

From: Planning and Sustainability Commission
Sent: Monday, January 12, 2015 1:11 PM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony - 534 SE 46th Ave_Linsey Owens

Julie Ocken
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: Linsey Owens [mailto:linseyowens@yahoo.com]
Sent: Monday, January 12, 2015 12:46 PM
To: Planning and Sustainability Commission; Stockton, Marty
Subject: Comprehensive Plan Testimony - 534 SE 46th Ave_Linsey Owens

Hi Folks,

I would like to submit testimony on the comp plan proposal for SE 46th & 47th Street. It's an emotional statement and plea, since it's our home and community that we could be loosing if this does not pass.

We are in full support of this zone change from R5 to R2.5. We have been homeowners on this block since 2005 and have been living in a tiny wonderful historic 1913 home on an unused large lot that stretches from 46th to 47th. We have street access on both sides and we are one of only a few lots that has this much property. It's odd and it's about time we are able to do something with this old property.

Our intentions if this passes: We don't plan to sell this to a developer, but rather allow our growing family to remain in our neighborhood. We love the schools and resources and don't wish to move away just due to a lack of space when there is so much opportunity in my backyard. We have been working with the city and land use division for several years now and subdividing and building a respectful historic looking home is the only way to go to honor this neighborhood. We would like to keep our current tiny home to rent out and add additional housing or for our mother in-law.

Through exploration of land use work, we can prove there are enough resources, parking and neighborhood support to change this zone and build a primary single family home.

As for the rest of the street, we support this rezone with other properties too, as there are only a few homes left that don't already have 2 homes on them. This street was designed in the early 1900's to contain 2 homes on each lot. We have even found pipes sticking out of the end of our property as if there could have been a home there at one time. If anyone takes a close look - this is really a "low impact" change. If anything, it improves the cohesion and appearance of the street. A zone change will only impact a few properties like mine, and again, we don't plan to sell to a developer. I would rather have the changes made to the neighborhood be made by homeowners vs. developers. If this is delayed any longer I fear many homeowners will get fed up and sell to a developer.

I urge you to consider this long-time-coming change for our street. It means the world to my family and the ability to stay in our community.

If this does not pass, my large yard that has been sitting for 100 years will continue to sit. My family will need to move away from a special needs school that my son goes to and we will miss our community that we have lived in for a very long time. Community is not easy to rebuild, so I ask you again... let us build. Please rezone this street.

Many thanks,

Linsey

From: Planning and Sustainability Commission
Sent: Tuesday, January 13, 2015 9:13 AM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Draft comments

Julie Ocken
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From: Anjala Ehelebe [mailto:aehelebe@gmail.com]
Sent: Monday, January 12, 2015 8:46 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Draft comments

January 8, 2015

City of Portland Bureau of Planning
Comprehensive Plan Comments
psc@portlandoregon.gov

We of the Woodlawn Neighborhood Association voted on January 7, 2015 to approve this letter containing our concerns about proposed projects in the draft Comprehensive Plan.

Environmental:

- * We are against turning green spaces in the Riverside and Broadmoor golf courses into industrial areas.
- * Concerns about N. and NE Portland's already compromised air quality (due to the freeway, existing industry, the auto racetrack and airport) being further compromised by creating more industrial zones in N. and NE Portland. They would definitely increase the number of heavy trucks through the neighborhood.
- * Concerns and about not converting valuable green spaces into industrial areas.
- * Also, Woodlawn is greatly against changing the zoning of the current nature reserve and salmon hatchery West Hayden Island to allow an industrial port facility.
- * Plans for creating industrial areas along Lombard and Columbia go against the need to develop affordable housing.

Safety:

- * Deep concerns about the many volatile items being shipped on trains through our neighborhoods and the very real

potential for explosions or environmental catastrophe. There are large ethanol and alcohol tanks near 33th Ave. and over a dozen propane tanks at Amerigas, all along the train tracks.

* Shipping oil, gas, ammonia, coal, or flammable liquids by train carries risk. The Comprehensive Plan proposes adding another track. (Kenton Rail Line project). This additional track could increase shipping of these volatile and explosive cargos at higher speeds.

* We have grade schools and residences extremely close to the tracks. Our neighborhood center, the Triangle, is well within the blast radius if an explosive derailment happened at 11th and Lombard.

* We have been informed that a natural gas pipeline is in the road next to the tracks. Portland officials have said they have no plan in place for dealing with an explosive derailment.

Transportation: A proposed plan for a bridge over the train tracks near 11th or 13th would need closer examination. This

bridge could be a good thing, allowing emergency vehicles to cross from south to north without having to detour to MLK

when a train is on the tracks.

Institutional Campus Zones: We have concerns about this proposed new zoning as to how it could increase the ability of a school to expand into residential areas and its effects on parking.

We like the "Concordia Flats" idea proposed by Garlynn Woodsong, co-chair of the NECN Land Use and Transportation Committee.

We have concerns about maintaining housing affordability with infill. The typical infill being built is out of scale and not affordable by those with median incomes.

Our Woodlawn Historic Design area overlay is mainly ignored when folks want to build, and we run the risk of losing historic

Queen Annes to "blah" townhouses, as in Eliot.

Submitted by Anjala Ehelebe, Chair, Woodlawn LUTC



January 12, 2015

City of Portland
Planning and Sustainability Commission
1900 SE 4th Avenue, Suite 7100
Portland, OR 97201

Re: Sunnyside Neighborhood Association Board Resolutions to Inform the 2035 Comprehensive Plan Update

Dear Planning and Sustainability Commission,

Following Sunnyside Neighborhood Association (SNA) land use and transportation committee meetings, Board meetings, and a recent general meeting attended by a packed room of neighborhood residents, the SNA Board passed the following Resolutions to inform the 2035 Comprehensive Plan Update.

To accompany new residences along the corridors, the SNA Board urges the City to grow Belmont Street and Hawthorne Boulevard in a well-planned fashion and with neighborhood input by:

- Leading a community planning effort for the neighborhood area to update the previous community plan developed several decades ago.
- Developing community design guidelines for southeast Portland, directing corridor development applications through the Portland Design Commission or southeast Portland community design guidelines, and providing neighborhood notification and input.

To accompany new residences along the corridors and accommodate the increasing population in the Sunnyside Neighborhood, the SNA Board urges the City to create more inner southeast open space areas for our residents to recreate and relax, including pocket parks and a community center.

To accompany new residences along the corridors, the SNA Board urges the City to make it safer to get across our busy streets on foot by increasing pedestrian crossing improvements across Belmont Street and Hawthorne Boulevard, and along César E. Chávez Boulevard.

The SNA Board urges the City to help protect potentially historic buildings by immediately updating the Historic Resource Inventory in the neighborhood and applying historic preservation tools to all applicable buildings on Belmont Street between SE 33rd and 38th

Avenues and Hawthorne Boulevard between SE 35th Avenue and César E. Chávez Boulevard.

To accompany new residences along the corridors, the SNA Board urges the City to help preserve a mix of incomes and household sizes in our neighborhood by:

- Supporting community land trust purchases of housing for programs that offer affordable long-term leases below market rate.
- Providing a 4th floor building height bonus if developers provide the community benefit of below market-rate housing units.
- Developing tools to encourage the building of family-friendly rental units.

To further activate Hawthorne Boulevard, southeast Portland's "main street", with new residences and local businesses, the SNA Board urges the City to:

- Apply a Comprehensive Plan mixed-use designation along the north side of Hawthorne Boulevard between SE 28th & 49th Avenues limiting buildings to 3-stories or 38 feet by right with, potentially, a 4th or 5th story bonus.
- Avoid a "wall effect" along Hawthorne Boulevard by having the 4th and 5th story bonuses stepback in the front and the back of buildings.

To further activate Belmont Street with new residences and local businesses while acknowledging that it is narrower than Hawthorne Boulevard and designated a neighborhood corridor, the SNA Board urges the City to:

- Apply a Comprehensive Plan mixed-use designation along Belmont Street between SE 28th & 33rd Avenues and between SE 38th & 49th Avenues limiting buildings to 3-stories or 38 feet by right with, potentially, a 4th story bonus.
- Apply a Comprehensive Plan mixed-use designation along Belmont Street between SE 33rd & 38th Avenues to all parcels currently with a Comprehensive Plan commercial designation limiting buildings to 3-stories or 38 feet by right with, potentially, a 4th story bonus.
- Avoid a "wall effect" along Belmont Street by having the 4th story bonus stepback in the front and the back of a building.

Thank you for your consideration of these Resolutions.

Sincerely,

Sunnyside Neighborhood Association

Cc: Mayor Hales and Commissioners Fish, Fritz, Novick and Saltzman
Susan Anderson, Portland Bureau of Planning and Sustainability Director

From: Planning and Sustainability Commission
Sent: Monday, January 12, 2015 10:26 AM
To: Kovacs, Madeline
Subject: FW: Zoning Change

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
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From: Jan Behrs [mailto:janbehrs@comcast.net]
Sent: Sunday, January 11, 2015 3:21 PM
To: Planning and Sustainability Commission
Cc: Ron Fonger; Aebi, Andrew; Jan Behrs; Frederiksen, Joan
Subject: Zoning Change

January 11, 2015
To: Planning and Sustainability Commission

Good morning --

During the public review period for the proposed draft map of Portland's Comprehensive Plan Update, the owners of properties at 6825 SW 45th Ave. [Bella Vista, Block 2, Lots 1-6] and 6737 SW 45th Ave. [Bella Vista, Block 1, Lots 8-10] request that PSC consider changing the current R7 zoning to R2. Southwest Florida Street, the western half of which has been vacated by St. Luke's Lutheran Church, is an unpaved stub that runs between the two addresses. R2 zoning is consistent with surrounding zoning, which includes commercial development and multifamily housing along SW Vermont Street, as well as the SW Community Center at Gabriel Park, directly across SW 45th Avenue from the properties.

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

- PBOT recommends against home driveways fronting on SW 45th Avenue, making single-family development moot.
- Square footage of both properties supports off-street parking spaces.
- Four bus stops for the #1 Vermont bus line serve the properties.
- SW 45th Avenue is a major traffic corridor and intersects with SW Vermont Street, another corridor on which both commercial and multifamily residential zoning already exists.
- R2 zoning fulfills the SW Community Plan's original late-1990s map of the properties, which shows condominiums stretching from the northern border of 6737 through the southern border of 6825, which is SW

California Street.

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

--Sidewalks and stormwater planters are due to be installed along SW 45th Avenue and SW California Street in fall of 2015 as part of a LID that was approved by the city council in 2014 and includes these properties.

Thank you for your consideration of the proposed change,

Jan Behrs, 6825 SW 45th Ave., Portland, OR 97219; 503-245-4025, janbehrs@comcast.net

Ron Fonger, 6737 SW 45th Ave., Portland, OR 97219; 503-680-2433, fonger.ron@gmail.com

09 January 2015

Portland Planning Commission
c/o Marty Stockton, Southeast District Liaison
marty.stockton@portlandoregon.gov
City of Portland Bureau of Planning and Sustainability
1900 SW 4th Avenue | Suite 7100
Portland, OR 97201

RE: City of Portland Draft Comprehensive Plan
5143 E Burnside Street, North Tabor, Portland

Dear Commissioners:

Thank you for taking this request into consideration as part of updating the City of Portland Comprehensive Plan. We would also like to thank Marty Stockton for discussing the pending updates with us. As land owners and potential future developers of the property at 5143 East Burnside Street, we would like to provide comments and recommendations for the Comprehensive Plan as it relates to our site and our neighborhood.

Our interest is for the Comprehensive Plan to encourage development that will enhance the long term interests and identity of our area. Although our recommendations are specific to our property, we believe our recommendations may also be appropriate for adjacent properties to the east and west of ours along East Burnside Street.

Existing and Future (Draft Comprehensive Plan) Zoning Designation of property:

Our property at 5143 East Burnside Street consists of 22,176 SF of land located on the north side of East Burnside Street at Northeast 52nd Avenue. The property includes a single family residence and studio apartment that are beyond their useful life. The current zoning designation is Multi-Dwelling Residential R1. The current and Draft Comprehensive Plan designation is also R-1. The R-1 classification is a low density multi-dwelling zone that allows 43 units per acre or more depending on amenity bonuses.

The properties fronting East Burnside Street from Northeast 53rd Avenue to Northeast 61st Avenue are predominantly zoned General Commercial (CG). This CG zone classification generally allows auto-accommodating commercial development with a full range of local and regional retail and service businesses. These properties are slated under the Draft Comprehensive Plan to change to the Commercial Mixed-Use 2 medium scale (CM2) designation. We understand that this new designation is intended to encourage construction of projects including ground floor commercial space with residential development above to a maximum height of 35' - 55'.

The properties fronting East Burnside Street at Northeast 47th Avenue are currently zoned Neighborhood Commercial 2 (CN2). These properties are slated under the Draft Comprehensive Plan to change to the Commercial Mixed-Use 1 small scale (CM1) designation.

Our Proposed Zoning and Comprehensive Plan Designation: (see attached exhibit)

As part of the updates to the Comprehensive Plan we propose to include the property at 5143 East Burnside Street along with the others to the east on East Burnside in the new Commercial Mixed-Use 2 (CM2) Comprehensive Plan designation. This CM2 designation encourages mixed-use, pedestrian focused, transit oriented, and medium density development. It is our intent that mixed-use development be allowed on our site including ground floor commercial space and multi-family residential with a 45' or greater height limit similar to the current CS zoning designation.

Explanation in Support of Proposal:

The Commercial Mixed-Use 2 (CM2) Comprehensive Plan designation we propose for our site is similar to the mixed-use designation that is already currently proposed for nearby properties to the east of our site.

East Burnside Street near Southeast 52nd is classified as a District Collector, Transit Access Street, City Walkway, Community Main Street, and City Bikeway path. A zoning classification that allows mixed-use development with 45' or greater height limit on our site would reinforce this pedestrian focus of East Burnside Street and would be consistent with the Mixed-Use zoning we propose.

There is a precedent for successful medium scale mixed-use commercial and residential development on properties fronting the other nearby major east-west streets in the southeast neighborhood including Southeast Hawthorne Street, Southeast Belmont Street, and Southeast Division Street. Similar to these other major east-west street, East Burnside Street near Southeast 52nd Avenue is classified as a Neighborhood Corridor in the Urban Design Framework. We are proposing the same zoning classification for our site to allow future development of similar character.

Pedestrian focused development on our property will allow construction of a building that fronts the sidewalks directly with the opportunity to help establish the character and identity of the immediate neighborhood.

A four story or greater allowance will allow medium scale development along East Burnside. A mixed-use development will provide retail, service, and business amenities in close proximity to the residential neighborhood. This proximity and higher density will reduce the need for automobile transportation and will encourage public transit, biking and walking.

Thank you very much for considering our proposal. Please keep us informed of opportunities to continue to participate in the conversation regarding the future of our site and neighborhood.

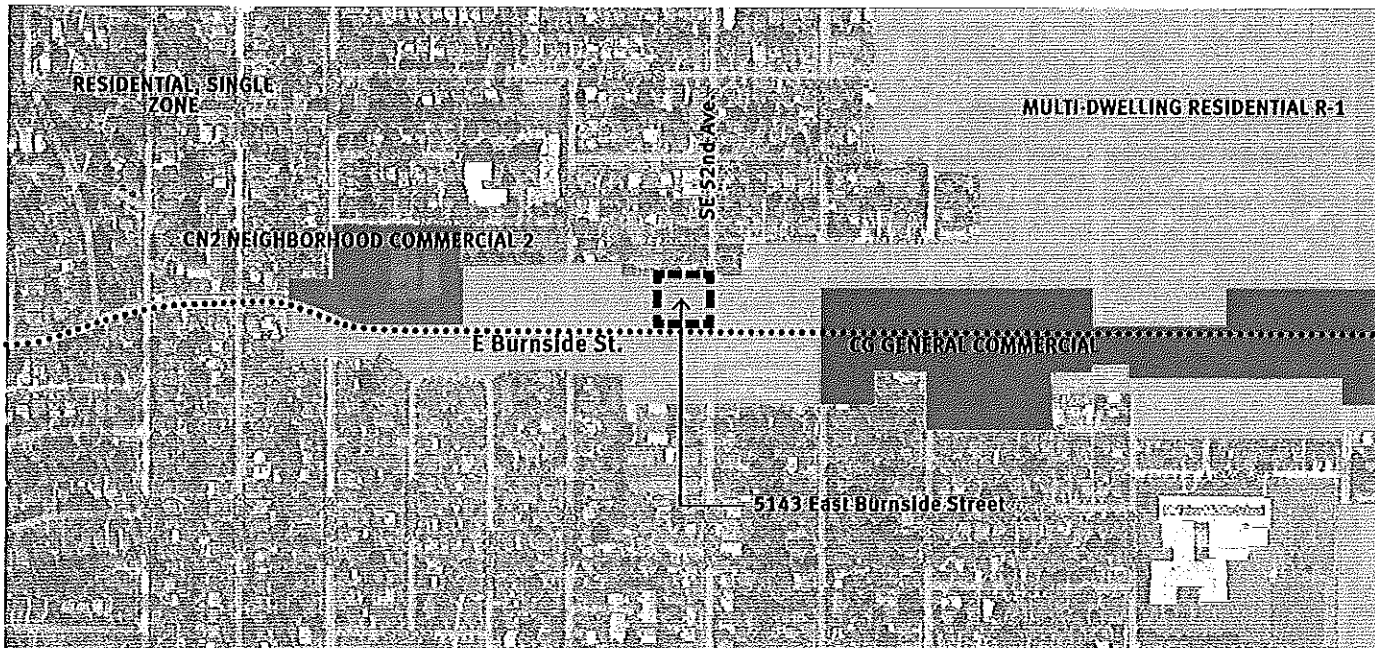
Sincerely,



Omid Nabipoor
Cirrus Properties

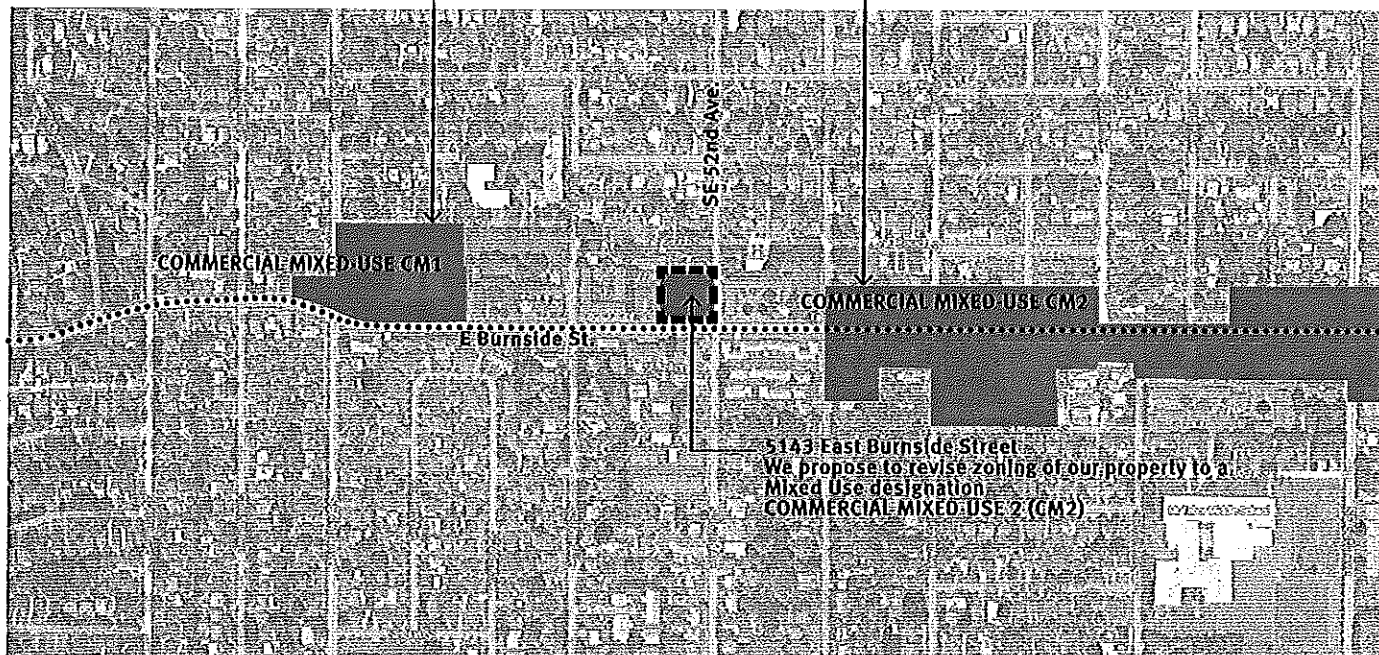
3511 NE Tillamook St
97212

Enclosures: Exhibit A
cc: Beth Sanders, NTNA, Chair, bethcsanders@gmail.com
Terry Dublinski, NTNA, Land Use and Transportation Committee,
terry.dublinski@gmail.com
Hennebery Eddy Architects



EXISTING ZONING

Properties proposed to be changed to a Mixed Use designation under the current Draft Comprehensive Plan



OUR PROPOSED ZONING AND DRAFT COMPREHENSIVE PLAN DESIGNATIONS

Current Draft Comprehensive Plan highlighting only the proposed revisions under review by the Commission. Our proposed update for our site is noted.



