post: 1400 SE Oak Street, Portland, OR 97214

Phone: 415-205-5898

Sent from my iPad

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 11:57 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony, SE Stark and 14th

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: ronawague@juno.com [mailto:ronawague@juno.com]
Sent: Monday, January 26, 2015 11:36 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony, SE Stark and 14th

Dear City Planners,

We are Buckman Nieghborhood homeowners residing at 1424 SE Oak, directly north (behind) the property 1403-1415 SE Stark which is up for sale. The City Planners are proposing to change this property and garage from R1 to Commercial zoning. As a group of concerned homeowners, we and our neighbors have met with city planning officers, have testified at city planning public meetings, and have heard little in return.

Please consider the neighborhood desires.

- 1) We prefer no change in zoning.
- 2) If a change is made, restrict it to the least height and density possible for 2 reasons.
 - (a) As I said, our home is directly behind this property. We have dedicated our back yard to vegetable gardens, fig trees, banana trees and grape arbor. Any building built higher than present on the footprint of 1403-1415 SE Stark will put our gardens in shade for the majority of the day. Additional height does not fit on Stark Street as well. We are not Division Street.
 - (b) We are seeing a rapid increase in density in this approximate 8 block area. We have presently learned that Washington High developers have leased spaces for an 850 person capacity concert Hall with additional Rooftop venue and 2 bars serving hard alcohol. In addition, New Seasons Headquarters will be leasing a large amount of Washington High for their offices. (Imagine our collective disappointment, as we were hoping for a grocery store as a tenant in its stead!) We also see the lot in our neighboring block, SE 13th & Oak Street (directly north of Washington High) being prepared for sale with zoning changes. We see what is coming.

We are not a box to check off your list. We have lived in this community through homeless

camp, bicycle theft rings, drug rings, and the infamous Oak Street Sewer Project. Despite these unusual and provocative situations for any neighborhood, we have made this neighborhood work. This is due to the proactive homeowners in this area. Do not squeeze us out! The re-zoning proposals you are considering for this property will negatively impact this neighborhood.

Do not congratulate yourselves with "Progress Through Density" commercial zoning changes in residential neighborhoods.

Thank you for your consideration.

Ronna Neuenschwander
Baba Wague Diakite
1424 SE Oak
Portland OR 97214

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 1:15 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
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-----Original Message-----

From: Debbie [mailto:kappydean@hotmail.com]
Sent: Monday, January 26, 2015 1:11 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

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

This neighborhood is changing rapidly and I would like to see that change occur with thought for livability of the existing neighborhood as well as the future neighborhood. Too often developers are given permission to make the largest and quickest profit possible on their investments with little thought for the neighbors who have invested years of their hopes, and hard work in their homes and community. This is a neighborhood with a long and stable history. To ignore that would be an insult to it's residents as well as a loss to the city of Portland. Portland needs this historically stable neighborhood to balance the rapid growth occurring within it's core.

I am 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.

Lastly, NE 148th Avenue is a dangerous roadway for cars, bikes, and pedestrians alike. Designing a safe multi-use roadway along this thoroughfare would save lives and reduce property damage.

Argay is a family friendly neighborhood, it must continue to serve that end.

Deborah Dean
3330 NE 138th Place
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 1:47 PM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony, SE Stark and 14th

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
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-----Original Message-----

From: Jonathan H. Liu [mailto:jonathanhliu@gmail.com]
Sent: Monday, January 26, 2015 1:40 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony, SE Stark and 14th

Dear City Planners,

I have heard about a proposal for rezoning the property on 1403-1415 SE Stark Street, and wanted to express my own concerns. I own a home at 16th and Stark, and we have already experienced the effects of the new housing developments to the south, and are anticipating more noise, traffic, and parking difficulties resulting from the renovation of the Washington High School down the street.

If this property will be commercial zoning, I'd request that it be CM-1 (if that's the correct designation) for the smallest possible commercial zoning. Since SE Stark street has no public transit, most people traveling to this area will be driving. The homes on our street have no off-street parking, and with Buckman Elementary across the street, we often have periods where it is impossible to park anywhere near my own home. If the property at 14th and Stark becomes a large commercial building, I imagine it will be even more difficult to park at my own house, which is particularly inconvenient when I'm trying to juggle a few bags of groceries and a toddler.

I lived just off SE Division years ago and loved it there, but these days I try to avoid driving down SE Division at all—it feels overbuilt and always too crowded. I can't imagine living in that area and having to deal with all the extra cars all the time. I would love to avoid having that happen to the Buckman neighborhood, too.

Thank you for your time!

Sincerely,

Jonathan Liu

1604 SE Stark St
Portland, OR 97214
503-939-2174

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 2:14 PM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony - SE Stark and 14th

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
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From: Nancy Oberschmidt [mailto:nancyoberschmidt@gmail.com]
Sent: Monday, January 26, 2015 2:12 PM
To: Planning and Sustainability Commission
Cc: Sheila Baraga; Nancy Oberschmidt; Susan Lindsay; Greg Moulliet
Subject: Comprehensive Plan Testimony - SE Stark and 14th

DATE: January 26, 2015

RE: Comprehensive Plan Testimony, SE Stark and 14th

psc@portlandoregon.gov
Comprehensive Plan

FROM: Nancy Oberschmidt
PO Box 14337
Portland, OR 97293

1507 SE Alder
Portland, OR 97214
503-231-7322

I am concerned about plans to rezone the property at 1403 - 1415 SE Stark (and 1421 SE Stark if this address is up for change too).

This property is zoned residential now and I understand that there are plans to change it to commercial. I believe that it should remain Residential. The neighborhood just lost the Washington High School property at 531 SE 14 to commercial interests (from Residential). 1403 SE Stark, just two blocks from Buckman Elementary, is still attractive for residential development.

If the property is re-zoned to commercial – it should be the least dense commercial available CM-1 to limit the height of any new construction.

Thanks for your consideration.

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 4:44 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
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From: Carol Dehaas [mailto:dehaascarol@yahoo.com]
Sent: Monday, January 26, 2015 4:33 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 underdeveloped R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family residential, and the proposed Mixed Employment areas (Change Numbers 287, 288, 289 located at the SE corner of 122nd and Shaver and 290, located at the SW corner of 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.

Carol DeHaas

14218 NE Rose Parkway
Portland, Oregon 97230

From: Planning and Sustainability Commission
Sent: Tuesday, January 27, 2015 9:03 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony--Argay Neighborood

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 [mailto:oregoniandonna@comcast.net]
Sent: Monday, January 26, 2015 6:22 PM
To: Planning and Sustainability Commission
Cc: alanlbrown@msn.com
Subject: Comprehensive Plan Testimony--Argay Neighborood

To Whom It May Concern:

I am a resident of the Argay Neighborhood in East Portland. I bought my home here 10 years ago because I like the location, the type of neighborhood and the surrounding open land areas. 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 12nd 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 also want to keep Argay a family friendly neighborhood.

Sincerely,
Donna Stacy
13812 NE Klickitat Ct.
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Tuesday, January 27, 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
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From: dnhum@comcast.net [mailto:dnhum@comcast.net]
Sent: Monday, January 26, 2015 6:52 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

January 26, 2015

We are long time residents of the Parkrose Argay Terrace neighborhood. We have lived here for over 40 years, (1968). We are strongly opposed to the idea of multiple dwellings, apartments, and mixed employment areas coming into the neighborhood. We do request that the undeveloped land be reclassified to R-5 or R-7 single-family residential, at both 122nd and Shaver and 148th and Sandy to I84.

All of our children attended the Parkrose schools and graduated from Parkrose. I, Nancy, taught in the district for 15 years at what was then Fremont Jr. High, now Parkrose Middle School. I can tell you that having children from apartments attending the schools causes confusion and instability in the school district. As a teacher, we took time to orient new students into the program, making them feel welcome and comfortable - only to have them leave in a matter of days or weeks. This concerns us greatly. Single-family homes are so much better for the neighborhood and the school district!!

We sincerely hope you will consider our concerns and requests. Thank you.

Mr. and Mrs Don Humphries
3350 NE 133rd Ave
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Tuesday, January 27, 2015 9:04 AM
To: Kovacs, Madeline
Subject: FW: Details supporting Belmont-Hawthorne-Division Town Center

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: Doug X [mailto:dougurb@gmail.com]
Sent: Monday, January 26, 2015 7:10 PM
To: Planning and Sustainability Commission
Cc: Engstrom, Eric (Planning); Stockton, Marty; Cunningham, Bill
Subject: Details supporting Belmont-Hawthorne-Division Town Center

Doug Klotz
1908 SE 35th Place
Portland, OR 97214
1-26-14
Planning and Sustainability Commission
1900 SW 4th Ave.
Portland, OR 97201

Chair Baugh and Commissioners:

Here are some more detailed arguments for the Belmont-Hawthorne-Division Town Center designation.

1. Transit. While not currently served by High Capacity Transit, the area has the best transit access of any area outside the Central City. 87% of the residents are within 1/4 mile of Frequent Service Transit. The 14, 4, 15, and 75 provide multiple choices for many of the residents.
2. Center Population. The population, at 9,000 people within a 1/2 mile radius, is among the highest in any proposed Center. Only NW Portland is higher.
3. Growth Capacity. The Growth capacity is 8,300 households based on existing zoning, with most capacity along mixed-use streets with excellent transit.
4. Services. The 20-Minute Neighborhoods Analysis gives this area the highest score in the city (79 out of 100). The combined three streets host a large and varied number of businesses that serve the residents very well.
5. Jobs. It has among the best access to the Central City, not just by transit, but by 2 heavily used Bike Boulevards, Lincoln and Clinton, as well as jobs in the Central Eastside and downtown that are easily accessible by walking.

6.District Anchor. The three strong Main Streets, closely spaced, provide an anchor for complete neighborhoods, and serve to anchor the district.

Many of us living within this proposed center look forward to the additional city resources and planning that may flow here as a result of this designation.

Thank you for your consideration of this and all the numerous comments you have recieved.

Sincerely,

Doug Klotz

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 G. Bogh (Ronald or Bogh)*

Jan. 26, 2015

Address: *14625 N.E. Rose Parkway
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: *Betty J. Mitchell*

Address: *14350 NE Rose Parkway
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: *DAVID DORNACK*

Address: *THOMAS ZAMBOLAH*

13603 NE FREMONT CT. 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: *Anne Tolman*

Address: *14359 NE MORRIS CT 97230*

From: Planning and Sustainability Commission
Sent: Monday, February 02, 2015 10:19 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: anrsm@comcast.net [mailto:anrsm@comcast.net]
Sent: Saturday, January 31, 2015 4:44 PM
To: Planning and Sustainability Commission
Subject: [User Approved] Re: comprehensive plan testimony-argay neighborhood

3355 ne 130th ave portland or 97230

From: "Planning and Sustainability Commission" <psc@portlandoregon.gov>
To: anrsm@comcast.net
Sent: Tuesday, January 27, 2015 9:04:47 AM
Subject: RE: comprehensive plan testimony-argay neighborhood

Hi Adele',
Thank you for your comments to the Planning and Sustainability Commission. So that I can include your message in the written record and forward it to PSC members, 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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From: anrsm@comcast.net [mailto:anrsm@comcast.net]
Sent: Monday, January 26, 2015 7:56 PM
To: Planning and Sustainability Commission
Subject: comprehensive plan testimony-argay neighborhood

I live in the Argay terrace neighborhood located in NE Portland (Parkrose).

I would like my neighborhood to remain just that, a great neighborhood with residential housing, only.

The following are my requests:

- * suggest that all vacant or underdeveloped R-3 zoned land in my neighborhood be reclassified to R-5 or R-7 single family residential.
- * Reclassify to R-5 or R-7 single family: Mixed employment areas.
- * Includes #'s 287, 288, 289 located at a SE corner of NE 122nd & Shaver; #290 at SW corner of NE 147th & Sandy Blvd.

I support the City's similar change of #688 along NE 148th Ave north of I-84.

I grew up in this neighborhood and have recently moved back, I don't wish to see busy residential streets that you can not walk through, or large industrial buildings/companies a block from my home or the traffic that this will bring. Large high rise residential buildings do not fit this neighborhood, at a some point density does not work, I have lived in downtown Portland, that is why I moved.

Please respect my neighborhood that I value.

Adele' Nofield
NE 130th Ave.



BUCKMAN COMMUNITY ASSOCIATION

c/o Southeast Uplift 3534 SE Main Portland, OR (503) 236-2214

January 26, 2015

Portland Planning Commission
1900 SW 4th Avenue
Portland, OR 97201

Dear Chair Baugh and fellow Planning and Sustainability Commissioners,

I write to register Association and community member's strong opposition to the proposed wholesale up-zoning of four contiguous blocks between SE Morrison and Belmont Sts, and 15th and 19th Avenues.

This area represents the key 'heart' and connection of our residential neighborhood. Many of the properties here are original, turn of the century, single family homes which currently serve home owners as well as provide valuable low income housing. Some other non-conforming commercial properties are zoned R-1, which we find an excellent, neighborhood 'enhancing' designation should the properties ever be redeveloped. We want the current zoning designations to continue and for this area of our residential neighborhood to continue knitting together the areas north and south of Belmont street. Both the north side of SE Morrison and the south side of SE Belmont currently in this area are also zoned residential.

Creating a wall of commercial blocks internally in this area will not only set the stage for large scale demolitions and tenant displacements, but for the creation of the kinds of developments that are anything but neighborhood enhancing. Expensive, high density, 4-5 stories of mostly studio and one bedroom apartments are built, enriching developers, sending low-income long-term residents packing, putting intense traffic and parking pressures on an area without off-street parking, and adding little to the neighborhood except density while erasing the options for new, real family size housing.

The Buckman neighborhood is not lacking in commercial opportunity or room for these kinds of development in the least. Far from it. In fact, large nearby areas of West Buckman, beginning at 12th Avenue and going all the way west to the Willamette River, have huge areas already zoned EXd, allowing for the types of apartment towers and large scale commercial build-up that Planning and developers now favor. These were once residential neighborhoods...now all commercial. Buckman needs to protect what existing residential, family housing and R1 designation we currently have.

Additionally the Bureau's plan to rezone a large portion of the neighborhood currently zoned R-5 to R-2.5 raises serious questions. The amount of scrutiny and intense staff time that has gone into this particular area involving the analysis of this proposed change for the blocks between 16th-20th Avenues, Stark to Morrison is simply peculiar. Why were other areas of the inner east side not subjected to this level intense study? Why only here, and why when this proposed move was initially and strongly questioned, was the effort then intensified even further and expanded?

This area's designation as R5 was a historic victory on the part of neighborhood activists decades ago who fought back against the wholesale rezoning of much of Buckman as a vast "apartment zone". Many demolitions ensued, and would have gone on were it not for the focused efforts of those earlier activists. To protect the residential core, and make up for the scores of grand structures demolished for those split level "American Family" apartment buildings we all know, the R5 designation was earned and it has helped sustain, protect and stabilize the residential portions of Buckman.

Finally, and most disconcertingly, the public was repeatedly told at the small number of hearing which actually allowed public oral comment on the proposals that written public comment on all these proposed changes would be taken well into March 2015. Yet recently I was personally informed by Planning staff that decisions were proposed to be made on these matters imminently long before the public comment period ends. How can that be?

This is particularly disturbing as we planned to host an open public forum/meeting on these proposed significant land use changes, designed with the March deadline for comment in mind...yet it appears now that your ability to hear and be informed of the large-scale discontent and concern regarding these proposals will be null and void, arriving "after the fact" in the process.

Please hear our concerns now and reject these proposed changes. At the very least, delay making any decisions until you have more facts on all of this. These proposed changes will 'hurt' the neighborhood grievously, go against all the efforts we have made for years to protect our existing housing stock, drive out affordability and are simply not needed nor wanted here. There is ample, existing, high density commercial areas of large proportion just three blocks west. Build there.

Thank you for your attention to these concerns,

Sincerely Yours,

Susan Lindsay
Co-Chair, Buckman Community Association

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 11:02 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony

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

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From: Elisa Carson [mailto:badcochick83@hotmail.com]
Sent: Sunday, January 25, 2015 1:33 PM
To: Planning and Sustainability Commission
Subject: FW: Comprehensive Plan Testimony

From: badcochick83@hotmail.com
To: psc@portland-oregon.gov
Subject: Comprehensive Plan Testimony
Date: Sun, 25 Jan 2015 13:31:15 -0800

I am a resident of the Argay neighborhood who is concerned about the development planned for Argay Terrace. All the undeveloped or vacant R-3 zoned land in this neighborhood should 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 147th and Sandy Blvd.) also be reclassified to R-5 or R-7 single-family. Also I support the City's similar change #688 along NE 148th Ave. north of I-84. This neighborhood has been here for a long time and it is one of the last really nice neighborhoods in NE Portland. The city needs to help us keep this a neighborhood of nice HOMES. Apartments is not the answer. Apartments raise the crime rate and lower property value.

Thank you
Elisa Carson
14441 NE Rose pkwy
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 11:03 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony

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

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From: Brandon Carson [mailto:goldglove101@hotmail.com]
Sent: Sunday, January 25, 2015 2:21 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony

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

I am among the residents who are requesting that all undeveloped or vacant 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 Ave. north of I-84. I know that apartments are not the answer. They degrade neighborhoods and increase crime. So if they build apartments who is going to be responsible for property values going down. This is one of the last nice neighborhoods left in NE Portland. There needs to be more nice homes in Portland for families not shitty apartments. You need to do the right thing and build nice homes there and continue the neighborhood. The city is already over populated, look at the traffic situation. The roads weren't meant to handle such a load. I don't want the high traffic in my neighborhood that's why I bought this house. They didn't plan the city right. Apartments should be in the center of the city and homes should be in the suburbs with yards. We should be trying to make neighborhoods better rather than make them worse with more apartments.

Thank you,
Brandon Carson
14441 NE Rose Pkwy
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 11:08 AM
To: Kovacs, Madeline
Subject: FW: Belmont/Hawthorne/Division Town Center support

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

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From: Doug X [mailto:dougurb@gmail.com]
Sent: Sunday, January 25, 2015 8:52 PM
To: Planning and Sustainability Commission
Cc: Engstrom, Eric (Planning); Stockton, Marty
Subject: Belmont/Hawthorne/Division Town Center support

Doug Klotz
1908 SE 35th Place
Portland, OR 97214

1-26-15

Planning and Sustainability Commission
1900 SW Fourth Ave.
Portland, OR 97210

Re: Comprehensive Plan Framework

To the Planning and Sustainability Commissioners:

I have reviewed the Staff Report for the January 27th work session, and would like to comment on the apparent demise of the Belmont/Hawthorne/Division Town Center.

While I am in fact a Board Member of the Richmond Neighborhood Association, I am not representing them, and speak solely for myself in these remarks.

The proposed Town Center should be retained. This is a well-thought-out idea, supported by the statistics of the area: number of residents, number of jobs, and other metrics.

The Sunnyside Neighborhood Association at their January 9 meeting (which I attended) voted to support many of the zoning concepts inherent in the Town Center concept. They did not oppose the Town Center, but assumed it would proceed. There was a motion introduced to oppose the Town Center designation, but it was voted down, 7-1. So I think it fair to say that Sunnyside supports the Town Center.

As you know, the Richmond Neighborhood Association opposes the town center designation.

Balancing the two points of view, it is up to the Planning and Sustainability Commission to decide which is the better course. To meet the many goals that are embedded in the Comprehensive Plan Proposed Draft, including reducing carbon emissions and building complete neighborhoods, I urge you to support the Belmont/Hawthorne/Division Town Center.

If it turns out that the Inner Ring concept is a better means to achieve these goals, and will allow the same intensity along corridors, as far east as 50th, I would also support that concept.

Thank you for your dedicated, exhaustive work on this important plan.

Sincerely,

Doug Klotz

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 11:08 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony, SE Stark and 14th.

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: Sheila Baraga [mailto:sheilabaraga@gmail.com]
Sent: Sunday, January 25, 2015 9:18 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony, SE Stark and 14th.

Dear City planners,

I am a Buckman property owner and a neighbor to 1403-1415 SE Stark Street. I've heard that a proposal has been made for 1403-1415 to have a zoning change to give it commercial zoning. If this property is to go commercial, I would like to request that it be changed to the smallest, least dense commercial zoning, which I believe is CM-1 under the old zoning or MU-1 under the proposed zoning.

There are several reasons that I feel the commercial zoning should be limited to the least dense that we can hope for.

1. This building abuts residential housing and this change will greatly affects these residents.
2. SE Stark is a neighborhood collector street not a corridor street.
3. Washington High has just added a huge amount of unplanned new commercial space and density to what is a residential neighborhood. This project is diagonally across the street from the subject property and will house a 850 seat concert hall, 2 bars, at least one restaurant and rooftop event space. This as well as New Seasons new National headquarters.
4. SE Stark has no public transit and is not on a bus line.

It has further been brought to my attention that this zoning change may include the metal sided garage at the East end of the subject property, thus increasing the footprint greatly. I believe this property was originally built as a GARAGE according to Portland maps. How is it that now it can be considered a part of the historic warehouse building?

I believe that keeping Portland a lovely city can only happen when these zoning

changes are made with consideration for the neighborhood and it's residents. I feel that vibrancy is preserved when these decisions about zoning and permitting are made. Thank you for your time and consideration as you decide which direction is best on this cornerstone property and its neighbors.

With respect,
Sheila Baraga
423 se 15th Avenue
Portland, OR 97214
503.318.8338

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 11:09 AM
To: Kovacs, Madeline
Subject: FW: Powell/Chavez NC boundary

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: Doug X [mailto:dougurb@gmail.com]
Sent: Sunday, January 25, 2015 9:35 PM
To: Planning and Sustainability Commission
Cc: Stockton, Marty
Subject: Powell/Chavez NC boundary

Doug Klotz
1908 SE 35th Place
Portland, OR 97214
1-25-14

Planning and Sustainability Commission
1900 SW 4th Ave.
Portland, OR 97201

Dear Commissioners:

The Powell/Chavez Neighborhood Center boundaries are drawn in an appendix to the Staff Report for your Jan. 27 work session.

It would make sense to extend the northern boundary in the vicinity of Chavez and Franklin to include some R-1 and R2.5 properties, an R-5 property which is subject of testimony to change to R-1, as well as two properties in commercial use which need Designation and Zone changes. There is also one house that is between the commercial uses and the current boundary.

The properties to be added to the Neighborhood Center are:

3332-3344 SE Chavez. The western third of this parcel (zoned r-1) is within the boundaries. The eastern two thirds, developed with apartments, is not. Testimony asks that this eastern portion be

rezoned/designated R-1. With that change, inclusion seems warranted.

3322 SE Chavez. Zoned R2.5, with rowhouses on the site being permitted now.

3235 SE Chavez. Current commercial use in 1910-era commercial structure. Subject of testimony to rezone commercial

3838 SE Franklin (corner of Chavez). Commercial structure and use, zoned residential and subject of testimony to change it.

3315 SE Chavez. Single family house, situated between 3838 Franklin and the current center boundary.

Thank you for looking at these small details. I presume this is a future task.

Sincerely,

Doug Klotz

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 11:09 AM
To: Kovacs, Madeline
Subject: FW: " Comprehensive Plan Testimony, SE Stark and 14th"

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: john taboada [mailto:taboadajohn@gmail.com]
Sent: Sunday, January 25, 2015 9:48 PM
To: Planning and Sustainability Commission
Subject: " Comprehensive Plan Testimony, SE Stark and 14th"

Dear City planners,

I am a Buckman property owner and a neighbor to 1403-1415 SE Stark Street. I've heard that a proposal has been made for 1403-1415 to have a zoning change to give it commercial zoning. If this property is to go commercial, I would like to request that it be changed to the smallest, least dense commercial zoning, which I believe is CM-1 under the old zoning or MU-1 under the proposed zoning.

There are several reasons that I feel the commercial zoning should be limited to the least dense that we can hope for.

1. This building abuts residential housing and this change will greatly affects these residents.
2. SE Stark is a neighborhood collector street not a corridor street.
3. Washington High has just added a huge amount of unplanned new commercial space and density to what is a residential neighborhood. This project is diagonally across the street from the subject property and will house a 850 seat concert hall, 2 bars, at least one restaurant and rooftop event space. This as well as New Seasons new National headquarters.
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It has further been brought to my attention that this zoning change may include the metal sided garage at the East end of the subject property, thus increasing the footprint greatly. I believe this property was originally built as a GARAGE according to Portland maps. How is it that now it can be considered a part of the historic warehouse building?

I believe that keeping Portland a lovely city can only happen when these zoning changes are made with consideration for the neighborhood and it's residents. I feel that vibrancy is preserved when these decisions about zoning and permitting are made.

Thank you for your time and consideration as you decide which direction is best on this cornerstone property and its neighbors.

With respect,
John taboada
505 se 16th Avenue
Portland, OR 97214
503 780 7618

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 11:10 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: Maxie, Khalid [mailto:kmaxie@jesuitportland.org]
Sent: Monday, January 26, 2015 7:25 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony- Argay Neighborhood

Good morning,

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

I am among those resident 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.

Khalid Maxie
13647 NE Klickitat Ct.
Portland OR 97230

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 11:11 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
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From: UturnWorm [mailto:uturnworm@comcast.net]
Sent: Sunday, January 25, 2015 3:47 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

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

I am among those residents who are requesting that all the vacant or undeveloped R-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: Jerry Oestreich & Rebecca Marshall (husband & wife)

Address: 3433 NE 131st Avenue

To: The Planning and Sustainability Commission

From: Richard Olivera and Karen S. Campbell

Re: Recommendations

As the property owners of 2346 SE 38th Ave., we are surprised by the commission's recommendation to have the three residential homes on the east side of 38th Ave. between Caruthers and Division namely: 2346 SE 38th Ave., 2406 SE 38th Ave. and 2414 SE 38th Ave., designated as Commercial Mixed Use. The home owners of these three houses approved of and signed a petition and wrote comments into the open comment email webpage requesting to have a residential designation. In addition forty four other neighbors signed petitions supporting a R2.5 designation. The Richmond Neighborhood Association also supports the R2.5 designation of these properties.

These three homes are a buffer between Chavez Blvd., Division St. and the rest of the neighborhood on 38th Ave. and the homes on Caruthers between 37th Ave and 38th Ave. Your recommendation that these single family properties continue to have a C/MU designation, greatly impacts the other homes in this neighborhood. As stated before, many of the neighbors and all of the owner- occupied residents signed the petition to include the three houses in the R2.5 designation.

Within two years our immediate neighborhood went from having three restaurants to having six restaurants and added one hundred and five (105) apartments providing only twenty off street parking places. In addition seven parking spaces have been lost due to bioswales. The parking impact to those of us on 38th Ave. and Caruthers street is enormous. To continue to increase the commercial density of this area, at this point, is irresponsible and insensitive to the neighborhood.

It is our understanding that the city wants to increase the tree canopy in this area. The three properties on 38th have at least seventeen trees and many shrubs ten feet or taller. Our property has hosted several Hardy Plant Society open gardens as well as an open garden to benefit Portland Public Schools. This densely planted area works well as a buffer between the commercial areas of Cesar Chavez Blvd. and Division St. and the rest of the neighborhood.