Michael E. Lahti

Real-estate Investment
5705 SE Powell Blvd
Portland Or. 97206

January 8, 2015

RE: Non-Conforming Residential Use
Address: 6319-6327 SE Powell Blvd, Portland, Or. 97206
Legal: Chula Vista, Block 5 Lots 10 & 11

Portland Planning Commission
1900 SW 4th Ave
Suite #7100
Portland, Or 97201

Mary Stockton and Portland Planning Commission:

It has been brought to my attention that the planning commission is undergoing a comp plan amendment and that now is the appropriate time to request that our property be **ZONED BACK TO ITS ORIGINAL CG ZONING**.

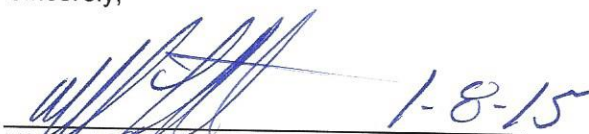
Please find the reasons for our request below:

- The address listed above was developed by my company in 1997. It is a commercial building that has been leased by a dental clinic since 1997.
- Prior to the comp plan amendment in the late 90' or early 2000's the property was zoned Commercial (CG).
- When the new Comp plan was passed we were re-zoned to R-1, even though we have a fully leased commercial building there.
- We now are considered as a **non-conforming** use, and will continue to be so for many years to come.
- The property to the west of us within the same block is a state farm agency and zoned CG
- The property to the South across Powell Blvd is city parking in the R-5 zone
- The property to the North of us is zoned R-2A
- East of our property across 63rd Ave. is a commercial warehouse facility and zoned CG.
- We have no intentions of moving our office building/commercial center and would request that our zoning be changed back to Commercial (CG). This would create **unity** within our current location and bring the entire street frontage along Powell to a Commercial Zone (CG) rather than a Residential Zone.

We would ask that the planning commission take a hard look at the current zoning of this property. Please consider the history of the site and the fact that after the site was developed into a commercial site the City came through and re-zoned the property to residential. The offices currently employ approximately 20 staff and dentists and will continue to provide employment opportunities for years to come. The current non-conforming status greatly limits our ability to improve and upgrade the current business location. Please change the zoning **BACK** to a **COMMERCIAL ZONE (CG)** and thus removing the R-1 and our **NON-CONFORMING STATUS**.

Please feel free to call our offices if you have any question

Sincerely,



Michael E. Lahti Owner
PH: (503) 774-8848 or MB: (503) 819-114

From: Planning and Sustainability Commission
Sent: Wednesday, January 07, 2015 1:23 PM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony
Attachments: Scan0244.pdf

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

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From: Evette Bowens [mailto:ebowens@johnsonrv.com]
Sent: Wednesday, January 07, 2015 1:06 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony

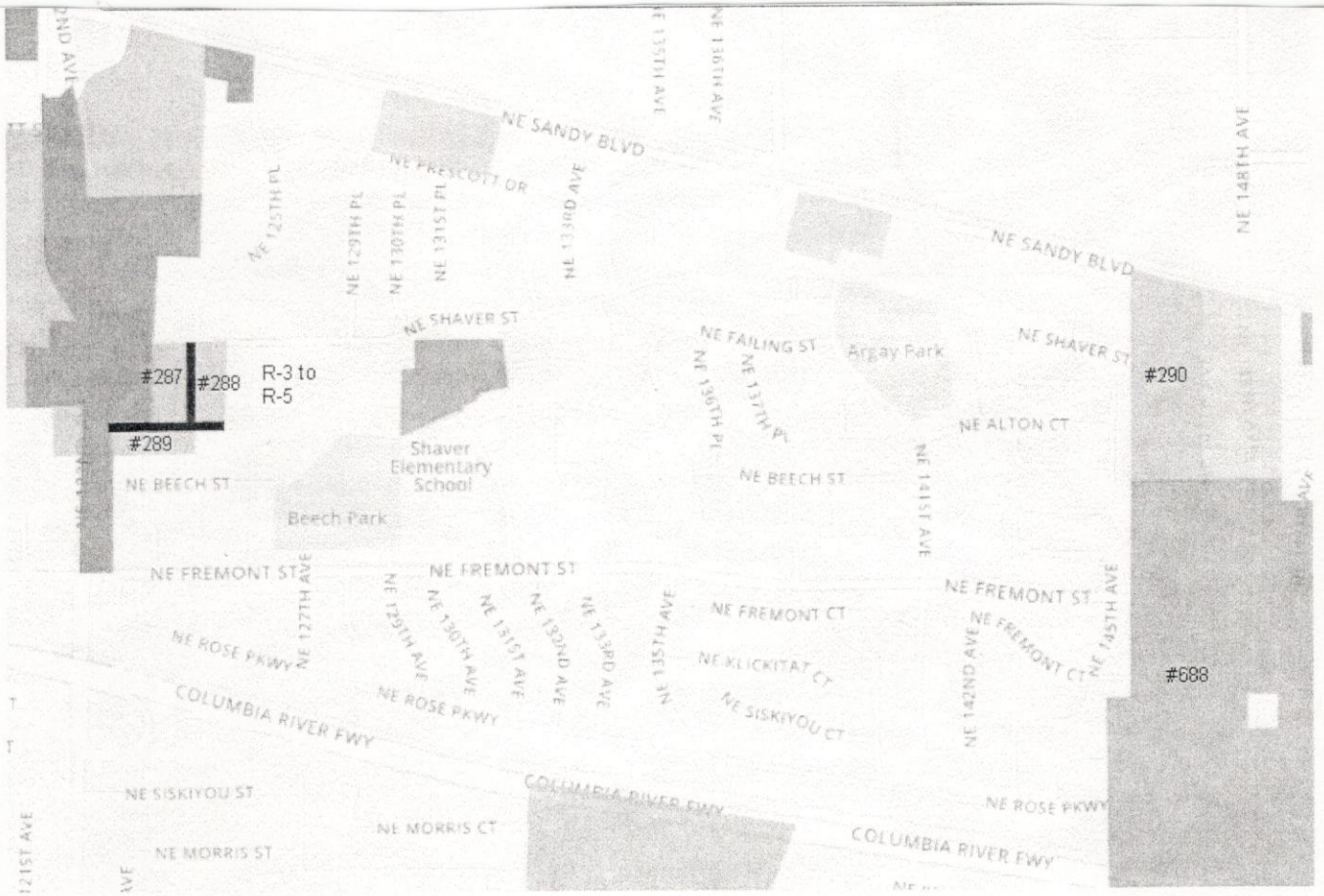
Greetings:

My name is Evette Farrington Bowens and I live at 4014 NE 125th Place in Portland, OR 97230

Families living in homes they own move less often and build stronger community ties, weaving a tighter relationship between neighbors, the schools their children attend and the parks their families can enjoy. This is the core that builds a strong and improving neighborhood and we want that future to be the future for Argay and for Riverwood. Current R-3 multi-family zoning throughout the Argay Neighborhood has effectively eliminated new single-family development for quite a while. The proposed land use changes under the current revision of the comprehensive plan could make that situation much worse by adding sites for offices and light industrial uses to our neighborhood, right across Shaver from where I live in Riverwood.

I ask that you reclassify all R-3 areas in Argay to R-5 single family. And that you replace the proposed Mixed Employment areas: #287, #288, #289 and #290 on the map, to R-5 single family.

Thank you,
Evette Bowens
4014 NE 125th Pl
Portland, OR 97230



LAHTI & SONS Inc.

Property Management/Real-estate Investment/Construciton
5705 SE Powell Blvd
Portland Or. 97206

January 7, 2015

RE: Non-Conforming Residential Use
Address: 5705 SE Powell Blvd, Portland, Or. 97206
Legal: Frasier Addition Block 9, S 95' of Lots 10 & 11

Portland Planning Commission
1900 SW 4th Ave
Suite #7100
Portland, Or 97201

Mary Stockton and Portland Planning Commission:

It has been brought to our attention that the planning commission is undergoing a comp plan amendment and that now is the appropriate time to request that our property be **ZONED BACK TO ITS ORIGINAL CG ZONING**.


Please find the reasons for our request below:

- Lahti and Sons Inc. has had our office at 5705 SE Powell Blvd since 1968. We are a property management company and construction office.
- Prior to the comp plan amendment in the late 90' or early 2000's our property was zoned Commercial (CG).
- When the new Comp plan was passed we were re-zoned to R-1
- We now are considered as a **non-conforming** use, and will continue to be so for many years to come.
- The property to the east of us within the same block is Chevron Gas Station and zoned CG
- The property to the South of us is zoned CG and there is a city parking in the R-5 zone
- The property to the North of us is zoned R-2A
- West of our property across 57th Ave. is zoned R-1, and the block is divided between R-1 and CG.
- We have no intentions of moving our offices and would request that our zoning be changed back to Commercial (CG). This would create **unity** within our current location and bring the entire street frontage along Powell to a Commercial Zone (CG) rather than a Residential Zone.

We would ask that the planning commission to take a hard look at the current zoning of this property. Please consider the history of the site and the fact that we are a small family business that has been in business at this address for over 40 YEARS and plan to be here for 30 more. It is our goal to be able to expand our business offices thus creating new employment opportunities. The current non-conforming status greatly limits our ability to improve and upgrade our current business location. Please change the zoning **BACK** to a **COMMERCIAL ZONE (CG)** and thus removing the R-1 and our **NON-CONFORMING STATUS**.

Please feel free to call our offices if you have any question

Sincerely,


Eldon D. Lahti and Michael E. Lahti
PH: (503) 774-8848 or MB: (503) 819-114

From: Planning and Sustainability Commission
Sent: Tuesday, January 06, 2015 1:51 PM
To: Kovacs, Madeline
Subject: FW: testimony to comprehensive plan

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: Christine Colasurdo [mailto:c.colasurdo@yahoo.com]
Sent: Tuesday, January 06, 2015 1:15 PM
To: Planning and Sustainability Commission
Subject: testimony to comprehensive plan

Hello City of Portland,

I am writing to comment on the Comprehensive Plan. I've observed, along with other Portlanders, the disturbing rise in demolitions of historic properties approved quickly by the City of Portland. It's clear that developers are chomping at the bit to buy up properties to destroy them in the name of density. In the end, they're just looking to profit. And we Portlanders suffer with an ugly skyline and an erased architectural past.

As a wildlife advocate and someone who believes in historic preservation of architecture, I believe that increasing density is not always a good thing. Densification destroys wildlife habitat in the city. Many species survive in the neglected nooks and crannies of old properties and "vacant" lots.

Densification also ruins the historic character of neighborhoods (I know this personally as my neighborhood, lacking a historic designation, has some unsightly infill.)

Densification also contributes to landfill. Sometimes the most green strategy is to restore rather than destroy and rebuild.

It's my strong opinion that the Comprehensive Plan should safeguard historic properties as well as green spaces (even tiny ones that exist solely because of those historic properties). Portland is not just about Homo sapiens. Other species have a right to live here, too. If we push building sizes out to the edge of their lot boundaries, where do other species live?

1) PLEASE PUT DELAYS INTO THE PLANNING PROCESS REGARDING DEMOLITIONS.

2) PLEASE RECONSIDER THE CONCEPT THAT ALL INFILL/DENSIFICATION IS GOOD FOR THE CITY.

Thanks for the opportunity to comment.

Sincerely,
Christine Colasurdo
2776 SW Old Orchard Road
Portland, OR 97201

From: Planning and Sustainability Commission
Sent: Wednesday, January 07, 2015 9:41 AM
To: Kovacs, Madeline
Subject: FW: Comments for the record TSP and Comp Plan

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
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From: Ocken, Julie
Sent: Tuesday, January 06, 2015 5:10 PM
To: Planning and Sustainability Commission
Subject: FW: Comments for the record TSP and Comp Plan

6316 Southwest Capitol Highway, Portland, OR 97239

Julie Ocken
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: Frederiksen, Joan
Sent: Tuesday, January 06, 2015 5:09 PM
To: Duke, Courtney; Stein, Deborah; Novick, Steve; Nebel, Erika; Hales, Charlie; bob.stacey@oregonmetro.gov; Ocken, Julie
Cc: baack@q.com; iosgoodroach@gmail.com; Igarta, Denver

Subject: FW: Comments for the record TSP and Comp Plan

From: Mike Roach <iosgoodroach@gmail.com>

Date: January 6, 2015 at 15:57:17 PST

To: courtney.duke@portlandoregon.gov, joan.freddickson@portlandoregon.gov

Cc: deborah.stein@portlandoregon.gov,

Steve.Novick@portlandoregon.gov, erika.nebel@portlandoregon.gov,

charlie.hales@portlandoregon.gov, bob.stacey@oregonmetro.gov

Subject: Comments for the record TSP and Comp Plan

Having reviewed the project list, we find a number of serious omissions of concern to the Hillsdale Business and Professional Association as well the Hillsdale Community Foundation (formerly Hillsdale Main Street).

#1 - Hillsdale Town Center pedestrian improvements- a large number of ped and bicycle improvements were approved as part of the Hillsdale Town Center plan in 1997 approval.

#2 - Hillsdale is at the focus of three SW Urban Trails as in the council-approved 2000 Urban Trail Plan and the 2007 Red Electric Trail Plan. We ask that the entire trail network and associated projects be included in the TSP.

We support the efforts to improve the SW Urban Trails Network as many people walk to Hillsdale to do their banking (On Point Credit Union opening in June), eat, drink coffee, use the library, take classes at the dance studio, attend school functions, go to school, buy at the Sunday farmers' market and buy clothing (shameless promotion!) among many others. It is important that these routes that have been identified be improved to make them safer and more user-friendly. The same may be said for our bicycle network. We also support projects within the Town Center that will encourage people to walk and use their bicycles as one of the few ways to stretch our constrained parking capacity and thereby maintain the vitality of the business district.

We also support the inclusion of the aggregated group of pedestrian and bicycle projects for the Hillsdale Town Center and its pedestrian district. We have many streets that are not safely walkable. That must change to make our community what we plan it to be. We welcome safety improvements of all types, the sooner the better.

We are very supportive of the community effort to get the Red Electric Trail route option that will go from Hillsdale down SW Parkhill Drive and then under the Newbury Bridge and thence north over a new bridge on the east side of the Newbury and thence along SW Slavin Road. We believe a large number of retail business customers will walk and ride to Hillsdale from the South Portland neighborhood if a safe route is provided. We do not view the current Capitol Highway as a safe bicycle route for any but the most daring of bikers.

Without getting into the details, it is important that staff work with local informed citizens to refine the project definitions and re-cost them to make them more reasonable for the proposed efforts.

Lastly, we feel it is important that all Portlanders have access to safe walking and biking facilities, regardless of income or abilities.

We understand the significant challenges involved in comprehensive transportation planning without the aid of a crystal ball. We look forward to working with you and being a constructive resource in sorting out the issues. We are confident that this will result in a better outcome for all concerned.

Sincerely, Mike Roach, co-owner of Paloma Clothing for thirty nine years and president of the Hillsdale Business and Professional Association

From: Planning and Sustainability Commission
Sent: Tuesday, January 06, 2015 9:40 AM
To: Kovacs, Madeline
Subject: FW: Request Rezoning Review

Julie Ocken
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: GARY CLEVINGER [mailto:garyclevinger@comcast.net]
Sent: Tuesday, January 06, 2015 9:36 AM
To: Planning and Sustainability Commission
Cc: richard440@charter.net; Dave Clevinger
Subject: Request Rezoning Review

Attention Planning and Sustainability Commission,

The email I am sending on behalf of my mother Mary M. Clevinger residing at 5904 SE 89th Ave, Portland, Or 97266 (R221720) which is on 2 tax lots. She also owns the 2 tax lots next to her home (R221719). The (R221720) tax lots her home is on are zoned CMB and the vacant lots (R221719) are zoned R1. She is requesting a zoning change for the Vacant lots (R221719) to CMB, so they could be sold as 1 piece. She would appreciate your consideration on this matter.

Regards,
Gary Clevinger

From: Planning and Sustainability Commission
Sent: Tuesday, January 06, 2015 1:51 PM
To: Kovacs, Madeline
Subject: FW: 5904 SE 89th

Julie Ocken
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: Rich Chisholm [mailto:richard440@charter.net]
Sent: Tuesday, January 06, 2015 12:40 PM
To: Planning and Sustainability Commission; Gary Clevinger; Dave Clevinger
Subject: 5904 SE 89th

1-06-2015

Attention Planning and Sustainability Commission
Chris Garzello

This email I am sending you is on behalf of my mother Mary M Clevinger residing at 5904 SE 89th Ave Portland Or. 97266. Property ID R221720, she also owns the 2 lots directly north of her home tax ID number R221719. Her home is Zoned CMB and the vacant lots are R1A. She would like these lots to be rezoned to the same zone as her other property. This would enable her to market the property as one commercial piece to maximize her return to her best advantage. Since they have established a commercial business right next to her home we feel this would be compatible with the adjacent property. We are not happy about locating a medical marijuana facility next door to her home. We realize they are within their legal rights but with an 88 year old living next door, and their business hours running 7 days a week until 10pm we feel she may have to move sooner than expected. We would appreciate your consideration on this matter.

Thank you Carol Clevinger-Chisholm

From: Planning and Sustainability Commission
Sent: Monday, January 05, 2015 10:13 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: Zarod [mailto:fzarod@comcast.net]
Sent: Monday, January 05, 2015 10:10 AM
To: Planning and Sustainability Commission
Subject: RE: Comprehensive Plan Testimony

Sure.

3929 SE Wemoon
PDX 97202

Many thanks

Planning and Sustainability Commission <psc@portlandoregon.gov> wrote:

>Hello Zarod,
>Thank you for your testimony 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 as is required for all 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

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

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

>From: Zarod [mailto:fzarod@comcast.net]
>Sent: Saturday, January 03, 2015 12:45 PM
>To: Planning and Sustainability Commission
>Subject: Comprehensive Plan Testimony

>
>Greetings wonderful City of Portland workers!

>
>I live in the Woodstock area and recently attended 2 of the charatte meetings that occurred here. I am very interested in the future development of the Woodstock area and would like to make a number of >suggestions:

>
>1. Any new construction in the Woodstock center, on Woodstock itself, should be limited to 4 stories and include step backs so as to maintain a sense of human proportion. The possibility of up to 2 more stories might be acceptable if there is sufficient step back for both the front and rear of the building AND there is additional public amenity such as plaza space, underground parking, and other creative ideas.

>
>2. Presently, Woodstock village is lined with many parking lots. Sounds great to move these to the backs of buildings or other creative ideas and turn street facing property into shops and/or living/shop units.

>However, parking space plans need to be realistic especially if dwellings are added.

>
>3. I would like to see some kind of regulation of signage so that the area does not become a jumble of signs competing for attention.

>
>4. The neighborhood could really use some additional small manufacturing options. there are a few now but in order to achieve the >20 minutes goal we need more places for people to walk to work that are not just retail shops (which don't hire that many people). However, small manufacturing sites need to be well blended with the village as a whole, not be on main street, and offer public amenities.

>
>5. Public transportation sites should be spruced up.

>
>Thank you so much for the work you are doing. I'm not sure all of these comments are at all helpful as I know there is only so much that can go into the plan. But these are my thoughts!

Marian Letourneau
4232 NE 125th Pl.
Portland, OR 97230

January 5, 2015

Planning and Sustainability Comm.

As a homeowner in the Argay neighborhood I would like to see all R-3 areas in Argay according to your map - #287,288,289, and 290 to be re-zoned R-5 - single family.

With Shaver elementary school and Parkrose Middle and High school near by, it seems best to keep it a residential neighborhood.

No office buildings, repair businesses or processing plants and no high-rise apartment buildings.

Although small retail shops or a grocery market would be welcome.

Sincerely,



Marian Letourneau



Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

www.swni.org

January 2, 2015

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

Re: PSC Comprehensive Plan Testimony on the Transportation Chapter of the
Comprehensive Plan and TSP Update

Dear Portland Planning and Sustainability Commission:

Southwest Neighborhoods, Inc. (SWNI) submitted comments on Portland's draft Comprehensive Plan on September 5, October 31 and November 21, 2014. SWNI's Transportation Committee and Board of Directors continue to study the draft and submit the following additional comments on the transportation chapter of the comprehensive plan and the TSP update, based on SWNI Transportation Committee motions approved by the SWNI Board on December 17, 2014, in bold below.

The first motion is directed toward Goal 9H and Policy 9.58 regarding cost-effectiveness. While we understand the need for the City to carefully manage its budget, the Plan must recognize the unique character and challenging topography of the western neighborhoods pattern area and other goals such as Goal 9A that envision a system that is complete, interconnected, multimodal, and fulfills daily needs for people and businesses citywide.

SWNI requests that any consideration of costs and benefits in the transportation chapter of the Comprehensive Plan account for issues such as lengthy gaps and deficient conditions in the existing bicycle and pedestrian network, topography, terrain, lack of connectivity and lack of stormwater management system that will add to costs of transportation projects but also provide benefits outside of the transportation realm (environment, public health, connectivity to key destinations, etc.). The primary pedestrian network needs to be accessible to people of all ages, needs, and abilities.

The second and third motions reflect our concerns that there is limited opportunity for the public to comment on the criteria that PBOT will use to prioritize transportation projects citywide (other than the words in Policy 9.58) and the results of that analysis that are expected to be published on January 30, 2015 with a hearing on February 24 and comments due March 13, 2015. That short six week timeline is not adequate for meaningful input by neighborhood associations and organizations such as SWNI that

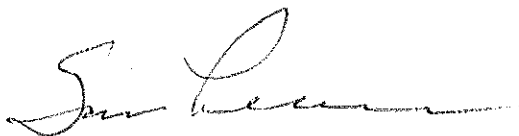
must follow public involvement guidelines of your own Office of Neighborhood Involvement.

SWNI requests that the Planning and Sustainability Commission and PBOT allow at least 90 days following the date of publication of each complete draft TSP document that has not yet been available for public comment (project evaluation and selection criteria, transportation hierarchy, citywide parking strategy and street classifications) for accepting public comments on the proposals.

SWNI requests additional hearings before the Planning & Sustainability Commission for the TSP Update this spring to allow the public to comment on the proposals.

Thank you for your consideration of these comments in support of meaningful public engagement in this draft of the Comprehensive Plan.

Sincerely,



Sam Pearson
President, Southwest Neighborhoods, Inc.

- Cc: Mayor Charlie Hales
Commissioner Steve Novick
Leah Treat, Director, Portland Bureau of Transportation
Eric Engstrom, Portland Bureau of Planning and Sustainability
Joan Fredericksen, Portland Bureau of Planning and Sustainability
Art Pearce, Portland Bureau of Transportation
Courtney Duke, Portland Bureau of Transportation
Peter Hurley, Portland Bureau of Transportation
Roger Averbeck, SWNI Transportation Committee Chair

From: Planning and Sustainability Commission
Sent: Monday, January 05, 2015 9:35 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: Bruce Barbarasch [mailto:treeturtle@gmail.com]
Sent: Wednesday, December 31, 2014 6:40 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony

Dear Planners,

Thank you for your work on the plan. The map and supporting documents are interesting and well laid out. I generally support the vision of the plan and it's emphasis on sustainability, jobs, and "complete" neighborhoods.

I live in Sunnyside and feel that the changes that have come to my neighborhood are generally acceptable, however I do have three concerns:

1. I am opposed to raising the height of buildings along Belmont St beyond three stories. I feel this creates too much of a canyon which creates dark spaces and casts shadows on neighboring homes. In addition, I would like to ensure that new buildings have a parking space for each residence. While I like to believe that people will walk, bike or bus to work, the reality is that people still have cars and will use them. Density is good, but it must fit reality and the reality is that too many cars creates problems.

2. I'd like to ensure that there are affordable homes/apartments built into new development, especially in the close in neighborhoods where the prices on dwellings continues to rise.

3. We need more green spaces- micro parks or parks created by knocking down some buildings. We especially kid-friendly spaces. It seems that every available space is being taken up by new construction- where will the children play? Where can a person go for solitude or recreation?

Thanks for your consideration,

Bruce Barbarasch
3510 SE Alder St
Portland, OR 97214

December 31, 2014

City of Portland Bureau of Planning and Sustainability

1900 SW 4th Avenue

Suite 7100

Portland, Oregon 97201

Re: Request for Zone change via Comp Plan

R330097 Section 21 Tax lot #3700

8050 SW Capitol Hill Road Portland, Oregon

To whom it may concern:

We would like to petition the City of Portland to amend the existing zoning of R-7 to a new designation of CG. We would like this change to be included with the proposed comprehensive plan under development. In addition, we request that the City remove the (b) overlay as proposed in the current comp plan under development for 2016. The residential property adjacent to tax lot #3700 is being used for commercial purposes and should not require special consideration.

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

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

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

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

Regards,



Scott Edwards



DIERINGER'S PROPERTIES, INC.

10505 SE 44th Ave, Milwaukie OR 97222
503-659-1402 Fax 503-659-1625

December 30, 2014

Planning Commission
Portland Bureau of Planning and Sustainability
1900 SW 5th Ave #800
Portland OR 97204

RE: 7940 SE Division St, 7940 WI/ SE Division St, Portland
Tax Act Nos: R152138 & R152139

Dear Planning Commissioners,

The existing building on the above referenced property was constructed in approximately 1981. Dieringer's Properties, Inc. purchased the property in 1989. Since 1981 the property has always been constructed with the current 4,000sf commercial office building.

According to the records on PortlandMaps.com, the commercial building north of our building and adjacent to Division St. has been constructed since approximately 1966. Until recently this building had a small convenient store, a couple smaller retail type businesses along with what appears to be a residence on the second story. So, since at least 1981 our property and the neighboring property have been operating consistent with commercial business uses.

It has been brought to our attention that the current construction and use of our property is non-conforming to the existing R1 zoning. Because of the history of our property, our property being adjacent to another property with existing business uses, and our property being across the street from a PCC campus, we respectfully request our property be considered to be rezoned to the conceptual CM2 zone being considered by the Planning Commission so that our property is in compliance accordingly.

Thank you

Truly,

Eugene Dieringer
President

Comment2349_2014.12.30_Gradin

From: Planning and Sustainability Commission
Sent: Tuesday, December 30, 2014 3:01 PM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony

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

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From: deloresgradin@comcast.net [mailto:deloresgradin@comcast.net]
Sent: Tuesday, December 30, 2014 2:57 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony

I am a homeowner in the Riverwood Community of Argay. I want to see all the R-3 zoned land in the neighborhood reclassified to R-5 and the Mixed Employment areas (Change Numbers 287, 288, 289, and 290) reclassified to R-5.

Wesley E. Gradin
12604 NE Prescott Dr.
Portland, Or 97230

From: Planning and Sustainability Commission
Sent: Tuesday, December 30, 2014 3:53 PM
To: Kovacs, Madeline
Subject: FW: Testimony

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

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From: Saeb Alkhatib [mailto:205gas@gmail.com]
Sent: Tuesday, December 30, 2014 3:48 PM
To: Planning and Sustainability Commission
Subject: Testimony

To whom it may concern:
Dear Sir/Madam

My name is Saeb Alkhatib. I am contacting you regarding the zoning of 9808 and 9810 SE Division st Portland 97266.

I am requesting a Comprehensive Plan designation and zone that would make my gas station "conforming". As it currently exists in a CO zone, a gas station is a "non-conforming" use.

I am hoping that the MUZ Project gets approved in the public hearings and the zone is changed, with my little knowledge about zones, to CE
If it was not, I would like the Zone, according to the existing zones, to be changed to CS or CG

my contact info

Saeb Alkhatib
9808 se Division st
Portland OR 97266
(503) 432 3738
(503) 762 2772
205gas@gmail.com

Thanks, and happy holidays

--

Saeb Alkhatib

**WOODSTOCK NEIGHBORHOOD
ASSOCIATION, YOU CAN HELP REALIZE A
NEW AND COMPELLING IDEA
CONCERNING THE FUTURE OF YOUR
UNIMPROVED STREETS!**

The report entitled "*Roadway Not Improved: Unimproved Streets in Portland, An Exploration of Opportunities and Challenges*" (2010) by Larke Planning, was developed in close collaboration with the WNA. This document is a helpful summary of the current dilemma that the City of Portland faces in addressing its embarrassing unimproved streets. However, this report neglected one possible option:

**JUST DON'T HAVE THE UNIMPROVED
STREETS REMAIN STREETS!**

The Woodstock community does not need more streets; instead, it needs new residents, safe places to walk and bike, and other desirable shared amenities -- recreation and sports areas, parks, community gardens, and others to be brought to life.

PROPOSAL

A typical block currently occupied by a largely-unused unimproved street is 50' x 200' – it's just sitting there, doing nothing good. There are *plenty* of existing streets in the Woodstock neighborhood for everyone to easily get by car where they need to go – there's no demand or desire for more streets! To increase the number of "usable" streets by bringing these streets up to required Portland city standards, at great cost and increased liability to the adjacent property owners, is *not* a priority at all.

However, making good sensible forward-thinking use of this vacant land is a high priority. For example, a 20' easement could be created through each block to allow a walking and biking path, with some simple yet beautiful landscaping alongside the path. As a result, two 30' x 100' lots would then be created for two houses to be built. The City of Portland's "Skinny House" competition, and recent development inspired by that design challenge, has clearly demonstrated the potential for designing an affordable and attractive house on only a 25' wide lot, and here the "extra" 5' in width will significantly increase design options to make it attractive to builders and developers.

Questions? Comments? Concerns?
Proposal submitted by Jeff Hartnett
503 621-6561; hartnett2740@comcast.net
6224 NE Davis Street Portland 97213

**INSTEAD OF THE STATUS QUO, THE
WOODSTOCK NEIGHBORHOOD CAN BEGIN
TO USE ITS COMPLETELY UNNECESSARY AND
VERY UNSIGHTLY UNIMPROVED STREETS TO
INCREASE DENSITY BY INTRODUCING**

NEW HOUSING,

WHICH WILL

**INCREASE THE
TAX BASE,**

WHICH WILL BRING ADDITIONAL

**NEW
NEIGHBORS**

AND A VARIETY OF

**SHARED
AMENITIES**

**TO THE WOODSTOCK
COMMUNITY**

**THIS PROPOSED IDEA WILL REQUIRE A LOT
OF WORK AND COORDINATION TO
BECOME A REALITY**

**ARE YOU READY TO BEGIN?
IF NOT, THOSE UGLY STREETS WILL
CONTINUE TO BE A BLIGHT ON THE
WOODSTOCK NEIGHBORHOOD**

From: Planning and Sustainability Commission
Sent: Monday, December 29, 2014 3:14 PM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony

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

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From: Katherine Astala [mailto:astakath@gmail.com]
Sent: Monday, December 29, 2014 3:03 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony

Dear Sirs:

My homeowners association recently circulated proposed zoning changes which would affect our neighborhood greatly: namely the land currently owned by Rossi Farms and a few other open spaces. The indication is that many areas would be changed to R-3 (multi-story apartment buildings and possibly businesses, processing plants and transport businesses) from the current R-5 designation. The neighborhood now is single family homes and low-rise apartment or condo units and a very pleasant place to live. I do not wish to see it devastated by greatly increased traffic, especially business which would involve truck traffic.

Please change the R-3 zoned land to R-5, and also those mixed areas (numbers 287, 288, 289 and 290) changed to R-5.

Katherine M. Astala
4312 NE 125th Place
Portland, OR 97230-1208

12/28/14

Portland Bureau of Planning
1900 SW 4th Avenue
Portland Oregon,

RE: Comments on the Comprehensive
Plan Update



To Whom It May Concern,

I am an architect and planner living in Eastmoreland where there has been a noticeable increase in demolitions and new construction of speculative housing in our neighborhood to replace the demolished housing. The design quality of these new buildings with few exceptions, is poor. In some cases, significant houses reflecting a high degree of design quality were demolished. Without exception, the newly constructed skinny houses are glaring deviations from the neighborhood character, for the scale as well as design quality. I am hoping that my neighborhood's pursuit of a specific plan will address these issues. In the meantime, I offer the following comments on the Comprehensive Plan Draft .

Key Directions

Complete Neighborhoods and One size Does Not Fit All "Plan and design to fit local conditions" is a concept I strongly support. However the "Five Portlands" aka *Pattern Areas* do not recognize the distinct characters of neighborhoods within the Inner Neighborhood Pattern.

Also in Key Directions there is no reference to neighborhood associations in structuring public participation. Historically neighborhood associations are the designated contacts in land use review, requesting neighborhood planning and protecting Portland citizens from destructive impulses of urban freeway visionaries, the pressures of irresponsible development and careless abuse of environmental and cultural resources. While admittedly varying in capacity, these organizations along with business associations (that are mentioned) the Neighborhood Associations need to be recognized as integral to ongoing success of formulation, implementation and enforcement of policies.

Planning Goals and Policies

GP2-1 Community Involvement notably fails to mention Neighborhood Associations as primary vehicles or even participants for public participation in the planning process.

GP10.5 Land Use Designations. I support R7 designation east of SE 36th Avenue to SE Cesar Chavez Blvd. This area is considered part of our neighborhood - its lot sizes, character of houses and streetscape essentially the same as the western portion of Eastmoreland. The impacts of skinny house development in this area is changing this character and undermining the wholeness of our neighborhood.

Alternative development options.

I support ADU's but do not support by- right zoning of R2.5 for corner lots as long as they allow skinny houses. In general, my objections to skinny houses are architectural and would consider allowing 2 units on a 5000 square foot lot if there were sufficient architectural controls

to insure that the two units provided the same architectural appearance as a single family house.

I do not support skinny houses in Eastmoreland for the following reasons:

1. They are incompatible with existing architectural fabric of the neighborhood in the following ways:

A. Their garage doors dominate the front facades. Almost all Eastmoreland houses have garages in the rear of the property or in basement locations, partially sunken in the front walls. This dominance is also in conflict with Community Design Standards.

B. Their proportions (primarily vertical) are incompatible with the primarily horizontal proportion of houses in the neighborhood.

C. Their architectural detailing is minimal.

2.. Their heights (necessary to obtain the square footages given the small footprint) reduce solar access to adjoining lots.

3. They do not offer more affordability compared to existing houses.

4. They are by nature energy inefficient given their large amount of exterior surface relative to their enclosed area.

5. They encourage demolition of existing houses which conflicts with Comp Plan Policy 441 (Preservation Equity) and the retention of historic resources (4.36, 4.37, 4.38) This is also contrary to basic Sustainability goals of the Comp Plan.

Summary

1. I believe that every neighborhood should have the opportunity to create a neighborhood plan based on the guidelines established in the Comp Plan.

2. Existing neighborhoods with historic character need to be preserved while allowing increased density in the form of accessory dwelling units rather than demolition and replacement by poorly designed houses which undermine neighborhood character.

3. Skinny houses should be banned as a form of achieving higher density.

Thank you for your consideration,

Respectfully,



Bruce Sternberg, AIA
President

TO: Portland Planning and Sustainability Commission, psc@portlandoregon.gov
FROM: Cully Association of Neighbors
RE: 2035 Comprehensive Plan, Proposed Draft

The following recommendations were prepared by an ad hoc committee representing the Cully Association of Neighbors, the Living Cully Coalition, Our 42nd Avenue, and the Cully Boulevard Alliance. They have been revised and approved by the Board of the Cully Association of Neighbors.

Recommendations for themes and concepts to be incorporated into the Comp Plan

A. Mitigating displacement. (Note: In August 2012 the City Council adopted the Cully Main Street and Local Street Plan, including a resolution that “Directs the Bureau of Planning and Sustainability and other bureaus to implement Portland Plan Action 97 by using Cully as a case study for developing policies and strategies that anticipate and address the displacement impacts of gentrification. This proactive approach will consider the transformation of the Cully neighborhood over time.” We await action on this resolution.)

1. Assess the impact of projects, plans and investments on housing affordability and displacement of residents and businesses.

- a. The “impact analysis” tool introduced in Chapter 5 of the draft plan should be strengthened and applied as an overarching policy covering the entire Comprehensive Plan, and applying to all City bureaus. Significant projects, plans and investments – including infrastructure investments, significant zoning changes, planning designations (e.g. “Neighborhood Center” designation) and private developments requiring land-use review – should trigger an assessment of impacts on housing affordability and the displacement of residents and businesses.
- b. In cases where projects, plans and investments are projected to contribute to displacement and loss of housing affordability, the impact analysis must include proposed mitigation strategies and investments.
- c. In the case of public projects, implementation of mitigation efforts must be included in the project budget.

2. Use land-banking as a tool to prevent displacement in gentrifying areas.

Remove residential and commercial properties from the private market, particularly in neighborhoods that are now experiencing or are projected to experience rising property values and rents, so that those properties can be used for permanently affordable housing and commercial spaces (e.g. through a land trust model). Explore a variety of tools to acquire properties, including acquisition of foreclosed properties.

B. Housing

- 1. Encourage permanently affordable housing models for both homeownership and rentals.**

- a. Throughout the plan, references to encouraging homeownership should add an emphasis on permanently affordable homeownership opportunities (i.e. community land trusts, limited-equity cooperatives), so that homes remain affordable for future owners and subsidies are not lost when the initial owners sell.
 - b. Ensure that subsidized rental units are permanently maintained as affordable units.
- 2. Pursue inclusionary zoning and other tools that create affordable units in new market-rate housing developments.**
- The City should aggressively pursue tools such as inclusionary zoning that create permanently affordable housing units in private developments – through lobbying at the state level to lift the ban on inclusionary zoning, implementing other existing models and developing new land use tools.
- 3. Support development of smaller homes.**
- a. Support the development of smaller homes in single dwelling zones to provide market-based affordable housing, accommodate a wider variety of household sizes, decrease resource use and carbon impacts associated with larger homes, and preserve the character of existing neighborhoods.
 - b. This could be accomplished by creating more flexible rules for accessory dwelling units, allowing large old homes to be internally divided into small units, and scaling Systems Development Charges based on home size.
 - c. Offer density bonuses in single dwelling zones in exchange for smaller home sizes and/or permanently affordable housing.
 - d. Expand the palette of housing choices throughout the city, including family-friendly development in high density zones and small households in single dwelling zones.

C. Neighborhood economic development

1. Stability as an overarching economic development goal

To prevent displacement of vulnerable small businesses, add “stability” as a foundational citywide goal for economic development.