It is hard to understand how the designation of these three properties as C/MU benefits anyone, with the exception of Developers, at this time. 2035 is not that far away. We recommend changing the three properties to R2.5 in accordance to the petition supported by forty seven neighbors and the Richmond Neighborhood Association, and revisiting the question in 2035.

Sincerely,

Richard Olivera and Karen Campbell

January 26, 2015

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

Atth: Comprehensive Plan Work Session

Dear Chairman Baugh,

I am the President of the Sunnyside Neighborhood Association (SNA) and was present and very involved in the process leading to the SNA comments on the proposed comprehensive plan. I have reviewed portions of the "Bureau of Planning and Sustainability Staff Reports Available for January 27 Comprehensive Plan Work Session" (Staff Report) and would like to provide you some additional information on the SNA's submitted testimony. Please note that this correspondence is from me as a private citizen, albeit one with a rather privileged vantage point to our process. I will refer in this letter to unapproved minutes from our board meeting on January 8th as they will be up for approval at our February meeting. While I do not believe the cited portions will be contested, I feel the previous disclaimers are appropriate.

The Sunnyside and Richmond neighborhoods are somewhat difficult to fit into the Urban Design Framework. Every neighborhood is special, but few other places in Portland have the existing residential density, transit services, proximity to downtown, and, not one but three, vibrant commercial corridors. Taken alone, each of these corridors would be considered a Neighborhood Center serving an area of about a 1/2 mile radius from the core. Taken together, however, another picture emerges. The city has looked at this unique situation: three or four overlapping neighborhood centers (Division, Belmont, Upper and Lower Hawthorne), several major transit lines (4, 14, 15, 75), a large number of households (likely more than 8,000 in Sunnyside and Richmond alone), and a close proximity to downtown; and, initially, suggested a Town Center designation for the combined entity.

The most recent Staff Report, however, seems to have taken the wishes of the Richmond Neighborhood Association to heart and recommends a "Neighborhood Center" designation for the area.

it is noted in two places that the Richmond Neighborhood Association was opposed to the Town Center designation in SE Portland. The "town center" vs. "neighborhood center" conflict was discussed in Sunnyside as well. It was the topic of a lengthy article in our December newsletter. It was the topic of a website (<http://sunnyside.xyz>) and flyering campaign along streets adjacent to Belmont and Hawthorne. As a result of the flyering, our January 8th meeting likely had the most attendees in 5 years. Testimony given by neighbors at the meeting was definitely not focused on the "Town Center" vs. "Neighborhood Center" designation, however, it was overwhelmingly in favor of access to design review and planning which would be available to the region if it were part of a Town Center.

Additionally, while the SNA did not vote on a resolution in support of the Town Center designation, we did vote on the following **failed resolution** (from unapproved minutes) :

“THE SNA BOARD urges the city to assign to the Sunnyside Neighborhood.the Neighborhood Center designation as part of the Comprehensive Plan 2035.”

The vote on that resolution was **7 against**, 1 in favor, 1 abstaining (I abstained as chair). The SNA Land Use Chair decided against presenting a vote directly supporting the Town Center designation because we felt the totality of our resolutions indicated an implicit support and the draft proposal already had our neighborhood in the Town Center.

My understanding is that the Richmond NA vote was 9-1 in favor of a resolution similar to that which failed 7-1 at SNA. I feel the Staff Report should have reflected the fact that there is, definitely, a difference of opinions on this topic. While I can't claim that that all Sunnyside residents are in favor of a Town Center, I also know for certain that the Richmond Neighborhood is not unanimous in a desire for 3 story buildings on Hawthorne. The SNA vote against the Neighborhood designation should, in my opinion, be interpreted as an affirmation of the proposal at the time for a Town Center designation. Richmond NA certainly deserves their voice to be heard, in fact Allen Field attended an SNA meeting to promote his view, but more than one body weighed in on the topic and the testimony is in conflict.

I understand that the “Town Center” and “Neighborhood Center” designations are merely conceptual constructs. The recent emergence of an “Inner Ring” overlay of sorts seems to be a promising compromise. If “Neighborhood Centers” within the “Inner Ring” are considered Mixed Use - Urban Center **and given the same access to planning and design resources** as “Town Centers,” I believe the somewhat special case of the Inner SE “Town” Center would be appropriately addressed. I would urge that the “Inner Ring” reach SE 50th in most of these neighborhoods, rather than SE 45th or Cesar E. Chavez Blvd.

Thank you for your service and for your attention to this matter.

Sincerely,
Tony Jordan
4540 SE Yamhill St.
Portland, OR 97216
971.207.1348

TO: City of Portland Planning and Sustainability Commission
FROM: Michael O'Connell
SUBJECT: Request to amend the Comp Plan designation of certain single-family home properties

Through very recent correspondence with Marty Stockton – SE District Liaison for the Bureau of Planning and Sustainability, I learned that the Comprehensive Plan Management Team, in its report to the Commission, has not supported my and several of my neighbors' request to amend the Comp Plan designation of certain residential properties in the Richmond neighborhood, namely:

2414 SE 38th Avenue
2406 SE 38th Avenue
2346 SE 38th Avenue

I am writing this letter to you to ask that you support my, forty seven of my immediate neighbors, and the Richmond Neighborhood Association's request that the Comp Plan designation for three single-family properties along the east side of SE 38th Avenue be amended to R2.5 from C/MU.

- This is the only quadrant of the Division/Cesar Chavez intersection where the C/MU designation extends the full block to the adjacent street Right-of-Way. On all three other quadrants, the C/MU designation only extends to the Division or Cesar Chavez half-block. We would like to be treated equitably with other home-owners in the area.
- Except for the very contentious Richmond Flats project at SE 37th Avenue and SE Caruthers, this is the only section of the entire SE Division corridor in the Richmond neighborhood where the C/MU designation extends beyond the Division half-block and encompasses single-family home properties fronting the next street over. Again, we would like to be treated equitably with other home-owners in this area.
- The Comprehensive Plan Management Team's recommendation will set up the perverse situation where these properties, if commercially developed in accordance with their Comp Plan designation, will face single-family residential property on the other side of SE 38th Avenue. Again, apart from the very contentious Richmond Flats, this is the only location along the entire stretch of Division where this situation does and will exist. Knowing how much of a negative impact that that project had on this neighborhood, it would be very unfair to establish the conditions to allow that to happen again just one block away.
- Some of the most intense development in recent years in the City of Portland occurred along the Division corridor – mainly in the “lower 30's” stretch. All of this happened with a C/MU designation that extended to the Division half-block. None required the full block between Division and Caruthers or Ivon/Clinton. Full block development is inappropriate for this part of the City.

Please consider these issues as you discuss the recommendation of the Comprehensive Plan Management Team, and approve amending the Comp Plan designation of these three properties to R2.5 match the rest of the SE Caruthers corridor.

Sincerely,

Michael O'Connell

January 25, 2014~~5~~

Dear PSC members:

This letter registers the deep concern of NE Holland Court residents about proposed zoning change #297 to rezone the Broadmoor Golf Course. This proposed rezoning would convert a section of the golf course from Open Space to General Industrial 2.

This zone change would enable construction of new industrial facilities directly abutting our residential neighborhood.

As the attached letter from one of our residents attests, we are concerned about the potential for negative environmental impacts brought by new industrial construction in a groundwater upwelling area that feeds and lies upland from the Buffalo Slough. We do understand the City's desire to provide industrial sites along Columbia Boulevard, and we support using land efficiently inside the urban growth boundary (UGB) to protect farmland outside the UGB.

But we ask you to understand that we and our neighbors built or purchased our homes (some of us more than 30 years ago) in an established residential area next to a golf course which was built in 1931 and zoned Open Space. Nobody anticipated that this beautiful open space would be converted to industrial uses – especially in such an environmentally sensitive area. Current environmental protection zoning (P) protects the slough itself. Environmental conservation zone (C) overlay protects the riparian area on either side of the slough. We purchased our homes specifically because of these existing environmental zoning provisions and open space location next to a golf course.

We ask that you reconsider any industrial zoning in this special area. If, instead, you determine that you must rezone a portion of the golf course on Columbia Boulevard, then we ask that you protect those portions of the golf course that are already protected by and lie within an Environmental Conservation Zone. (For reference, see attached map and link to current zoning of the area):
<http://www.portlandonline.com/shared/cfm/image.cfm?id=55727>

To accomplish this, you would move the proposed industrial line further south of Holland Court to correspond with the existing Conservation (C) zone line. Additionally, we request that the proposed industrial line be buffered or set back significantly on its western end, to prevent industry from directly adjoining our residential property lines.

This would mean a minor reduction in the size of the proposed industrial site, but it would solve two big problems for those of us who have made substantial emotional and financial investments in our homes and our neighborhood.

- First, Buffalo Slough would continue to have the same environmental protection designation the City once deemed very important and that currently exists today.
- Second, we and our residential neighbors would be spared at least some of the unavoidable adverse impacts that would result from new industrial development along the property lines of our homes. These negative impacts include increased noise, truck traffic at night, industrial lighting, machinery operations, etc.




The city would then be ensuring that Buffalo Slough is protected at its existing level. And residents could continue to invest in our homes and properties without fear of living directly next to incompatible industrial development. We do not think this is too much to ask and appreciate your consideration.

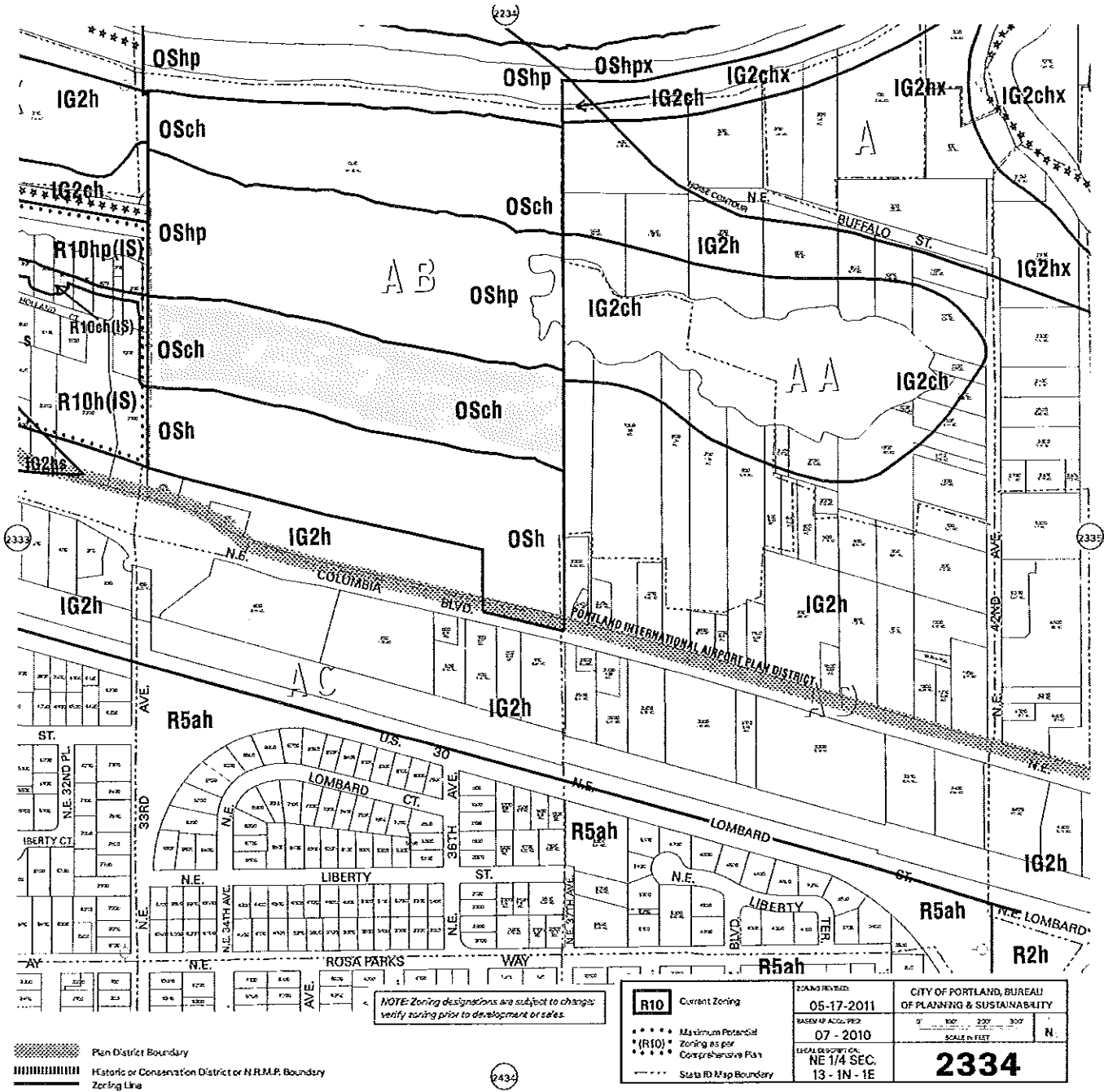
With hope and urgency:

Buffalo Slough/NE Holland Court/Residents' Letter

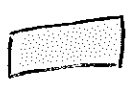
NE Holland Court Residents

NAME	ADDRESS
Karen Isley Karen Isley	3231 NE HOLLAND CT PORTLAND OR 97211
Dan Isley Dan Isley	3231 NE HOLLAND CT PORTLAND OR 97211
Hunter DeMars Hunter DeMars	3231 NE HOLLAND CT PORTLAND OR 97211
Anna DeMars Anna DeMars	3231 NE HOLLAND CT PORTLAND OR 97211
Bruce Campbell Bruce Campbell	3261 NE HOLLAND CT Portland OR 97211
Brian Hoivis Brian Hoivis	3147 NE Holland Ct. Portland, OR 97211
Carl Huff Carl Huff	3147 NE Holland Ct. Portland OR 97211
GABRIELLE GARFIERI Gabrielle Garfieri	3130 NE HOLLAND PORTLAND OR 97211
Travis Clow Travis Clow	3101 NE Holland Ct. Portland OR 97211
Melissa Dyer Melissa Dyer	3101 NE Holland Ct. Portland, OR 97211

NAME	ADDRESS
 Emily Meyer	3208 NE Holland Ct Portland, OR 97211
Ardis Stard	7300 NE 33 RD DR PORTLAND, OR 97211 (33 RD E Holland Ct)
Nancy Henry 	3261 NE Holland Ct Portland, OR 97211
MIRANDA CAMPBELL 	3261 NE HOLLAND COURT PDX, OR 97211



Re: Proposed change # 297

 Current conservation overlay

Please do not extend a new industrial zone into this conservation overlay zone, south & upland of the Buffalo Slough -

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 11:10 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: D Hill [mailto:dolohill@hotmail.com]
Sent: Saturday, January 24, 2015 10:02 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

We are residents (15 years) of the Argay Neighborhood in East Portland. We are 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, to retain the integrity of the neighborhood.

We also support the City's similar change #688 along NE 148th Avenue north of I-84. We want to keep Argay a family friendly neighborhood.

Thank you for your consideration.

James and Dolores Livesay (Hill)
14222 NE Milton Street
Portland OR, 97230

01/24/15

TO: Planning + Sustainability Commission
SUBJECT: Comprehensive Plan Testimony

I'm a homeowner in the Riverwood planned community in the Argay Neighborhood of East Portland.

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

Also, I support the City's similar change #688 along NE 148th Avenue, north of I-84. I want to keep Argay a family-friendly neighborhood.

Thank you for your consideration.

Colleen R. Barnett
4246 NE 125th Place
Portland, OR 97230
503-775-9348

From: Planning and Sustainability Commission
Sent: Monday, January 26, 2015 11:02 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony

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

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

From: Tom [mailto:tbre22@earthlink.net]
Sent: Saturday, January 24, 2015 12:21 PM
To: Planning and Sustainability Commission
Cc: tbre22@earthlink.net
Subject: Comprehensive Plan Testimony

January 24, 2015

To whom it may concern:

I wish to state my support for changes to the comprehensive plan which will give all residents of this neighborhood the same opportunity to develop their property as the majority of residents enjoy. The current rules single out certain properties with undo and unfair restrictions and for no apparent reason. Not only will the proposed changes bring fairness to neighborhood zoning, they are consistent city and regional comprehensive goals. Thank you for your attention to this matter.

Thomas M. Bremer
524 SE 46th Ave.
Portland, OR 97215

January 23, 2015

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

RE: Portland comprehensive Plan Map update, 9000 SE Clinton Street.

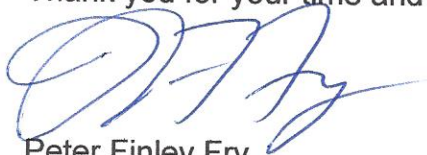
Portland Nursery is a family-owned garden center with two Southeast Portland locations, both approximately five acres. This past spring Portland Nursery employed over 100 people, primarily full time and predominantly Portland residents. This year we are number 24 on the list of Top 50 Independent Garden Centers.

We own Tax Lots, 3300, 3200, 3100, 3000 and 4200 across Clinton to the south. The property is close to a new MAX Light Rail and needs to be developed at a density that supports the growth of surrounding residential land and commercial services. **The current designation is Low Density Multi-Dwelling. We request that it be converted to High Density Multi-Dwelling.**

The property is well served by infrastructure with the regional rail system blocks away. A hospital, large community college, and regional shopping are also nearby. The lots are large and can sustain denser housing with substantial greenery and landscaping. The lots are in a single ownership that allows for a master plan form the entire site.

The City needs density to preserve the single-family neighborhoods from gentrification and destruction.

Thank you for your time and consideration,



Peter Finley Fry
attachment

DIVISION

RD. 2546 [90'] ST

AVE.

AVE

92ND

S.E.

Portland Nursery
Clinton Street Housing

1123/15
846

High Density Multi-Dwelling

Adjusted lot line

201

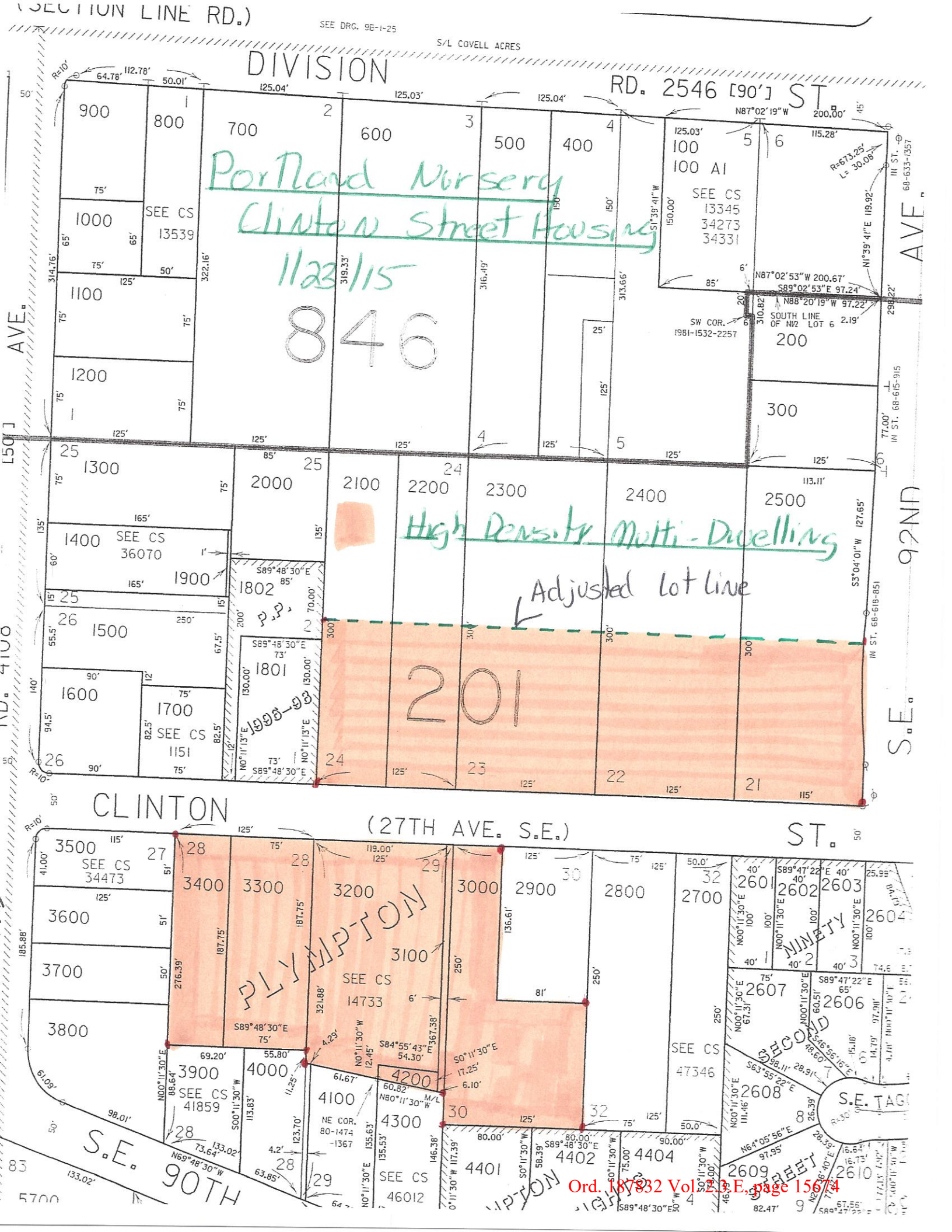
CLINTON

(27TH AVE. S.E.)

ST.

PLYMPTON

S.E. 90TH



January 22, 2014

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

RE: Portland Comprehensive Plan Map update, 9000 SE Division St.

Portland Nursery is a family-owned garden center with two Southeast Portland locations, both approximately five acres. This past spring Portland Nursery employed over 100 people, primarily full time and predominantly Portland residents. This year we are number 24 on the list of Top 50 Independent Garden Centers.

The commercial zoning at our Division location has worked well on most of the site.

We need the lots to the south 2100, 2200, 2300, 2400 and 2500 to be designated Mixed Use Civic Corridor to allow our nursery to be completed. We actually only need the northern halves of these properties. We would adjust the lot lines to allow the northern half of three blocks to be commercial and the southern half to be residential.

The result would be a stable nursery with high density housing on SE Clinton.

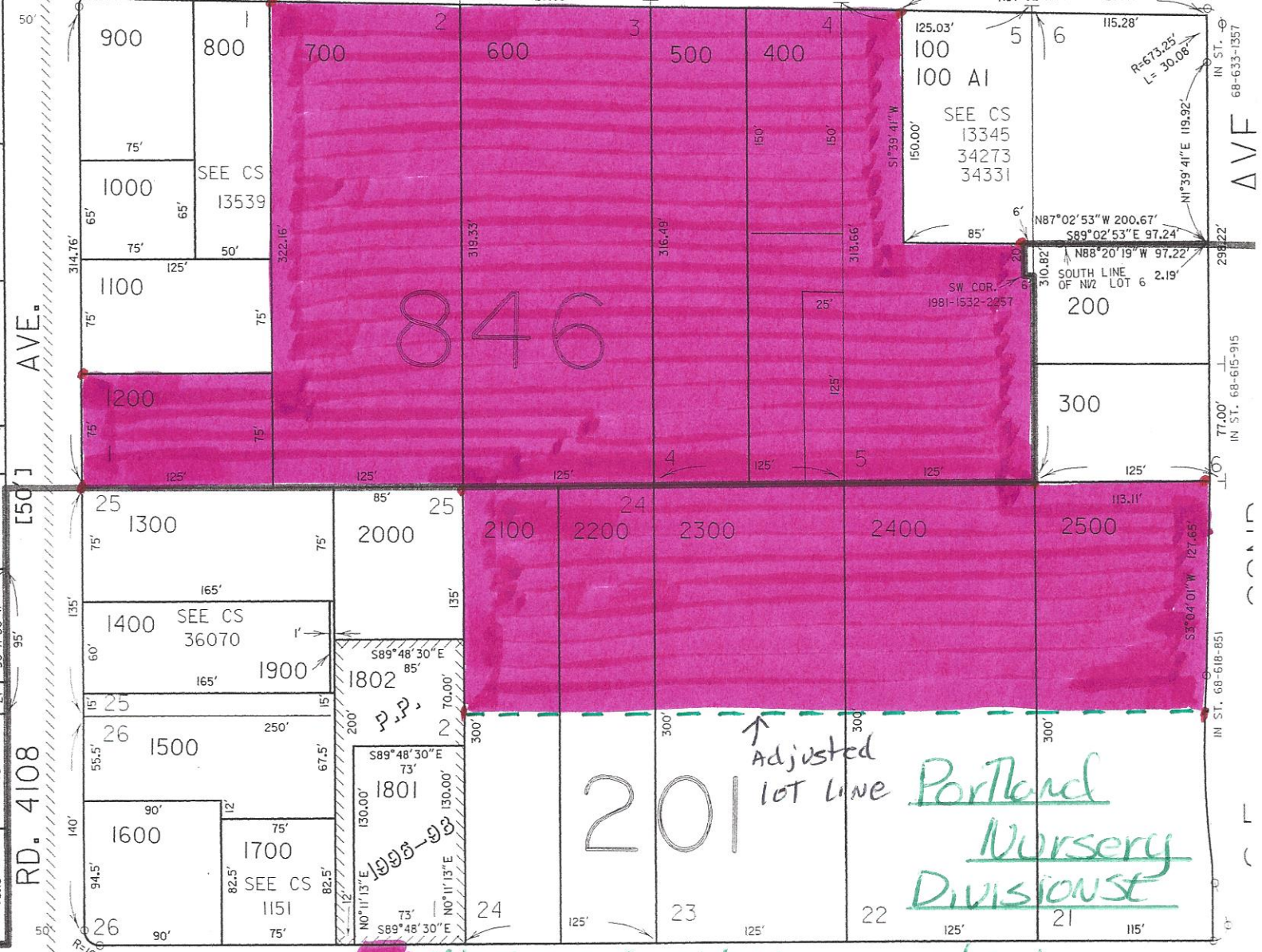
Sincerely,



Peter Finley Fry
attachment

DIVISION

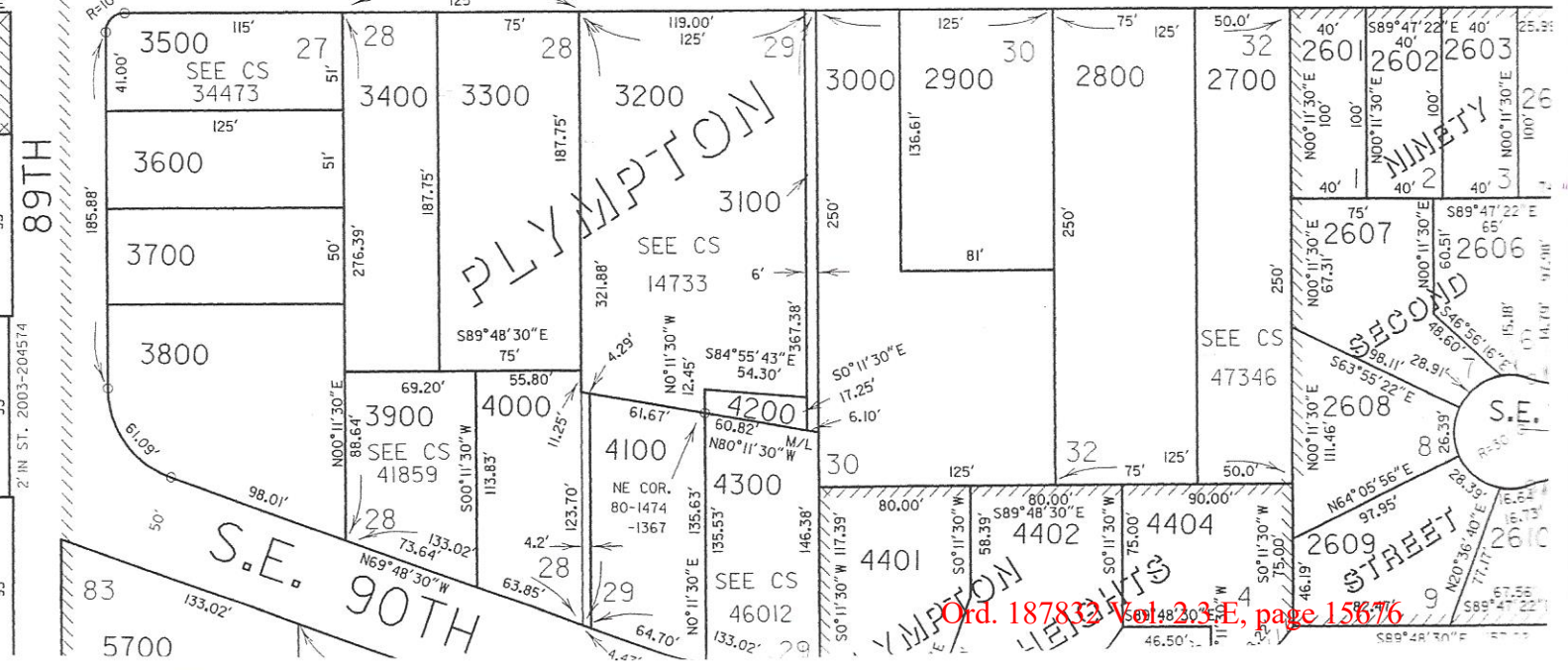
RD. 2546 [90'] ST



CLINTON

(27TH AVE. S.E.)

1/23/15 ST.



January 23, 2015

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

RE: Portland comprehensive Plan Map update, 5050 SE Stark St.

Portland Nursery is a family-owned garden center with two Southeast Portland locations, both approximately five acres. This past spring Portland Nursery employed over 100 people, primarily full time and predominantly Portland residents. This year we are number 24 on the list of Top 50 Independent Garden Centers. The Stark Street property has operated as a nursery for almost one hundred years.

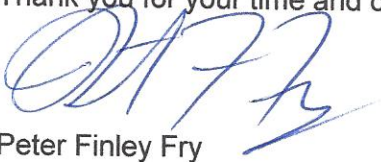
The fear that we will go away and that a big box commercial uses would replace us is unfounded because 1) We have been here for almost one hundred years; 2) No commercial use would locate with only a single street for access (all other commercial uses are either clustered in a row or located at an intersection; and 3) The City has plenty of ways to block unwanted development.

We are a successful commercial operation and an irreplaceable asset providing Horticultural Diversity to the City of Roses; our business cannot prosper with split zoning, **please make our property one designation, Mixed Use – Neighborhood.**

Split zoning is not an acceptable solution. We have found a variety of solution to mitigate the City's unfounded fear.

- .A) Create a zone like Institutional Residential (IR) for nurseries and golf courses where the zoning would automatically revert to a previous identified zoning pattern if the use ever went away.
- B) Limit FAR to .5 to 1.
- C) Establish a Plan District for Nurseries, golf courses and other very low impact commercial uses that would prohibit large box retail.
- D) Add an "L" (#) to the Neighborhood commercial zone that would prohibit structures over 20,000 square feet.

Thank you for your time and consideration,

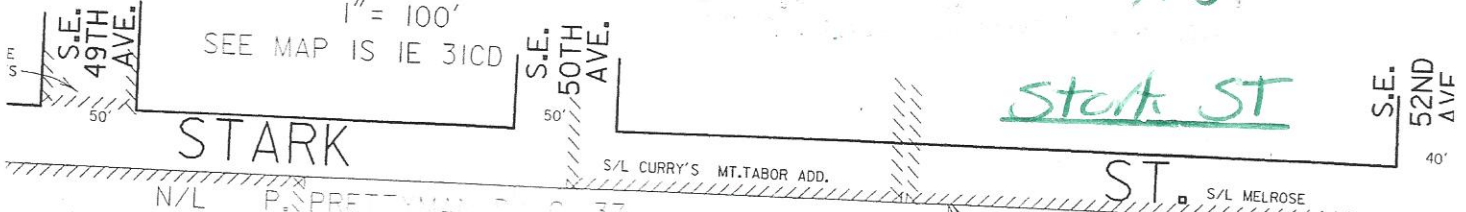

Peter Finley Fry

attachment

NW1/4 SEC. 6 T.1S. R.2E. W.M.
 MULTNOMAH COUNTY

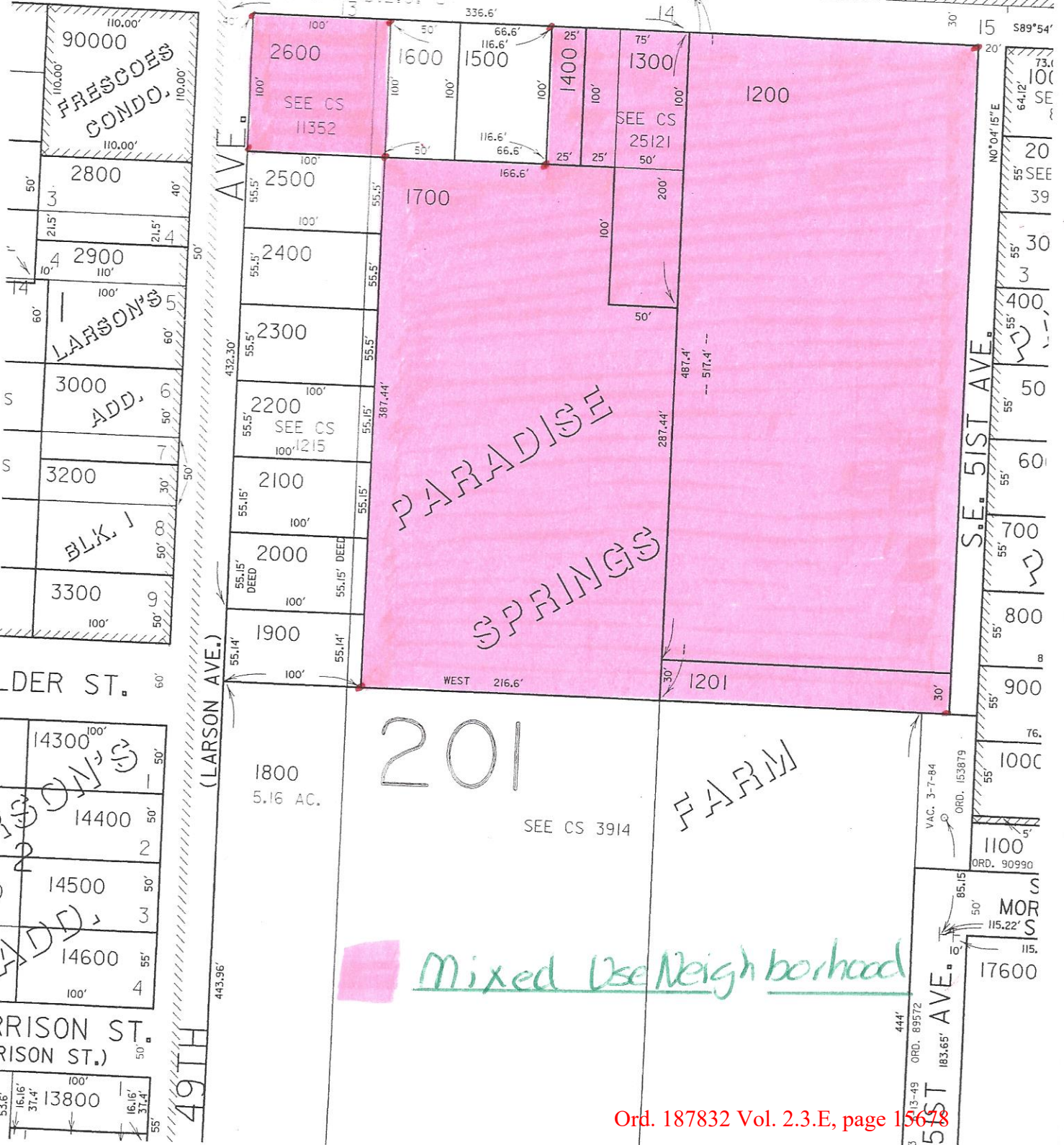
11/23/15

Portland Nursery



Stark ST

S.E. 52ND AVE



PARADISE SPRINGS

201

FARM

Mixed Use Neighborhood

From: Planning and Sustainability Commission
Sent: Friday, January 23, 2015 12:31 PM
To: Kovacs, Madeline
Subject: FW: Portland comprehensive plan testimony , 1403-1421 SE Stark

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: Patricia Cain [mailto:patriciacaindpm@gmail.com]
Sent: Friday, January 23, 2015 5:28 AM
To: Planning and Sustainability Commission
Cc: Stockton, Marty
Subject: Portland comprehensive plan testimony , 1403-1421 SE Stark

To: Portland Planning and Sustainability Commission
Portland, Oregon

Dear Commisioners,

This letter is concerning the properties at 1403-1415 and 1421 SE Stark. Since the public testimony, a lot has changed in the neighborhood. As you know Washington High School was changed from residential to commercial which put a high density commercial project in a residential neighborhood. Now in the last month we have learned that a concert venue bringing in as many as 1200 people, 200 times a year is opening in Washington High School. This was done with no conditional use review and no parking study. I find this type of planning appalling and detrimental to our neighborhood .

If the city insists on changing the 1403-1415 and 1421 SE Stark properties to commercial I would like them to be the lowest commercial density which is CN1 currently or CM1 proposed. Please recall that SE Stark is collector street with no public transit. I also support a three story height(35 ft) limit based on SE Stark street being zero height.

In regards to the 1421 SE Stark this should be left R1. The neighborhood has been asked to compromised on letting 1403-1415 SE Stark become commercial so I would ask that the land owner have to compromise also. The current owner who requested this change has the property for sale so anyone who buys it knows what they are getting. In all probability this property will be torn down so all the non-conforming uses will disappear. The 1421 request is about creating more value for the owner. 1421 Stark is an old wooden garage that is not part of the original brick building.

Another thing the city could do is make the area along SE Stark between SE 12th and SE15th a historical area. The city has already pumped millions in tax breaks to make Washington High a historic landmark. The old buildings along Stark would make a great area and it is one of the few areas in the city that has't seen much change. The 1911 street car building at SE 13th is a example.

Finally I think that all commercial designs in the cities neighborhoods should have to be put before a design review and presented to the neighborhood associations. Let's not creat the apartment eyesores that Buckman experienced with the 1960's infill. Let's be more proactive this time around.

Although my neighbors have not signed this we did have 16 neighbors sign a petition earlier that requested less density along this section of SE Stark.

Thank you for your consideration,

Rick Johnson
1414 SE Oak Street
Portland, Oregon

Sent with Writer

Sent from my iPad



WE RESPOND

Always Ready

Always There

PORTLAND FIRE & RESCUE

Deputy Chief, Special Operations

55 SW Ash Street, Portland, Oregon 97204-3590

(503) 823-3930, Fax (503) 823-3710

www.portlandonline.com/fire

Date: January 23, 2015

To: Planning and Sustainability Commission

From: Merrill Gonterman

Subject: 2035 Comprehensive Plan

The Comprehensive Plan update provides a rare opportunity to guide future development and investments in Portland. Toward the goal of protecting and enhance the health and safety of all Portlanders, Portland Fire & Rescue offers the following comments and suggestions:

1. The draft Citywide Systems Plan should clarify that the need for more fire and rescue stations or other facilities/equipment will be affected by the impacts of growth on emergency “response time” and “response reliability”. These factors reflect geography, call volume, and other drivers. As population and development density increase, increased call volumes, traffic and congestion on emergency response routes will increase response time and reduce response reliability.
2. Where Comprehensive Plan documents refer to “fire stations”, please change to “Fire & Rescue stations”. This change reflects correct terminology and more accurate description of PF&R’s role and functions.
3. Clarify that while Station 21 is new, it was staffed by closing Station 23. So as one hole was filled another opened up.
4. Please signal that PF&R will likely need to vacate the Gideon facility near the new MAX station and will be needing to find another site. A 3.5 acre site will be needed to replace the functions of emergency apparatus maintenance, logistics, prevention, and a training annex. The location of PF&R’s training center at SE 122nd requires an hour of travel. This is time during which PF&R cannot provide emergency services. A Training annex should be located in a more central site, preferably on the east side.
5. PF&R appreciates the Comp Plan land use map proposal that would reduce potential future development in wildfire and landslide prone areas with steep slopes, and narrow, windy roads with limited ingress or egress

options. In most of these proposed down-designation areas, average response times are quite a bit longer than in many other parts of the city. This is due to many factors, but especially terrain, road design, condition and connectivity, and distance to fire stations. In such areas emergency vehicle access and evacuations are often challenging. Our experience is that additional development, particularly the addition of individual homes or small land divisions increase congestion and demand for emergency service without significant improvements in street connectivity, width, or load bearing capacity. This can increase response time and ultimately response reliability.

6. It is critical that the City establish goals and policies to address the tank farms along the Willamette River in the Linnton area. These facilities pose multiple hazard risks that would be triggered by earthquake, flooding, fire, explosion, or transportation-related accidents. The Comp Plan should include goals and policies to effectively address public safety issues for these facilities by 2035.

Thank you for considering these comments. Please let me know if Portland Fire & Rescue can provide additional information that would help support the Comprehensive Plan update. My staff and I look forward to continued collaboration as the project proceeds toward completion.

From: Planning and Sustainability Commission
Sent: Thursday, January 22, 2015 12:24 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: Jim & Sue Rotramel [mailto:rotes@nwlink.com]
Sent: Thursday, January 22, 2015 11:10 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

I'm a resident of the Argay Neighborhood in East Portland.

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

I want to keep Argay a family friendly neighborhood.

Thank you for your consideration.

Susan Rotramel
14342 NE Rose Parkway
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Friday, January 23, 2015 12:22 PM
To: Kovacs, Madeline
Subject: FW: Neighborhood Association role in proposed Draft 2035 Comp Plan

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

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From: KATHY JIM [mailto:kathyjim95@msn.com]
Sent: Thursday, January 22, 2015 8:04 PM
To: Planning and Sustainability Commission
Cc: Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; Anderson, Susan
Subject: Neighborhood Association role in proposed Draft 2035 Comp Plan

To: Planning and Sustainability Commission
1900 SW Fourth Ave
Portland, Oregon 97201-5380

Re: The Role of Neighborhood Associations
Proposed Draft 2035 Comprehensive Plan

I am requesting that the following policies be added to Chapter 2, Community Involvement, in the Proposed Draft 2035 Comprehensive Plan:

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

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

I am also requesting the following changes to the glossary to be consistent with the City Code 3.96:

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

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

subject to Portland Code Chapter 3.96.

Both the Multnomah Neighborhood Association and Southwest Neighborhoods, Inc. have made similar requests.

Please add this to the record.

Thank you,

Kathy Weeks
7439 SW 35th Ave.
Portland, OR 97219

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

From: Planning and Sustainability Commission
Sent: Friday, January 23, 2015 12:24 PM
To: Kovacs, Madeline
Subject: FW: Draft Comp Plan proposal: Multnomah Village

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: KATHY JIM [mailto:kathyjim95@msn.com]
Sent: Thursday, January 22, 2015 8:12 PM
To: Planning and Sustainability Commission
Cc: Hales, Mayor; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; Anderson, Susan
Subject: Draft Comp Plan proposal: Multnomah Village

To: Planning and Sustainability Commission
1900 SW Fourth Ave
Portland, Oregon 97201-5380

Re: Multnomah Village as Neighborhood Corridor

I am requesting that the Planning and Sustainability Commission change the designation of Multnomah Village from a Neighborhood Center to a Neighborhood Corridor in the Draft 2035 Comprehensive Plan.

Multnomah Village is classified as a Mainstreet in the current Comprehensive Plan. The Mainstreet designation had a prescribed depth of 180 feet which is consistent with the definition of a Neighborhood Corridor. The Village is more linear in nature and thus the characteristics are better defined by the Neighborhood Corridor designation. The change would make the business district of the Village contained within the Neighborhood Corridor designations of the intersection of Multnomah Boulevard and Capital Highway.

If the Village were designated a Neighborhood Center with a ½-mile radius, it would overlap with the boundaries of the two adjacent town centers (Hillsdale and West Portland) leaving little room for the existing single-family zoning. According to the BPS, the number of households projected to be located in the Village in 2035 is less than zoned for in the current plan. The BPS has projected a 28% increase in capacity in Multnomah Neighborhood's corridors through the Mixed Use zoning project, thus there is no need for the Neighborhood Center designation. The Neighborhood Corridor designation better fits the design and character of the Village.

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

Please add this to the record.

Thank you,

Kathy Weeks
7439 SW 35th Ave.
Portland, OR 97219

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

From: david hampsten [mailto:david_hampsten@yahoo.com]

Sent: Thursday, January 22, 2015 10:36 PM

To: Planning and Sustainability Commission; Transportation System Plan

Cc: alanlbrown@msn.com; argayvpccraig@centurylink.net; billargay@comcast.net; Bauer, Linda; Karen Gray; Hurley, Peter T. (PDOT)

Subject: TSP Project Rankings: Argay NA (EPNO)

Dear Portland Planning & Sustainability Commission,

PBOT asked that the East Portland neighborhood associations rank all TSP projects in their area.

On behalf of the Argay Neighborhood Association in far northeast Portland, I am forwarding their results to you.

David Hampsten
Hazelwood NA Transportation Chair
302 SE 105th Ave Apt 26
Portland OR 97216
david_hampsten@yahoo.com
971-322-6599

CC: Argay NA Board; Linda Bauer, EP LUTC Chair; Karen Gray, PSC; Peter Hurley, PBOT

Forwarded items from Al Brown, Argay Land Use Chair:

TSP Survey: Argay Neighborhood General Membership Meeting: 1-20-2015

Ranking list was passed out to the members present. The Survey was added at the last minute and was not in the Meeting Notice, so no special notification was made that might have encouraged attendance by members particularly concerned about Transportation conditions. The results are as follows:

Total Survey Sheets Handed Out: 39

Total Responses Returned: 24

Total Number of Rankings (most members did not rank the full five items): 47

Items Not on the PBOT List:

Speed Bumps NE Fremont: One Ranking #4 (would likely be done anyway as part of a greenway)

Speed Bumps NE Shaver: Two Rankings, both #2 (would likely be done anyway as part of a greenway)

[Eliminate Line of Sight Hazard on NE 148th north of I-84: 21 Total Rankings: 18 Rankings as #1 Priority / 2 Rankings - #2 / 1 Ranking - #4](#) (would likely be eliminated or mitigated anyway as

part of a bikeway)

Rankings of PBOT Suggested Projects Talled Below: Of 47 Rankings, ANA Members Saw Only 23 (less than 50%) As Worth Doing at Any Ranking

Conclusion: Although not on the list, a representative sample of the membership of the Argay Neighborhood Association consider the extremely hazardous line of sight problem on NE 148th Avenue just north of the railroad and I-84 Overpasses as the most significant and most urgent

Edwin G Eichentopf
Gretchen L Eichentopf

4155 SE Evergreen St

Portland, Oregon 97202

Otto's Sausage Kitchen

4138 SE Woodstock Blvd.

Portland, Oregon 97202

Planning and Sustainability Commission

1900 SW 4th Ave

Portland, Oregon 97201-5380

Dear Planning and Sustainability Commission,

My husband and I are the business and property owners of Otto's Sausage Kitchen 4138 SE Woodstock Blvd. Otto Eichentopf moved his meat market and family from Aberdeen Washington in 1922, and established his Meat Market and grocery store on Woodstock Blvd. His first business was opened on the corner of 45th and Woodstock, where the Key bank is now. In the early 30's Otto and his wife Selma bought the land at 4138 SE Woodstock Blvd, 6025 SE 42nd and 6029 SE 42nd, in order to expand their business and build a smoke house for sausage making. We are the third generation owning this business and our 3 daughters (the 4th generation) and 2 of their husbands are working with us to continue Otto's success into the future.

As with any small business the need to grow is always present. Otto Eichentopf was a futuristic man with all kinds of ideas. He purchased the lots behind Otto's and built 2 homes on them. The addresses are 6025 SE 42nd and 6029 SE 42nd. We own both of those houses, and have petitioned the commission to change the zoning designation of the property to commercial in the new Portland Comprehensive Plans so that we can look to the future and remain on Woodstock.

A comprehensive community charette was done in Woodstock in October. The businesses and neighbors were polled and the changes for the designation change of our property received nearly unanimous support for zone change. The full charrette findings will be forwarded to you in February by the Woodstock Neighborhood Association. We were very involved with the charrette process as business owners, property owners and we also live in the Woodstock community as neighbors. We were very excited to hear that the Woodstock Community Business Association and the Woodstock Neighborhood Association support the outright change and a letter will be included in the Charrette Report from each.

Thank you for considering our request for a zoning change to the Portland Comprehensive plan for the Woodstock neighborhood. We look forward to remaining and thriving in Portland and on Woodstock for a very long time.

Sincerely,

Edwin G Eichentopf

Gretchen L Eichentopf

Heidi L Eichentopf/ Justin Saxe

Christie E Eichentopf/ Kevin Coniglio

Bereka M Eichentopf

From: david hampsten [mailto:david_hampsten@yahoo.com]
Sent: Thursday, January 22, 2015 9:52 PM
To: Planning and Sustainability Commission; Transportation System Plan
Cc: Karen Gray; arlene.kimura@gmail.com
Subject: Hazelwood NATSP projects ranking results - Jan 19, 2015

Dear Planning & Sustainability Commission,

The Hazelwood Neighborhood Association, home to over 23,000 residents and over 800 businesses in central East Portland, met at a regularly-scheduled general meeting on Monday evening, January 19th, 2015, from 6:30 to 8:30 pm, at EPNO, 1017 NE 117th Ave, Portland OR 97220. Among the many agenda items discussed, community members participated in a ranking of Portland Transportation System Plan (TSP) projects from the list supplied by PBOT at the last East Portland LUTC meeting.

Attached are the results of community members' rankings of the projects, in the file marked "Hazelwood_TSP_Project_Ranking_Jan_19_2015.pdf".

The process consisted of developing the TSP list presented by Courtney Duke of PBOT at the January 14, 2015 EP LUTC into the attached table of 32 Hazelwood-only TSP projects, in a file marked "Hazelwood TSP projects Jan 15 2015.pdf". All 32 projects considered are either in the Hazelwood boundaries, partly within, or are within 200 feet of the neighborhood boundaries (including several in nearby coalitions). Each meeting participant was given a copy of the attached list, with projects sorted by TSP number, descriptions, PBOT cost estimates, and an extra second column for participants to mark their scores, as well as a scanned copy of the PBOT project map. Each participant was asked to identify their top ten projects, though a few did their top 3, 5, 7, or 8 instead. Both Arlene and I answered participants' questions about various projects, including vaguely-worded ones. Of the 20 surveys given out, 16 were returned that evening.

The results were then from each survey into a spreadsheet. Actual scores were marked "as is", but to make everyone's ranking equally-weighted, blank spaces (unranked projects) were given a score of the mean average of each participant's unranked cells. For example, if all 32 projects were ranked 1 through 32, the total scores would equal 528, and the mean score would be $528/32=16.5$. If a participant has ranked ten various projects 1 through 10 (as most did), then the mean would be $[528-(1+2+3+4+5+6+7+8+9+10)]/(32-10) = [528-55]/22 = 21.5$. For someone who did only the top three, then the mean for the remaining cells would be $[528-(1+2+3)]/(32-3) = [528-6]/29 = 18$. The 16 participating scores were then summed, and all projects ranked by their total scores, from lowest to highest.

Please note that of the 32 projects considered, 30 got at least one participant "like", and no one expressed any "hate" for any project, nor was any one project universally "liked" enough to be in everyone's top ten. The top-ranked projects got noticeably more "likes" than bottom-ranked projects. Also note that Powell Blvd and 82nd Ave, and the CRC for that matter, lie well beyond Hazelwood's boundaries, and were not considered to be ranked by Hazelwood.

Please also note that many participants were (are) expecting that **TSP project #50039**, for Halsey/Weidler streetscape improvements (I-205 to NE 114th), which was not listed, will be fully implemented, all \$17 million of the project; PBOT says it is funded, and since it was removed from the TSP, the community therefor expects the project to be fully implemented.

Thank you.

David Hampsten
 Hazelwood NA Transportation Chair
 302 SE 105th Ave Apt 26
 Portland OR 97216
david_hampsten@yahoo.com
 971-322-6599

CC: PBOT TSP; Arlene Kimura, President of HNA; Karen Gray, PSC

HNA Rank	2015 TSP	TSP Project Title*
1	50024	Gateway - Glisan Streetscape Improvements (I-205 to NE 106th)
2	50019	Gateway Street Improvements, Phase I
3	50047	Holladay/ Oregon/ Pacific (HOP) Greenway
4	50049	122nd Ave Multimodal Improvements
5	80018	Gateway Stark/ Washington Streetscape Improvements (SE 92nd - 111th)
6	50014	Gateway 99th/Pacific Streetscape Improvements
7	80014	Mill Park Pedestrian Improvements
8	50022	Gateway Regional Center TSM
9	50025	Outer Glisan Safety & Streetscape Improvements (NE 122nd – City Limits)
10	50023	Outer Glisan Bikeway (106th – 122nd)

11	10001	Eastside MAX Station Pedestrian Improvements
12	50028	Outer Halsey Pedestrian Improvements (NE 122nd-162nd)
13	80001	Cherry Blossom/ 112th/ 111th Ped/Bike Improvements (SE Washington – Mt Scott)
14	50020	Gateway Street Improvements, Phase II
15	50009	NE 148th Ave Bicycle & Pedestrian Improvements (Marine Dr – Glisan)
16	40104	Sullivan's Gulch Trail Phase 2, NE 21st to I-205 Bike Path
17	50048	NE 111th Pedestrian Improvements (Halsey to Klickitat)
18	70015	SE Division St Transit Improvements (SE 7th to City Limits)
19	50052	SE/NE 111th Neigh Greenway (I-84 to Burnside/SE 96th)
20	80017	Outer Stark Ped/Bike Improvements (SE 108th – City Limits)
20	116470	I-205 Undercrossing (NE Hancock – I-84 WB On-ramp)
22	80029	SE/NE 146th Ave Neigh Greenway (SE Powell Blvd - NE Glisan St)
23	80020	4M Neighborhood Greenway (SE Mill/Market/ Millmain/Main, I-205 to City Limits)
24	50004	NE 102nd Ave Multimodal Safety Improvements (Sandy - Weidler)
25	80009	Outer Division St Streetscape Improvements (I-205 – SE 174th)
26	80031	SE/NE 117th Ave Neigh Greenway (Springwater Trail to I-84)
27	80004	SE 136th Ave Active Transportation Improvements (Division – Foster)
28	50015	Gateway 99th/96th Streetscape Improvements

29	50045	Woodland Park Neigh Greenway
30	80005	SE 148th Ave Pedestrian Improvements (Burnside – Powell Butte Park)
31	50027	San Rafael Pedestrian Improvements (NE 118th – 132nd, Halsey to San Rafeal)
31	80028	SE/NE 135th Ave Neigh Greenway (SE Division - NE Pacific)

From: Planning and Sustainability Commission
Sent: Wednesday, January 21, 2015 9:35 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony - Argay Neighborhood

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
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From: Tom Shannon [mailto:tshann@gmail.com]
Sent: Wednesday, January 21, 2015 7:23 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony - Argay Neighborhood

Hello,

I'm a resident of the Argay Neighborhood in East Portland

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

I want to keep Argay a family friendly neighborhood.