2. Neighborhood businesses and industrial policy

Strategies for industrial economic development should more thoroughly integrate neighborhood district businesses to find economic synergies. As the city seeks to replace foreign-made goods and services in industrial processes, neighborhood district businesses should be supported to fill niches in industrial supply-chains.

3. Equitable access to employment

Strategies for employment land should account for equitable access to employment, particularly in the Columbia Corridor. Equitable access can be defined in terms of transportation access for incumbent populations in economically vulnerable communities. Additionally, equitable access should

include the concentration of employment and business development resources in historically underserved communities, in order to help disadvantaged community members more easily find employment or open businesses.

4. Neighborhood business districts

- a. Neighborhood business districts should be hubs for business development by the immediate, incumbent population. Policies should enhance access to space for emerging businesses and entrepreneurs. Measures of accessibility should consider the affordability and size of space, as well as use-diversity. Special attention must be given to ensure that neighborhood-based businesses are not involuntarily displaced, including manufacturing businesses that are vulnerable to replacement by retail and office uses.
- b. Neighborhood-scale decision-making structures (e.g. the Neighborhood Prosperity Initiative model) should be encouraged to bridge residential and business concerns and respond to neighborhood-specific challenges, including displacement pressures. Such programs can serve as conduits to public resources for employment and business development, and encourage local hiring by neighborhood businesses. Additionally, they should be empowered to engage commercial property owners and developers toward the end of community-beneficial development. The primary purpose of neighborhood-scale economic development decision-making should be to ensure that economic change benefits members of the incumbent community with greater access to needed goods and services, as well as employment and entrepreneurship opportunities.

5. Small business incubation

Regulations that impede business incubation should be reexamined. Restrictions on home-based businesses and temporary markets should be relaxed where appropriate to encourage community-based entrepreneurship.

D. Transportation—Address historic inequity

Goal 9.D. Equitable transportation is an admirable aspiration and essential to achieving the equity goals of the Comp Plan. We would like to see that goal emphasized more in a number of policies. The plan needs to specifically address the historic inequity affecting low income neighborhoods that were annexed in the 1980's. These neighborhoods lack the infrastructure enjoyed by older Portland neighborhoods, including paved streets, curbs, sidewalks, street lights, and public transit. They consequently lack safe affordable access to jobs, schools and parks. Residents of these neighborhoods, some still paying for sewers, cannot bear the cost of building this infrastructure through local improvement districts. The plan should explicitly give priority to these neighborhoods for improvement in policies concerning Affordability (9.8), Geographic policies (9.9), Pedestrian networks (9.19), and Transit equity (9.27).

E. Environment and Watershed Health

1. Connect green areas to one another with migration corridors so that wildlife can safely circulate within urban areas.
2. Prioritize and incentivize brownfield redevelopment.
3. In areas where industry abuts residential uses, encourage good neighbor practices that mitigate noise, odors and pollution so that industry and neighborhoods can coexist.
4. Identify areas with poor soil infiltration and limited public storm water facilities and create incentives for existing developments within those zones to emulate predevelopment conditions through storm water catchment and treatment to mitigate impacts on overtaxed watersheds.
5. Require native trees and vegetation in all natural resource areas.

Recommendations for specific changes to policies and the addition of new policies

Chapter 1—Guiding Principles

- **Policy 1.15**—Clarify that the goals and policies of existing neighborhood plans are “incorporated by reference” into this plan so that they continue to have the force of law in land use cases (except where they conflict with this plan). The phrase used the draft, “are still in effect,” is subject to interpretation.

Chapter 5—Housing

- **After Policy 5.39 (Page GP5-11)**
Add new policy to create safe, sanitary housing options for homeless and/or extremely low-income residents that meet all life safety requirements of the maintenance and landlord/tenant codes (i.e. egress, smoke detectors, ventilation, handrails...), but not necessarily the full standards for new construction under today’s building and zoning codes. Allow experimentation with low-cost models with non-traditional housing forms, and support self-organized efforts by individuals experiencing homelessness to provide housing for themselves.

Map recommendations

Do not change the current zoning of ‘Sugar Shack’ property at the intersection of NE Cully Blvd. and Killingsworth St. Retain the current EXdh designation to allow flexibility in development for the community organizations who are buying the property.

TO: Portland Planning and Sustainability Commission, psc@portlandoregon.gov
Portland Bureau of Transportation, tsp@portlandoregon.gov
FROM: Cully Association of Neighbors
RE: Transportation System Plan Project List

The following are our comments on the List of Candidate Projects for the Transportation System Plan Update. We have gathered this commentary from Cully residents at a variety of public meetings throughout 2014. They have been reviewed by our Transportation and Land Use Committee and our general membership, and are approved and recommended by our Board.

Our comments sometimes seek to clarify or request minor modifications to projects on the list, or simply encourage their rapid implementation for the reasons stated. In a few instances we recommend projects that are not in the current draft of the TSP.

40012 *Portland NE 72nd Ave Pedestrian Improvements*

Construct sidewalks, curbs, and storm drainage improvements along 72nd and improve pedestrian crossings.. 72nd Ave, NE (Emerson - Prescott) \$5,348,876 Candidate

This is an extremely dangerous route for pedestrians who travel it daily to reach the NE Emergency Food Program and Sacajawea Head Start. It is also a key access route to the new Cully Park, opening October 2015. We also need this project to be extended to Killingsworth Street to improve the pedestrian crossing there as called for in the Cully Park Safe Access Project. This is a key intersection for Cully Park access. There have been six pedestrian crashes in last five years, one fatality. Eliminate the right turn lane on eastbound Killingsworth to shorten distance for pedestrians. Improve signal timing for pedestrian crossing. Improve visibility of signals. Improve lighting.

40037 *Portland Cully Blvd Multimodal Safety Improvements*

Design and implement pedestrian and bicycle facilities. Cully Blvd, NE (Columbia Blvd - Fremont) \$4,000,000 Candidate

We encourage you to fund and complete this project as soon as possible. When you do, be sure to include:

- Sidewalks on NE 57th extending from Cully Blvd. to Fremont Street. There is no sidewalk on the west side and a narrow, substandard sidewalk on the east side.
- A marked crosswalk with a center pedestrian refuge island and either a rapid flash beacon or a HAWK signal at NE Mason & Cully. There have been a number of crashes at this location—several involving pedestrians. A 2013 report by Mark Haines of PBOT recommended placing this on the CIP list and prioritizing it. This is specifically recommended in the adopted Cully Local Streets Plan.
- Sidewalk improvements, cycle track extension on NE Cully Blvd between Emerson and Killingsworth. The sidewalk is in poor condition and the cycle track does not extend north of Emerson.

115660 *Portland Connected Cully*

Make improvements to calm traffic, fill in the missing sidewalks along transit routes, and increase walking and bicycling by creating new north/south connections to schools.

Killingsworth, NE (42nd - Cully); Prescott, NE (42nd- Cully); 60th, NE (Prescott - Portland Hwy); 72nd, NE (Emerson & Killingsworth); 54th/55th (Prescott - Killingsworth); 66th/67th (Sandy - Prescott)

\$3,337,372 Funded

This suite of projects is absolutely critical to the safety of our children, and must be completed as soon as possible. Note that this project improves sidewalks on NE Killingsworth from 42nd Ave to Cully Blvd. The improvements must extend east from Cully Blvd. to Portland Highway to ensure the safety of residents of Hacienda CDC and their children.

40007 *Portland NE 42nd Ave Bridge Replacement*

Replace the NE 42nd Ave Bridge (#075) over NE Portland Hwy and the adjacent railway. This project will remove the weight restriction, maintain vertical clearance for over-dimensional freight, and provide improved pedestrian and bicycle facilities. 42nd Ave, NE (over NE Portland Hwy and railroad tracks)

\$8,309,623 Candidate

This is an extremely dangerous area for pedestrians and bicycles, and a key connection to Whitaker Ponds Nature Park. In conjunction with this project, there should be continuous sidewalks along 42nd Avenue from Killingsworth north. This frequent service bus route is an unsafe place for people trying to access the #75 bus.

40082 *Portland NE Seventies Neighborhood Greenway*

Design and implement a bikeway using neighborhood greenway and/or separated in-roadway treatments, with crossing improvements as needed at major streets.

70s Aves, NE (Thomas Cully Park - I-84)

\$1,409,019 Candidate

This project provides essential north/south connections to Harvey Scott School, all of which are currently substandard. It will provide a safe route to the school from the apartments of Hacienda CDC.

40111 *Portland NE Simpson St Neighborhood Greenway*

Design and implement bicycle facilities. Simpson St, NE (33rd - Portland Hwy) \$560,000 Candidate

This project must include a pedestrian crossing of 42nd Avenue at Simpson Street. This currently dangerous crossing is used to access bus stops & Fernhill Park.

113090 *Port Cully Blvd Rail Overcrossing*

Construct roadway overcrossing at NE Cully Blvd. over Kenton line. Cully Blvd, NE (over Kenton Line railroad)

\$35,000,000 Candidate

While this project will doubtless facilitate the flow of freight traffic to and from the Port, the community needs a safe pedestrian and bicycle connection between Thomas Cully Park and Colwood Nature Park. What is needed is a pedestrian/bicycle overcrossing of Columbia Boulevard and the railroad tracks at 75th Avenue.

40071 *Portland Skidmore/Mason Neighborhood Greenway*
Design and implement a bikeway using neighborhood greenway and/or separated in-
roadway treatments, with crossing improvements as needed. Skidmore St, N/NE, (Michigan -
47th); Mason St, NE (47th - Sandy)
\$1,000,000 Candidate

This project must include a safe pedestrian crossing of Cully Boulevard at Mason Street as specifically recommended in the adopted Cully Local Streets Plan.

40009 *Portland NE 47th Ave Ped/Bike Improvements*
Widen and reconfigure intersections to better facilitate truck turning movements to the cargo
area located within the airport area. Project includes sidewalk and bikeway improvements.
47th Ave, NE (Columbia to Cornfoot) \$5,541,678 Candidate
40036 *Portland Cornfoot Rd Multimodal Safety Improvements*
Construct a multi-use path on the north side of Cornfoot Rd and install missing guardrail
segments on the south side. Cornfoot Rd, NE (47th to Alderwood)
\$3,626,000 Candidate

These projects will provide needed access for the Native American Youth and Family Center to the slough and Colwood Nature Park.

40107 *Portland Outer Alberta Neighborhood Greenway*
Design and implement a neighborhood greenway.
Alberta St, NE (77th - I-205 Path)
\$520,000 Candidate

This project will complete the Going/Alberta Neighborhood Greenway and provide needed access to East Portland and the I-205 bikeway.

Additional Projects

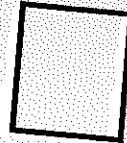
In addition to the foregoing, there are several projects not in the current draft of the TSP that we believe ought to be:

Unimproved streets. Implement recommendations from the adopted Cully Main Street and Local Street Plan to improve unimproved streets in the target area (bounded by Cully, Sumner, 68th, and Prescott). Implement pilot projects to test a range of street improvement options.

NE Alberta Street from 42nd Avenue to Cully Boulevard This neighborhood greenway lacks sidewalks. It connects two proposed neighborhood centers (42nd Ave. and Cully Blvd.) and provides access to Khunamokwst Park. Sidewalks would improve safety and connectivity and make this a true neighborhood greenway in more than name only.

NE 47th Avenue from Prescott to Fremont. Rose City Cemetery extends for ½ mile from NE 47th to 57th. All north/south traffic, vehicles, pedestrians and bicycles, share 47th or 57th creating an unsafe mix on the roadway. The lack of continuous sidewalks here reduces safety and impedes access to the Beaumont Village business district.

Aylier Mendez
1240 NE 181st Ave #209
Portland OR 97230
Vecindario: Este De Portland



Para: Bureau of Planning & Sustainability

Att: Chris Scarzello

1900 SW 4th Ave #7100

Portland, OR 97201

translation:

I believe it is very important to have affordable houses across the whole city not only in the low areas because we all have the right to live in places w/ grass for the kids. If you had more grass and prettier places

in places considered low people would stay there.

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: Gangei M Sunar.

My email address is: 2622 SE 160th Ave #22

Please support our community to stop or decrease displacement by:

We need car parking, good, steam,

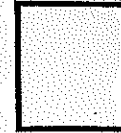
clean, safe and with neighborhoods.

Sponsored by:



The Community Alliance of Tenants

Vecindario: Este De Portland



MORE AFFORDABLE RENT; SAFER STREETS AND MORE JOBS AND MORE COMMERCIAL CENTERS SO THAT FOOD IS MORE AFFORDABLE FOR THE WHOLE COMMUNITY.

Para: Bureau of Planning & Sustainability

Att: Chris Scarzello

1900 SW 4th Ave #7100

Portland, OR 97201

translated by
BPS staff -
Joan Fredenksen

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: HUSA-MOH.

My email address is: 50-1520283@gmail.com

Please support our community to stop or decrease displacement by:

in my community we need housing for the refugee people.

in our community we have to pay housing.

Sponsored by:



The Community Alliance of Tenants Ord. 187832 Vol. 23 E, page 15829

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: Shawn Be.

My email address is: no email

Please support our community to stop or decrease displacement by:

I want a house
2088 - SE 122 - Ave - sunset portland oregon
zipcode: 97233
Phone number: 503-2689413

Burneal

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: Ali SWP

My email address is: _____

Please support our community to stop or decrease displacement by:

I want a house SE 122 - Ave - sunset
portland oregon zipcode: 97238
Phone number: 503 2689413

Burneal

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: SARAN

My email address is: 12900 SE DIVISION ST #24

Please support our community to stop or decrease displacement by:

Housing

Burneal

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: SHUBEA W A V

My email address is: 12900 SE DIVISION ST #24

Please support our community to stop or decrease displacement by:

Housing

Burneal

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: Rostana

My email address is: no email

Please support our community to stop or decrease displacement by:

I want a house
61- SE 122-Ave - Elmore portland Oregon

~~zip~~ Zipcode: 97233

Phone number: 503-256-2013

Burnear

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: LeeAnne Ferguson

My email address is: leeannefergason@gmail.com

Please support our community to stop or decrease displacement by:

making housing affordable and creating
safe + affordable ways of transportation
to work + school including walking
biking + transit.

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: clark kan

My email address is: no email

Please support our community to stop or decrease displacement by:

I want a house
12900 SE division st

(503) 465-7502

Burnear

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: Ozai Ali

My email address is: no email

Please support our community to stop or decrease displacement by:

I want a house ~~2086-2086~~
2086-SE 122-Ave - sunset portland
Oregon. Zipcode: 97233

Phone number: 503-268-9413

Burnear

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: Mart Bipana Bharati

My email address is: 2626 SE 112 AVE #7

Please support our community to stop or decrease displacement by:

Sponsored by:



The Community Alliance of Tenants

OUR COMMUNITY, OUR VOICES !

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

Dear: Planning & Sustainability Commissioners/Comprehensive Plan

My name is: Molvi Bharati

My email address is: 2626 SE 112 AVE #7

Please support our community to stop or decrease displacement by:

→ The housing I live in 11211 2626 SE 112 Avenue apt# 7 has broken windows, the main door doesn't lock, ceiling has cracked and when requested for repair the house manager demand money. Plus there are more repairs needed. Manager don't care - Because of side parking on the street many accidents!



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: Sian Lian Thang

My email address is: hakimtuang@gmail.com

Please support our community to stop or decrease displacement by:

Playground with fitness facilities

Sponsored by:



The Community Alliance of Tenants

Burmes

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: Tin Hla

My email address is: _____

Please support our community to stop or decrease displacement by:

Affordable housing

Sponsored by:



The Community Alliance of Tenants

Burmes

OUR COMMUNITY, OUR VOICES !

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

Dear: Planning & Sustainability Commissioners/Comprehensive Plan

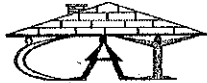
My name is: Kezia

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center.
bilingual language teacher

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

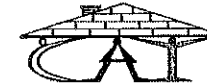
My name is: Man, Nay

My email address is: _____

Please support our community to stop or decrease displacement by:

need Karen Community center
→ bilingual teacher

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: NAY SUNUWAR

My email address is: 2643 SE 162nd AVE #43

Please support our community to stop or decrease displacement by:

Sponsored by:



The Community Alliance of Tenants

OUR COMMUNITY, OUR VOICES !

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

Dear: Planning & Sustainability Commissioners/Comprehensive Plan

My name is: Bowling Sunuwar

My email address is: 2643 SE 162nd AVE #43

Please support our community to stop or decrease displacement by:

Sponsored by:



The Community Alliance of Tenants

OUR COMMUNITY, OUR VOICES !

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

Dear: Planning & Sustainability Commissioners/Comprehensive Plan

My name is: Soe, Ler

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center
Bilingual teacher

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: Ku, Mso

My email address is: _____

Please support our community to stop or decrease displacement by:

- Need Karen Community center
- Bilingual teacher

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: Htoo, Saw kwah

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center
Bilingual teacher

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: TWAY LAY

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center
Bilingual teacher

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: Darling, Grace

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center -
Bilingual teacher

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: Ra, Zippor

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center -
Bilingual teacher

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: Ni, Di /i

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center -
Bilingual teacher

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: Hoo, Saey

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center
Bilingual teacher

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: Wah, Aleh Paw

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center
Bilingual teacher

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: Gay, Hser

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center
Bilingual teacher

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: Paw, Shero

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center
Bilingual teacher

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: Htoo, Lucy

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community Center
Bilingual teacher

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: Pao, Tee

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center
Bilingual teacher

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: Soe, Pao

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center
Bilingual teacher

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: lar, kaw

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center
Bilingual teacher

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: Htoo, Ch

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center
Bilingual teacher

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: Kar, Mrs Ree

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen Community center
Bilingual teacher

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: Roxanne Beveridge

My email address is: roxannemb@gmail.com

Please support our community to stop or decrease displacement by:

Having more rent controlled
housing. Safe neighborhoods for
children and adults. more family
dwelling. Empowering the tenants
to have more of a voice.
Please keep culture in the community.

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: Diane Williams

My email address is: 4016 NE 11th Ave faxwill321@aol.com

Please support our community to stop or decrease displacement by:

Closing local schools and increase real
affordable housing. Housing that is affordable
to low income families.

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: BO, JA

My email address is: _____

Please support our community to stop or decrease displacement by:

Karen community center
Bilingual teacher

Sponsored by:



The Community Alliance of Tenants
Ord. 187832 Vol. 2.3.F, page 15838

OUR COMMUNITY, OUR VOICES !

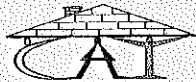
We need safe, robust neighborhoods with affordable housing, affordable stores, employment opportunities & training programs.

Dear: Planning & Sustainability Commissioners/Comprehensive Plan

My name is: Cristina
My email address is: cristina@oregoncat.org

Please support our community to stop or decrease displacement by:
Making sure there is affordable housing for people of color are able to afford. To stop or decrease displacement what we need in the state is, rent control, just cause notice & ~~the~~ remove I.Z.

Sponsored by:



The Community Alliance of Tenants

OUR COMMUNITY, OUR VOICES !

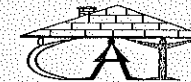
We need safe, robust neighborhoods with affordable housing, affordable stores, employment opportunities & training programs.

Dear: Planning & Sustainability Commissioners/Comprehensive Plan

My name is: Niang Cing
My email address is: niangcuaning2014@gmail.com

Please support our community to stop or decrease displacement by:
1. Housing
2. Car

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 email address is: _____

Please support our community to stop or decrease displacement by:

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: April Kusters
My email address is: blueaprilk@gmail.com

Please support our community to stop or decrease displacement by:
1) Ensure existing community not priced out by
2) Rent Control/Caps.
3) Keep bus lines & increase frequency
4) We need affordable hair dresser
5) More housing.

Sponsored by:



Ord. 187832 Vol. 2.3.F, page 15839

The Community Alliance of Tenants

NUESTRA COMUNIDAD, NUESTRA VOZ!