Thank you for your time

Tom Shannon
13717 NE Fremont ST
Portland OR 97230

From: Planning and Sustainability Commission
Sent: Wednesday, January 21, 2015 4:29 PM
To: Kovacs, Madeline
Subject: FW: Argay 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: Chris Strand [mailto:gracestrand@gmail.com]
Sent: Wednesday, January 21, 2015 4:09 PM
To: Planning and Sustainability Commission
Subject: Argay comprehensive plan testimony

Hello,

I'm a resident of the Argay Neighborhood in East Portland

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

I want to keep Argay a family friendly neighborhood.

Thank
you for your consideration

Chris Strand
14303 NE Milton ST
Portland
OR, 97230

Portland Planning & Sustainable Commission

Re: Comprehensive Plan

My name is Jeanne Galick. I'm a long-time greenway advocate and recently served on the SAC for the West Quadrant.

A troubling style that flows throughout the comp plan is the vague and unenforceable language applied to environmental issues. Verbs such as “encourage”, and “consider” are used repeatedly – but what do they really mean? Not much. These words are wide-open to interpretation and, I can tell you from experience, it is nearly impossible to protect a resource when this is the kind of wish-washy wording you have to work with. This constitutes aspirational language and land use lawyers can easily demonstrate that it has no legal merit, reducing most environmental goals and polices to wishful thinking.

Clear, specific language is necessary if the city's objective is to protect our environment and achieve measureable sustainability. Specificity avoids both ambiguity and land use fights.

I urge you to make the following changes:

Change encourage to require in policies **4.58, 4.59, 4.62, 4.63, 4.64** and **7.11**.

Policy 7.47 is basically about the **Willamette Greenway**. Currently, Riparian Corridors reads: Increase the width and quality of vegetated riparian buffers along the Willamette river where practicable.” **Remove “where practicable”**. This is the type of language that shouts “loophole.”

Willamette Greenway: I walk the greenway daily and it is obvious that better regulations and the enforcement are desperately needed. I am aware that the city is currently revising the greeway guidelines. However, **it is such an important natural resource and civic asset that the comp plan should also boldly address it**. This will strengthen future guidelines and confirm the city's commitment to the Willamette River.

Rewrite 7:47 to read:

Increase the existing 25' setback along the Willamette River to a minimum 100' and encourage even larger setbacks and adjacent public open spaces; increase and protect riparian habitat throughout the Portland Harbor from the south reach to the confluence with the Columbia River. Ensure that mature native tree and shrubs are planted along both river banks.

Enforcement needs to be addressed. In particular, we need better tree protection along the greenway (both private landowners and homeless camps are removing trees and vegetation albeit for different reasons); removal of trash along the east side esplanade and a concrete solution for the number of boats that have morphed into floating homeless camps. If Portland is serious about cleaning up the Willamette River and providing healthy riparian habitat, we need to have strong tools to make it happen.

At the West Quad SAC meetings we were told that issues which affect the entire city would be included in

the comp plan. This includes:

- bird-friendly design guidelines
- specific benchmarks for green infrastructure beyond the tree canopy
- river bank restoration (below from Bob Sallinger, Portland Audubon):
 - 1) specifically state that it will maintain or increase current setbacks for development from the river
 - 2) develop overall quadrant targets for linear feet of riverbank enhancement
 - 3) include specific enhancement actions (location and number of linear feet) for each of the districts bordering the river. We would note that prior drafts actually did contain some district level actions for riverbank restoration which were removed from the final draft without explanation.

Also, the plan refers to “in-water habitat” in several places. This should be corrected to reflect that fact that river restoration requires in-water, riparian and upland components.

Are these issues included and do they include tools for achieving them?

My testimony starts and ends with a plea for specificity. Clarity helps everyone in achieving a sustainable, healthy city.

Jeanne E Galick
7005 SW Virginia Ave
Portland, OR 97219
galick@europa.com



January 21, 2015

Attn: Portland Sustainability Commission, Bureau of Planning and Housing, City of Portland Officials and Other Interested Parties

Re: North Tabor N.A.'s Official Land Use Comments on the Draft Comprehensive Plan

In February 2014 the North Tabor Neighborhood Association sent a letter of comments for the first draft of the comprehensive plan. We thank BPS for listening to us as it included most of what we asked for in transportation and land use. This current letter is not meant to supplant our first which is also attached, as is our endorsement of low income housing options we made last June, but as an addendum to enhance many of the concepts outlined last year and focus on changes that keep North Tabor affordable for all residents of Portland. Our Board is young demographically, with more than a third under thirty with one-third being renters. Thus, it resembles the demographics of North Tabor as we are a young neighborhood with only a 40% home ownership rate.

The Board of the North Tabor Neighborhood Association passed these land use and zoning change recommendations **UNANIMOUSLY** at the Jan 20th meeting. This was a meeting of the general membership, and had support of those in attendance. Expect a follow up letter to offer our support and comments on the transportation related projects next month to support the added density we are requesting. Before the bulk of our land use recommendations, a few specific requests not covered on the draft map.

Mixed Use Dispersed: 6235 and 6305 East Burnside are nonconforming properties with business uses but zoned residential that should be changed to “mixed use dispersed” in the comprehensive plan.

We also would like to request that the northern/western slopes around the **Fred Meyer** (ne 66th and Glisan) be assessed for **liquefaction risk**. This property was built on fill, so we would like to see if plantings or other techniques are needed to prevent slides into the residential neighborhood when an earthquake occurs.

North Tabor highly endorses the comprehensive plan's **Urban Habitat Corridor** including the “bird and pollinator flyway” through North Tabor. This idea should be integrated into any public park or planting project that progresses forward, including bioswale installations or other green street treatments.

A North Tabor Anti-Displacement Growth Plan

North Tabor has been documented by the city of Portland to be at very high risk for gentrification and displacement. Though we as a community understand that density and growth are needed to accommodate new residents over the next generation, we would like this community built in a sustainable way that saves our neighborhood character and working class culture. To accomplish this affordability is key, so here are some specific suggestions related to zoning and in-fill that North Tabor

feels could aid in keeping our community affordable for all residents as we grow.

R1 zoning: In these medium density cases, the housing of people should be prioritized over the housing of private automobiles. Particularly if this aids in our request to upgrade the 19 bus to frequent service. Newer apartments and mixed use buildings should be encouraged to have commercial or live-work spaces for self-employed craftspeople on the ground floor as much as possible.

Designating East Burnside and NE Glisan as **Neighborhood Corridors** North Tabor highly encourages and thanks the BPS for listening to our first letter. The recent addition of 61st to 67th NE Glisan as “Mixed Use Neighborhood” we also support for long term development of an integrated business district through the entire length of NE Glisan Street from PPMC past 82nd in Montavilla.

We would like to request that the north side of Glisan between 53rd and 58th be upgraded to **Town Center** in the comprehensive plan, which is what we argued for in description in our Feb 2014 comprehensive letter with heights to at least that, or higher with amenities, of PPMC and Center Commons. The transportation street grid in these four blocks is not needed, as Center commons to the east and PPMC has shown to the west. As a community we feel that these blocks would be a proper place for a large development. As the freeway is just to the north, even very tall buildings would not shade lower density neighborhoods. There is very close MAX station access with the Blue, Red and Green lines providing the most complete transit service in the city including downtown, the airport and all of East Portland. This would of course require upgrading the 19 to frequent service, which we will be requesting as well to help lower SOV trips to PPMC..

Employment Access: **The North Tabor Town Center** could provide housing for even entry level employees of PPMC, with higher income professionals having options as well to walk to work. There is also the industrial employment zones in Rose City Park. Being less than three miles from Lloyd Center and downtown, this Town Center would be within easy bike commuting distance. At close to the very geographic center of Portland, everything the east-side has available is easily accessible. These issues taken together make this a prime location for a mixed income, mixed use, active transportation focused town center. If this Town Center has a focus on workforce housing, this develop could aid significantly in providing housing for the service industry workforce of the Downtown core.

Inclusionary Zoning for the North Tabor Neighborhood Town Center

North Tabor encourages Portland to lobby for a statewide law change to allow for local inclusionary zoning. When state law is changed, then we would like these four blocks (NE Glisan 5300 east to the Freeway off-ramp at 58th) changed to **Town Center** where we could require INCLUSION of the following possible criteria:

- 1) 50% Affordable Housing Requirement. A possible breakdown could look like low-income(10%)/workforce(40%) housing. Any large development of the size that would decommission the street grid would need to be focused on residents of Portland that work in the “new economy.” As such, a significant number should be apartments affordable to the working classes.
- 2) Some small public gathering plaza (possibly at the corner of 53rd where the 50's bikeway passes north-south.) Green roof techniques, LEED certification, solar and public space roof access for residents, or community garden space. Are all possible environmental requirements.
- 3) A development of this size could have two-story commercial space for a natural grocer, hardware store, full sized gym or other commercial neighborhood endeavor. **A possible multi-**

use path and entrance on the Northside heading east from the 53rd bikeway with residential/commercial building access could be built, by-passing Center Commons to the north and connecting directly to the 60th street MAX station around NE Oregon. Here, the greenway would continue east into “The Pocket” past 60th avenue. This design could allow for high density housing over-looking the freeway where it would not shade single family neighborhoods while concurrently providing direct MAX access to PPMC. The bikeway would fill a gap in the low-stress network south of the Gulch and by-pass the heavily congested intersections of 58th - 60th and Glisan plus the on/off ramps from the freeway. Two story commercial development would allow for a larger Town Center leveraging the request for the 19 frequent bus service, with the ability to have height above allowing for affordable housing for a significant workforce.

- 4) Inclusion of car share parking (public and develop only) and truck loading zones
- 5) The removal or dismantling of any historically significant structures on these blocks before redevelopment, so if and when a development of this size does occur, it can be done in a sustainable way so as much of the building history could be reused, salvaged or relocated as possible.

R2-2.5 Zoning: Recently NE 57th avenue between Burnside and Glisan has experienced a series of demolitions of older smaller homes where the properties were sub-divided and larger, Skinny Houses have been put in their place. This has completely changed the character of this street. Just to the west, at 307-317 NE 56th avenue there is a series of three row-houses that are just as dense, but are much more in character with North Tabor. These units still have garages, but since the narrow wasted space between units has been changed into interior living space there is more room on the property for a front porch and planting space in both front and back yards. With Skinny houses there is no room for a tree of any significant size, where in row houses the back and front yards can be landscaped with one.

Front porches create community which North Tabor has always had, and would like to remain intact, as we grow. Row houses also have less exterior wall space so are more environmentally efficient for heating and cooling needs. Thus, we would request that code encourages **townhouses over skinny houses** whenever possible.

ADU's: North Tabor endorses zoning changes in R5 or higher so that each house would be allowed **at least one interior Granny Flat (or ADU in city code terms) AND an exterior ADU.** We encourage zoning and code changes to allow ADU's to be added above, or in replacement of, any free standing garage **wherever** it lies on the property. **Set backs should be reexamined.** There are tens of thousands of old garages in this city where a studio, apartment or small home could be placed. Any secondary ADU should be designated for long term residents (see cooperative ownership below).

TINY HOUSES: We also encourage the City of Portland to look into zoning for high quality, mobile, Tiny Houses or Developments along unimproved city residential roadways, driveways, back yards, alleys or other creative locations as a form of affordable housing for the very low-income residents of Portland. In North Tabor, the NE 65th alley south of the new crosswalk at NE Glisan could be a small test case.

R5 and higher zoning: North Tabor encourages the City of Portland to revise its existing statutes to save as many of the older homes as possible while allowing for creative density increases. We support easing restrictions on additions, and **taxing demolition construction waste.** In our neighborhood, we have many older residents that could be, or have been have been, displaced due to costs, yet they own an older house that has an upstairs they do not use or need any longer. Currently they may be forced to sell their home and move someplace smaller. Possibly in the East Portland “landing zones” or further

where access to services is more limited. To encourage **aging in place**, we would like city code to allow for duplexing of properties...or turning the upstairs, basement or side addition into a “Granny Flat” that is a certain % of the entire square footage for long term housing (see cooperative housing below). This is in **addition** to any exterior ADU as argued above.

City wide, code should encourage **cottage houses** on larger lots instead of the current demolition and rebuilding that replaces smaller homes with larger homes. This extra small unit density should be dedicated to long term housing.

COOPERATIVE HOUSING: Looking at the cases above, North Tabor endorses updating city code and state law to make it significantly easier for **land-trusts and cooperative ownership**, specifically for 5,000 square foot and larger lots. Instead of needing to have a 20% down payment on a \$400,000 skinny house, which excludes much of the workforce in the city of Portland, with easy cooperative ownership Granny Flats or Garage ADU's could be turned into cooperative housing where the new owner would have a certain % ownership in the property as a whole; The driveway and open space would be shared. Thus, instead of demolishing an older small house to put up an expensive house as large as code allows, the current owner can remain in place and another individual can buy into the existing property, build an additional granny flat or ADU and own a piece of North Tabor WITHOUT destroying much of what is already built. This, combined with easing restrictions on additions, would create an economic climate where the buy-in to own a piece of North Tabor could remain in reach for a significantly larger percentage of Portland residents. This environment would also encourage the adding onto existing structures in a sustainable way. If combined with a tax on demolition waste, Cooperative Land Trusts could also be used to save older established larger homes, which then could remain as affordable housing for lower incomes.

We want a younger couple with do it your-self skills that works in the service industry to be able to afford to OWN a piece of North Tabor, and not just struggle to rent an expensive apartment...if they can find one. Easy cooperative ownership could fix this.

In conclusion, the Board of the North Tabor Neighborhood Association understands that density is needed, but we do not want a replication of the displacement that happened over the past generation to Eliot, Overlook or other areas of inner Portland. As a central East Portland neighborhood that will experience significant pressure over the next generation we need to think creatively, and outside the traditional land use code, to remain an affordable neighborhood.

Expect a follow up later next month with recommendations on mass and active transportation projects, parks, North Tabor Vision Zero and parking management tools.

Thank you for all your work and planning,

The North Tabor Neighborhood Association

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

Terry Dublinski-Milton
NTNA Transportation and Land Use Chair
terry.dublinski@gmail.com
503 867-7723



June 1, 2014

Susan Anderson, Director
Portland Bureau of Planning and Sustainability
1900 SW 4th Ave., Suite 7100
Portland, OR 97201

Re: **Proposal for an Enhanced Housing Choice code update package**

Ms. Anderson,

It's time for us to address the mismatch between the types of homes encouraged by our codes and the needs of real people and households who live in Portland. Demographic shifts have yielded smaller households, and an increasing number of Portland residents don't need and can't afford the typically sized home. Furthermore, by expanding its palette of housing choices, Portland will meet its goals to reduce carbon emissions and provide affordable housing into the future.

Fortunately, there are some fairly simple ways to update regulations and allow the market to meet demand for smaller homes within the single dwelling zones that comprise most of the land area in our city. We can do this without compromising the character of established neighborhoods.

As building professionals and Portland residents, we request that the City of Portland consider a package of code changes as part of some public process to allow enhanced housing choices in residential zones. Such changes would support in-fill residential development types that meet multiple objectives, including:

- Discreet, neighborhood-friendly development that makes efficient use of existing housing stock and infrastructure to serve a broader variety of household configurations
- Financial viability for smaller homes and shared housing models that are more affordable and energy-efficient, match demographic trends, and yield smaller per-person carbon footprints
- Encourage "empty nesters" in larger home to remain in their neighborhood and age in place
- Bring back historic forms of affordable housing that meet standard life safety requirements, while increasing access to housing for the most vulnerable members of our community
- Meet Portland's 20-minute walkable neighborhood goal to enhance livability and reduce carbon emissions

The following are possible opportunities for code updates to meet these objectives, each accompanied by the reason for the change and possible approaches for implementation:

- **Encourage accessory dwelling units**

Support ADUs as affordable, flexible, and discreet examples of in-fill housing that match well with emerging demographic trends.

- For ADUs under a certain size and height, waive the requirement that ADUs match the exterior design of the primary dwelling and/or provide a community design standard alternative for ADUs of any size.
- Allow one ADU per house in planned developments.
- Drop the requirement that the combined occupancy of an ADU + primary dwelling can't exceed that of a single household (as defined by zoning code).

- Consider allowing both an internal and detached ADU on a single lot, subject to total square foot limits (as done in Vancouver, BC). (1, 2)

- **Permit existing homes to be divided internally**

Allow internal divisions of existing homes into 2 or more units so existing housing stock can be adapted to changing market demand. This would also reduce market pressure to demolish well-built older homes.

- Permit internal conversions of houses to plexes in single dwelling zones so long as the house retains its single dwelling appearance and other restrictions are met.
- Revisit Portland WWII-era codes when such conversions were allowed, many in close-in neighborhoods.

- **Allow small house 'cottage cluster' development**

Increase the number of lots created in new subdivision without increasing the total allowable residential square footage. This would provide a financially feasible way for developers to build right-sized homes for smaller households.

- Allow slightly higher densities (ie bonus lots) in subdivisions or planned developments in exchange for house size and bulk limits. This would supplement existing common green and common court provisions of the code.

- **Eliminate household size definitions**

Remove archaic (and often discriminatory) household size definitions and occupancy limits from the zoning code. Rely instead on existing noise, nuisance and building code regulations to address life safety and community impact concerns associated with larger households.

- Either drop household size limits altogether or define a household as “one person or group of persons who through marriage, blood relationship or other circumstances normally live together.”(4)

- **Allow micro-kitchens**

Acknowledge the diversity of household configurations by allowing a primary kitchen plus micro-kitchen(s) under a certain size within a dwelling unit.

- Maintain the existing 1-kitchen limit for a single dwelling, but redefine “kitchens” to be cooking facilities with over 16 square feet of floor area that regardless of size must comply with Section “29.30.160 Kitchen Facilities” of the Maintenance code.

- **Scale System Development Charges for new homes based size**

Correct the current situation in which a builder pays the same System Development Charges for a 1,000sf home as for a 5,000sf home.

- Scale residential SDCs based on home size
- See p. 35 of the 2007 Metro Report on System Development charges for other US jurisdictions with scaled SDCs.

- **Adopt new rules for movable, temporary, and/or extremely low income housing**

Create safe, sanitary and legal housing options for homeless and/or extremely low income residents that meet all life safety requirements of the maintenance and landlord/tenant codes (ie. Egress, smoke detectors, ventilation, hand/guard rails . . .), but not necessarily the full standards for new construction under today's building code.

- Establish minimum standards for design, siting, and residential occupancy of moveable structures, including tiny homes on wheels
- Open the door for limited experimentation with low-cost housing models that meet basic life safety standards to host homeless and/or extremely low income residents.

For demographic, affordability, and environmental reasons, the time is right to update our zoning code to expand housing choices in residential zones. We look forward to working with the City on this effort.

Sincerely,

North Tabor Neighborhood Association

Cc: Mayor Hales and Commissioners Fish, Fritz, Novick and Saltzman
Planning and Sustainability Commission

- (1) Both a 'secondary suite' and 'laneway house' are permitted on a residential lot in Vancouver, BC
- (2) Laneway Houses Continue to Surge in Popularity in Vancouver, BC** (Vancouver Sun, 12/29/13)
- (3) The Roommate Gap: Your City's Occupancy Limit (Alan Durning, Sightline Institute, 1/2/13)
- (4) Victoria, BC definition of "family"



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

February 2014

Dear Mr. Cole,

As Portland grows, there will be significant economic pressure to increase density within the urban growth boundary. The Comprehensive Plan Update process is diligently calling for community input to guide how this growth occurs to enhance livability and promote equitable infrastructure development.

As board members, residents and local businesses of the North Tabor Neighborhood Association, we are optimistic that the Comprehensive Plan Update will facilitate beneficial growth, yet we want to see new development that is consistent with the character and needs of our area. In this grain, we are sharing commercial, residential zoning and transportation-related recommendations that we believe will enhance the livability of North Tabor and support the wellbeing of its residents.

Pedestrian-Friendly Businesses and Transit-Oriented Development

Although we support the comprehensive plan's proposed mixed use zoning changes on NE Glisan near 60th Avenue, we want to see additional zoning revisions that will support the growth of stable, pedestrian-friendly businesses and amenities.

Glisan: Overall, our vision is that the Glisan corridor from 47th-61st Avenues is the commercial heart of the neighborhood, with pedestrian focused storefronts. We understand that per the Comprehensive Plan, Providence Hospital may be zoned as 'institutional employment'. We are interested in seeing street level businesses develop in hospital buildings as they are rebuilt. More generally, the area North of Glisan between 53rd and 58th Avenues has the capability to include much more height if built in a manner consistent with neighborhood needs. One example of acceptable increased height is Providence Hospital's 5050 NE Hoyt building, which is seven stories above ground and 99 feet tall. Providence uses a tiered design, with increasing height further north of Glisan and along the freeway. Center Commons, located along I-84, also is an example of a development that is multiple stories high.

60th Avenue MAX Station area: 60th Avenue from Glisan to I-84 should be updated near the station to be zoned as 'mixed use commercial' to encourage new development of both neighborhood commercial retail and residential uses. The area around the station has potential to support more growth if rezoning occurs as long as infrastructure is dedicated to improve the surrounding streets, add sidewalks, crosswalks and bike lanes so that pedestrian connectivity is enhanced. North Tabor residents want to see more amenities nearby the station yet at the same time, want to be able to safely travel on foot and by bike from the station and to various destinations such as Glencoe Elementary, Mt Tabor Middle and Franklin High Schools as well as Normandale/Mt Tabor Parks. One example of a mixed-use development

that is appealing is the senior housing building with the AND Café below at 55th and Burnside.

Burnside: Between 53rd and 61st Avenues, the existing ‘general commercial’ zoning should be rezoned as ‘mixed use’ with neighborhood commercial retail below and residential use above to accommodate pedestrian focused development. The south side of Burnside should have buildings where the upper stories are residential, with a stepped down approach to transition to the residential neighborhoods to the south and the east of 61st and west of 53rd Avenues.

Foster Density, Preserve Neighborhood Character, Yet Limit Displacement

As a neighborhood, we know that the area can support more growth yet at the same time, there are a few issues that need to be considered.

Here are our general residential and housing-related recommendations:

Preserve existing housing character along with adjusted residential density. Although we want to support some increased residential density near radius of the 60th Avenue MAX station, the current zoning code does not seem designed to save the current housing stock. We would endorse adjustments making it fundamentally easier to build around existing structures in a historically consistent manner instead of encouraging tear downs and rebuilds. In the spirit of this, we would like to encourage Accessory Dwelling Units, additions and duplexes attached to existing housing. We also feel that adjusting the “one left wall is a remodel” rule to require 50% of structures to remain and allow for multiple units to be built on parcels zoned R2.5-R1 if more than one unit is built.

Plan for affordable housing so that lower income residents are not displaced and can still afford to live, work and play in North Tabor. To facilitate this, we would be amenable to higher density north of Glisan between 53rd and 58th if there was zoning requiring a mixture of housing types including affordable studios, one bedroom and family sized units as well market rate development meant for middle income professionals. Thus, those in the service sector could live in the same community as retirees and professionals working at Providence Hospital or in other area of the metro region.

Transportation Improvements Need to Accompany Increased Density

North Tabor is located only three miles from downtown with close access to light rail and moderate access to services and parks. This close-in and central geographic location and amenities will undoubtedly attract more growth in the neighborhood over the next 20 years--and the local transportation network needs to be modernized accordingly. Due to the current congestion and parking issues connected to our proximity to I-84, Providence Hospital and the MAX, new developments should be pedestrian and active transportation focused. As a consequence of the unfortunate pedestrian deaths occurring in East Portland, we want to ensure that this trend does not continue in our neighborhood by concurrently building out a safe transportation network as density increases.

Hence, here are our general transportation-related recommendations to accommodate the expected growth facilitated by the Comprehensive Plan Update:

Glisan between 47th and 61st Avenues should be transformed into a neighborhood commercial center focused on pedestrian scale development and streetscape. 60th Avenue needs pedestrian modernization

with MAX station improvements to make the walk along 60th Avenue and Glisan pleasant and inviting from all directions.

Burnside should be modernized into a multi-modal neighborhood connector that would include frequent bus service with high quality shelters, safe pedestrian crossings, efficient neighborhood automobile conductivity and uninterrupted buffered bike lanes for commuters from 41st to 71st Avenues.

Lastly, here is a list of specific transportation-related recommendations that should be prioritized as our neighborhood grows:

Automobile:

- A traffic circulation study regarding Caesar Chavez, Glisan, Burnside and 47th including Coe Circle and dedicated left turn signals on Glisan and 47th
- A dedicated left turn signal on 60th and Burnside (for traffic turning east and west)
- Improvements such as a new traffic pedestrian crosswalk light at NE Glisan and 55th
- Traffic calming on the off ramp from I-84 to Glisan at 58th and solutions to neighborhood residential
- “Cut through” street speeding including 44th/45th, Willow, 53rd, 58th, and 61st
- Car-share parking space locations included with new developments

Bicycle:

- Full Burnside Buffered Bike Lane access from 41st-71st connecting the east Portland bike lanes with the inner east Greenways of Ankeny and Couch
- Completion of the 50's Bikeway
- Improvements over time of the Davis-Everett Greenway including traffic calming, intersection modernization at 60th and 47th, and safe access to Mount Tabor Middle school at 57th
- Parallel Greenway Access to 60th Avenue from the MAX to Mount Tabor park based on 62nd
- Improved access to Fred Meyer and Montavilla from “The Pocket”/Barrett’s Addition north of Glisan

Pedestrian:

- Glisan Streetscape including bulb-outs, a speed limit drop west of 58th, and center refuge islands with flashing beacons every one to three blocks depending on density needs
- Proper lighting/crosswalk striping at dangerous intersections like 58th and 60th with pedestrian lead crossing timing
- Burnside sidewalk modernization as properties redevelop including Street Trees
- Filling in sidewalk gaps at critical residential connections including Burnside between Gilham and 68th, the Davis Greenway, and in the Pocket connecting the MAX station with Fred Meyer and North Montavilla

Public Transportation:

- The 19 and 71 bus lines need covered, modern bus shelters and proper lighting
- Better access to the MAX station from the east and north
- Improve #20 Burnside Frequent Bus line stops that are located next to crosswalks

Freight:

- New developments should be required to provide loading zones, which do not interfere with traffic, block pedestrians, Tri-met or bicycle access and preferably be in back of the building. **Environmental Monitoring:**
- Along with transportation-related improvements, as part of ensuring that future density supports the wellbeing of North Tabor residents, we are interested in seeing air quality monitoring since our neighborhood serves as a crossroads for inner eastside transportation. With more density, we will see increased traffic on the freeway, light rail, and railroad as well as more pedestrians and bicyclists traveling at peak travel times. According to Coalition for Livable Future Atlas, North Tabor has asthma rates that are among the highest in the Portland area as neighborhoods next to I-84 are 21-40 times above the states air quality exposure benchmark for air toxins.