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

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

My name is: Jose Cano Candelario

My correo electrónico es: _____

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: A indoor soccer field

Patrocinado por:



La Alianza Comunitaria de Inquilinos

OUR COMMUNITY, OUR VOICES!

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

Dear: Planning & Sustainability Commissioners/Comprehensive Plan

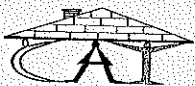
My name is: Tuang

My email address is: hakimi.tuang@gmail.com

Please support our community to stop or decrease displacement by:

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

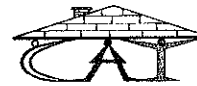
My name is: JOEL SPECTOR

My email address is: FOLYDAN@YAHOO.COM

Please support our community to stop or decrease displacement by:

- 1) IMPLEMENT THE LANDLORD CERTIFICATION LAW
- 2) EDUCATE BLDG INSPECTOR DEPT. IN THEIR DUTIES TO REINFORCE THE LAW.
- 3) CREATE AND PUBLICIZE THE (VENUES ALL) TECHNIQUES BY WHICH TENANTS MAY PROSECUTE SCOFFLAW LAND-LOCKS.

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: KHUP THANG SUAN

My email address is: khup.thang.suan@yahoo.com

Please support our community to stop or decrease displacement by:

- 1) Housing
- 2) more street light

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: Mung Theng
My email address is: _____

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

Sponsored by:



The Community Alliance of Tenants

OUR COMMUNITY, OUR VOICES !

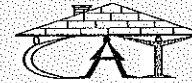
We need safe, robust neighborhoods with affordable housing, affordable stores, employment opportunities & training programs.

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

My name is: Cin Lun Niang
My email address is: _____

Please support our community to stop or decrease displacement by:
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: THANG KHAW MANG
My email address is: mangkipsang@gmail.com
Please support our community to stop or decrease displacement by:

1. HOUSING
2. Car

Sponsored by:



The Community Alliance of Tenants

OUR COMMUNITY, OUR VOICES !

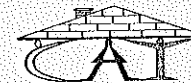
We need safe, robust neighborhoods with affordable housing, affordable stores, employment opportunities & training programs.

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

My name is: Thang
My email address is: jubalthang@gmail.com
Please support our community to stop or decrease displacement by:

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: Jesus Canoa
My email address is: JesusCanoa46@gmail.com

Please support our community to stop or decrease displacement by:
I would like to see an indoor park

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: Marc Willwerth
My email address is: amaracus@yahoo.com

Please support our community to stop or decrease displacement by:
including more affordable housing in higher income areas to increase diversity.

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: Alexander Lumberto
My email address is: AlexanderLumberto@gmail.com

Please support our community to stop or decrease displacement by:

Mixing affordable housing in affluent neighborhood

Sponsored by:



NUESTRA COMUNIDAD, NUESTRA VOZ!

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

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

Mi nombre es: Gisela Garcia
Mi correo electrónico es: gisela.garcia-rolon@multico.us

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que:

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 comprensivo

Mi nombre es: Scotty Ellis
Mi correo electrónico es: Scotty.a.ellis@gmail.com

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: more Affordable housing! Our friends and family are being displaced.

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 comprensivo

Mi nombre es: Katie Menzel
Mi correo electrónico es: katie.menzel@gmail.com

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que: more affordable
housing in all Portland neighborhoods!

Patrocinado por:



La Alianza Comunitaria de Inquilinos

OUR COMMUNITY, OUR VOICES!

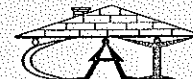
We need safe, robust neighborhoods with affordable housing, affordable stores, employment opportunities & training programs.

Dear: Planning & Sustainability Commissioners/Comprehensive Plan

My name is: Brett Cattani
My email address is: brett.cattani@gmail.com

Please support our community to stop or decrease displacement by:
more affordable housing, ASac Branches
improved transportation and pedestrian
access in east county, rent control

Sponsored by:



The Community Alliance of Tenants

NUESTRA COMUNIDAD, NUESTRA VOZ!

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

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

Mi nombre es: Diana Drum
Mi correo electrónico es: Kidiane.drum@gmail.com

Por favor apoye a nuestra comunidad para detener o disminuir el desplazamiento asegurándose que:

more affordable rentals -
more funding for REACH, ROSE
CDC, etc

Patrocinado por:



La Alianza Comunitaria de Inquilinos

Ord. 187832 Vol. 2.3.F, page 15843

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: **CHRISTINA DIRKS**

My email address is: **christinadirks@yahoo.com**

Please support our community to stop or decrease displacement by:

- **expand/preserve/create affordable housing in close in neighborhoods (areas of opportunity)**
- **rent control/stabilization**
- **fair cause notices only - no no cause terminations**

Sponsored by:



The Community Alliance of Tenants



Joyce Montgomery
5557 SE Jenne Ln
Portland OR 97236-1624

Testimony for comp plan

We are Steven and Joyce Montgomery. We live at 5557 SE Jenne Ln Portland OR 97236.

We have owned this piece of land for over 25 years, and we have always used this property for the care, raising and training of horses. Our pasture is a vital source of nutrition for our livestock, as well as being a place for them to live as freely as possible, in a herd setting while being able to move about and graze as nature intended.

In 1989 I had a well dug a septic system put in and a manufactured home built and delivered to my property. I had no problems in obtaining permits for this work and was able to join my horses in living on my property.

In 2001 my husband and I decided to build a 9-stall barn to house our horses. Again, we had no problem obtaining the necessary permits.

In 2010 we started the process to obtain permits to build a 40X60 farm accessory building. We were shocked to find out that even though we still live in unincorporated Multnomah County (not Portland) we would have to go to Portland to get our permits. We were further shocked to discover that even though our property was still zoned residential farm and forest, Portland had no provisions for a permit for building a farm structure that would be bigger than our residence. Instead we had to spend over \$2000.00 to ask permission to apply for a permit to build an accessory structure that is bigger than our residence. You in Portland may not be aware, but the majority of farm buildings are larger than the residences that accompany them.

We were also informed at this time that there was a Pleasant Valley "V" overlay on about 80% of our property and a "P" overlay on a small area at the back of our horse pasture. We think the "P" overlay was placed over a row of property line trees planted to define the edge of the working pasture. We were told that if any part of the structure we wanted to build infringed on any part of the "V" overlay we would need to spend considerable additional monies for an environmental review.

We were "lucky" in the fact that where we planned to build our accessory structure happened to be in the small area not held hostage by these environmental overlays, but our long term plans have always included building a covered riding arena, and the area where we would build this is inside the "V" overlay which would force us to spend more of our hard earned money on an "environmental review" to determine if we would be allowed to build on our own property and then more money spent getting permission to build a farm structure bigger than our residence.

These overlay zones were imposed on our property without our knowledge or agreement.

We would like to know what notification and involvement rules Portland and Multnomah County followed before adding the "P" and "V" overlays. Neither we nor any neighbors we have contacted knew anything about them. How legal are they, really? If we had not requested to be notified when Portland was ready to review its master plan so that we could ask to have these overlays removed from our property, we wouldn't have any way of knowing that this was even going on.

We already have the Johnson Creek 100 year floodplain on a significant section of our property. The tree line that the "P" designation seems to have been put in place to protect is already protected. Mature trees can't be cut down, without special permission, not that we have any desire to do so.

It's redundant and incompatible with our existing and future planned use of our property to have these "P" and "V" zones burdening our property, we would like to have them removed. You are welcome to contact us at any time to take a personal look at our little piece of heaven, and I'm sure you will see that there are limited environmental resources on our property due to the fact that it has been in active agricultural use for over 75 years that we know about.

We are concerned at how difficult Portland has made it for us to continue our master plan for our property. Where our house and original 9-stall barn are is now in the "V" overlay. Today we would have to request an environmental review in order to even have a chance of getting a building permit for either of these structures. What would happen if either or both of them were destroyed? What if we decide we would like to replace our manufactured home with a log home or other type of construction? We shouldn't be hampered by these overlays that we were never given an opportunity to comment on. We still have plans to build a covered riding arena, this would of course be built outside of the 100 year floodplain, but we don't want to be forced to spend more money for an environmental review that is unnecessary, simply because someone looked at a map and decided our property would be a good place to put these overlays.

We understand that with the open space the city has bought around us and the springwater corridor and Johnson Creek running by our property, ours is an inviting and idyllic area that you would like to keep from being developed. We have no intention of developing it beyond the agricultural development we've mentioned. We just want to be allowed to freely enjoy our property and be allowed to complete our plans for our future on our property, without having our hands tied by these overlays.

Steven W. Montgomery 12/22/14
Joyce Montgomery 12-22-14

From: Planning and Sustainability Commission
Sent: Monday, December 22, 2014 11:31 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

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

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

From: Randall Magahay [mailto:tataflo@msn.com]
Sent: Sunday, December 21, 2014 1:59 PM
To: Planning and Sustainability Commission
Subject: Comprehensive plan testimony

This is for Woodstock neighborhood
From: Florence Dezeix and Randall Magahay
5527 SE Tolman, Portland Or 97206

About abutting walls: to avoid an ugly tall wall that is against somebody else property, I think there are solutions other than set back. For example:
Add windows to the tall wall. Place the window in such a way that nobody can look out of the windows.
Paint a trompe l'oeil, like on the wall near the Historical Society downtown.
Add some artwork to the wall, artwork that will withstand wind and rain.
Perhaps a "living wall" of low to no care native succulents.
Add some architectural lines to break the wall. For example, a line of roof tiles in the shape of a rooftop.
Add some small balconies, though I don't like this idea so much.

A pleasant addition to the neighborhood would be to include one or two parklets on Woodstock, like miniature Pioneer squares, perhaps incorporated with bus stops, so as not to be a non-stop 15 block wall of retail and apartments.
Don't forget to plant lots of trees!

Envoyé de notre mEowpad

Portland Comprehensive Plan Testimony

82nd Avenue Improvement Coalition Meeting 9/22/14

September 22nd, 2014 the 82nd Avenue Improvement Coalition facilitated a forum at Montavilla United Methodist Church. This forum started with a presentation from the Portland Bureau of Planning and Sustainability regarding the proposed changes within the City of Portland 2035 Comprehensive Plan and what those changes might mean for residents and businesses along 82nd Avenue.

The following is an overview of the commentary from the residents in attendance. Attached is testimony from people that attended.

Mixed Use and Employment

- *Possibility from the City of Portland to give incentives to businesses located or moving to 82nd Ave, possibility of urban renewal funds
- *Encourage small businesses
- *Private property/business owners are liable for sidewalks (adding or improving), trees, sewer upgrades, etc. – can City of Portland help property owners for development “amenities” to make attracting prospective businesses to the area easier. We want/need businesses, support services for community benefit!
- *Make 82nd more inviting- more trees, beautification, medians with trees where available space
- * Continuous and ADA accessible sidewalks (especially SE 82nd has parts without continuous sidewalks- this is their #1 request, basic infrastructure) This is safety issue!
- *More safe crossings for 82nd Ave., pedestrian islands where available (no usable turn lane), bike lanes for bike commuters—all are safety features
- * Right now sidewalks are very exposed to street, cars zooming by, feels “grimy” and hot- needs buffer (example is trees) between sidewalk and street
- *Increase walkability- must include support services/businesses for residents/employees to go to (coffee shops, cafes, variety of restaurants, retail, etc., not more fast foods)- Right now nowhere to go!
- * Mixed use buildings/office spaces/apartments with café, restaurants, retail (or another small businesses) on bottom
- *Smaller scale, no more (or restrict) big box retail
- *More like MLK, N. Williams, N. Mississippi in look and feel
- *Height restrictions for buildings, step-down transitions

Institutional-

- *Main institutions are Madison High School, Vestal K-8, PCC SE campus, Multnomah Bible College
- *Surrounding areas need support services, retail businesses (examples are coffee shops, deli, food carts, etc., smaller shops, encourage family focused small businesses, not more fast food restaurants or convenience stores), safe places/businesses for students to go to (not “adult” businesses)
- *Feels “trafficy”, very busy
- *Walkability- safe crossings especially where students are logically wanting to cross, traffic buffers, more trees/ beautification, feeling “safe” as pedestrian
- *Assess placement of bus stops- Is it a safe location with traffic and nearby crosswalks?
- *Bike lanes, safety for bike commuters and students
- *More like MLK or N. Williams in feel and look
- *Parking is necessary, no street side parking on 82nd, buffers between parking and neighborhoods (so houses don’t look onto parking lots)
- *Height restrictions, step down to residential areas

Housing-

- *Jobs and businesses needed nearby where people live
- *Housing units should be small scale on 82nd Ave- Apartments above retail on main street, no additional large apartment complexes. Step down for transitions from taller buildings to single homes
- *Keep neighborhood feel on side streets off of 82nd, limit infill housing
- *Possibility for PCC student housing?
- *Lots of families live out here. Need for parks and/or community centers off of 82nd – especially in SE (around Powell to Division and 82nd to I-205), there is nowhere for families to go who live in this area and water play features funded at parks with closed wading pools such as Glenhaven Park and other parks near 82nd (such as Lents Park)
- *Improve walkability- places to go (family friendly businesses is a must, coffee shops, food carts, etc), sidewalk improvements, safer crossings, pedestrian islands, buffers from street/traffic, trees
- *Can housing still be affordable if area improved?

*82nd Ave is a food desert, smaller grocery stores needed (Trader Joe's, New Seasons, food co-op, etc)

*Job centers- employment opportunities and businesses nearby where people live. We need more employment opportunities (question is can there be enough to account for growth and can housing be affordable in improved areas?)

*Banfield Pet Hospital Headquarters building is available for employment opportunities (they are relocating to Vancouver). Would like to see support services/ businesses for employees to use (again coffee shops, cafes, restaurants, retail are needed)

*Noise considerations for nearby residential (example loading docks, garbage trucks for businesses)- create buffer zone for adjoining neighborhoods,

*Parking considerations for businesses and employees, no side street parking available on 82nd Ave. (especially for smaller storefront businesses, PCC SE campus), using neighborhood streets for parking is big complaint, possibility of parking structure (with buffer to residential, or step-down transition), permit parking (may not be popular), preferably no more big parking lots on 82nd then business behind parking but rather storefronts/businesses with entrances from sidewalk

*82nd Avenue MAX station- In other cities there are "centers" near metro stops, includes coffee shops, shopping, restaurants, cafes, fun places to go, it is a destination. Would like to see this instead of current offerings of motels, car lots, DMV, etc.

* People could walk, bike, use MAX lines, high speed transportation- this could lower traffic congestion, but still plan on people using cars through this corridor

Institutional

*Main institutions are Madison High School, Vestal K-8, PCC SE campus, Multnomah Bible College

*Surrounding areas need support services, retail businesses (examples are coffee shops, deli, food carts, etc., smaller shops, encourage family focused small businesses, not more fast food restaurants or convenience stores), safe places/businesses for students to go to (not "adult" businesses)

*Feels "trafficy", very busy

*Walkability- safe crossings especially where students are logically wanting to cross, traffic buffers, more trees/ beautification, feeling "safe" as pedestrian

*Assess placement of bus stops- Is it a safe location with traffic and nearby crosswalks?

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*More like MLK or N. Williams in feel and look

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*Height restrictions, step down to residential areas

Housing

*Jobs and businesses needed nearby where people live

*Housing units should be small scale on 82nd Ave- Apartments above retail on main street, no additional large apartment complexes. Step down for transitions from taller buildings to single homes

*Keep neighborhood feel on side streets off of 82nd, limit infill housing

*Possibility for PCC student housing?

*Lots of families live out here. Need for parks and/or community centers off of 82nd – especially in SE (around Powell to Division and 82nd to I-205), there is nowhere for families to go who live in this area and water play features funded at parks with closed wading pools such at Glenhaven Park and other parks near 82nd (such as Lents Park)

*Improve walkability- places to go (family friendly businesses is a must, coffee shops, food carts, etc), sidewalk improvements, safer crossings, pedestrian islands, buffers from street/traffic, trees

*Can housing still be affordable if area improved?

The 82nd Avenue Improvement Coalition would like to thank the City of Portland Bureau of Planning and Sustainability for their collaboration. We look forward to further collaborative efforts.

Thank you

82nd Avenue Improvement Coalition
82ndavenue@gmail.com

.....COMPREHENSIVE PLAN UPDATE.....

If your comment is related to a specific goal, policy, or section of the Working Draft, please include the policy or page number for reference. Also make sure to include an address or place name if your comment pertains to a specific area or location. Your comment will be used by staff to revise the Working Draft. There will be opportunities for formal comments in later stages of the project. Thank you for your comment!

What can we do to attract small businesses/mixed use developers to the 82nd Ave area? The transit center needs to be a desirable area in order to both increase use of our transit and increase the desirability / usability for residents. Can we do something fairly simple like add trees (eg: MLK Blvd) to make the area more desirable? Possibly offer tax incentives for developers? (NE Siskiyou → NE Glisan area)



Serra Hadsell
8510 NE Broadway St.

.....COMPREHENSIVE PLAN UPDATE.....

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- 82nd Ave =
- (1) Safe crossings; sidewalks
 - (2) bike lane either on 82nd or 80th (dedicated path)
 - (3) Trees; green spaces; fountains
 - (4) Zoning: apts above retail / 4 stories with step down to 3 stories / ~~at least~~ ^{parking} on back side
 - (5) Model after Williams; ^{NE} Broadway; Mississippi



Alissa Kery-Gyer
Rep. alissakerygyer@state.or.us

.....COMPREHENSIVE PLAN UPDATE.....

If your comment is related to a specific goal, policy, or section of the Working Draft, please include the policy or page number for reference. Also make sure to include an address or place name if your comment pertains to a specific area or location. Your comment will be used by staff to revise the Working Draft. There will be opportunities for formal comments in later stages of the project. Thank you for your comment!

David Messenheimer 7514 SE Duke St 97206 440-328-5573

I support the proposed changes on ^{SE} 82nd. More employment is desired, this would allow more people to live where they work.

I support changing the Green Thumb garden site in Brentwood-Darlington to an



open space designation, to prevent development.

I support the down zoning proposed in multiple areas of Brentwood-Darlington.

.....COMPREHENSIVE PLAN UPDATE.....

If your comment is related to a specific goal, policy, or section of the Working Draft, please include the policy or page number for reference. Also make sure to include an address or place name if your comment pertains to a specific area or location. Your comment will be used by staff to revise the Working Draft. There will be opportunities for formal comments in later stages of the project. Thank you for your comment!

My concern continues to be the lack of green space and community centers in the area between Powell & Division & 82nd Ave. & I-205. There are many families w/ children in that area & no youth activity spaces without crossing major streets & highways.



Nancy Chapin
(nchapin@tsgpdx.com)
4735 SE Flavel Drive
Portland, OR 97206-9129

.....COMPREHENSIVE PLAN UPDATE.....

If your comment is related to a specific goal, policy, or section of the Working Draft, please include the policy or page number for reference. Also make sure to include an address or place name if your comment pertains to a specific area or location. Your comment will be used by staff to revise the Working Draft. There will be opportunities for formal comments in later stages of the project. Thank you for your comment!

The rampant expansion of apartments with ^{or} no or minimal parking included do not reflect ^{full} reality. The developments on 30th - to 48th on Division St. in concert with the restaurant district development will be a bane to the neighborhood with parking moving further & further ^{these three areas} into them. How can these ~~be~~ be better integrated in the future?



Nancy Chapin
4735 SE Flavel Drive
Portland OR 97206-9129

.....COMPREHENSIVE PLAN UPDATE.....

If your comment is related to a specific goal, policy, or section of the Working Draft, please include the policy or page number for reference. Also make sure to include an address or place name if your comment pertains to a specific area or location. Your comment will be used by staff to revise the Working Draft. There will be opportunities for formal comments in later stages of the project. Thank you for your comment!

If "Mixed Use" is taken to often include apartment buildings with first floor retail, then 1) care must be taken to provide for on-site parking for at least 1 car per 2 units and 2) landscaping that includes small green areas accessible to the public & safe for children.

- Michael Sonnenleitner 1037 SE 80th Ave Pdx 97215 soulon2u@hotmail.com



The idea of PCC (or an institution) including plans for low to mid-income housing is very appealing - helping students making financial ends meet in proximity to where classes may be attended.

The idea of some PCC facilities able to be used for community purposes especially in evening hours. If St. Mary Church Emmanuel, ^{property} for example, came to be part of PCC or an institution - why could not a Community Center be part of what could be developed into a recreational walking & meeting facility?

.....COMPREHENSIVE PLAN UPDATE.....

If your comment is related to a specific goal, policy, or section of the Working Draft, please include the policy or page number for reference. Also make sure to include an address or place name if your comment pertains to a specific area or location. Your comment will be used by staff to revise the Working Draft. There will be opportunities for formal comments in later stages of the project. Thank you for your comment!

In the area around PCC Southeast (32nd & Division) one good use for surrounding areas could be housing that is appropriate for students. The area ~~is~~ now prepared for employment ^(Alder to Mill) could be developed by businesses that would employ or provide internships for PCC students.



Lew Schell
523 NE 91st Ave
Portland, OR 97220

.....COMPREHENSIVE PLAN UPDATE.....

If your comment is related to a specific goal, policy, or section of the Working Draft, please include the policy or page number for reference. Also make sure to include an address or place name if your comment pertains to a specific area or location. Your comment will be used by staff to revise the Working Draft. There will be opportunities for formal comments in later stages of the project. Thank you for your comment!

The term 'pride' was used to describe our corridors. I know for our neighborhood we do not have pride concerning 82ND and we don't frequent the businesses. The 'adult' sex shops chase any desirable businesses, such as stores or coffee shops, away.



We have been to meetings with ODOT and the city. Until you can get rid of this shameful front for prostitution and crime, I don't care how many trees you plant we will not be going there

Michael Botter
3426 NE 88

From: Doug X [<mailto:dougurb@gmail.com>]
Sent: Saturday, December 20, 2014 8:28 PM
To: Planning and Sustainability Commission; Stockton, Marty
Subject: Apartment complex on SE 41st-change in Comp Plan process

To:
Planning and Sustainability Commission:

This parcel, just east of Peacock Lane and extending from SE Belmont to SE Stark, is developed as a lower-density apartment complex. It covers 6 square blocks, and is near the Belmont and Chavez intersection, in the proposed Belmont/Hawthorne/Division Town Center.

It would make sense for this entire 6-block section (outlined in red below) to be re-designated R-1 and re-zoned R-1 during the Comp Plan process. Doing so would increase the potential residential capacity in a well-served area of Southeast Portland.



Thank you.

Doug Klotz
1908 SE 35th Place
Portland, OR 97214
dougurb@gmail.com

Richmond Neighborhood Association

c/o Southeast Uplift
3534 SE Main
Portland, OR 97214
Phone: 503/232-0010



<http://richmondpx.org/> RNAnewsletter@gmail.com richmondna@yahoo.com

December 20, 2014

Planning and Sustainability Commission_ (Sent via email: psc@portlandoregon.gov)
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201

Re: Request to Change Comp Plan Designation from Commercial to R 2.5 or R 5 for SE Caruthers St (south side), from 38th Pl. to Cesar Chavez Blvd

Dear Planning and Sustainability Commission:

At the Richmond Neighborhood Association's (RNA) regular monthly meeting on December 8, 2014, the RNA voted to request that the Long Range Comprehensive Plan Designation for properties south of and fronting SE Caruthers between SE 35th Pl. to 38th Ave. and on both sides of SE 38th Ave. south of SE Caruthers be changed from a Commercial designation to Residential, either R 5 or R 2.5.

Michael O'Connell, a resident on this stretch of Caruthers, presented the issue to the Board, requesting a Comp Plan change for SE Caruthers from 35th Pl to 38th Ave, including the property fronting Cesar Chavez Blvd. He presented a petition in favor of changing the designation to R 5 signed by most of the residents in the subject area, except for the owners of the properties on Chavez (but one property owner on Chavez did sign the petition). Currently, these properties have a Comp Plan designation of "Urban Commercial", which will be renamed "Mixed Use – Urban Center". This area is zoned R 5 and has single family residences.

The Board voted to support the request to change the Comp Plan designation on Caruthers St. and SE 38th Ave, but not the properties fronting Chavez Blvd. All of the properties on Caruthers and SE 38th Ave are single family residences; most are currently zoned R 5. This area of Caruthers (which is one block north of Division), from 35th Pl to 38th, is the only portion of Caruthers that has a Comp Plan designation of Commercial. Allowing commercial development to occur on Caruthers would not be well suited for this street; such development should be isolated to Division St.

The Board did not support the request by O'Connell to redesignate the properties fronting SE Cesar Chavez Blvd. since not all the affected property owners were contacted and several board members felt that commercial development should be located on Chavez (as well as Division).

Sincerely,

A handwritten signature in black ink, appearing to read 'Allen Field'.

Allen Field
Chair, Richmond Neighborhood Association

cc: Marty Stockton, BPS Southeast District Liaison

Ord. 187832 Vol. 2.3.F, page 15861

From: Planning and Sustainability Commission
Sent: Thursday, December 18, 2014 11:15 AM
To: Kovacs, Madeline
Subject: FW: Southeast Mixed Use 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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-----Original Message-----

From: rkoernig [mailto:rkoernig@comcast.net]
Sent: Thursday, December 18, 2014 10:57 AM
Cc: Planning and Sustainability Commission; Stockton, Marty
Subject: Southeast Mixed Use Neighborhood Zoning

Hello,

I am writing to advocate for the change of zoning that lines up with the mixed use comprehensive plan designation for my home at 8111 Se 11th ave. I would like to see the gap between 7th and 11th ave on Tacoma street be zoned in compliance with the mixed use neighborhood designation as well. As the area around 13th ave continues to grow and diversify, the properties west on Tacoma are being increasingly neglected and allowing for mixed use would be the best way for the area to catch up with the progress that is needed to move the neighborhood forward.

Please consider rezoning the corridor to bring about a much needed injection of business and newer housing to our area.

Regards,

Raymond Koernig
8111 SE 11th, 97202

Richmond Neighborhood Association

c/o Southeast Uplift
3534 SE Main
Portland, OR 97214
Phone: 503/232-0010



<http://richmondpx.org/> RNAnewsletter@gmail.com richmondna@yahoo.com

December 16, 2014

Sent via email: psc@portlandoregon.gov

Planning and Sustainability Commission
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201

Re: Comprehensive Plan Issues

Dear Planning and Sustainability Commission:

At the Richmond Neighborhood Association's (RNA) regular monthly meeting on November 10, 2014, the RNA discussed several issues relevant to the current Comprehensive Plan Update process, and voted to take a position on several of them.

Neighborhood Center Designation for Belmont-Hawthorne-Division Area

The RNA Board voted to urge the city to designate the Belmont-Hawthorne-Division area as a Neighborhood Center, not a Town Center as proposed in the 2035 Comprehensive Plan Update.

The current Comprehensive Plan Policy Framework focuses on compact development and density defined by transit streets, main streets, town centers, and transit centers. A new policy direction represented in the draft Comprehensive Plan is the Healthy Connected City Strategy, which has at its core, the Complete Neighborhoods Objective: "By 2035, 80% of Portlanders live in a complete neighborhood with safe and convenient access to goods and services needed in daily life."

This new policy direction is centered on a typology of centers, places of focused activity, services and housing, having varying sizes with differing roles. These include: Major Centers (Central City, Gateway), Town Centers, Neighborhood Centers, Local Centers, and Corner Markets.

Town Centers¹ are defined as having the following characteristics:

- Serve a broad area of the city and a number of area neighborhoods and districts, with some regional function;

¹ "Town Center" and "Neighborhood Center" definitions are from the Urban Design Framework, November 7, 2013, presentation to Neighborhood Centers Policy Expert Group, p. 13; Comprehensive Plan Update: Working Draft, Section II – Urban Design Framework, p. II-4 (January 2013); and Neighborhood Centers Policy Expert Group Centers Typology Discussion, July 19, 2012.

- Substantial employment component;
- High-capacity transit/light rail;
- Room for 7,000 households;
- Mid-rise scale buildings (5-7 stories tall); and
- Play an important role in accommodating growth

Neighborhood Centers have the following characteristics:

- Smaller centers that primarily serve adjacent neighborhoods;
- Frequent bus service;
- Room for 3,500 households;
- Low-rise scale buildings (3-5 stories tall); and
- “Neighborhood Centers have a central role in helping us achieve more “complete communities” – where Portlanders have the option of meeting many of their daily needs within walking distance of home.”

Most board members and neighbors in attendance agreed that the definition of “Neighborhood Center” is a more accurate description of the Belmont-Hawthorne-Division area. This area primarily serves the adjacent neighborhoods, not a broad area of the city, it does not have a regional function; it has frequent bus service but not high-capacity transit or light rail; it has room for 3,500 households but not 7,000 households (in 2010 there were 4,000 households with a housing capacity of 6,200 households²) and there are low rise buildings 2-4 stories tall, not 5-7 story mid-rise buildings.

Accordingly, the RNA Board voted to request that the Belmont-Hawthorne-Division area be designated a Neighborhood Center, not a Town Center.

Historic Resources

The RNA Board voted to request the city to update the historic resources inventory to analyze key historic resources in Richmond and identify buildings which may warrant preservation. The existing historic resource inventory has not been updated since the mid-1990’s.

Preserving the Division Main Street Overlay

The Board voted to request that Division Main Street Overlay be preserved and expanded. There is a concern that the Mixed Use Zones Project eliminate the Main Street Overlay when new mixed use zones and standards are adopted. This Overlay is one of the few existing frameworks that provide for context-specific design standards for Division Street and other main street corridors. There is strong interest in having more design guidelines/standards and design review for Division and there is a concern amongst the RNA Board that we may be losing what could be a viable framework for augmenting more context-specific design standards for corridors like Division.

² Households figures are from US Census 2010 and ESRI Business Analyst , as listed in BPS’ July 18, 2012 Neighborhood Centers Study Areas.

Further exploration of retaining and amending this Main Street Overlay should be considered as a means of increasing more neighborhood specific design standards for the special and often neighborhood-defining character that exists along main street corridors in Portland.

Increased Neighborhood Notification

The Board voted to request that the notification requirements for new developments be strengthened to include a broader notification area, as well as earlier notification to the community.

Current notification requirements are too open-ended and often do not allow adequate time or notice to affected community members to have meaningful or timely input. A visit to the community by developers in the conceptual phases of a project proposal, as well as earlier visits to the neighborhood association prior to submittal for permits, would facilitate more effective community input, help reduce conflicts, and support opportunities for creative solutions to be identified and negotiated to meet the goals of both the neighborhood and the project applicant.

Sincerely,



Allen Field
Chair
Richmond Neighborhood Association

cc: Marty Stockton, BPS Southeast District Liaison

From: Planning and Sustainability Commission
Sent: Monday, December 15, 2014 11:32 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: Doug Levin [mailto:doug.levin@gmail.com]
Sent: Monday, December 15, 2014 11:30 AM
To: Planning and Sustainability Commission
Subject: Re: Comprehensive Plan Testimony

Julie --

My mailing address is:

3043 NE 51st Ave.
Portland, OR 97213

Best,
Doug Levin

On Mon, Dec 15, 2014 at 10:43 AM, Planning and Sustainability Commission
<psc@portlandoregon.gov> wrote:

Hello Doug,

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 as is required for all testimony?

Thank you,
julie

Julie Ocken

City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
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From: Doug Levin [mailto:doug.levin@gmail.com]
Sent: Saturday, December 13, 2014 11:41 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony

To the Planning and Sustainability Commission:

In the spirit of civic engagement, I am writing to share my views about the draft 2035 Comprehensive Plan. I have not read the plan -- but only reviewed the synopses, examined the map, and watched the videos. As a point of reference, I live in NE Portland (at NE 51st and Siskiyou).

Basically, I support what I've seen in the proposal -- the desire to have vibrant, diverse, economically sustainable, accessible communities all makes sense. There may be consensus on a lot of these goals, but then divisiveness about how to achieve them. I have certainly seen concerns (e.g., yard signs about demolition) in my neighborhood. Some of my views are likely not heard as loudly, so I thought I would share some.

I support apartments without parking or with limited parking: to meet environmental goals, we must encourage less car ownership. Single-family home owners complaining about parking generally have more than one car; I have a neighbor with six vehicles. Portland could discourage car ownership and pay for road improvements by charging an additional fee, on a sliding scale, for car #2, #3, #4, etc., per address. I would look to encourage more novel car-sharing ideas, perhaps by neighborhood, perhaps with the city organizing insurance.

I am okay with demolishing old homes, if replacements make sense within the Comprehensive Plan and Climate Action Plan. I have seen new construction that makes no environmental sense. I don't know that such homes should be forbidden, but there should be related fees that encourage density and affordability and discourage excess square footage per occupant.

It is unclear how the Plan interacts with Tri-Met. Fewer cars and greater density depend on better public transportation; e.g., more frequent service. The no-parking apartment building on NE Fremont (44th or so) would have been more palatable with better bus service on Fremont. I support Bus Rapid Transit. How about a dedicated center-lane BRT system running down Sandy Blvd.?

Affordable, diverse, multi-family housing. To the extent possible, we should encourage high-quality, lower-cost housing (easier said than done). Might there be a program to organize and encourage refurbishing and improvements of older multi-family housing? Is there a way to

create/support non-profit home builders and developers -- not just for low-income housing but also middle-income housing.

Thank you and keep up the good work.

Best,
Doug Levin

From: Planning and Sustainability Commission
Sent: Monday, December 15, 2014 11:44 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: Home Calendar [mailto:kendoh503@gmail.com]
Sent: Monday, December 15, 2014 11:38 AM
To: Planning and Sustainability Commission
Subject: Re: Comprehensive Plan Testimony

101 se 65th
Portland,or 97215

Thanks,

Sent from my iPhone, please excuse any typos. Thanks-miked

> On Dec 15, 2014, at 10:43 AM, Planning and Sustainability Commission <psc@portlandoregon.gov>
wrote:

>

> Hello Mike,

>

> 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 as is required for all 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

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

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

> From: ilima & mike [mailto:kendoh503@gmail.com]

> Sent: Friday, December 12, 2014 10:04 PM

> To: Planning and Sustainability Commission

> Subject: Comprehensive Plan Testimony

> Good evening,

> I am surprised not to see more intensive development around the 60th ave max stop and that there is no encouragement of a north south connection between the station, northeast Glisan and Burnside. Additionally, I don't see what neighborhood character needs to be maintained on burnside between 55th and 60th. Especially on the south side of the street it is a very unwelcoming area for pedestrians. I would rather see more intensive development to stimulate an actual neighborhood center instead of the sporadic supermarket and gas station development we now have.

> Also there seems to be a glitch in your map app when using an iPad. It would not let me enter text in the comment boxes. It just reverts back to the map.

> Thanks,

> Mike Doherty

Comprehensive Plan Testimony

Dear Planning & Sustainability Commission:

This is a request to rezone the property at 1706 SE 130th Avenue Portland, OR 97233 from R5 to Institutional IR (IC). We recently acquired this property with the plan to expand our adjacent certified childcare center.

We have owned and operated David Douglas Day Care (Zoned Institutional) at 1610 SE 130th Avenue for 34+ years. The east property line of our current center and 1706 SE 130th shares a common boundary with the David Douglas School District.

David Douglas Day Care cares for children age (6 weeks-10 years) Infants through School Age and has an excellent reputation. 80% of our families live or work within 5 miles of the center. Many of our parents who bring their children to the center are employed by David Douglas School District, Portland Adventist Medical center and nearby businesses.

There is a significant need for childcare in this diverse neighborhood. We have approximately 40 families currently on a waiting list for infant/ toddler care. Families in our SE Portland neighborhood have many choices for care for children ages 3-5 but very few certified centers that provide infant/toddler care.

This SE Portland neighborhood has a large immigrant population. A significant percentage of the children in our center come from homes where English is not the native language. Approximately 20% of our current parents receive State of Oregon Employee Related Day Care assistance, JOBS program child care assistance or other scholarship monies. It is a proven fact that a high quality early childhood experience gives all children a significant jump on their education.

Our center is open year around and provides care and activities for school age children on non-school days and summer breaks. The average income and demographics of this SE Portland area indicates strongly that certified childcare centers are a vital and necessary part of this neighborhood now and for many years to come.

In closing, we ask to rezone the property at 1706 SE 130th Avenue, Portland, OR 97233 to IR(IC) so that we can provide care for more families at this expanded location.

Sincerely,

Diane M. Birkhofer
David Douglas Day Care
1610 SE 130th Avenue
Portland, OR 97233
(503) 254-5597

From: Planning and Sustainability Commission
Sent: Monday, December 15, 2014 10:40 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: Lys opp-beckman [mailto:lysoppbeckman@gmail.com]
Sent: Friday, December 12, 2014 5:26 PM
To: Planning and Sustainability Commission
Subject: Re: Comprehensive Plan

Julie,

Thanks so much for your fast response.

My address is

6111 se Woodstock blvd
Portland or 97206

Thank you!

Lys

On Friday, December 12, 2014, Planning and Sustainability Commission
<psc@portlandoregon.gov> wrote:

Hi Lys,
Thank you for your comments and questions. I can forward your message on to staff for some responses (hopefully), and so that I may forward your message on to the Planning and Sustainability Commission members as well, can you please email me your mailing address? That is required for all testimony.

Thank you,
julie

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
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From: Lys opp-beckman [mailto:lysoppbeckman@gmail.com]
Sent: Friday, December 12, 2014 12:55 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan

Hello,

I would like to submit testimony to contribute to the development plan for the Woodstock neighborhood. I live in the neighborhood and work at the Joinery so I am part of the business district and a property owner. I have lived here for a year and a half. My educational back ground is BFA in Product Design and MS in Historic Preservation.

I attended the last charette on December 4th and found the concept of stepped development interesting. However, feel though that mandating all buildings be built in this style will create only premium price point retail and living spaces. I feel that it is ok to have an urban core be just that. I feel it would be ok to allow straight vertical development in the non-residential hub from 41th-48th and bring in the stepped buildings on the outer portions to blend into the residential portions. I want the construction to be respectful to the small homes that butt up against these buildings. Perhaps a green wall on the back of these vertical buildings would abate the extreme nature of the architecture? AN additional concern I have about mixed use buildings as they near the neighborhoods are signage. Perhaps we could limit the permissible amount of signage as you get close to 57th and 39th.

Another topic I heard broached was that of keeping Woodstock Woodstock. I feel that that element is purely in the residents themselves and the only significant structures really worth saving are the church and the grand central bakery building.

Places I would like to stay in the neighborhood

- * Ottos
- * The Ace Hardware
- * The Joinery.
- * New seasons
- * The Lutz
- * The Red Fox Vintage
- * The Delta Café
- * Zoomcare

Questions:

- * How many years of construction and development are you imagining?
- * What kind of shape is our existing infrastructure in? Specifically electrical, plumbing and

roads.

* Are you imagining that all development will result in tear down? Or do some buildings have the structural capacity to be added onto.

Thank you for all your time.

Sincerely,

Lys Opp-Beckman

From: Planning and Sustainability Commission
Sent: Thursday, December 11, 2014 3:37 PM
To: Kovacs, Madeline; Stockton, Marty
Subject: FW: Comprehensive Plan Testimony

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
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From: Jory [mailto:jordanbmoran@gmail.com]
Sent: Thursday, December 11, 2014 3:30 PM
To: Planning and Sustainability Commission
Cc: marty.stockton@portlanoregon.gov; Shan
Subject: Comprehensive Plan Testimony

This testimony is in regards to the address of 6030 S.E. 41st Ave. property ID number R312688. As I was recently informed the properties R312686, R312687 are being considered for re-zoning. Being the homeowner of the first property mentioned I would also like to be considered for the new re-zoning as well. If in the event that my current neighbors decided to develop their property, I would like to have more flexibility in how my property could be developed. Being the only residential zoned property on that block would greatly change the livability for me and my family, if they do develop the rest of the block. We would like the same opportunity to develop our property as our neighbors. Thank you for your time. Jordan Moran.