Thank you for your attention. We look forward to discussing these ideas further in the next phase of the Comprehensive Plan Update.

Sincerely,

North Tabor Neighborhood Association

An Sen Acupuncture

Laurelhurst Cafe

Colour on Burnside



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

January 21, 2015

Subject: PSC Comprehensive Plan Testimony

Dear Planning Commissioners:

The Working Waterfront Coalition (WWC) is pleased to submit this summary of our oral testimony to the Planning and Sustainability Commission (PSC) given during the fall hearings on the Proposed Draft 2035 Comprehensive Plan (Plan).

The major points made by WWC members during the hearings on September 23, 2014 and October 28, 2014 were made with an expectation that the Plan, when adopted, will:

- Include policies that recognize the importance of harbor businesses to Portland's economy, especially to middle-income job growth and the importance of large harbor businesses to the continued viability of Portland's small and medium-sized firms.
- Reverse loss of middle-income jobs in Portland by supporting business investment in the harbor.
- Reduce regulatory burden and provide predictability and support for development and redevelopment, especially of Superfund and Brownfield sites.
- Provide for an adequate supply of developable harbor industrial land with acceptable site characteristics.
- Ensure that the policy language is balanced to accomplish the above.

Recognize the Importance of Harbor Businesses to Portland's Economy

On October 28, 2014 the WWC submitted for your review a copy of an August 2013 report, "Economic Linkages from Marine Industrial Business" prepared for Portland Business Alliance by One Northwest Consulting. This report concludes that there is a robust linkage between Portland's large local harbor businesses and local small and medium sized companies. Marine industrial firms support local firms when they procure professional services from planning, architectural, legal and engineering firms; hire skilled trades such as electricians, welders, carpenters; and purchase from advanced manufacturing plant equipment, transportation, energy and utility companies.

The report studied five harbor businesses in detail and in 2012 alone these companies paid 40 percent of their accounts payable, for a total of \$279 million, to 288 local employers.



The Portland Harbor is also a major jobs generator with an annual payroll of \$1.4 billion. Approximately 18,000 men and women work on the waterfront, most earning middle-income wages or better, with benefits. It's also important to recognize the sizable tax payments that harbor businesses contribute to local, regional and state agencies.

Submitted for your review during the PSC hearing on October 28, 2015 was a Port of Portland printed power point document titled *Economic Development Opportunities in the Portland Harbor*. This document demonstrates the economic value of the capital-intensive harbor businesses and the importance of that contribution to the City's tax base. For example, an \$100 million capital investment generates about \$6 million for the state of Oregon and more than \$16 million for the City, Portland Public Schools, Multnomah County and Tri-Met over ten years. Annually, that is the equivalent to six police officers or firefighters (salary and benefits) and four Multnomah County sheriffs and six teachers and two-thirds of the Oregon Park and Recreation general fund budget and one part time Tri-Met bus operator.

A local opinion research firm, DHM Research, recently surveyed Portlanders across income levels, geographic areas and political parties. Survey results indicated very substantial support for job training and economic development. Further, survey respondents believe government plays an important role in providing job training and economic development, thus the importance of including job retention and economic growth policies in the Plan and specifically recognizing the role of Portland's working harbor in achieving the job training and economic development goals.

Reverse Loss of Middle-Income Jobs

Regardless of the above referenced survey results and community aspirations, Portland is experiencing income polarization with a steady loss of middle wage jobs. Providing middle-income jobs is an important issue for any city, and in Portland it is also an equity issue. For example, close to one-third of all Portland children do not graduate from high school and another third never attend college. Almost half of our African American and Hispanic children do not graduate from high school. Overall wages among all ethnic and racial groups are stagnating or declining, except for households in the top 20 percent. As a city, we must do a better job focusing on policies that grow middle-income, family wage jobs.

The City's Comprehensive Plan translates Portland's vision into a set of policies that will guide the City's growth and development over the next 20 years. In doing so, it guides where and how land is developed, and where and how land is protected for other purposes. In Portland, most middle-income jobs, especially those that do not require a four-year degree, are concentrated in the City's industrial districts, and especially along the harbor. Therefore, the viability of Portland's middle-income job strategy rests squarely in the City's industrial districts, and in its harbor industrial districts in particular.



Middle-income jobs can be supported by the policies in this document if enough attention is paid to what encourages investment in industrial areas. Chapter 6 economic development policies are a great starting point because they begin to place more emphasis on a middle-income job strategy for the city. We are concerned however that these policies will be undercut, when over-laid with Chapter 7 policies, that apply within the same geography.

Reduce Regulatory Burden

For example, regulations requiring on-site mitigation will reduce employment growth by placing additional burdens on harbor businesses at a cost to business growth and job growth. The WWC is concerned that future (middle-income) employment growth in the harbor is likely to be reduced further by the requirement of on-site mitigation and flood plain requirements (Policy 7.11/Policy 8.59).

We emphasize the importance of creating more living wage jobs, and the private investment needed in the Portland Harbor to make that happen. Industry jobs are living wage jobs. When harbor businesses make capital investments along the waterfront, those investments translate into more living wage jobs, which in turn increase property tax, income tax and fees that support education and other important government services.

On September 23, 2015 the WWC submitted for your review a report by the Bureau of Planning and Sustainability (BPS), titled *The Industrial Middle of Portland's Changing Income Distribution*. This report makes it clear that the geography of Portland's industrial middle is critically important to Portland's future.

Provide Adequate Land Supply

Businesses are located in the Portland Harbor because harbor sites are unique. These sites provide deep water and rail access, to list just two essential site characteristics. As a result of these unique site characteristics, businesses such as Advanced American Construction have recently acquired the largest crane in the Columbia River System, Gunderson launches barges from the largest marine sideway launch facility west of the Mississippi, and Vigor has the largest dry dock in the country.

Portland can be proud of its prosperous working harbor, and opportunity for growth and expansion is evident. However, if harbor businesses are to expand and create even more middle-income jobs as envisioned in this draft Plan, more unique harbor land must be readied.

It is estimated that the cost to clean up Portland harbor Brownfield sites is many times the value of the land, much more than businesses can justify as a cost of expansion and investment. Draft policies such as Policy 7.29, Policy 7.43 and Policy 7.47 suggest that existing riverbank must be preserved and rehabilitation/resource enhancement must occur.



It is unclear how these policies would apply to development of Brownfield sites in the Portland Harbor (promoted in Policy 6.14 /Policy 6.39 /Policy 6.40) such that development on a Brownfield or existing site could be accomplished without extraordinary costs. It is therefore highly unlikely that many, if any, of the Brownfield sites in the harbor will be ready for development during the term of the Plan under review unless significant subsidies are provided. We see no such subsidy recommendation in the Plan.

Ensure Balanced Policy Language

The WWC has reviewed the draft Plan policy language and has concerns about conflicting policy and the clarity of the language. From our respective professional employment experiences, we know how Plan policies are applied in land use applications, and we know that *every word matters*. We know that if one policy section has stronger language, then staff planners reviewing an application will give deference to that stronger language.

To this end, the proposed Plan does not provide balance and equity between policies in Chapter 6, Economic Development, and Chapter 7, Environment and Watershed Health. For example, Chapter 7 uses “protect” or “protection” 38 times whereas “protect” is used only seven times in Chapter 6. “Protect” carries a specific, very restrictive legal meaning, which would ultimately result in a preference to the environment and lack of balance of policies during implementation.

The economic development chapter is good work, but when reconciled with the environment and watershed health chapter, then it comes up short, and thus will, on balance, negatively impact future economic prosperity of the working harbor.

Included in Chapter 1 of this draft Plan is Policy 1.3, which states: *Ensure that components of the Comprehensive Plan are internally consistent*. Please consider this policy in your deliberations and also the requirement of Statewide Planning Goal 2: *To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land....*

As the PSC deliberates about the policies in the Plan, please pay special attention to the potential that harbor businesses have to retain and grow their business as well as the potential with which Brownfield sites in the harbor can be developed for productive use. The WWC respectfully requests your support of policies in this draft Plan that retain and encourage development in the harbor. Specifically support Chapter 6 economic development policies 6.1, 6.3, 6.6, 6.7, 6.15, 6.17, 6.27 and consider how these policies are reconciled with policies 7.4, 7.11, 7.43, 7.46.

Working Waterfront

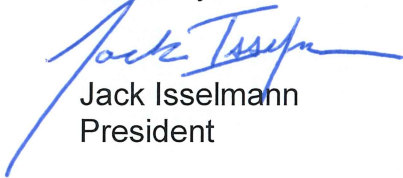


Conclusion

The WWC is concerned that the draft Plan does not fully recognize the importance of harbor businesses to Portland's economy; does not include policy that will aid in reversing the loss of important middle-income jobs; creates undue regulatory burden on waterfront properties; impacts the adequate supply of developable land in the harbor; and is unbalanced in that it favors environmental protection to the detriment of the working harbor.

We appreciate the opportunity to comment on this important policy document. We will submit specific policy amendment requests for your consideration in the near future.

Sincerely,

A handwritten signature in blue ink, which appears to read "Jack Isselmann", is written over a printed name and title.

Jack Isselmann
President

Established in 2005, the Working Waterfront Coalition, with its extensive knowledge of harbor industry needs and active industry participation, is dedicated to working with its partners to ensure an appropriate balance between environmental concerns and the needs of river-related, river-dependent employers. Portland's Harbor is a vital employment area: home to thousands of valuable high-wage, high-benefit jobs. In addition, WWC members are conscientious stewards of the environment, making significant investments in the harbor consistent with state and federal laws and regulations to reduce the impacts of human activity on the harbor's ecological resources



**NORTHEAST COALITION
OF NEIGHBORHOODS**

January 21, 2015

Planning and Sustainability Commission
City of Portland
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Subject: City of Portland Proposed Draft 2035 Comprehensive Plan

Dear Commissioners:

Following are comments and recommendations from the Northeast Coalition of Neighborhoods (NECN) on the Proposed Draft 2035 Comprehensive Plan. NECN serves to amplify the voices of community members from twelve inner North and Northeast Portland neighborhoods. The comments included in the testimony below were referred by our Land Use and Transportation Committee and were endorsed by the NECN Board of Directors on January 20, 2015.

In identifying Comprehensive Plan priorities and edits, the NECN Land Use and Transportation Committee considered several comments previously submitted to the Planning and Sustainability Commission. Please see the attached documents for additional reference.

1. Acknowledgement of the Legacy and Contributions of Neighborhoods

We support the recommendations of the Public Involvement Advisory Council (PIAC) regarding Chapter 2, the goals and policies on community involvement, specifically:

- Adding language to the chapter introduction referencing the celebrated history of Portland's neighborhood system.
- Appointing an independent body, rather than the Planning and Sustainability Commission, to oversee the Community Involvement Program.
- Clarifying that neighborhood associations and coalitions are an integral and official part of the City's public involvement program, in addition to the other ways that the City seeks to involve the public that incorporates the work of under-represented and cultural communities. Employing a "both and" strategy, rather than an "either or" one will further strengthen this inclusionary effort.

2. Industrial development

A. In relationship to the protection of natural areas

We support a change in the City's strategy to find new industrial lands to satisfy the requirements of Statewide Planning Goal 9, including the argument that the City to seek an exception to Goal 9. It is imperative that the rezoning and development of industrial lands does not result in the compromise of the health and well-being of our communities and furthermore does not overload the carrying capacity of the air, land, and water resources of our city. In this regard, the

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Ord. 187832 Vol. 2.3.E, page 15715

Comprehensive Plan must consider:

- Informing the state that the City cannot remedy its deficit of new industrial land without sacrificing its neighborhoods and its environment, and thus it will seek a Goal 9 exception.
- Increasing its goal of cleanup and redevelopment of existing brownfields, especially those in existing Industrial Zones, to greater than 70% over the next 20 years to maximize otherwise underutilized and/or vacant parcels.
- Removing the City's West Hayden Island Urban Services Area designation and instead retain its current designation as Farm Forest. The proposed zone change would be a step towards the eventual development of this important natural area, a direction our communities do not support. Instead of compromising the health and livability of nearby communities and further stressing the carrying capacity of the surrounding ecosystems, the City should take steps to permanently protect this important natural area.
- Putting our current and future industrial lands to better use by protecting existing industrially zoned land by making it difficult for industrial lands to be up-zoned
- Creating mechanisms that ensure higher densification of jobs on current and future industrial zoned lands, especially where there are public investments.
- Removing proposals to rezone and develop existing golf courses on the Columbia Corridor, as the loss of green space and the natural resources they provide to this highly developed area is of great concern to our Coalition.

B. In relation to neighborhood safety and livability

The Woodlawn Neighborhood Association, whose northern border is Columbia Boulevard, holds deep concerns about volatile substances (including oil, coal, and propane) travelling along railroad tracks just blocks from Woodlawn Elementary School and neighborhood residences. We echo Woodlawn's concerns about the additional negative impacts of heavy industry-related transportation, including:

- The need to increase safety of train traffic and reduce risks to neighbors.
- Increasing transparency about types of freight, levels of emissions, and what steps are being taken to protect the community, including disaster preparedness.
- Allowing the city and other interest groups to lobby for our interests.
- Oil/coal trains: the proposed Kenton Rail Line project would add another line, and the Draft Comprehensive Plan indicates that this line might be used for higher-speed volatile cargos.
- Hazardous cargos are currently carried on trains whose tracks are adjacent or close to multiple propane and ethanol storage tanks and major natural gas pipelines.

3. Housing, development and neighborhood compatibility

We support the comments submitted by several NECN neighborhood associations addressing various aspects of development in or adjacent to residential areas.

a. Concordia Neighborhood Association "Flats" Proposal

We support Concordia Neighborhood Association's proposal to address demolitions and the loss of middle-income housing stock by suggesting that a new overlay zone that allows multi-family dwelling units be introduced in R5- and R2.5-zoned areas, served by high-quality transit service, which offsets the need for parking. In order to help our neighborhood retain affordability in the midst of rapid infill and development, an

overlay zone allowing for multi-family units would help achieve goals for increasing the supply of affordable housing and slowing gentrification, while reducing pressure on the Urban Growth Boundary. To maintain neighborhood character, such structures would be subject to all of the existing height, setback, lot coverage, and other requirements pertaining to the exterior form; however, the number of dwelling units on the interior would be raised to allow up to five dwelling units per structure in this overlay within R5 and R2.5 zones.

b. Eliot Neighborhood Association Land Use and Transportation Committee Comments

We support the Eliot neighborhood's recommendations related to protecting a residential part of the city that has been drastically impacted by urban renewal actions, specifically:

- Adopting, without delay, Eliot's plan to reduce the current medium density zoning (R2) to a low density zone (R2.5)
- Restricting Rx zoning to the Central City
- Directing infill away from historic districts, including conservation districts, and limiting additional density to existing centers and corridors through appropriate zoning.
- Incorporating the RH zone into the Mixed Use Zone process currently underway at the Planning Bureau to ensure that massing and bulk are compatible with adjacent low density residential parcels, with additional setback and/or step-down provisions for projects within 50 feet of historic buildings or districts (including conservation districts). It should be noted that RH zones have similar off-site impacts on residential sectors of our community with their inclusion of commercial operations. These operations, for instance, could be bars and restaurants with patios and outdoor late night activities until 2:30 a.m. or later which could be directly adjacent to a resident's bedroom.

c. Sabin Community Association

We support the Sabin Community Association's recommended changes to the policy language in chapters 3 and 4 of the Comprehensive Plan Draft, specifically:

- Promote the recognition, maintenance, and preservation of sound housing stock; discourage the demolition of sound housing stock.
- Provide greater protection for light, air, privacy, solar access in single family and Central City Pattern areas, while accommodating urban scale development in town and neighborhood centers and along civic and neighborhood corridors.
- Create and enforce scale and pattern policy, i.e., development that respects the scale, character and natural landscape features of neighborhoods.

d. Our Land Use and Transportation Committee elaborated on Sabin's concerns of equity as it relates to solar access, namely: we encourage the City Of Portland to return to a more scientifically valid and protective solar code. The attached language was carefully vetted in the late 1980's here in Portland to both encourage and to protect equitable access to solar resources for all residents and properties.

The current Portland City Code eliminated the attached language and Solar Access Amendments of the 1980's and does little to protect the rights of less affluent home-owners or renters to install new solar photovoltaic or

solar water heating systems.

The current City Code also does nothing to protect existing solar access for already installed solar systems from the rapid development pattern currently impacting many neighborhoods in our City. This currently accounts for a “takings” in Planning nomenclature by removing solar access to existing homes and potentially ensuring only the most affluent and tallest buildings, and their owners, are able to draw from the resource of the sun in the future.

Please see the attached excerpt from the 1987 City Council efforts to incorporate progressive environmental language into the City code in the form of “Solar Access Amendments” to City Code. The attached document was approved unanimously by City Council.)

4. Public Health and Safety

We support the general arguments outlined by the North Portland Land Use Group (NPLUG) regarding a Health Overlay Zone, which would apply specific land use, design, and monitoring requirements on new development to mitigate negative health and safety impacts. However, we have the following comments on NPLUG’s arguments.

- Rather than an overlay, we feel that the health and safety goals outlined in NPLUG’s letter should be applied to the Comprehensive Plan citywide.
- Health and safety concerns must be integrated into codes related to freight and disaster response.
- We feel that the City and Multnomah County should coordinate on the development and implementation of health policies, specifically focusing on hiring and training city staff with expertise in science and public health.

The NECN Board of Directors and our Land Use and Transportation Committee members thank you for your important work for the future of our city, and we appreciate your consideration of our comments.

Sincerely,



Alan Silver
Chair, NECN Board of Directors

*Letter from the Concordia Neighborhood Association Board of Directors
Tuesday, October 14, 2014*

To Whom It May Concern,

The recent wave of home demolitions in the City of Portland has left many residents scratching their heads and looking for solutions. One concern often expressed is that many of the demolitions are simply to replace a smaller, older, more affordable home with a new, larger, more expensive home. For adjacent neighbors, it is difficult to understand what benefit is being received by anybody but the developer: no additional housing units are being created, so pressure on the Urban Growth Boundary is not reduced. The price of the unit in question is actually sharply increased, so the shortage of affordable housing units is actually made worse. In short, it's hard to see how this trend actually helps the city or the region achieve any of our broader planning goals, aside from raising revenue.

Based on a series of recent discussions, and acknowledging that the wave of home demolitions will not be stopped, it is the position of the Concordia Neighborhood Association's Board that the following solution should be implemented as a part of the Comprehensive Plan update process to ensure that at least some of the demolitions will be followed by projects that do actually contribute towards meeting some of our broader community planning goals:

Within walking distance of Frequent Service transit routes (however the City chooses to define this -- 1/8, 1/4, 1/2 or 1-mile crow-fly or network buffer of frequent service transit routes or stops), there should be a new overlay zone created that allows for a residential property containing up to 5 separate residential housing units in a structure that otherwise conforms to the building envelope and setback provisions of its zoning designation (i.e. in an R5 zone, one main dwelling structure per each 5,000 sq ft lot, with required front, side and rear setbacks). The intended purpose of this overlay would be to allow for new residential structures to be constructed containing a number of "flats," i.e. 2-4 story residential structures that look like houses where each floor is a separate housing unit (or a variation where each floor has two units, one on the right and one on the left). This type of structure is the workhorse backbone residential product of places like San Francisco's Mission District, certain areas of Boston, London, and other successful world cities; indeed, Portland has examples of this type of structure in inner SE and the NW Alphabet District that were built in the late 19th and early 20th century.

The end result would be that, rather than a demolition to replace a \$250,000 home with a \$700,000 home, the replacement unit could potentially contain three flats averaging \$250,000 each. One affordable unit could thus be replaced by three affordable units, which would help to achieve goals for increasing the supply of affordable housing, and also reduce pressure on the Urban Growth Boundary. The overall cost would be somewhat higher, due to the need to provide additional kitchens, bathrooms, laundry and common facilities, in addition to the additional impact fees that the City would likely require. However, the price per unit would be significantly lower for the finished product.

We would propose that, because this overlay zone would only exist within areas served by high quality transit service, that automobile parking requirements should remain the same as if the structure were a single-family home; but that off-street parking should be

provided for bicycles at a rate of a minimum of one secure off-street bicycle parking space per bedroom.

It's possible that some neighborhoods would not want to see this type of unit constructed within their boundaries; as such, perhaps this overlay zone is something that could be rejected within its boundaries by a vote of the board of a neighborhood association. That would allow neighborhoods such as Concordia to allow this type of development in the appropriate areas near high quality transit, while neighborhoods like Laurelhurst and Eastmoreland could vote to reject it in favor of preserving their historic single-family character.

While we would love to find ways to slow down the wave of home demolitions, this proposal would allow us to live with the demolitions with the peace of mind that the replacement structures are at least helping us to achieve our broader community planning goals, bringing in more residents to help support neighborhood businesses, providing for more affordable housing, and reducing pressure on the Urban Growth Boundary.

We recommend that this proposal be studied and that language to implement it be developed and included as a part of this Comprehensive Plan Update process.

Eliot Neighborhood Association
Land Use and Transportation Committee
Mike Warwick, Chair

Comments on the Draft Comprehensive Plan

The Eliot neighborhood has a greater stake in the Draft than most others because of its proximity to the Central City, its historic and cultural significance and the unfortunate legacy of urban renewal actions that have significantly reduced to a fraction of its original size. The Albina Plan was the first effort to redress this legacy. By working diligently and closely with City staff, the current Draft takes additional steps, although that work is still incomplete. To continue that effort we offer the following recommendations.

- 1. First and foremost, the current Draft zoning proposal corrects many problems with the current Comprehensive and Zoning Plan (the Albina Plan). The Plan for Eliot should be adopted as is, without adjustment, and as promptly as possible to prevent further damage to Eliot from the current, inconsistent zoning.**

The Draft zoning best accomplishes the Plan’s goals to “preserve unique neighborhoods” while allowing for growth along “corridors” and focused on “centers.” This goal was achieved by reducing the current medium density zoning (R2) within the Eliot Historic Conservation District to a low density zone (R2.5). This lower zone was the dominate zone prior to the Albina Plan, so reverting to it is the *equitable* thing to do in light of the City’s legacy in the area. To compensate for potential housing loss, properties along “corridors” and proximate to the Williams/Fremont center, were zoned to accommodate more dense housing and “mixed use” development that is expected to provide employment for community residents without advanced degrees as well as additional housing.

The Draft increases areas in Eliot targeted for “mixed use” zoning. Although the new “mixed use” zone is currently undefined, Eliot is opposed to extending the schedule for plan review and adoption. Continued application of current zoning in Eliot is an existential threat to the neighborhood; one Eliot cannot afford simply to satisfy wealthier neighborhoods.

- 2. Strengthen protections for historic neighborhoods, not just buildings. This should include additional setback and/or step-down provisions and/or distances for projects within 50 feet of either historic buildings or districts (including conservation districts).**

The Plan pays lip service to historic preservation. When it is referenced it is generally specific to building preservation. There is more to history than a building here and there. The Eliot neighborhood deserves protection of its historic character and residential fabric for at least four reasons:

- A. Some researchers believe that what is now the Eliot neighborhood may have been the site of the Hall Kelly’s City, which was founded in 1834. That would make it the oldest city between San Francisco and Seattle, predating the founding of the City of Portland and of the City of Albina.

- B. Eliot was platted and developed prior to the automobile age. It was crisscrossed with street car lines. It is the last and largest remnant of Portland's original streetcar neighborhoods. That unique character and neighborhood fabric deserves protection by itself. But there are also two cultural reasons.
- C. Eliot was home to Portland's largest German community at the end of the 19th and early 20th Century. It was called "Germantown" for that reason. This community was primarily composed of "Volga" Germans; Germans who emigrated from Russia. They left behind a rich legacy of homes (mine is one) and churches when the original residents died or disbursed.
- D. The more recent and better known cultural legacy was as the commercial center for Portland's black community. Part of that legacy is also as a multicultural community, as Eliot's proximity to the railyards and industry made it home to both black and white working class families.

This legacy is an important part of Portland's history and identity and deserving of protection. It relates to the rebirth of Portland's streetcar development and its protection will prevent the elimination of cultural touchstones for Portland's German and black communities.

3. Restrict Rx zoning to the Central City.

The Rx zone is characterized in Title 33 as a "Central City zone." Eliot is alone among Albina Plan neighborhoods to have Rx zoning. It should not have any Rx zones. The proposed plan reduces this to the more appropriate Rh or R1 depending on the current density.

4. Revise the Rh zone.

The current Rh zone allows for heights that are incompatible with adjacent low density residential parcels and it has no provision for setbacks adjacent to historic properties or districts (which Ex does). This is an issue primarily because height and FAR bonuses are granted if the parcel is within 1,000 feet of transit facilities. We recommend some or all of the following:

- A. Incorporate the Rh zone into the Mixed Use zone.
- B. If elimination of the zone as above isn't possible, apply the same setback and step-down requirements to the Rh zone as will be imposed in the new Mixed Use zones.
- C. Reduce the distance from transit streets for height and FAR bonuses. The current 1,000 foot limit encompasses all of Eliot and almost all of Irvington, both historic districts where 75 to 100 foot tall buildings are inappropriate.

5. Direct infill away from historic districts (including conservation districts).

The current draft directs infill to "inner" neighborhoods. Eliot is one of those. The existing homes that are currently affordable to teachers and city workers are being demolished by infill developers and replaced with townhomes. This is destroying the historic character of these neighborhoods. Ironically, the policy is justified as a response to "gentrification," a term which is misapplied in this case, partly due to poor statistical analysis. Home sale prices in Eliot are consistent with the median sales price city wide. The rapid increase in price is due to the purchase of homes from absentee landlords and their subsequent rehabilitation and their transition from slumlords to proud home owners. At present, existing homes in Eliot are about

as “affordable” as elsewhere in the inner city. However, part of the “statistical” increase in average home price is a consequence of infill. The townhomes that replaced existing, affordable homes are selling for two to three times the price of the home they replaced. Those prices aren’t “affordable” and they drag the average home price up. In simple terms, the City’s infill policy is causing “gentrification,” as well as destroying the “unique neighborhoods” the Plan pledges to preserve. Additional density in historic inner neighborhoods should be limited to centers and corridors through appropriate zoning rather than encouraged within established historic district boundaries.