From: Planning and Sustainability Commission
Sent: Wednesday, December 10, 2014 12:35 PM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
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From: Brian Stafki [mailto:brianstafki75@gmail.com]
Sent: Wednesday, December 10, 2014 12:05 PM
To: Planning and Sustainability Commission
Subject: Re: Comprehensive Plan Testimony

I'm at 1555 Ne 75th Ave. Thank you for forwarding.

On Dec 10, 2014, at 10:15 AM, Planning and Sustainability Commission <psc@portlandoregon.gov> wrote:
Hello Brian,

Thank you for your helpful testimony to the Planning and Sustainability Commission. So that I may forward your comments to the commissioners and include them 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

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

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

From: Brian Stafki [mailto:brianstafki75@gmail.com]
Sent: Wednesday, December 10, 2014 10:08 AM
To: Planning and Sustainability Commission
Cc: Jennifer Kenny
Subject: Comprehensive Plan Testimony

First of all, thank you for your work on this. It is very obvious that great care and thought has gone into preparation of this document.

My comments:

Please add page numbers to your table of contents.

Given:

"Guiding Principles.: Environmental health. Encourage land use decisions that recognize, incorporate, and sustain valuable ecosystem services related to air, water, and land quality, and the intrinsic value of nature."

and

"Policy 4.38 Demolition. Protect significant historic structures from demolition until opportunities can be provided for public comment, pursuit of alternatives to demolition, or actions that mitigate for the loss."

Construction represents six percent of US industry GHG emissions. A majority of the waste generated in the area -- 26 percent -- is from demolition and remodeling. I would like the plan to represent some limits on new building at the expense of our existing stock. Policy 4.38 does not go far enough.

I am assuming that "historic structures" are structures that are registered on historic lists. What is "significant?" That nature and character of our community fabric will change with wholesale demolition of older homes and replacement with new stock. Plus, the embodied energy and resources will be wasted and new resources will be used and additional carbon will be generated instead. This is not in line with your guiding principle of environmental health. Priority should be given to maintaining and restoring existing stock over new building. Additionally, policies should encourage infill of ADUs on existing lots with existing buildings staying intact. Demolition of derelict homes that are beyond repair can come next.

Thank you.

Sincerely, Brian Stafki, resident, homeowner, 97213

From: Planning and Sustainability Commission
Sent: Tuesday, December 09, 2014 3:25 PM
To: Kovacs, Madeline
Subject: FW: Comprehensive Plan Testimony

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

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From: Russell Palmer [mailto:Palmerfrog.R2@comcast.net]
Sent: Tuesday, December 09, 2014 2:18 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony

Good afternoon,
As a resident of Argay Terrace since 1968 I would like to add my voice to those who think that the area should remain as designed for single-family homes. I understand things change over time however Argay Terrace was designed for single-family homes and has served the community well as such. This is a family neighborhood where neighbors know each other, work together, play together and watch out for each other. I do believe that any future planning that would break up this dynamic would be harmful and detrimental to the neighborhood. The City of Portland needs single-family neighborhoods to sustain livability and family values.

Thank you in advance for your consideration in this matter.

Russ Palmer
13941 N.E. Beech St.
Portland, Oregon 97230

From: Planning and Sustainability Commission
Sent: Friday, December 12, 2014 9:35 AM
To: Kovacs, Madeline
Subject: FW: More Portland comp plan comments

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

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From: PDX Comp Plan
Sent: Friday, December 12, 2014 9:16 AM
To: Planning and Sustainability Commission
Subject: FW: More Portland comp plan comments

From: Jon Simonson [mailto:jonsimonson@msn.com]
Sent: Tuesday, December 09, 2014 1:53 PM
To: PDX Comp Plan
Subject: More Portland comp plan comments

Foster road between 50th and 92nd needs to remain at 4 traffic lanes.

Powell between I-205 and Gresham needs to be expanded to 4 traffic lanes.

Jon Simonson
15309 SE Ogden Dr.
Portland, OR 97236

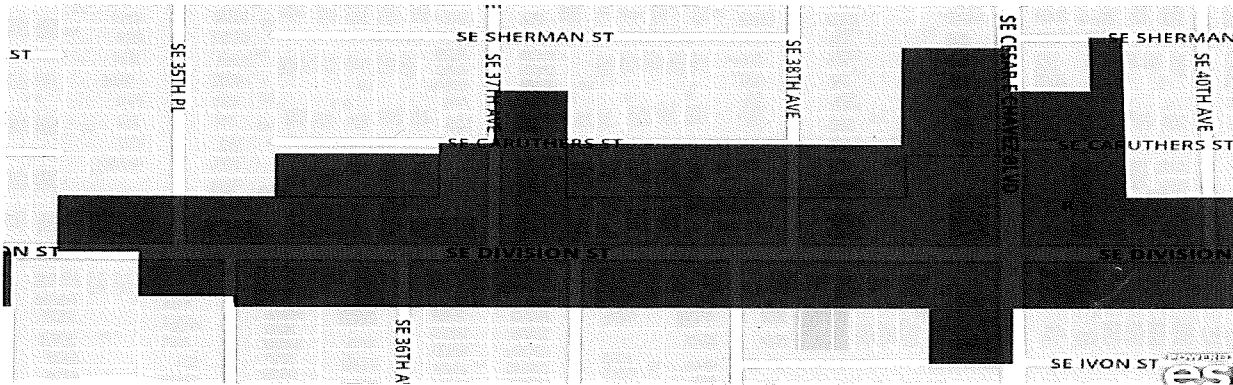
C

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Please indicate your support, by signing below, to request that the City of Portland amend the Comprehensive Plan designation of these properties from Commercial to Residential to match their existing uses and preserve this neighborhood.

Damien Carré

Damien Carré

Angela Snell

Angela Snell } owner

Jwda Mlynski

Address: 2324 SE 38th Ave PDX 97214

Address: 2338 SE 38th ave Portland 97214

Address: 3728 SE Caruthers St Pdx 97214

Address: _____

Address: _____

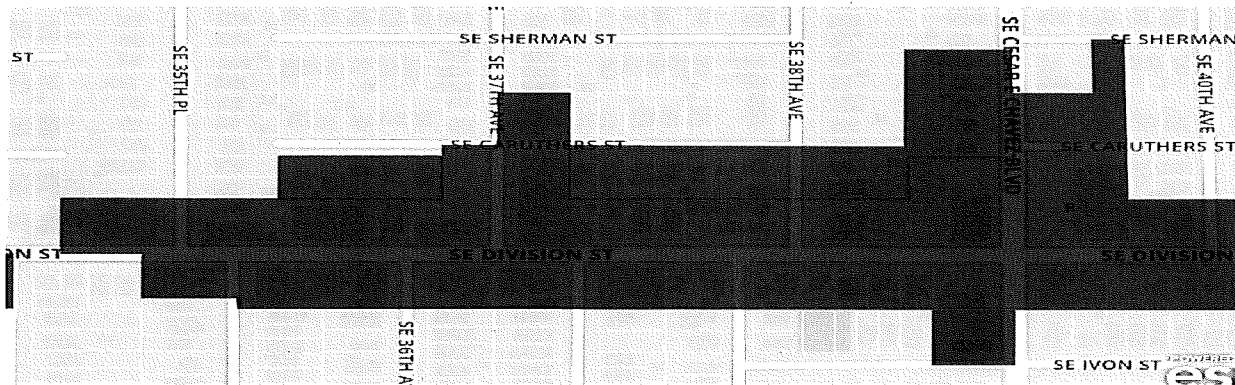
Address: _____

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[Signature]

Address: 3594 SE SHERMAN ST.

Judith Gold-Market

Address: 3587 SE Sherman St, PDX 97214

Michael Davi

Address: 3603 SE Sherman St.

Jeremy Clark

Address: 2261 SE 37th Ave 97214

Julia Sullivan

Address: 2261 SE 37th Ave 97214

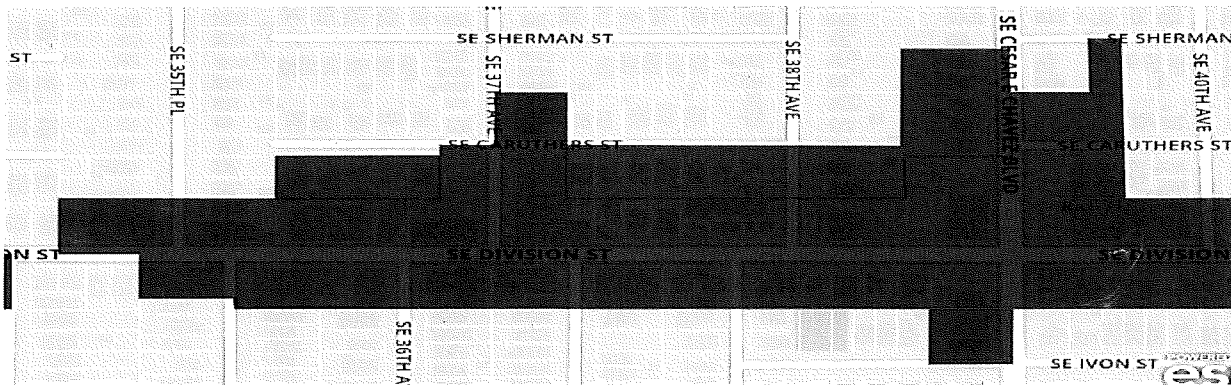
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Elisabeth Varga ✓

Address: 2335 SE 37th Ave.

El: March

Address: 3616 SE Caruthers St.

Alison Jones

Address: ~~3616~~ SE Caruthers St.

AM

Address: 3606 SE Caruthers St.

Margaret Katz

Address: 3606 SE Caruthers St

[Signature]

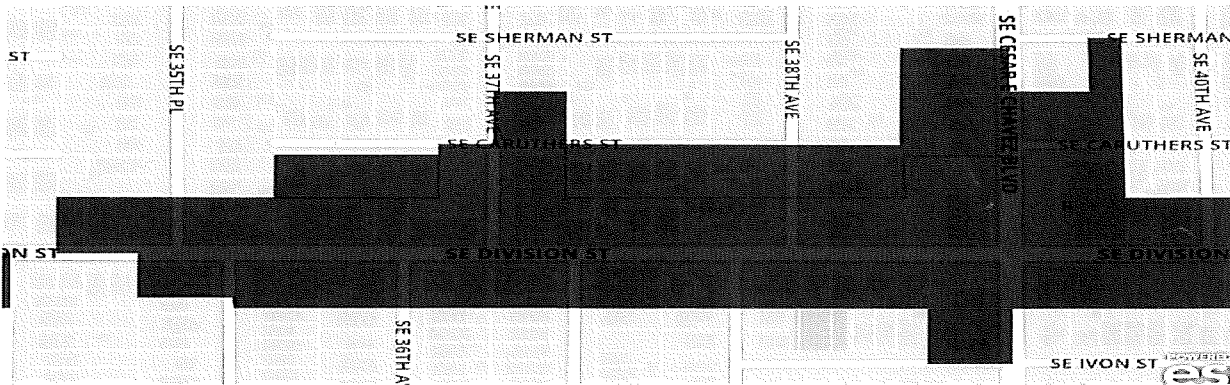
Address: 3572 SE Caruthers St

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Olinda K Reinmiller

Address: 3619 SE Caruthers, Portland, OR 97214

William H Reinmiller

Address: 3619 S.E. CARUTHERS, Portland, OR 97214

Daniel W Reinmiller

Address: 3619 S.E. Caruthers, Portland, OR 97214

Richard E. Neo

Address: 2303 SE 37th Portland, OR 97214

W. Neo C. Neo

Address: 3588 SE Sherman Portland OR 97214

J. Neo

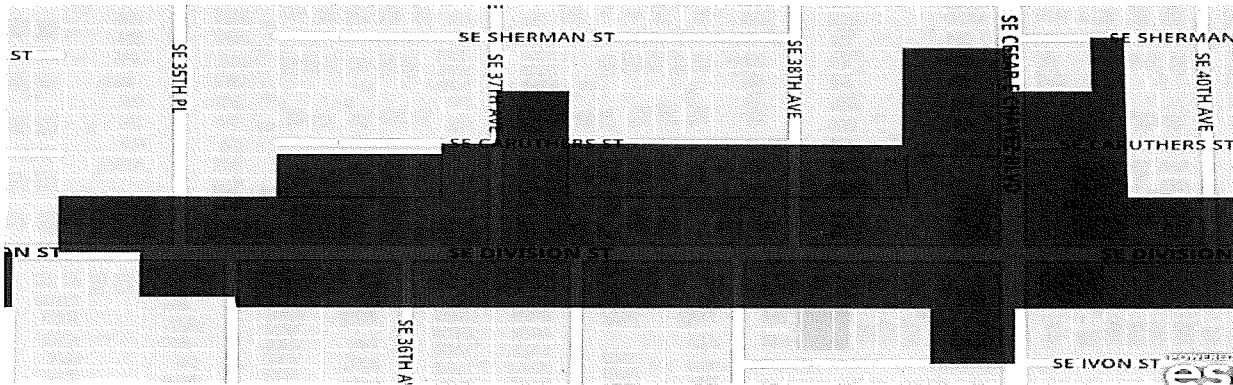
Address: 2303 SE 37th Ave, Portland OR 97214

Dear Neighbor,

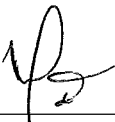
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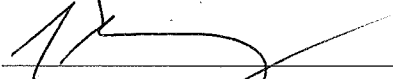
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Address: 2333 SE 38th AVE.



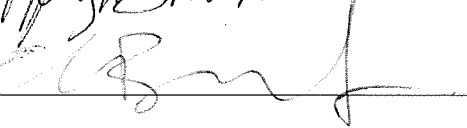
Address: 2933 SE 38th Ave



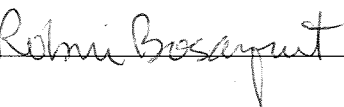
Address: 2315 SE 39th Ave



Address: 2315 SE 38th Ave



Address: 3824 SE GRANT CT.



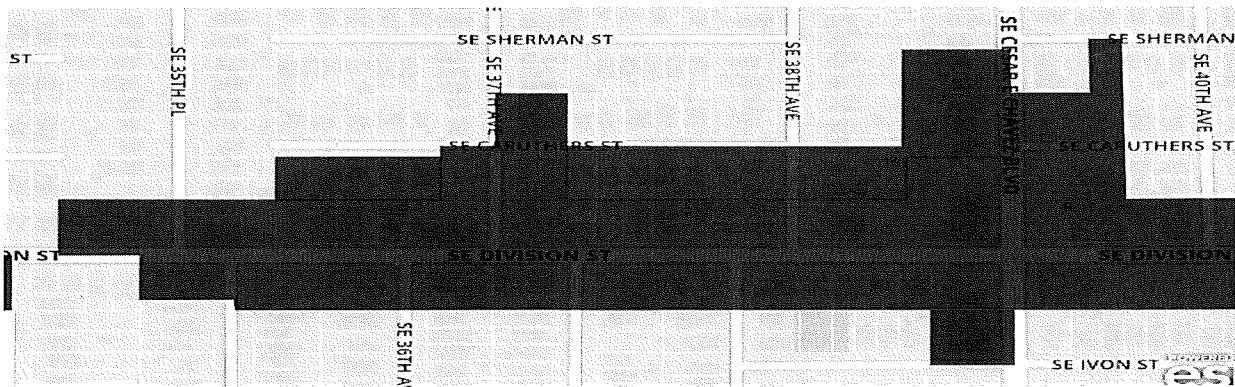
Address: 3814 SE Grant Court

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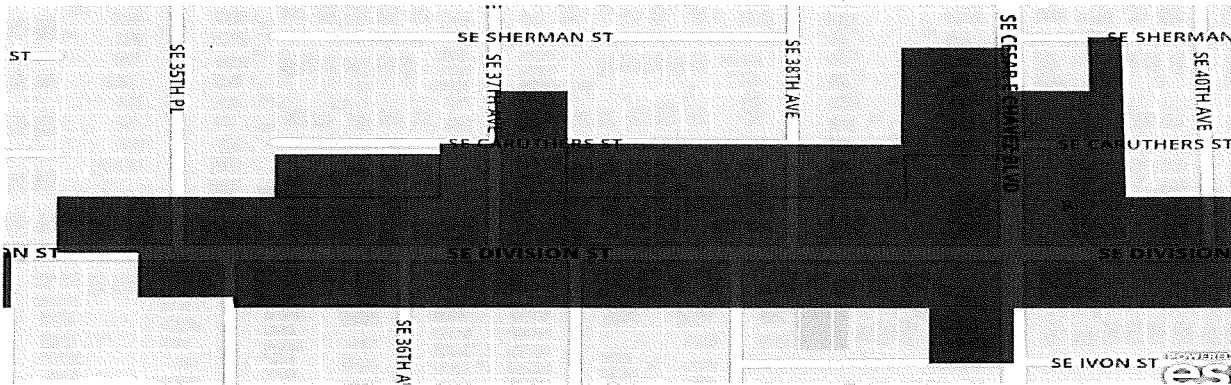
<u>Kyle Kilgore</u>	Address: <u>2415 SE 38th ave. Portland, OR 97214</u>
<u>Kristy McElroy</u>	Address: <u>2415 SE 38th ave. Portland, OR 97214</u>
<u>PAUL CROGGAN</u> <u>Paul Lyman</u>	Address: <u>2347 SE CESAR CHAVEZ BLVD. PORTLAND OR. 97214</u>
<u>CIARAN LITTLE</u>	Address: <u>3736 SE CARUTHERS ST PORTLAND OR 97214</u>
<u>Brian Alexander</u>	Address: <u>3580 SE Caruthers St., Portland OR 97214</u>
<u>CAM JOHNSON</u>	Address: <u>3572 SE CARUTHERS ST PORTLAND OR 97214</u>

Dear Neighbor,

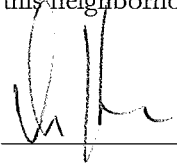
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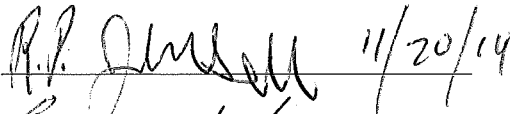


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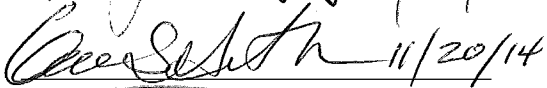
11/20/2014

Address: 2406 SE 38th Ave. PDX 97214



11/20/14

Address: 2414 SE 38th 97214



11/20/14

Address: 2406 SE 38th PDX 97214



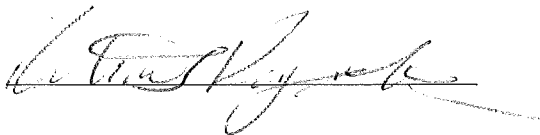
11/20/14

Address: 3754 SE Caruthers



11/22/14

Address: 2338 SE 38th



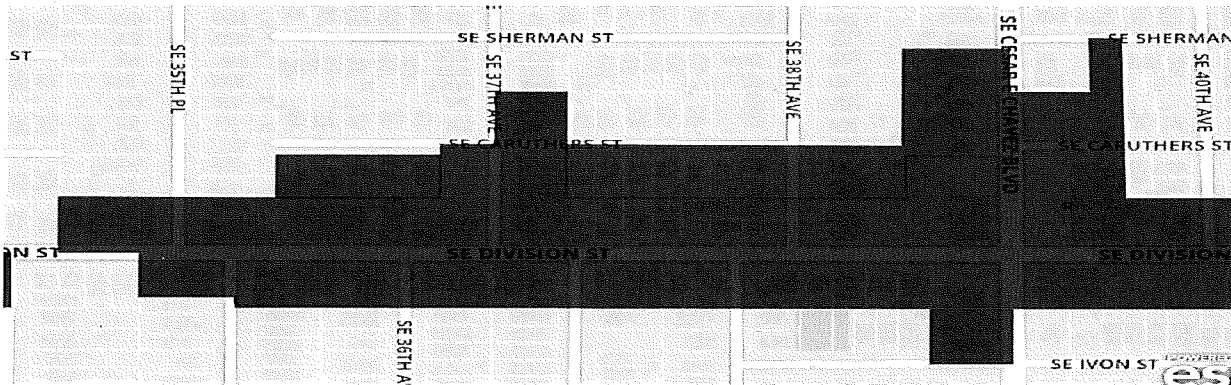
Address: 2338 SE 38th

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Karen Campbell

Address: 2346 SE 38th Ave.