Thank you Chairman Baugh, and Members of the Planning and Sustainability Commission,

My name is Micah Meskel, I am a Northeast Portland resident and a board member of the Northeast Coalition of Neighborhoods. NECN is a nonprofit organization comprised of twelve inner North and Northeast neighborhoods in the City of Portland that represents thousands of Portland residents.

Today, I am speaking on behalf of myself, to some general themes of the draft comprehensive plan that NECN's land use committee and full board may consider addressing in detailed written comments in the coming weeks.

In general, the City needs to take a more sustainable and balanced approach in its strategy for addressing industrial land demand in its comprehensive plan. Industrial zoned lands provide jobs and help drive portions of our local economy and community, but the quest to secure additional industrial land should not trump the health of our communities and environment. The livability of our neighborhoods is a huge asset and should not be compromised. In the draft comprehensive plan there are several industrial land sanctuaries (most notably are proposed changes #297 Broadmoor Golf Course, #298 Riverside Golf Course, and #321 West Hayden Island) which are proposed in North and Northeast Portland. These specific proposals would pave over significant swathes of existing open space and natural areas and develop portions of them as industrial sanctuaries. Upon rezoning and the development that follows, the surrounding neighborhoods will likely see an increase in pollution and loss of significant environmental benefits that these open spaces provide, with no real promise of economic benefits to the effected communities.

Instead of looking to pave over our last few remaining large intact open spaces, like golf courses and natural areas near our neighborhoods, the City and Bureau should look for other ways to secure industrial lands and jobs for our city and communities. The city should take a more sustainable strategy forward;

- A strategy that includes a greater emphasis on cleaning up existing brownfields, one that strives to redevelop greater than 60% of existing brownfields.
- A strategy that looks at promoting the intensification of jobs on current and future industrial lands which will provide more jobs per acre
- A strategy that restricts the ability of industrial landowners to up-zone industrial land for other uses

If these strategies don't bring the City to reaching its industrial lands goals then it needs to consider taking a serious look at seeking a Goal 9 exception from the State of Oregon. Goal 9 is the driving force behind many of these proposals that will adversely affect our North and Northeast Portland neighborhoods. The City needs to determine if a landlocked Portland can really continue to find large parcels of developable lands without completely compromising the health of its communities and environment now and into the future.

I would like to thank the City and Planning and Sustainability Commission for hearing testimony this evening and NECN will be submitting detailed written comments in the coming weeks.

Thank You

To: North Portland Land Use Group (NPLUG)
From: Cole Grisham, Friends of Cathedral Park
Date: 02 October 2014
Subject: Health Overlay Zone

Introduction

North Portland is a vibrant, diverse community of single and multi-family homes, commercial centers, and industrial preserves situated at the confluence of the Columbia and Willamette rivers. Our eleven neighborhoods face increasing growth and density in the coming years. The City of Portland Comprehensive Plan identifies inner neighborhood areas such as North Portland as ideal for increased density. The plan recognizes, however, that increased density carries with it the challenge of maintaining a healthy, connected city where residents have access to clean air, accessible green space, and vibrant employment centers.

In order to meet the coming growth in our community without compromising the health and well being of our residents, North Portland's neighborhood representatives recommend a health overlay zone. This zone applies specific land use, design, and monitoring requirements on new development in North Portland to mitigate negative health and safety impacts. The health overlay zone supports a vision along with goals and strategies outlined below that together preserve and enhance our way of life while accommodating new development in our community.

Our community draws inspiration for our recommendations from two key sources. Portland's comprehensive plan update, Policy 4.28.d, encourages design and land use patterns that mitigate negative air quality and noise impacts in Portland neighborhoods, especially near high vehicle traffic areas, and other sources of air pollution. Similarly, Portland's Climate Action Plan (CAP) goals 1-4 aim to reduce the environmental impacts of new development through more sustainable land use and design principles.

Vision

A North Portland community that preserves and enhances the health and well being of its residents while accommodating growth and density needs.

Goals

To achieve our vision, North Portland's neighborhoods propose the following three goals:

- *Better Air and Water Quality:* Land use, design, and monitoring requirements that reduce or minimize the negative impact of future development on energy demand, air conditioning use, air pollution and greenhouse gas emissions, heat-related illness and mortality, and water quality.
- *Reduced Noise Pollution:* Land use, design, and monitoring requirements that reduce or minimize the negative impact of future development on unwanted or distressing sound.
- *Increased Safety:* Land use, design, and monitoring requirements that reduce or minimize the negative impact of future development on criminal activity and emergency preparedness.

Strategies

Goals provide benchmarks by which to measure progress towards our vision. Each goal, however, is supported by specific, actionable strategies that residents, community leaders, and City of Portland staff can use to better our community. We provide an illustrative list of strategies below based on NPLUG discussions, but we expect individual neighborhood association meetings to generate and refine strategies to best fit our community vision.

Better Air and Water Quality

- Install air-monitoring stations in North Portland neighborhoods
- Improve storm water management design standards for new developments
- Require low-emissions freight vehicles
- Preserve and build connections between existing green spaces
- Require air filtration in all new housing developments
- Plant trees that will help filter the air of carbon dioxide, harmful particulates, and other atmospheric contaminants in all new housing developments

Reduced Noise Pollution

- Improve noise abatement design standards for new developments
- Install noise abatement walls or similar constructs between residential areas and freight corridors

Increased Safety

- Educate residents on emergency preparedness procedures
- Improve coordination between neighborhood organizations and Portland Police Bureau North Precinct services
- Improve coordination between neighborhood organizations and Portland Fire and Rescue
- Improve coordination with other neighborhood, city, county, and state emergency and safety preparedness groups

Conclusion

These goals and strategies support our community vision of a North Portland that accommodates future growth and density without compromising our health, safety, or well being. By incorporating these elements into the City of Portland comprehensive plan update, we may ensure our community is ready and capable of meeting future growth needs while guaranteeing existing and future residents enjoy a healthy, safe, and vibrant North Portland.

*****NECN-LUTC members and participants: for discussion at our 12/2/14 meeting, please review comment #5, highlighted on page 4 of this document.*****

November 10, 2014

Planning and Sustainability Commission
City of Portland
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Subject: City of Portland Proposed Draft 2035 Comprehensive Plan

Dear Commissioners:

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

Members of PIAC have worked closely with Bureau of Planning and Sustainability (BPS) staff, through both PIAC and the Policy Expert Group (PEG) for the Comprehensive Plan community involvement chapter. We have greatly appreciated the opportunity for sustained input on earlier drafts of the Comp Plan, and for a productive, collaborative relationship with BPS staff over the past two years, particularly Marty Stockton through PIAC and the PEG and Deborah Stein through the PEG. PIAC's comments are intended to offer the collective expertise and experience of PIAC members to strengthen an already strong document, and we limit our remarks to Chapter 2, the goals and policies regarding community involvement.

Our overarching comment is that the community involvement chapter is **clear, comprehensive and exceptionally relevant** to an evolving Portland. It is responsive to the mandates of State planning law, and consistent with the vision of the Portland Plan. PIAC strongly **supports the intention to develop a manual** to guide the implementation of the Plan's policies, and we believe this approach has the potential to become a model for other jurisdictions.

Where PIAC recommends revisions to the proposed draft, it is generally to restore elements that were removed from the previous draft we reviewed in March.

Recommendations

1. **Make a clear distinction between policies that require ongoing action by bureaus and their staff and policies that are project-specific.** This distinction was made and explained throughout earlier drafts on which PIAC members had input. It is an important distinction because it clarifies (a) who is responsible for carrying out the policy (the bureau as a whole or an individual staff member), (b) when the policy applies (as part of an ongoing program or when staff begin to work on a project), and (c) how to evaluate a policy (as part of an ongoing program or as it was implemented for specific projects). The previous draft of the Plan achieved this by categorizing policies 2.1-2.16 as “ongoing” and policies 2.17-2.33 as “project-specific.”
2. **Restore policy language on adequate funding for the community involvement program.** In order to carry out the policies of the Comp Plan, bureaus must devote sufficient financial and staff resources to the community involvement program itself, and must provide staff with training and support. Indeed, the commitment of adequate resources marks the difference between a policy that makes a meaningful difference in the City’s work and one that looks good on paper.

PIAC understands the recommendations from the City Attorney and OMF to remove funding questions from Comp Plan policy on the grounds that “The budget is not a land use decision” (Editing Change List note). However, the intent of this policy is not to compel elected officials to increase bureau budgets, but to direct bureaus to allocate a sufficient portion of their budgets (whatever those budgets might be) to implement the requirements of the Comp Plan.

3. **Appoint an independent body, rather than the Planning and Sustainability Commission (PSC), to oversee the Community Involvement Program.** Throughout the process of community input on earlier drafts of the chapter (including the Community Involvement PEG), the composition of the Community Involvement Committee (CIC) was left unspecified. In the proposed draft, a subcommittee of the PSC serves as the CIC. The reason for this decision is not discussed in the Editing Change List. We understand that there are resource constraints in establishing new committees. However, PIAC believes there are advantages to appointing a separate body apart from the PSC.

First, the CIC must have the capacity to evaluate community involvement programs for multiple bureaus, review community involvement plans for numerous individual projects, and create and maintain a community involvement manual to implement the Comp Plan goals and policies. It

seems unrealistic to expect the PSC, a body already charged with significant responsibilities and workload, to take on this additional role.

Second, we concur with the State's Citizen Involvement Advisory Committee (CIAC), the body that advises Oregon's Land Conservation and Development Commission (LCDC) on public involvement in land use planning, that the multiple responsibilities of the PSC can detract from, or even conflict with, the role of the Committee on Citizen Involvement (CCI):

"Having a CCI – a committee with citizen involvement as its *only* responsibility – ensures that citizens are not forgotten in the planning process.... An independent CCI is the best choice to ensure widespread public involvement. The hybrid planning commission/CCI is an acceptable but less desirable choice. Finally, the least desirable option is having the governing body or the planning commission act as the CCI. It's likely to work against citizen involvement and should be done only as a last resort" (CIAC, *Putting the People in Planning*, May 2008, pp. 8-9).

The City of Portland should strive to be a leader within Oregon, demonstrating best practices in the institutional design of its community involvement program.

- 4. Restore previous language applying the Comp Plan to "plans, policy, investment and development decisions" where it was replaced by "land use decisions" in the proposed draft.** PIAC is concerned about the nearly blanket change in "plans, policy, investment and development decisions" to "land use" because it seems to restrict the application of the Comprehensive Plan unnecessarily. The Comprehensive Plan applies to infrastructure projects, capital investment and development decisions, in addition to land use planning.

PIAC recommends that the previous language be restored throughout, or that the language be restored selectively to those policies that apply to "plans, policy, investment and development decisions" beyond land use alone. It is important to avoid the implication that the Comp Plan only applies narrowly to land use decisions and the work of the Bureau of Planning and Sustainability.

PIAC is tasked with recommending policies and practices to expand public involvement in city government. Even if the term is defined broadly, we are concerned that the use of "land use" alone could limit public involvement by creating the perception that the Comprehensive Plan does not apply to other kinds of government decisions. The issue of community perception, and its potential effect on community participation, is critical as you reexamine this language.

5. Add language to the chapter introduction referencing the celebrated history of Portland's neighborhood system. Our city's early commitment to community involvement in government is recognized internationally, and the neighborhood system has been central to that history. The January 2013 draft of Chapter 2 summarizes the evolution of the system and the continuing challenge to become even more inclusive. As we chart a course forward, PIAC believes it is appropriate to reference where we have been, and to reassure the community that the intent of the Comprehensive Plan is not to dismantle the neighborhood system.

Specifically, we recommend the following revisions to the proposed chapter introduction on page GP2-1 (new language in **bold**, most of which is taken from the previous draft of the Plan):

"The results are better — more durable, equitable and accountable — when a wide and diverse range of Portlanders are involved in the scoping, development and implementation of plans and investment projects. **No one person, agency, organization, or business can provide all the things Portland's diverse communities need.** Collaborative partnerships and inclusive community participation in land use decision making are essential to creating and sustaining a prosperous, healthy, equitable and resilient Portland.

Portland has a long history of community involvement that gained strength and power in the 1970s and forms the foundation of today's neighborhood system. As the city grows, diversifies, and works to advance equity, it is essential that all community members' needs and concerns are considered. Particular efforts must be made to improve services **and participation** for people of color, immigrants and refugee communities, people with disabilities, renters, low-income Portlanders, older adults, youth, and the lesbian, gay, bisexual, transgender and queer (LGBTQ) community. **A new paradigm of community involvement and engagement that supports intercultural organizing, recognizes that diversity is an advantage, and works to achieve equitable outcomes must be embraced and paired with Portland's neighborhood organizations to create a robust and inclusive community involvement system.**

It is the City's responsibility to promote deep and inclusive community involvement in land use decisions."

6. Additional Recommendations

- Remove “as appropriate” in policies 2.7, 2.25, 2.28 and 2.31.
- Direct bureaus to collect data regularly as an ongoing activity. This is implied by the policies on evaluating, sharing and using data (policies 2.7, 2.8, 2.19), but it is not stated explicitly. We recommend changing the first phrase in policy 2.8 to “Collect and evaluate data...” We also recommend changing the order of policies 2.7 and 2.8, and changing the title of policy 2.7 to “Community participation in data collection.”
- Revise policy 2.16 to emphasize two-way sharing of engagement methods. Add the phrase in **bold** to the proposed policy: “Coordinate and share methods, tools, and technologies that lead to successful engagement practices with both government and community partners, **and solicit engagement methods from the community.**”
- Define key terms from this chapter in the glossary: “accountability,” “engagement,” “accessible” and “community verified data.”

PIAC members thank you for your important work for the future of Portland, and we appreciate your consideration of our comments.

Sincerely,

Public Involvement Advisory Council
City of Portland

[Attachment: List of PIAC Members](#)

PIAC Members

Community Members

Claire Adamsick – NE neighborhood coordinator
Mohamed Ali – Immigrant & refugee service provider
Glenn Bridger – SW neighborhood activist
Baher Butti – Refugee case manager
Donita Fry – Native American Youth and Family Center
Greg Greenway – Public engagement consultant
Maryhelen Kincaid – North/NE neighborhood activist
Julio Maldonado – SE neighborhood and EPAP
Linda Nettekoven – SE neighborhood activist
Jessica Wade – Educator
Christine White – Port of Portland communications
Mark Wubbold – Policy analyst, Portland State University

City Staff Members

Kelly Ball – Office of Management & Finance
William Beamer – Bureau of Planning & Sustainability
Ross Caron – Bureau of Development Services
Michael Crebs – Police Bureau
Rhetta Drennan – Bureau of Environmental Services
Tim Hall – Water Bureau
Brian Hoop – Office of Neighborhood Involvement
Denver Igarta – Bureau of Transportation
Aaron Johnson – Fire & Rescue Bureau
Paul Leistner – Office of Neighborhood Involvement
Steve Pixley – Parks & Recreation Bureau
Jeff Selby – Office of Equity and Human Rights
Marty Stockton – Bureau of Planning & Sustainability

From: Planning and Sustainability Commission
Sent: Wednesday, January 21, 2015 9:34 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony

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

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From: Kim Ralphs [mailto:KimRalphs@comcast.net]
Sent: Wednesday, January 21, 2015 8:57 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony

I'm a homeowner in the Riverwood planned community in the Argay Neighborhood of East Portland.

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

Also, I support the City's similar change #688 along NE 148th Avenue, north of I-84. I want to keep Argay a family-friendly neighborhood.

Thank you for your consideration.

Kimball Ralphs
12612 NE Prescott Dr.
Portland, OR 97230

This

email is free from viruses and malware because of antivirus protection is active.

From: Planning and Sustainability Commission
Sent: Tuesday, January 20, 2015 11:44 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan

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

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From: trebligj@comcast.net [mailto:trebligj@comcast.net]
Sent: Monday, January 19, 2015 7:58 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan

We are a homeowner in the Riverwood planned community in the Argay Neighborhood of East Portland.

We are among those residents who are requesting that all the R-3 zoned land in the Argay Neighborhood be reclassified to R-5 or R-7 single-family, 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, We support the City's similar change #688 along NE 148th Avenue, north of I-84. I want to keep Argay a family-friendly neighborhood.

Thank you for your consideration.

James and Susan gilbert
12707 NE Shaver St.
Portland,Or. 97230

From: Planning and Sustainability Commission
Sent: Tuesday, January 20, 2015 11:46 AM
To: Kovacs, Madeline
Subject: FW: Comp Plan designation, 3616 SE Caruthers, Portland 97214

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: Donna [mailto:donna.kalbrener@frontier.com]
Sent: Monday, January 19, 2015 12:57 PM
To: Planning and Sustainability Commission
Cc: Stockton, Marty
Subject: Comp Plan designation, 3616 SE Caruthers, Portland 97214

Planning and Sustainability Commission:

Re: "Comp Plan designation, 3616 SE Caruthers, Portland 97214

Dear Chair Baugh and Commissioners:

My sister and I own the house at 3616 SE Caruthers. We have owned it for the past 3 1/2 years, since our father passed away and left us the house. The property is currently zoned R-5, with a Comprehensive Plan designation of UC (Urban commercial). We understand that this makes it easy for the property to be changed to a commercial zone in the future. We would like to retain that option.

We have heard that a few of our neighbors recently asked some of the homeowners along Caruther St. from west of 37th, to sign a petition asking for the Comp. Plan designation on the entire 2 blocks of Caruthers, south side, to be changed to a Residential designation, which would preclude such commercial use.

Although they had not contacted us or, 5 other of the affected property owners, this group convinced the Richmond Neighborhood Association to support this change and to request the change to the Commission.

Our property is directly adjacent to one of the 3 existing CS-zoned and UC-designated properties that front on the 37th and Caruthers intersection. Our property is, in fact, surrounded on two sides by

Commercial property.

It makes sense to keep the Commercial Comp. Plan designation on our parcel, at 3616 SE Caruthers. With the upcoming Plan Update, we understand that the Comp Plan designation that is equivalent to UC would be "Mixed Use-Urban Center". We request that our property be Comp-Plan-designated this way. The zone could remain R-5 for now, if that is appropriate, as that is the current use. We would just like to be able to incorporate our property into a commercial development in the future if that becomes a possibility.

Thank you,

Sincerely,

Donna Kalbrener (and sister, Yvonne Suckow)
cell phone: 503-997-6413

From: Planning and Sustainability Commission
Sent: Tuesday, January 20, 2015 11:46 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony

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

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From: dennis sutton [mailto:dsutton11@gmail.com]
Sent: Monday, January 19, 2015 7:48 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony

I'm a homeowner in the Riverwood planned community in the Argay Neighborhood of East Portland.

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

Also, I support the City's similar change #688 along NE 148th Avenue, north of I-84. I want to keep Argay a family-friendly neighborhood.

Thank you for your consideration.
Dennis Sutton
4304 NE 125th Pl
Portland, Oregon
97230

From: Planning and Sustainability Commission
Sent: Tuesday, January 20, 2015 11:47 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
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From: Jerry Guthrie [mailto:cjguthinpx@aol.com]
Sent: Monday, January 19, 2015 1:41 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony

I'm a homeowner in the Riverwood planned community in the Argay Neighborhood of East Portland.

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

Also, I support the City's similar change #688 along NE 148th Avenue, north of I-84. I want to keep Argay a family-friendly neighborhood.

Thank you for your consideration.

Chester Jerome Guthrie
P. O. Box 20875
Portland OR, 97294

4302 NE 125th Place
Portland, OR 97230

From: Planning and Sustainability Commission
Sent: Tuesday, January 20, 2015 11:48 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony: Accessory Commercial Units on Neighborhood Greenways:

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: Garlynn Woodsong [mailto:garlynn@gmail.com]
Sent: Monday, January 19, 2015 10:59 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony: Accessory Commercial Units on Neighborhood Greenways:

Dear PSC-

A new City program should be created to allow for a new type of structure, an Accessory Commercial Unit, on properties adjacent to Neighborhood Greenways. (or perhaps at certain nodes along Neighborhood Greenways):

Such a structure would otherwise follow the guidelines in the Accessory Residential Unit program, except that it could have a zero setback from the sidewalk line, and it would allow for commercial rather than residential uses.

If a free-standing building two stories in height, the upper story could be either residential or commercial, as long as the building footprint was in total no more than 1,000 square feet and the height no more than 25 feet.

New structures could also be built as attachments to existing homes, under regulations similar to those for attached ADUs, except allowing for extensions from the structure to project forward up to the front sidewalk line.

Such a program would support goals related to the 20-minute neighborhood and Vision Zero, allowing for bicyclists and pedestrians to access some appropriate neighborhood retail and commercial services within the low-stress context of Neighborhood Greenways.

Thus, I recommend a new study to recommend a new policy for eventual inclusion into the

Comp Plan and the Zoning Code:

Accessory Commercial Units, Especially on Neighborhood Greenways. Encourage the development of Accessory Commercial Units, especially on Neighborhood Greenways, to promote neighborhood-scale retail and other appropriate commercial uses on corridors not traditionally known as retail destinations.

Concern: Currently, no change in zoning is proposed along most of the neighborhood greenways. However, with bicycle traffic shunted off of many of the City's traditional retail corridors due to a lack of sufficient bicycle infrastructure, this leads to a situation where bicycle traffic is not as exposed to the same opportunities to engage in commerce that they would if all commercial corridors had sufficient bicycle infrastructure.

One solution would be for neighborhood greenways to be rezoned, in all or at specified nodes, to allow for the new development of neighborhood-scale commercial space.

The focus would be to liberalize the zoning along neighborhood greenways to allow limited commercial uses along these bike and pedestrian corridors. Since it seems to be difficult for the City to support human-centered bicycle oriented city-scape along many major commercial corridors (SE/NE 28th Ave, Alberta Street, NE 21st & 23rd, etc.), the neighborhood greenways could evolve to become more mixed-use corridors.

Many neighborhood greenway corridors are existing residential streets, so there may be some resistance to the insertion of commercial uses. These could be addressed through performance standards to address potential noise or light conflicts, while allowing a greater diversity of uses along the neighborhood greenways.

Given that these are neighborhood "greenways," the insertion of commercial uses could be conditioned on owners adding green infrastructure improvements to the greenway, specifically improvements that would increase the shaded area provided by the tree canopy (street trees, traffic diverters, and landscaping) and add to the community space dedicated to pedestrians.

One possible way to begin to allow for retail and other commercial uses on neighborhood greenways, would be to create a new Accessory Commercial Unit (ACU) program that would only apply to an overlay zone extending to those properties that front on a Neighborhood Greenway (or within nodes on same). This program would allow for new structures, fronted on the sidewalk line but otherwise modeled on the requirements of the Accessory Dwelling Unit program. Such structures could potentially include a ground-floor Accessory Commercial Unit, with an Accessory Residential Unit above it (if built as a free-standing structure), where local conditions would allow for the construction of such a structure. Such structures should be allowed to have a zero setback from the sidewalk line, or to be set back slightly from the sidewalk, but include an expansion of the sidewalk to allow for greater sidewalk width. They should also be allowed to participate in the Street Seats program; and to assist with (or fund) the construction of new traffic diverter facilities on neighborhood greenways.

Recommendation: Create a new policy to allow for Accessory Commercial Units (ACUs) or Accessory Mixed Use Units (AMUUs) on properties adjacent to Neighborhood Greenways. Such units should be compatible with the surrounding neighborhood, diminutive in scale (should not overpower neighboring properties in scale), and should be accompanied by the installation of additional green features to increase the shaded area provided by the tree canopy.

Sincerely yours,
~Garlynn

Garlynn G. Woodson
5267 NE 29th Ave
Portland, OR 97211
garlynn@gmail.com
503-936-9873



GOOSE HOLLOW FOOTHILLS LEAGUE

2257 NW Raleigh, Portland, OR 97210 • 503-823-4288

January 16, 2015

Susan Anderson, Director
Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201-5380

RE: Proposed 2035 Comprehensive plan update

Madam Director:

The Goose Hollow Foothills League (GHFL), a Portland neighborhood association that also represents the Kings Hill National Historic District strenuously objects to Portland Comprehensive Plan Amendment #94 changing a residential designation in a residential area to "mixed use-dispersed", a commercial plan designation. We strenuously object to this proposed plan amendment. The suggested amendment (#94) designates an existing 1/2 block of contributing historic residential buildings that are presently adaptively used for commercial purposes as commercial properties, putting them and the historic district at risk for redevelopment. The existing non-conforming use exists due to a thirty-five year old agreement between the neighborhood and the owners that allowed an interim commercial use at a time when the buildings could be better preserved by allowing that commercial use. Now, in 2015, these historic homes are as valuable preserved as fine dwellings as they are for their office uses. It has always been the intent of the GHFL and the Historic District that these homes would revert to residential use.

A recent land use review (LU 10-179977 CP ZC) was proposed in behalf of an heir of the nominal owner in order to modify the house (the "Rosenblatt House") for more intensive commercial use. The neighbors and the Goose Hollow Foothills League persuaded the applicant eventually to withdraw his proposal and subsequently the new owners found ways to stay within the zoning guidelines. We submit that, as in this case, there are perfectly adequate provisions for maintenance, and for necessary improvements that do not violate the residential character of these homes. There is thus no reason to entertain such a radical spot zoning in the middle of the Historic District... unless the intent of the plan provision is in fact to rend the fabric of the Historic District itself.

GHFL remains opposed to this proposed plan amendment and consequent rezoning to conform. This half block, in a historic residential district, should remain residential in character and, eventually, in use as well. Proposal #94 undoes good planning done thirty years ago and does not belong in the recommended proposal.

Jerald M Powell, AICP (retired)
Goose Hollow Planning Co-Chair

in behalf of the GHFL Board of Directors

CC: GHFL Directors
Goose Hollow Business Association
GHFL archives

Portland Neighbors for Sustainable Development

1823 SE 33rd Avenue, Portland, OR 97214

January 15, 2015

Planning and Sustainability Commission
1900 SW Fourth Ave., Suite 7100
Portland OR 97201

Chair Baugh and Commissioners:

Portland Neighbors for Sustainable Development is a group of concerned Portlanders from neighborhoods around the city. We believe the 2035 Comprehensive Plan Proposed Draft is generally headed in the right direction.

Support Town Centers

1. We support the Urban Design Framework, and the hierarchy of Central City, Regional Center, Town Centers and Neighborhood Centers. Concentrating growth in these centers and along transit corridors will reduce auto travel and Greenhouse Gas emissions, put more services within walking distance of more people, and make our city a better place to live.

We support all the designations, especially the new Belmont/Hawthorne/Division Town Center. The three streets included function as one center, with residents accessing services and shopping on all three. The Center designation, as well as the mapping, recognize the way this area functions now and supports a coordinated planning and development effort going forward.

Rewrite Mixed Use with goals in mind

2. We applaud the Mixed Use Zones Project as a necessary effort to rewrite the Commercial zones to acknowledge their mixed use function. We are, however, concerned that initial concepts put forward reduce the capacity of the zones. Specifically, we fear that proposed stepbacks and height limits may suppress development of new buildings in these zones and yield fewer and more expensive residences there. This will reinforce the housing shortage that is driving rents up in Portland. We urge the city to preserve existing entitlements, and use increases in height or FAR to incent community benefits such as affordable housing, in order to maximize housing choices in strategic Centers locations.

Preserve and increase housing opportunities

3. We support preserving the housing capacity in existing zoning. While the proposed zoning can theoretically provide the necessary housing unit increase, developers will build mostly in sought-after neighborhoods, leaving capacity unbuilt in other places. So, excess capacity is necessary to achieve Comp Plan goals.

We oppose downzoning of close-in, transit-served areas such as proposed in NE Portland, from Williams to King, Schuyler to Fremont. We support modifying single-family zones to further

support ADUs, and allowing additional units within existing homes, as long as exterior appearances are preserved.

Portland is growing in ways that reduce VMT and create complete neighborhoods. But to meet the Climate Action Plan goals for emissions and VMT reductions, and build the city envisioned in the Comprehensive Plan, a stronger emphasis on building a compact city is necessary. We hope the Planning and Sustainability Commission takes the lead to ensure this happens.

David Aulwes
Sean Barrett, AIA, Principal, Polymath Studio Architecture LLC
Rob Bennett
Rex Burkholder
Brian Cefola
Jeff Cropp
Reuben Deumling
Steve Gutmann
Rebecca Hamilton, MURP, Transportation Planner
Ryan Hashagen
Marsha Hanchrow
Pamela Kislak, strategy consultant and Sunnyside resident
Doug Klotz
Ted Labbe
Brian Posewitz
Thomas Robinson, AIA, Principal/Owner, LEVER Architecture
Justin Sawyer
Ben Schonberger
Eli Spevak, owner, Orange Splot LLC
Adrienne Stacey, Richmond neighborhood
Bob Stacey
Bill Stites
David Sweet
Mark Wheeler

From: Margaret Schonhofen [<mailto:margschonhofen@comcast.net>]
Sent: Thursday, January 15, 2015 2:23 PM
To: Planning and Sustainability Commission
Subject: Proposed 2035 Comprehensive Plan

Concerning the proposed draft of Portland's 2035 Comprehensive Plan:

- 1. I approve your recommendations to decrease maximum allowed density.**
- 2. I strongly urge you to expand the proposed areas of "down designation" (expand the downward shift in density).**

I am concerned that greater housing density would increase already heavy storm water runoff throughout the West Hills. This could adversely affect many of the already deeply canyoned creeks within this area.

I have worked with many volunteers and multiple agencies to restore 2 creeks between SW Patton Road and SW Thomas Street. For over 2 years the project involved 2 HOA's and 175 homeowners. A grant from WMSWCD and thousand's of donated plants from CWS provide the foundation for this effort. The educational and organizational support of these two agencies was invaluable. This restoration project cleared invasive plants and added native vegetation along streams and bordering hillsides. The plants will absorb additional ground water, reduce runoff, keep the creek water clean, aid in maintaining hillsides and provide for wildlife.

- 3. I strongly urge you to work across agency lines with the multitude of experts within the environmental, watershed and storm water departments that already exist....** Portland's Bureau of Environmental Services, West and East Multnomah Soil and Water Conservation Districts and Clean Water Services.

In my restoration work I found that well-meaning property owners generally want to take environmentally sustainable actions but lack the expertise.

The agencies above have experts who can evaluate development versus creek and watershed sustainability (and homeowner safety). I hope their expert knowledge will carry more weight in the decision making process than developers or a well-meaning homeowner with limited environmental knowledge .

The illustration below is from Clean Water Services's website. It illustrates the affect of increased development on water runoff. Please refer to their website and more importantly their experts for more information.

<http://www.cleanwaterservices.org/Content/Documents/Watershed%20Info/Effective%20Impervious%20Area%20Report.pdf>

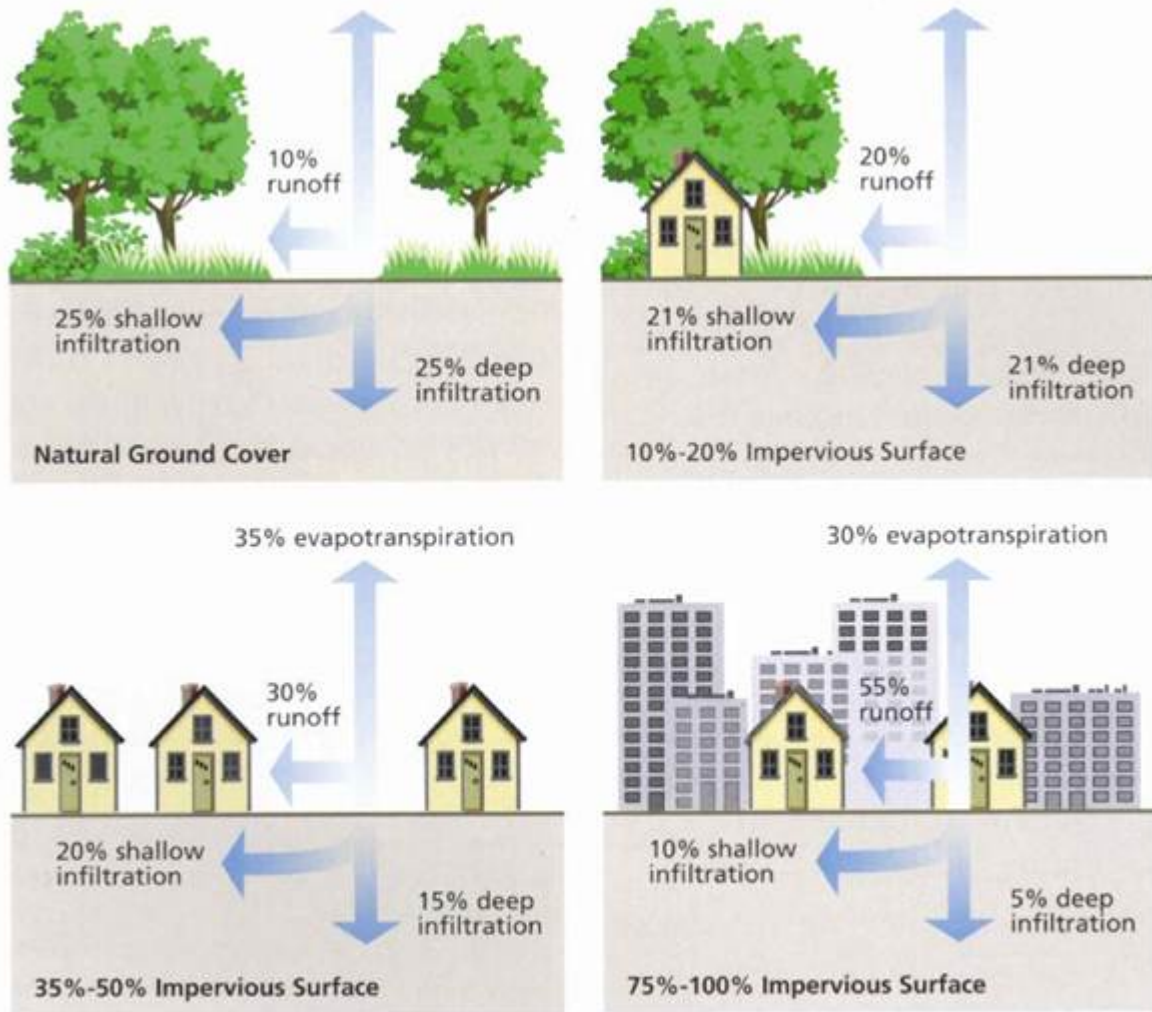


Figure 2: Altered Hydrologic Cycle. As the land use is changed, from forest to farm to urban landscape, the hydrologic cycle is impacted.

Thank you,

Margaret and Michael Schonhofen
 5325 SW Westside Drive
 Portland, Or 97221

From: Planning and Sustainability Commission
Sent: Thursday, January 15, 2015 4:15 PM
To: Kovacs, Madeline
Subject: FW: Opposition to amending environmental overlay zone for Pembina Pipeline proposal

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: Thursday, January 15, 2015 1:31 PM
To: Planning and Sustainability Commission
Subject: Re: Opposition to amending environmental overlay zone for Pembina Pipeline proposal

Hello Julie,
Thank you for alerting me to my mistake. My full name is Jeremy Byron Tennant, and I live at 1133 NE Holman St., Portland OR, 97211.
I intend to contribute additional written testimony highlighting relevant Comprehensive Plan "Goals and Policies" ASAP.

My immediate questions after hearing spoken testimony include:

Process:

-Why was the Pembina Pipeline and proposed Terminal 6 Environmental Overlay Zone (E.O.Z.) amendment forwarded to the public input process, when it seems clear that many key questions remain unanswered?

-In Portland, historically we have unique and cherished opportunities for public input in government decisions. Has this process been an example of "best practices" in terms of time spent by PSC, BPS, and informed, active citizens?

-Is it incumbent upon citizens involved in the public input process to inform local leaders of the basic considerations required to make sound decisions, as well as the potential consequences and precedent influenced by these decisions?

-Should the public input process be required to judge of the accuracy, honesty, and veracity of claims made by proponents of major projects? What negative consequences may result from this approach?

-Should a case such as the proposed Terminal 6 E.O.Z. amendment be hastily reduced to

technical interpretation as the result of an apparently fast-tracked process, with so much at stake in terms of precedent?

Specifics and Apparent Factual Discrepancies:

-How much land is immediately at stake in this process? At the spoken testimony, I heard 62 acres. This represents about a 50% discrepancy in excess of figures commonly circulated in news outlet reports.

- It appears several last-minute commitments were proposed by Pembina in order to placate various interests. How many of these commitments were guaranteed in writing, and can we expect more delayed announcements on or near March 17th? Is there a deadline for input from proponents of the code amendment which allows reasonable response time?

-I am hearing that the 62 acres, as amended, would provide 35 or more permanent jobs at a pay rate of \$50,000 or more. These numbers, as presented, would seem to guarantee \$1,750,000 total salary for a jobs-per-acre ratio of .56 jobs/acre. Why am I reading \$7,000,000 per year in news reports? Could more jobs-per-acre be achieved by alternate use of the land, as currently protected by the E.O.Z.?

-What is a "permanent job"? Are permanent jobs guaranteed in a written contract?

-If the Terminal 6 E.O.Z. amendment is approved, will a competitive bidding process then ensue, to ensure equitable opportunities to apply for development of the land in question?

Portland Comprehensive Plan:

-In Woodlawn, neighbors have repeatedly expressed concern about the potential for explosive accidents involving transport of fossil fuels by train. Neighbors report seeing coal and oil trains passing nearby, despite media claims to the contrary (i.e. "no" to coal and "not now" to oil). Many businesses and residences are within possible blast zones, in the event of an accident. Woodlawn School, which is currently the benefactor of a federal School Improvement Grant, is located within about 1000 feet of train tracks. Train noise in the middle of the night disrupts sleep of neighbors, and we experience elevating levels of daytime noise with the airport nearby, sometimes to a painful extent. Is there language in the Comprehensive Plan addressing Environmental Justice that can be applied to the train component in this case? Can this establish precedent?

-When considering the short-term benefits of temporary construction jobs, do decision makers consider the historical lessons of the social and economic impacts of Vanport?

Thanks,
Byron

On Wed, Jan 14, 2015 at 10:48 AM, Planning and Sustainability Commission

<psc@portlandoregon.gov> wrote:

Hello Byron,

Thank you for your comments to the Planning and Sustainability Commission. So that I may forward your message to the Commissioners and include your comments in the record, 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: J.Byron Tennant [mailto:j.byrontennant@gmail.com]
Sent: Tuesday, January 13, 2015 1:44 PM
To: Planning and Sustainability Commission
Subject: Opposition to amending environmental overlay zone for Pembina Pipeline proposal

Hello,
My name is Byron Tennant, and I am a Portland resident. Please do not amend the existing environmental overlay zone in order to clear the way for the proposed Pembina project. The environmental overlay zone should be left intact as designated. Even before potential adverse impacts of the Pembina project have been thoroughly analyzed, changing the environmental overlay zone would seem to set a troubling precedent for further environmental protections to be stripped. Please also consider the following excerpts from Comprehensive Plan public input, as represented on necoalition.org under Land Use and Transportation:

NPLUG Health Overlay:

“Portland’s comprehensive plan update, Policy 4.28.d, encourages design and land use patterns that mitigate negative air quality and noise impacts in Portland neighborhoods, especially near high vehicle traffic areas, and other sources of air pollution. Similarly, Portland’s Climate Action Plan (CAP) goals 1-4 aim to reduce the environmental impacts of new development through more sustainable land use and design principles.”

PIAC Letter:

“It is important to avoid the implication that the Comp Plan only applies narrowly to land use decisions and the work of the Bureau of Planning and Sustainability. PIAC is tasked with recommending policies and practices to expand public involvement in city government. Even if the term is defined broadly, we are concerned that the use of “land use” alone could limit public involvement by creating the perception that the Comprehensive Plan does not apply to other kinds of government decisions.”

Woodlawn LUTC Comp Plan Feedback (Please note- this is a Draft):

“Safety: Deep concerns about the volatile items being shipped on trains through our neighborhoods and the potential for explosions or environmental catastrophe. We now have propane tanks added to the areas near the railroad. Shipping oil, gas, ammonia, coal, or flammable liquids carries risk. The plan proposes adding another track. (Kenton Rail Line project). This additional track could increase shipping of volatiles and at higher speeds. We have grade schools and residences extremely close to the tracks. Our neighborhood center is well within the blast radius (which goes from the tracks to almost Holman Street, in the Woodlawn neighborhood.”

BPS Summary of Comprehensive Plan Public Testimony (Memo 5):

“Some of the most frequently-commented on topics at this time include but are not limited to:

- Concerns about current proposals for West Hayden Island... expressing a desire to keep the island as a nature preserve/open space...
- Desire to carefully consider the development of green-fields, and to prioritize re-development of brownfields in meeting projected employment land needs.
- Requests to extend PSC hearings..."

Micah-Meskel_Industrial-Zoned-Lands-Testimony-11-4-14:

“In general, the City needs to take a more sustainable and balanced approach in its strategy for addressing industrial land demand in its comprehensive plan... the quest to secure additional industrial land should not trump the health of our communities and environment. The livability of our neighborhoods is a huge asset and should not be compromised... the surrounding neighborhoods will likely see an increase in pollution and loss of significant environmental benefits that these open spaces provide, with no real promise of economic benefits to the effected communities.”

“The city should take a more sustainable strategy forward;... A strategy that includes a greater emphasis on cleaning up existing brownfields, one that strives to redevelop greater than 60% of existing brownfields... A strategy that looks at promoting the intensification of jobs on current and future industrial lands which will provide more jobs per acre... A strategy that restricts the ability of industrial landowners to up-zone industrial land for other uses.”

“If these strategies don’t bring the City to reaching its industrial lands goals then it needs to consider taking a serious look at seeking a Goal 9 exception from the State of Oregon. Goal 9 is the driving force behind many of these proposals that will adversely affect our North and Northeast Portland neighborhoods. The City needs to determine if a landlocked Portland can really continue to find large parcels of developable lands without completely compromising the health of its communities and environment now and into the future.”

As Comp Plan public input continues to develop, I support the above statements and sentiments to the best of my current understanding, and therefore I must recommend against amending the environmental overlay zone in question. Thank you for providing this public comment opportunity.

-Byron Tennant

Northeast Coalition of Neighborhoods, Safety and Livability Team At-Large Representative



REED COLLEGE

OFFICE OF
THE TREASURER

3203 Southeast
Woodstock Boulevard

Portland, Oregon
97202-8199

telephone
503/777-7506

fax
503/777-7775

email
arvinl@reed.edu

Mr. André Baugh, Chair
Portland Planning and Sustainability Commission
Comprehensive Plan Update
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Reference: *Comments on Comprehensive Plan Proposed Draft*

Dear Chair Baugh and Fellow Commissioners:

Reed College appreciates this opportunity to comment on the City of Portland's Comprehensive Plan Proposed Draft. Reed College is supportive of the proposed change in zoning of its properties to a Campus Institution Zone; however, our support must remain conditional until wording of the ordinance is finalized and is acceptable to us. In our Campus Master Plan that was approved by City Council in October 2008 (page 3-19), we identified growth boundaries for future expansion. We would seek some assurance that all of the properties identified in our current Campus Master Plan, including the potential growth boundaries, would be included in the Campus Institution Zone.

We support a process that recognizes the inherent nature of change within our campus environments and agree that the current Conditional Use Master Plan (CUMP) process is cumbersome and misaligned with the realities of what our institutions represent in the neighborhoods where we exist. We are interested to know how the Reed College campus would transition to the new designation. We would support allowance of extensions on our current CUMP to avoid unnecessary expense of revisions until the City's new Comprehensive Plan is fully implemented. We would like to see the City rezone all existing institutional campuses when the new Comprehensive Plan is adopted, allowing for reasonable implementation exemptions to allow institutions to transition from current CUMP's to the new designation.

The proposed Campus Institution Zone will resolve a longstanding anomaly: Reed College was established long before land use zones were imposed, but College property has been treated as if it were an outlying condition, requiring a conditional use permit for most facility improvements on campus. Addressing the necessity to simplify the permit process and allowing for continued interior growth and change is a major step forward.

We look forward to continued involvement through the College Coalition as details of the Campus Institution Zone ordinance are refined and finalized.

Sincerely,


Lorraine Arvin
Vice President and Treasurer

From: Planning and Sustainability Commission
Sent: Wednesday, January 14, 2015 2:16 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
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From: RightInTheMiddle [mailto:rightinthemiddle@comcast.net]
Sent: Tuesday, January 13, 2015 12:49 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony

I'm a homeowner in the Riverwood planned community in the Argay Neighborhood of East Portland.

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

Thank you for your consideration.

Valerie Curry
12622 NE Prescott Drive
Portland OR, 97230



January 13, 2015

Housing Land Advocates
c/o Jennifer Bragar
Garvey Schubert Barer
121 SW Morrison Street, 11th Floor
Portland, OR 97204

VIA EMAIL AND US MAIL

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

RE: Comprehensive Plan Testimony – Change #133

To Whom It May Concern,

Housing Land Advocates (HLA) is a non-profit organization that advocates for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians. Housing Land Advocates opposes the City's current proposal to lower allowed densities in the Eastmoreland neighborhood, on equity grounds. The Eastmoreland proposal, listed in the City's comprehensive plan materials as proposed change #133, would increase minimum lot sizes and "down zone" the neighborhood from R5 to R7. This is exactly the opposite decision the City should be making in order to make housing in Portland more accessible and affordable to all citizens.

Increasing minimum lot sizes and locking into place the large-lot, single-family pattern of existing housing increases the cost of housing, both in Eastmoreland and citywide. On a neighborhood level, the proposed change would have the effect of reducing the housing capacity. Citywide, because there is a fixed amount of urban land available for development, constricting supply increases the cost of housing for everyone. Reducing housing capacity in one neighborhood results in price increases and redevelopment pressure on other neighborhoods, and as a result perpetuates gentrification and displacement. Many other neighborhoods in Portland have been similarly faced with rising land values and redevelopment pressure, but they do not receive special treatment that guarantees their preservation at current densities.

Additionally, Eastmoreland is a close-in neighborhood, very well served by urban services. It has a prime location close to downtown, plentiful open space, quality schools, and is next to a new light rail station at SE Bybee and SE McLoughlin

Boulevard. Maximizing this investment in urban services would indicate land that should be up-zoned to greater densities, not the reverse.

The listed rationale for the change is that it is intended to “match designation with on-the-ground development in neighborhoods, parks, and open space.” Existing development patterns are not sacrosanct, and were not a major consideration for zoning changes when they occurred in East Portland, the Pearl District, or many other Portland neighborhoods. Where select other areas of the City have been designated for reduced housing capacity, it has been a trade-off against other constraints. For example, areas of East Portland do not have adequate school capacity or sidewalk infrastructure, and would be over-burdened if built out to existing zoning allowances. Hillside areas near the zoo and Powell Butte would be vulnerable to landslides and flooding if fully built out. The proposed down zone in Eastmoreland has no such rationale, other than vague references to “neighborhood character” and historic development patterns.

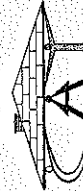
Neighborhood concerns about historic character, building design, and compatibility can be more appropriately addressed with other tools. These include instituting a historic district with design review, or modifying development standards within the zoning categories. A blanket down-zoning to keep out new development raises housing costs, is not an appropriate response for this neighborhood, and should not be pursued by the City.

Sincerely,



Jennifer Bragar
President

PDX_DOCS:526926.1 [13046.00117]



Sponsored by:

business

Please support our community to stop or decrease displacement by:

My name is: King King Zam

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: Chnts Cook

My email address is: CCookpdy@gmail.com

Please support our community to stop or decrease displacement by:

- Assisting Fixed-income households when cent needs in response to development
- Inventivize local businesses to pay a wage that would allow the employee to live in that neighborhood
- Require a percentage of all residential development to be qualified as affordable housing

Sponsored by:



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: Wafiq Diron

My email address is: weaqndiron@530kron.org

Please support our community to stop or decrease displacement by:

- ① Enforce no-code violations
- ② Rent control
- ③ Increasing real estate transfer fee

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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: Patti Staker

My email address is: patti.staker@ispoll.net

Please support our community to stop or decrease displacement by:

We all have a need of safe affordable housing now! Please make this a priority.

Sponsored by:



The Community Alliance of Tenants

Thank you

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-

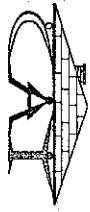
prensivo

Mi nombre es: YARETT KU-JIMENEZ

Mi correo electrónico es: _____

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: POR FAVOR NO CONSTRUYAN MAS EDIFICIOS PARA NO AUMENTAR LA RENTA.

translation: please do not build more buildings so as not to increase rents.
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: ANDY KU-JIMENEZ

Mi correo electrónico es: andys213@gmail.com

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: todas tengan las oportunidades iguales y les den la oportunidad / esperanza para lograr que las personas alcancen sus metas.

translation: that they be given equal opportunities and to let people achieve their goals



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-

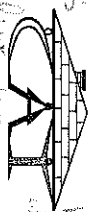
prensivo

Mi nombre es: ANGELA JIMENEZ

Mi correo electrónico es: ANGELAJIMENEZ2283@gmail.com

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: NO SUBAN LA RENTA PORQUE DESPUES MIS PADRES SE VAN A QUEDAR DESPUES Y TAMBIEN LOS VECINOS Y DESPUES HACIEN UN UNITE A QU

translation: afterwards do not raise rents also the neighbors will want to move and then no one will live here



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: YARETT KU-JIMENEZ

Mi correo electrónico es: _____

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: POR FAVOR NO AUMENTEN LA RENTA Y LA PRECIO DE AGUA

translation: please do not raise rents or the cost of water services



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: Susana Cervantes

Mi correo electrónico es: _____
Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: no nos suban la renta ni el cobro del agua

translation: please do not raise the rent or water fees

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: Antonio Rojas

Mi correo electrónico es: _____
Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: TE QUERAMOS ACCESO A TIENDAS Y VIVIENDAS ECONÓMICAS, DISMINUIR EL ESTABLECIMIENTO DE BARES (CAJITAS), PAU DILETRAS Y VIOLENCIA, MAS ZONAS RECREATIVA PARA LA FAMILIA.

translation: that we want access to shops and apartments that are economic, affordable, reducing the establishment of bars, gang activity and violence. More recreational areas for families.



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: Yolanda Cabrera

Mi correo electrónico es: _____
Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: allá construcción y que no aumente el precio de la renta y que suban los precios de nuestros alquileres

translation: there be construction and that it not raise rent prices, or that we have no jobs or decrease, or that we have no jobs.



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: Yolanda Cabrera

Mi correo electrónico es: _____
Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: allá construcción y que no aumente el precio de la renta y que suban los precios de nuestros alquileres

translation: there be construction and that it not raise the price of rent since people's work hours increase or decrease



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

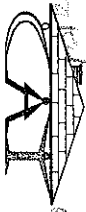
Mi nombre es: Antonio Rojas - S.

Mi correo electrónico es: _____

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: HAAYA ACCESO A

VIVIENDAS ECONÓMICAS, MENOS BARRIOS LUGARES DONDE SE GENEERE VIOLENCIA O PRADILLERIAS.

translation: that there be access to affordable housing, less violence is generated in the



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: Maria Gabriela Alvarez

Mi correo electrónico es: _____

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: Hayas aumenten la renta y los parquederos

translation: do not increase rent and the

Patrocinado por: parking lots?



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: Teresa Jerez S.

Mi correo electrónico es: _____

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: todos tengamos la oportunidad de tener un hogar estable y seguro.

translation: that all have the opportunity to have a home affordable for all.



La Alianza Comunitaria de Inquilinos

OUR COMMUNITY, OUR VOICES!

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

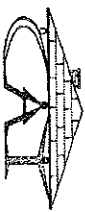
Dear: Planning & Sustainability Commissioners/Comprehensive Plan

My name is: Eden de la Cruz

My email address is: eden@delacruz.com

Please support our community to stop or decrease displacement by: Support schools

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: Kim McCarty Portland Oregon

My email address is: kim.mccarty@portlandoregon.gov

Please support our community to stop or decrease displacement by:

asking the state to allow rent control. Build or lease more units in local apartment areas to stabilize rent. Demand that increasing rents. Demand that developers inform the city when planning to displace. Allow schools to keep students even when families are forced to move out of the district.

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

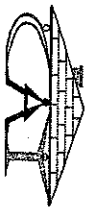
My name is: Steve Weiss

My email address is: 2727 SE 16th Ave

Please support our community to stop or decrease displacement by:

Build more housing for the lowest income people

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/Action Plan

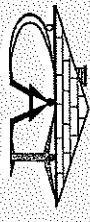
My name is: Justin Sun email.com

My email address is: JustinSun@gmail.com

Please support our community to stop or decrease displacement by:

I just moved to St. Johns. I don't want my move there to mean other are forced out. We all deserve the chance to live in a healthy, diverse and inclusive community.

Sponsored by:



The Community Alliance of Tenants

The Community Alliance of Tenants



Sponsored by:

570 SW - not sure, nursing prv mon

Please support our community to stop or decrease displacement by:

My name is: Doreen Khan

My address is: 1700 NW 21st Ave

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: Joe DeBruin

My email address is: J.DeBruin@psa.com

Please support our community to stop or decrease displacement by:

We need a Community Center in our area. Also we can get in for meetings for different things.

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: lets support

My email address is: lets.support@gmail.com

Please support our community to stop or decrease displacement by:

more affordable housing stop demolishing homes

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: Ruby Warnock

My email address is: RubyWarnock@gmail.com

Please support our community to stop or decrease displacement by:

maintain rental rates; providing more housing; adding apartments; developing low-stay food/bev/enterainment features & business.

MULTI VILLAGE IS NICE! LETS MAKE MORE LOCAL BUSINESSES FLOURISH!

Sponsored by:



The Community Alliance of Tenants



g

January 13, 2014

Planning & Sustainability Commission
1900 SW 4th Avenue
Portland, OR 97201-5380
psc@portlandoregon.gov

RE: Comprehensive Plan Testimony

(via postal and electronic mail)

Dear Planning & Sustainability Commission:

I write on behalf of the Concordia Neighborhood Association (“CNA”) to provide testimony regarding the proposed draft of the Portland Comprehensive Plan. The CNA appreciates the hard work by City staff and community stakeholders to create a thoughtful vision for Portland’s future. The draft Plan articulates a set of policies that point in a direction that may serve our community well through the coming years. However, we believe that the draft Plan could be improved in several ways, as discussed below.

OVERVIEW

The CNA values this comprehensive planning process as a once-in-a-generation opportunity to address concerns shared citywide by many neighborhood associations and individual citizens. Some specific concerns bear highlighting:

Residential Demolitions:

New planning guidelines should discourage unnecessary demolitions of single-family homes and encourage preservation of dwellings and other buildings where feasible. At present, demolitions in Concordia are typically no longer just replacing dilapidated dwellings or filling in previously-vacant full-size lots. Instead, new construction is replacing older, generally sound homes that tend to be affordable to median-income households, with much larger single-family homes that tend to be unaffordable to all but the highest-income households within our neighborhood. This trend is slowly chipping away at the historically affordable housing stock

within our neighborhood, is environmentally destructive, and does little or nothing to contribute to density.

The Plan should adopt policies to favor preservation and renovation over demolition where feasible. Demolition should be a tool of last resort, deployed only when the existing structure has reached the end of its useful lifespan.

“Flats” in Single-Family Zones Served by High-Quality Transit

To ensure that it is economically feasible to build new units affordable to median-income households, the Plan should allow for multiple dwelling units within structures that otherwise meet the form requirements for single family homes. The City should implement and enforce these policies through changes to its building and zoning codes.

Within the portions of the R5 and R2.5 zones served by high-quality transit service, a new overlay zone should be created, whose boundaries would be reviewed and edited by neighborhood associations prior to finalization. This overlay zone would allow for multiple residential units, up to two per floor, in structures that otherwise met the guidelines for single-family structures. This transition in the code, from a strict focus on density towards more of a form-based code, would place the emphasis on minimum lot size, maximum lot coverage, building setbacks, height, protection of existing mature trees, and other issues relevant to neighborhood livability.

All new development should comply with Community Design Standards

To ensure that the character of our communities is maintained and respected, the City’s Community Design Standards should be required for all new projects, including all new construction and all remodels requiring permits; all such projects that are not able to comply with Community Design Standards shall be subject to Design Review. By-right development of projects that do not meet Community Design Standards should no longer be an option.

RECOMMENDATIONS ON SPECIFIC POLICIES PROPOSED IN THE DRAFT PLAN:

Page GP3-14:

“Freight Corridors

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.*

CNA Concern: 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.

- *CNA Recommendation:* One way to change the language to reflect this may be to strike the words “While the forms of” and “not expected to change significantly, they”, and to insert an additional sentence that acknowledges that these corridors may, in fact, have to change significantly in order to safely accommodate multi-modal access in the future. These suggested edits are shown above.

Page GP3-16:

“City Greenways

City Greenways are a network that includes the following types of infrastructure:

...

4. Neighborhood greenways are an extensive network of streets with low volumes of *local access only* motor vehicle traffic that are prioritized for bicycles and pedestrians, working in conjunction with the rest of the City Greenways system to extend the system into all neighborhoods.”

CNA Concern: 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 at intersections between greenways and arterials, as well as traffic diverters that are spaced between 2 and 10 blocks apart between arterials along neighborhood greenways (where the grid is intact). These diverters would allow bicycles & pedestrians to continue, but force motorized vehicles to turn and find another route (where a reasonable parallel route exists). Specific traffic diverter locations and styles should be chosen in a context-sensitive manner, in coordination with local neighborhood and business associations.

- *CNA Recommendation:* Add language to this policy statement that specifies that neighborhood greenways are open to motor vehicle traffic for local access only, as shown in the edits above.

Page GP3-17:

“Employment Areas

Industrial Districts – Industrial districts are in the low, flat areas along Portland Harbor and the Columbia Corridor, Oregon’s freight infrastructure hub. The manufacturing and distribution sectors concentrate here. *Though in the past* they typically *have* needed

one-story buildings, medium to large sites, and locations buffered from housing, *in the future these areas are expected to become more inclusive of multiple-story buildings containing a mix of complementary uses.* There is also an industrial district in the Central Eastside and smaller industrial areas scattered around the city, mostly adjacent to major transportation hubs.”

CNA Concern: Some language needs to be inserted to clarify that, while in the past (since World War 2), our industrial districts have been characterized by single-story buildings on large sites, in the future they will need to become more like industrial districts of the late 19th and early 20th century, with multiple-story buildings containing a mix of complementary uses. We have a shortage of industrial lands within city limits, so those lands that are already zoned for industrial should see an intensification of uses. Additionally, we should double down on our efforts to reclaim appropriate brownfield sites as future industrial land development opportunity areas.

- *CNA Recommendation:* Modify this policy statement to specifically state that industrial lands are expected to see an intensification of uses in the future. Potential language to accomplish this goal is shown above.

Page GP3-22:

“Policy 3.77: 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.*”

CNA Concern: 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.

- *CNA Recommendation:* Add language that requires all development on lots served by alleys, to provide auto access to the property from the alley. Potential language to accomplish this goal is shown in the edits above.

“Policy 3.79: Inner Neighborhoods infill. Fill gaps in the urban fabric through infill development on vacant and underutilized sites, and re-use of historic buildings on adopted inventories. Integrate new development into these districts’ historic development patterns.” *Ensure that development preserves and incorporates, rather than removes, mature trees.*

CNA Concern: Mature trees merit special consideration as something that new development should seek to preserve. The Concordia neighborhood has

lost over 20 mature, old-growth trees due to development in the past year alone. These century-old trees provide carbon sequestration and habitat benefits that are not included in development pro-formas. Their removal imposes negative externalities on the neighborhood, including its ecology. It is apparently too easy currently for a developer to remove mature trees without having to pay for the true cost, including quantified externalities, associated with their removal.

- *CNA Recommendation:* Add stronger language to protect mature trees. An example of potential language to accomplish this goal is shown in the edits above.

Page GP4-6:

“Policy 4.11: 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.”

CNA Concern: 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.

- *CNA Recommendation:* Insert stronger language into this policy statement, making it clear that development shall be required to use existing alleys, where they exist, to provide automobile access to properties. Potential language to accomplish this task is shown in the edits above.

“Policy 4.12: Adaptable neighborhoods. Encourage more housing choices to accommodate a wider diversity of family sizes, incomes, and ages. Allow adaptive reuse of existing buildings and the creation of *detached* accessory dwelling units to serve the changing needs of a household over time.” *Allow structures to be built in single family detached zones that meet height, setback, site coverage and minimum lot size requirements for single-family structures (and otherwise are visually similar to single-family homes), but that contain multiple units stacked vertically (“flats”), in zones served by high-quality transit.*

CNA Concern: Create a new policy to allow flats to be built in single-family neighborhoods. There is currently a lot of anger within the neighborhoods of Portland over the home demolition epidemic. People feel that they are being subjected to the stress of demolitions, of losing affordable housing stock within the neighborhood, without seeing any potential benefit. Currently, affordable homes are being demolished to construct homes that are only affordable to higher-income households, without doing anything to help with the supply of affordable housing. At least within the Concordia neighborhood,

neighbors would rather have the new larger structure that is built following a demolition be full of perhaps three flats, each affordable to a middle-income household, rather than one single expensive home. This would aid in the supply of affordable housing within the neighborhood, reduce pressure on the UGB, increase the supply of customers for neighborhood businesses, and generally help to meet community goals and needs.

- *CNA Recommendation:* Insert language that allows structures in single-family zones in areas served by high-quality transit to contain multiple units, as long as the building envelope meets the requirements for those zones in terms of height, setbacks, lot coverage, etc. Some potential language to accomplish this goal is shown in the edits above.

Page GP4-7:

“Policy 4.13: Scale and patterns. Encourage design and development that complements the general scale, character, and natural landscape features of neighborhoods. Consider building forms, scale, street frontage relationships, setbacks, open space patterns, and landscaping. Allow a range of architectural styles and expression, and respect existing entitlements.” *Remove strict restrictions on dwelling units per structure in transit zones.*

CNA Concern: Current zoning codes are too restrictive on development, and often impose artificial limits on density that are based primarily on the number of dwelling units. Rather than focusing on the number of dwelling units, codes should focus on the form of development, the height of the structure, treatment of existing mature trees on the site, the relationship to the street, and the relationship to adjacent structures. Because the number of dwelling units is itself a function of the size of each unit as much as anything else, developers and property owners should be given more freedom to size each unit as they see fit, as long as they meet code requirements for the form of the building.

- *CNA Recommendation:* Insert language into Policy 4.13 that allows for the removal of restrictions on dwelling units per structure within transit zones. One possible way to do so is shown in the edits above. It may be preferable to use FAR, or simply height and lot coverage, as the mechanisms through which building size is regulated between different zones.

“Policy 4.16: 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.*

CNA Concern: Awnings should be specifically called out 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.

- *CNA Recommendation:* Insert language requiring buildings to provide awnings within the pedestrian districts of centers and corridors. Some potential such language is shown in the edits to Policy 4.16, above.

“Policy 4.20: Residential uses on busy streets. Improve the livability of places and streets with high motor vehicle volumes. Encourage landscaped front setbacks, street trees, and other design approaches to buffer residents from street traffic.” *Prevent new single-use single-family houses in commercial retail zones. Require a ground floor use that contributes to a retail-oriented pedestrian environment, such as ground-floor retail space.*

CNA Concern: There have been too many instances in recent years of new development on our neighborhood main streets, such as Alberta and Belmont streets, that is purely residential. This creates “dead zones” on these streets. New development should seek to prevent the production of more such “dead zones” by requiring ground-floor uses that are compatible with the intent of a retail mixed-use pedestrian environment.

- *CNA Recommendation:* Insert language requiring ground-floor retail or similar uses in development in the pedestrian zones of centers and corridors. Some potential language to accomplish this is shown in the edits to Policy 4.20, above.

Page GP4-8:

“Policy 4.21: Natural features and green infrastructure in centers and corridors. Integrate natural and green infrastructure, such as street trees, green spaces, ecoroofs, *living walls*, gardens, and vegetated stormwater management systems, into centers and corridors.”

CNA Concern: Living walls are quickly becoming popular as a way to provide greenery on buildings, to prevent graffiti, and to enhance livability. Living walls should be added to the list of green infrastructure to seek in centers and corridors.

- *CNA Recommendation:* Add living walls to the list of green infrastructure features recommended for centers and corridors, as shown in the edits to Policy 4.21, above.

Page GP4-9:

New Policy Suggested, Perhaps Policy 4.28h: Air Quality Impacts of Airports. Air quality emissions from airports, including Portland International Airport, shall be reduced, mitigated, and eventually eliminated.

CNA Concern: There appears to be no mention of the air quality impacts of the airport, yet maps of the air pollution plume from the airport show that it extends deep into Northeast Portland. The City thus needs to have a policy to reduce, mitigate, and eventually eliminate the air quality impacts from the airport, in order to protect the health of its residents, especially those most vulnerable to the impacts of air pollution. Certainly, by 2035, this should be an achievable goal. A new policy in this section might be the best way to address this need.

- *CNA Recommendation:* Add a new policy, perhaps 4.28h (as shown above), to specify that the City has a long-term goal of eliminating negative air quality impacts from airports on adjacent neighborhoods, and a short-term goal of reducing and mitigating those impacts.

“Policy 4.52: Water use efficiency. Encourage site and building designs that make efficient use of water and manage stormwater as a resource.” *Encourage the re-use of graywater from showers, sinks, kitchens, and laundry for landscape irrigation, especially for permaculture.*

CNA Concern: Graywater does not appear to be specifically addressed anywhere in this draft of the Comp Plan, so this may be the most appropriate place to insert a reference to it. Given our increasingly long summertime droughts in Portland, graywater makes sense as a way to re-use water to reduce water consumption for landscape irrigation purposes. It can be used untreated in completely underground applications, or it can be treated and re-used for other purposes.

- *CNA Recommendation:* Add a new sentence to Policy 4.52 that clarifies City support, as a matter of policy, for the re-use of graywater from showers, baths, sinks, kitchens, and laundry. Establish policies to encourage the responsible installation and use of graywater systems within the City.

Page GP4-14:

“Policy 4.63: Urban heat islands. Encourage development, building, *landscaping, tree planting,* and infrastructure design that reduces urban heat island effects.”

CNA Concern: This section on urban heat islands seems to read as if technological fixes are preferred to help reduce the urban heat island effect. The most cost-effective solutions may indeed be the simplest, however: plant more trees and perennial shrubs. At the very least, a nod in this direction could be added by inserting the word “landscaping” into this list.

- *CNA Recommendation:* Add the planting of trees and landscaping to the lists of solutions to reduce the urban heat island effect. Work to establish City policies that encourage wider adoption of permaculture practices that reduce the Urban Heat Island effect and sequester additional atmospheric carbon on a long-term basis. This could be done by modifying Policy 4.63, as shown above.

New Policy Suggested, perhaps 4.69? Organic Practices Within City Limits. *Within the City of Portland, all lands and buildings shall be managed under a standard that is equivalent to Oregon Tilth certification. This shall include banning within city limits and on all lands owned and/or managed by the city, all pesticides, herbicides, insecticides, fertilizers, etc. that are not approved for use by Oregon Tilth, except for in cases of extreme urgency (such as, if it were to be otherwise prohibited, to inoculate Dutch Elm trees against Dutch Elm Disease). Doing so will encourage the restoration of wildlife habitat, protect endangered fish and wildlife populations, protect threatened bee populations, and protect the health of human and other living inhabitants of the city.*

CNA Concern: To protect the health of humans and other inhabitants of our city, Portland should seek to be managed according to standards that could be certified as organic by Oregon Tilth. This policy is expected to save money for those following it, and to have positive impacts on the health and economy of the City and its residents and businesses. This policy should apply to all lands, public and private, within or controlled by the City of Portland.

- *CNA Recommendation:* A new policy should be created to this effect, based on language such as that above.

New Policy Suggested, perhaps inserted after 5.36? Multiple Dwelling Units in Single Family Zones. *Encourage the development of flats in single-family neighborhoods within high-quality transit zones, that is, vertically separated multiple housing units within buildings that otherwise resemble single-family homes and comply with single-family zone requirements related to height, setback, lot coverage, and minimum lot size.*

CNA Concern: A new policy should be created to specifically legalize “flats” in single-family neighborhoods (R5 and R2.5 zones), where multiple vertically separated housing units are housed within structures that otherwise appear to be single-family homes and meet all of the zoning regulations for single-family zones except those relating to number of units.

- *CNA Recommendation:* A new policy should be created to allow for multiple dwelling units within each dwelling structure in single-family zones, based on language such as that above. This policy should allow for a new overlay zone to be created and applied within the portions of the R5 and R2.5 zones that overlap with high-quality transit zones, as defined by the City for the purposes of allowing multifamily development with no or reduced off-street parking. The resulting

overlay zone map should be shown to neighborhoods prior to final adoption, for the purposes of collecting input and revising the boundaries of the overlay zone based on input from neighborhood associations. This policy could be written as shown in the suggested text above.

Page GP6-10:

“Policy 6.23: 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 net zero emissions in this sector.*”

CNA Concern: 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 net 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.

- **CNA Recommendation:** Adopt a policy goal of net zero emissions from the trade and freight sectors of the economy by the plan horizon year. This could be done by modifying Policy 6.23, as shown above.

Page GP6-17:

“Policy 6.59: Neighborhood business districts. Provide for the growth, economic equity, and vitality of neighborhood business districts (Figure 6-3). *Eliminate “by right” single family development in commercial or mixed use zones; require all new development to provide ground-floor space for uses (such as retail) that support the retail-oriented pedestrian environment within neighborhood business districts.*”

CNA Concern: Some language should be inserted here to clarify that, indeed, for neighborhood business districts to survive and thrive, they must be districts for business. Space must thus be allocated specifically for supportive uses, and new single-family (or other) development that does not acknowledge the need to provide this space, especially on the ground floor, must be prohibited.

- **CNA Recommendation:** Adopt a policy requiring ground-floor commercial space (or others uses that support the retail-oriented pedestrian environment) in all new development in centers and corridors, eliminating “by right” single family development in these areas. This could be done by modifying Policy 6.59, as shown above.

Page GP7-14:

“Policy 7.48: Connected upland and river habitats. Enhance habitat quality and connectivity between the Willamette riverfront and upland natural resource areas.”
Daylight creeks through urban areas; use these creeks as the centers of habitat corridors.

CNA Concern: Daylighting can be an effective strategy to not just connect streams to rivers, but also to connect upland to lowland habitats along new (restored) habitat corridors.

- *CNA Recommendation:* Adopt a policy supportive of daylighting creeks that are currently in underground culverts. This could be done by modifying the test of Policy 7.48, as shown above.

Page GP8-13:

“Policy 8.29: 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.*

CNA Concern: The current language of Policy 8.29 is very vague, and needs to have stronger language with specific desired outcomes. An achievable policy goal would be net-zero carbon emissions from City vehicles and properties, especially by the plan’s horizon 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.

- *CNA Recommendation:* Adopt a policy requiring the City of Portland to produce net zero carbon emissions from public facilities by the Plan’s horizon year. This could be done by modifying the test of Policy 8.29, as shown above.

Page GP8-15:

“Policy 8.42: 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, and encourage further undergrounding in single-family neighborhoods.*

CNA Concern: The current language of Policy 8.42 is a bit vague and could have more teeth. For a variety of reasons, including resiliency, undergrounding would be a good citywide 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 allow for undergrounding to occur at a cost far cheaper than was previously available. Whenever a street is opened, in Centers and Corridors overhead utilities on that block should be undergrounded as a matter of policy, and within other areas of the City the option to underground overhead utilities on that block should be offered to all property owners at the most economical cost achievable.

- *CNA Recommendation:* Adopt a policy encouraging or requiring the undergrounding of overhead utilities within the City of Portland, as appropriate, whenever other work requires the opening of the street. This could be done by modifying the test of Policy 8.42, as shown above.

“Policy 8.43: 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.”*

CNA Concern: 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, and the ROW shall not be vacated.

- *CNA Recommendation:* Adopt a policy relating to street vacations that strongly favors not vacating any street that serves or could serve as a link in the surrounding area’s bicycle and/or pedestrian network, as shown in the above modifications to Policy 8.43.

Page GP8-16:

“Policy 8.49: Pollution prevention. Reduce the need for wastewater treatment capacity through land use programs and public facility investments that manage pollution as close to its source as practical and that reduce the amount of pollution entering the sanitary system.” *Encourage the development of on-site graywater systems for landscape irrigation during the dry season (or for other re-use purposes if treated on-site).*

CNA Concern: Graywater, or the re-use of water from kitchen, laundry, sinks, showers, baths, and most other domestic wastewater sources except toilets, has a huge potential to reduce water consumption in Portland during the dry season. It should be specifically encouraged as City Policy, encoded in the Comprehensive Plan. The City should cooperate with other partners to develop a graywater program that educates property owners as to the

responsible installation, maintenance and operation of graywater systems, including what substances and products can and cannot be used in conjunction with an active graywater system.

- *CNA Recommendation:* Adopt a policy encouraging the use of graywater systems, where appropriate, within the City of Portland. The edits to Policy 8.49, as shown above, are intended to support the accomplishment of this goal.

Page GP8-18:

“Policy 8.66: Storage. Provide sufficient in-city water storage capacity to serve designated land uses, meet demand fluctuations, maintain system pressure, and ensure supply reliability, *even during extended drought periods.*”

CNA Concern: Many residents are concerned that, with the closure and proposed closure of many of the City’s open-air water reservoirs, that the door is being closed on water storage capacity that could be crucial in the future as climate change brings longer, drier summertime drought conditions to our region. The City should, as a matter of policy, ensure that it has adequate water storage capacity to allow adequate supply even during the most long-lasting, extreme drought conditions, without having to resort to groundwater pumping (which should only be a strategy of very last resort).

- *CNA Recommendation:* Adopt a policy requiring the City of Portland to provide enough water storage capacity to allow the City to ensure supply reliability without needing to support to groundwater pumping, even during extended drought periods. The edits to Policy 8.66, as shown above, are intended to support the accomplishment of this goal.

Page GP8-23:

New Policy, perhaps 8.105? Sustainable Energy 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.*

CNA Concern: 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.

- *CNA Recommendation:* Adopt a policy requiring the City of Portland to maximize the production of sustainable energy on lands and facilities that it owns or controls, while reasonably balancing this policy goal

against other competing needs and interests for those lands and facilities. Some potential policy language to accomplish this goal is shown above, as a suggested new Policy 8.105.

Page GP9-8:

“Policy 9.15: Repurposing street space. Encourage repurposing ~~street segments~~ *portions of street Rights-Of-Way* that are not critical for transportation connectivity to other community purposes.”

CNA Concern: 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.

- **CNA Recommendation:** Modify Policy 9.15, as shown above, to clarify that the City seeks to re-purpose under-used portions of the street Right-Of-Way to allow them to find their highest and best use; but that the City has no interest in closing any existing or potential links in its pedestrian and/or bicycle networks.

Page GP9-9:

“Policy 9.21: Bicycle transportation. Create conditions that make bicycling more attractive than driving for most trips of approximately ~~three~~ *five* miles or less.”

CNA Concern: 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.

- **CNA Recommendation:** Modify Policy 9.21, as shown above, to clarify that the City seeks to create conditions to make bicycling more

attractive than driving for most trips of approximately *five* miles or less.

Page GP9-10:

“Policy 9.29: Intercity passenger service. Coordinate planning and project development to *create/expand electric rail* intercity passenger transportation services in the Willamette Valley, ~~and~~ from Portland to Seattle and Vancouver, BC, *and from Portland to nearby cities including Hood River, The Dalles, Bend via Mt. Hood, and destinations on the Oregon Coast including Astoria to Tillamook.*”

CNA Concern: The City should seek stronger, carbon-neutral passenger transportation connections to more of its hinterlands. Electric interurban/intercity passenger rail service should be planned to connect Portland to Eugene (and points south), the Oregon Coast including Astoria to Tillamook (and possibly points south), the Columbia Gorge including Hood River and the Dalles (and possibly points east), Bend and Central Oregon via Mt. Hood, as well as points to the north, including Vancouver (WA), Olympia, Seattle, and Vancouver, BC.

- **CNA Recommendation:** Modify Policy 9.29, as shown above, to clarify that the City seeks to become the epicenter of an electric interurban passenger rail network that connects it via a rapid carbon-neutral mode of transportation (that offers better travel times than are available currently from road-based transportation modes) to the major population and destination centers of its hinterlands that it is currently connected to via the road network.

“Policy 9.32: 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 net zero emissions from freight movement.*

CNA Concern: 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.

- **CNA Recommendation:** Modify Policy 9.32, as shown above, to clarify that the City seeks to achieve net zero emissions from freight movement.

Page GP9-11:

“Policy 9.35: 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 and eliminate emissions from freight rail activities.*”

CNA Concern: 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.)

- **CNA Recommendation:** Modify Policy 9.35, as shown above, to clarify that the City seeks to electrify its regional rail network, and double-track it where necessary to allow for the co-existence of both freight and passenger rail operations in a manner that allows both to maintain their growing schedules.

“Policy 9.37: Portland International Airport. 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 and to achieve net zero airport-area emissions by the Plan horizon year.*

CNA Concern: 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.

- **CNA Recommendation:** Modify Policy 9.37, as shown above, to clarify that the City seeks to reduce emissions from Portland International Airport and surrounding, related facilities to a mitigated net of zero by 2035.

Page GP9-13:

“Policy 9.52: 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.*”

CNA Concern: 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.

- *CNA Recommendation:* Modify Policy 9.52, as shown above, to clarify that the City seeks to encouraged the shared use of both on- and off-street parking.

Page GP10-9:

“Policy 9.52: 6. Single-Dwelling — 5,000

This designation is Portland’s most common pattern of single-dwelling development, particularly in the city’s inner neighborhoods. It is intended for areas near, in, and along centers and corridors where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas within this designation generally have few or very limited development constraints. Single-dwelling *structure* residential will be the primary use. The maximum density is generally 8.7 units per acre, *except where an overlay zone allows up to 8.7 primary structures per acre, where each structure may have up to two dwelling units per floor.* The corresponding zone is R5.”

CNA Concern: While the R5 zone is intended for areas near, in, and along centers and corridors with access to frequent transit, this language focuses too much on density rather than form. Especially beginning with this zone and continuing into the higher-density residential zones, Portland should transition to more of a form-based code, one which focuses on minimum site size, maximum lot coverage, setbacks, height, protection of existing mature trees, and other issues relevant to neighborhood livability. The code should transition away from a strict focus on density, which can often be counter-productive towards achieving other livability-related goals, including affordable housing and achieving the critical mass of neighborhood population required to support the services of commercial centers within a 20-minute walk.

- *CNA Recommendation:* Modify the definition of the R5 zone, as shown above, to clarify that the focus, especially within high-quality transit zones, is on primary structures per acre, rather than dwelling units per acre, and that up to two dwelling units are allowed per floor of the structure (including basements and attics) in these areas.

RECOMMENDATIONS NOT CORRESPONDING TO SPECIFIC POLICIES PROPOSED IN THE DRAFT PLAN:

Community Design Standards Should Apply Everywhere. All new development, construction, or remodels requiring permits, shall comply with either Community Design Standards or be approved via the Design Review process.

CNA Concern: To ensure that the character of our communities is maintained and respected, the City's Community Design Standards should be required for all new projects, including all new construction and all remodels requiring permits; all such projects that are not able to comply with Community Design Standards shall be subject to Design Review. By-right development of projects that do not meet Community Design Standards should no longer be an option.

- ***CNA Recommendation:*** Modify the Zoning Code to clarify that all new construction requiring permits within the City shall either comply with Community Design Standards, or be approved via the Design Review process.

The CNA encourages the City to incorporate our recommendations into the Comprehensive Plan and to follow through with actionable and enforceable policies for future growth and development.

Please feel free to contact me, or the Chair of our Land Use & Transportation Committee, Garlynn Woodson, at (503)-936-9873 or at garlynn@gmail.com, should you have any questions about any of the comments in this letter. Thank you very much for your thoughtful consideration of our input.

Sincerely,

Isaac Quintero
Chair, Concordia Neighborhood Association Board of Directors
Concordia Neighborhood Association
c/o NE Coalition of Neighborhoods
4815 NE 7th Avenue
Portland, OR 97211

cc: Mayor Charlie Hales, mayorcharliehales@portlandoregon.gov
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Commissioner Nick Fish, nick@portlandoregon.gov
Commissioner Steve Novick, novick@portlandoregon.gov
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BPS Director Susan Anderson, Susan.Anderson@portlandoregon.gov

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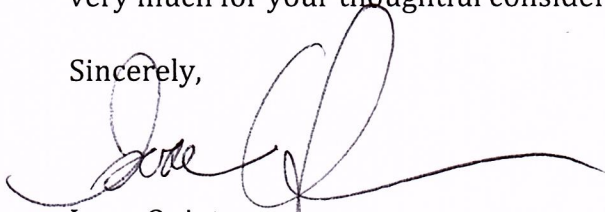
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