Rubén Oliviera

Address: 2346 SE 38th Ave.

Wynne

Address: 2405 SE 38th Ave

Alan H Koch

Address: 3747 SE Caruthers St

Lean Kochs

Address: 3747 SE Caruthers St.

[Signature]

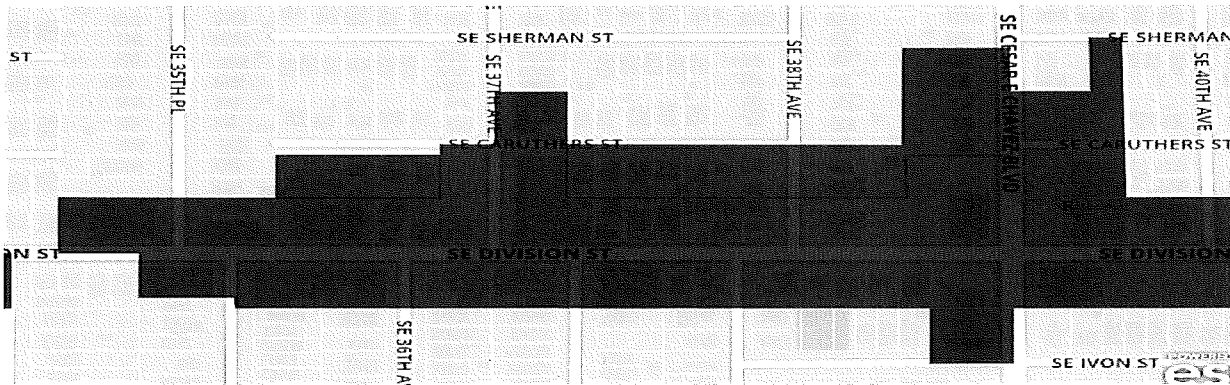
Address: 3746 SE CARUTHERS ST.

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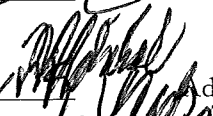
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Elijah Post  Address: 4913 SE Sherman St. Portland, OR 97215

Michael Clark  Address: 3582 SE Sherman St. PDX OR 97214

Julie S. Fitzwater  Address: 3582 SE Sherman St. PDX OR 97214

Megum Byrd Address: 2730 SE 33rd Pl. Pdx, OR 97214

Address: _____

Address: _____

From: Planning and Sustainability Commission
Sent: Monday, December 08, 2014 12:30 PM
To: Kovacs, Madeline
Subject: FW: I FULLY support the *removal of the Morrison Bridge west side off ramps*

Julie Ocken
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: Tim Davis [mailto:pdxfan@gmail.com]
Sent: Monday, December 08, 2014 11:14 AM
To: Planning and Sustainability Commission
Subject: Re: I FULLY support the *removal of the Morrison Bridge west side off ramps*

Wonderful--thanks so much, Julie! You absolutely may include my comments in the record and forward them to commission members! It's probably the worst comment job I have ever done--argh! I'm a total perfectionist, but I put that comment together in literally about a minute. Oh well! :) But it was CRUCIAL for me to combat the unbelievable opinions from the old-fashioned car-centric folks who have FAR too much influence in civic policies. Car- and parking-centric urban planning is the surest way to fall WAY behind other cities; it's unbelievably outdated and economically devastating.

Thanks again!

--Tim Davis
4227 NE 10th Ave
Portland, OR 97211

On Mon, Dec 8, 2014 at 12:02 PM, Planning and Sustainability Commission
<psc@portlandoregon.gov> wrote:
Hello Tim,

Thank you for the message to the Planning and Sustainability Commission. So that I may include your comments in the record and forward them to the commission members, can you please email me your mailing address as is required for all 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: Tim Davis [mailto:pdxfan@gmail.com]
Sent: Friday, December 05, 2014 5:47 PM
To: Planning and Sustainability Commission
Subject: I FULLY support the *removal of the Morrison Bridge west side off ramps*

Dear Planning and Sustainability Commission,

This is Tim Davis, and I have very little time to write, but I just wanted to quickly let you know that this CRUCIAL area of downtown needs to become more PEOPLE-friendly rather than CAR-clogged.

I continue to be SHOCKED by the 1950s-era car-centric, parking-worshipping mentality that still exists! And in *Portland* of all places!!

The James Beard Public Market, which will now be designed by the same folks who designed the unbelievably wonderful Oslo Opera (which had been in a similarly challenging location), will convert this bridgehead from the ugliest, most off-putting spot downtown (and one that sees ZERO daily permanent revenue) to the brand new *heart of the city*!! Anyone who supports a car-centric west side of the Morrison Bridge is living in a past era that we will fortunately NEVER see again.

Thank you so much for your consideration,
Tim



Homestead Neighborhood Association

3404 SW 13th Avenue
Portland, OR 97239

December 8, 2014

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

Re: 2035 Comprehensive Plan TSP

Commissioner Novick:

I am writing on behalf of the Homestead Neighborhood Association (HmNA) to register our support for specific projects currently listed on the City's proposed 2035 Comprehensive Plan TSP and to request consideration of some additional projects that are important for our neighborhood.

A Transportation Task Force of HmNA recently developed a list of sixteen projects in our neighborhood that are needed to improve safety and accessibility. Twelve of those projects specifically address pedestrian or bicycle needs. That list of projects was sent to all neighborhood association members with a request to rank them according to their importance. Ballots were collected by email and in person at our December 2nd meeting and the rankings were tallied to arrive at a neighborhood priority listing of projects. The top priority projects as tallied by our neighborhood members are as follows in priority order:

1. Marquam Hill Road Pedestrian Improvements. (*Part of what is listed as Project No. 90049 on the TSP*) Homestead Neighborhood recommends dividing project 90049 into two projects. This upper project, 90049 A, would design and implement pedestrian facilities between 13th Avenue and Fairmount Boulevard on Marquam Hill Road. We separated this from the lower part (11th to 13th on Gibbs) of Project 90049 because of the differences in estimated cost and roadway character. Numerous pedestrians and bicyclists use Marquam Hill Road daily to travel between Fairmount Boulevard and OHSU. Marquam Hill Road is narrow with no shoulders or sidewalks, has limited sight distance due to its curvature and has cars traveling dangerously fast, particularly downhill. Having a safe place to walk on this road is a high priority safety item.

2. The South Portland Circulation Project (*Listed in the Southwest Corridor list of projects as #1044 but not listed on TSP*) While not actually within our neighborhood boundaries, a direct connection between I-405 and the Ross Island Bridge likely provides the greatest possible relief to the congestion currently experienced twice a day by traffic travelling to and from Marquam Hill by way of Sam Jackson Park Drive and Terwilliger. A

direct connection between I-405 and the Ross Island Bridge will remove thousands of vehicles from the signalized connections along Arthur and Broadway between 6th and the Ross Island Bridge. We believe that this project deserves to be put on the TSP regardless of whether the Southwest Corridor High Capacity Transit project is ever realized or not. The reduction in congestion and the corresponding reduction in energy consumption and pollution as well as the improvements in safety should make this project a priority for the City.

3. Gibbs Street Sidewalk between 11th and 13th Avenues. *(The remaining part of TSP project No. 90049)* This lower project, 90049 B, has a higher pedestrian use than the upper section because it directly connects apartments and homes in the upper Homestead neighborhood with the University and medical facilities as well as the #8 bus stops that serve the hill. Currently there are no sidewalks between 11th and 13th and pedestrians are often forced to walk in the roadway and share the space with bicycles and fast moving cars. Providing sidewalks for these two blocks would be a tremendous improvement in pedestrian safety and be relatively inexpensive to construct compared to the upper project (90049 A) .

4. Terwilliger Boulevard Pedestrian Crossing Enhancements. *(Not currently on TSP list.)* Two locations along Terwilliger in particular seem worthy of some form of pedestrian crossing enhancements: (1) near the bottom of the stairway going up to the VA Hospital and (2) near the terminus of the Marquam Nature Park trail south of Hamilton. This is a safety project with potentially large return for a small investment.

5. Pedestrian Connection(s) between Barbur Blvd. and Terwilliger Currently TSP project # 90088 listed as "Marquam Hill Pedestrian Connector" focuses on the completion of a lighted paved walkway approximately along the Gibbs Street right-of-way connecting Barbur Blvd. and Terwilliger. Homestead supports modifying Project 90088 into two projects:

90088 A: Improve a segment of the existing SW Trail #1, between Barbur Boulevard and Terwilliger. Improvements include the addition of lighting, a hand rail, a drainage system and an extension to an existing stairwell. This could be completed at moderately low cost to improve the safety of the existing trail.

90088 B: Construct a new pedestrian connection under the tram within the Gibbs right-of-way through Terwilliger Parkway. The steep grade and forested area will require a combination of some of the following elements: an escalator, tunnel, elevator, and/or bridge.

Both of these projects would improve pedestrian access and safety between Barbur Boulevard & Marquam Hill.

6. Pedestrian Connection between Terwilliger and Condor Avenue. *(Not currently on TSP list.)* Pedestrians walking between Terwilliger and Condor Avenue currently must use the shoulder or travel-way of a very narrow Condor Lane. An improved walkway would improve safety, accessibility and encourage walking by those travelling between Terwilliger and destinations east and south. The improved walkway could be a widened roadway (expensive), a walkway behind guardrail, or a trail/steps on a different alignment from Condor Lane.

7. Sidewalk on 6th Avenue between Bancroft and existing end of sidewalk on 6th Avenue Drive. *(Not currently on TSP list.)* Currently pedestrians using 6th Avenue between OHSU and Terwilliger must walk in the roadway on 6th Avenue north of Bancroft. Completing a sidewalk in this block would improve pedestrian safety and encourage walking.

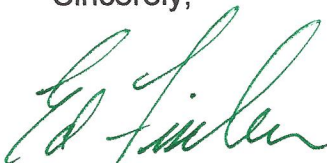
8. Sidewalk on north side of Gaines Street between 9th and 10th Avenues. *(Not currently on TSP list.)* Completion of a sidewalk on the south side of Gaines in 2013 was nice but not effective. West of 10th the sidewalk is on the north side. East of 9th there are bus stops and walkways north onto the OHSU campus. Most pedestrians still walk in the roadway on the north side of Gaines rather than cross Gaines twice for a one block section. This one block of sidewalk would increase safety for pedestrians on this busy bus route.

9. Marquam Hill Traffic Monitoring and Assessment. *(Not currently on TSP list.)* While not a specific capital improvement of concrete or asphalt the Homestead Neighborhood would like to see the City perform on-going traffic monitoring and assessment that would compare the traffic volumes and trends with the restrictions cited in the Marquam Hill Plan. Along with this assessment we would like to see planning and implementation of efforts to achieve the traffic volume targets that were approved by City Council in the Marquam Hill Plan.

10. Homestead Neighborhood Traffic Calming Plan. *(Not currently on TSP list.)* Enhanced calming applications where possible on the roads that already have some (Hamilton Terrace, Bancroft, 6th Avenue) and possible calming to additional roads in the neighborhood such as Gibbs, Marquam Hill Road and Condor Avenue.

Thank-you for your considerations of these recommendations. Please retain them for future reference considering transportation priorities on Marquam Hill. The complete list of 16 projects that were considered and the tallied voting on priorities is on file with the Homestead Neighborhood Association and is available on request.

Sincerely,



Ed Fischer
President & Co-chair
Homestead Neighborhood Association

cc: (via e-mail)

TSP@portlandoregon.gov
PSC@portlandoregon.gov
Sylvia Bogert, Executive Director, SWNI
Roger Averbeck, SWNI Transportation Committee Chair
Marianne Fitzgerald, SWNI
Homestead Neighborhood Association Board of Directors

Addressing Portland's Epidemic of Residential Demolitions: A Call to Action

Prepared by United Neighborhoods for Reform (UNR)

As a Message of Concern to Portland City Council

December 8, 2014

Executive Summary

United Neighborhoods for Reform (UNR) and its affiliates, backed by vote of 31 neighborhood associations from around the city, take the following positions on efforts to mitigate the effects of the increasing rate of single family residential demolitions in Portland:

1. We recommend Council acceptance of the following DRAC recommendations:

- **Repeal of the (K)(1) Exemption from 35-day Demolition Delay**
- **Implementation of Demolition and Major Remodel Notifications**
- **Retention of the mandatory 35-day Demolition Delay**
and
- **We provisionally accept the proposed definitions for Demolition and Major Remodel, but urge that Council revisit these in 18 months after actual experience with them.**

2. We insist that City Council retain the optional 120-day delay rule exactly as currently found in City Code. We further urge that the optional 120-day delay rule be extended to “Major Remodels” as defined in the DRAC recommendations.

3. We call for City Council to convene a demolition hazmat task force to draw up new city code using the City’s permitting and public safety authority, consistent with applicable state law, to ensure mitigation of lead, asbestos, and other hazardous materials at permitted demolition sites.

4. We urge City Council to adopt a workable definition of “deconstruction” as recommended by community experts. We further propose that deconstruction be incentivized by a simple change to the demolition process allowing reduced mandatory delay when accepted by the neighborhood association and upon binding developer commitment to employ deconstruction techniques.

5. We call for creation of a task force to implement Comprehensive Plan policies 5.33 and 4.13 for protection of affordable housing and neighborhood character and to address community concerns regarding solar access and tree canopy protections, with the goal of convening that task force no later than March 1, 2015, as follows:

Composition: 50% neighborhood organizations and 50% city staff and concerned citizens including developers and advocates for affordable housing and historic preservation.

Mission:

- **Revision of code defining single family residential zones to limit the mass, footprint, setbacks, and height of construction to achieve compatibility with surrounding homes**
- **Recommended actions to protect affordable housing in older inner city neighborhoods**
- **Revision of current zoning and lot-splitting policies to protect existing housing and lot size especially in R5 zones once platted with 2500-square-foot parcels, and**
- **Recommendations for tree protections in R5 and R2.5 zones as well as solar access protections in all single-family residential zones.**

6. We insist that the Council allocate funds for updating the Historic Resources Inventory starting in early 2015, using the best, most economical modern techniques.

Portland's Epidemic of Residential Demolitions: A Call to Action

Background

“An Epidemic of Demolitions” was the phrase introduced by the Portland Historic Landmarks Commission at the July 31, 2014, meeting of the Portland City Council. The Commission’s concerns reflected increasing distress in the neighborhoods over a rate of demolitions that was rising above 300 houses per year – with a preponderance of demolitions occurring in Portland’s traditional neighborhoods of smaller, older homes. Especially distressing to many was the demolition of modest sized homes selling for \$250,000 to \$400,000, and their one-for-one replacement with much larger homes selling for \$600,000 to \$1 million or more.

While some have argued that a rate of 300+ demolitions a year represents a “replacement rate” of hundreds of years against the total of 145,000 single family homes in Portland, the reality is much grimmer. These demolitions tend to be concentrated in a relatively few neighborhoods, upon which they have an outsize impact. For example in the Beaumont-Wilshire neighborhood in 2013 and 2014 alone there were 85 demolitions or “major remodels” that have the impact of a demolition. At this rate Beaumont-Wilshire has already been severely altered and would be made almost unrecognizable in 10 to 15 years, especially if the rate of demolitions continues to accelerate. Moreover, not only is the neighborhood character altered by the presence of newer houses – the affordability has been dramatically changed: of the replacement houses for which data is available, the average replacement house is 2.3 times the size and 2.4 times the selling price of the original house! And Beaumont-Wilshire is just one of the heavily targeted neighborhoods, which include Sabin, Concordia, King, Rose City Park and several others.

In response to these concerns, a Demolition Summit was convened by Beaumont-Wilshire neighborhood volunteers on May 6, 2014. That meeting drew about 40 representatives from around the city to explore options to stem the tide of demolitions. Then on June 11, 2014, several hundred concerned citizens assembled at a demolition conference organized by the Central Northeast Neighborhoods Coalition to learn more about causes and impacts of demolitions on their neighborhoods. Following that, a combination of social media organizing and public outreach by the Portland Coalition for Historic Resources (PCHR) – an ad hoc group of preservationists and representatives from historic districts and local preservation organizations – put the word out to the community that the Landmarks Commission was going to make a major statement on demolitions before the Council on July 31.

The neighborhood activists who packed Council Chambers that day convinced Commissioner Amanda Fritz, responsible for the Bureau of Development Services, to take action. She tasked the Development Review Advisory Committee (DRAC), a volunteer group that advises BDS on procedural/permitting issues, to come up with recommendations to address the impacts of residential demolitions.

Simultaneously, worried residents from several of the most heavily affected Northeast neighborhoods, continued the Demolition Summit meetings, which ultimately drew representatives from 37 neighborhood associations, to find a path forward to address the demolition problem. The group which emerged from the Demolition Summit meetings is United Neighborhoods for Reform (UNR) which has prepared this








document addressed to the City Council in response to the DRAC recommendations and proposing actions beyond the DRAC recommendations to protect our neighborhoods.

Assessing the DRAC Subcommittee Recommendations

DRAC and Bureau of Development Services formed a subcommittee to address demolition issues, and for the 3 months that subcommittee deliberated on options, UNR and PCHR members closely tracked the progress. Their volunteers attended all of the subcommittee meetings, submitted position papers, and spoke up for their positions during the meetings. To reinforce their message, UNR prepared an on-line petition, signed by more than 2000 Portland residents, staking out a clear position on each of the topics that DRAC was addressing.

Now that the DRAC recommendations have been released and are scheduled for presentation to City Council on December 17, 2014, we commend the hard work of the DRAC subcommittee and the BDS and BPS staff who facilitated the discussions, but find that the results are very mixed as shown in the scorecard below – with several major disappointments.

Scorecard for the DRAC Effort

DRAC Policy Area	Score	UNR Comment
Repeal of (K)(1) exemption (no delay for one-for-one replacement demolitions)		DRAC recommended repeal of (K)(1)
Demolition permit notices		Recommended mailed notices to nearby properties and neighborhood associations for demolitions. Emailed notices for Major Remodels. Door hangers inform residents of impending demolitions.
Definition of “demolition”		Demolition definition falls well short of UNR proposal for a 50% removal rule, but new “Major Remodel” definition covers most situations. May need future refinements.
35-day demolition delay		Recommended 35-day Delay for Demolitions and 35-day advance notice for Major Remodels.
120-Day optional delay extension on neighborhood request		Recommendation unacceptably would drop current code language allowing requests for 120-day delays by the neighborhoods. Proposed 30-day voluntary delay extension is meaningless.
Lead paint and asbestos hazards to neighbors and workers		Adds some “educational” language to permit forms, but is largely meaningless. Other cities in Oregon and around the country are way ahead!
Incentivize deconstruction		Action postponed for a year. The “Greenest City” deserves better!

The DRAC is composed mostly of developers, contractors, and builders who have a stake in how BDS operates. In addition there are two neighborhood representatives to bring home owners' perspective to their deliberations. This mix is understandable given DRAC's mission, but it resulted in a set of recommendations unfairly tilted toward developer interests, some of which we support and others with which we strongly disagree.

In particular we support the removal of the (K)(1) exemption, which eliminated any notice or delay for one-for-one replacements. Surprise demolitions, which resulted in residents coming home from work with the house next door gone, rightly infuriated the neighbors! Similarly we support the 35-day mandatory delay, which has been a part of City Code since 1972. Coupled with mailed notices to nearby residents and neighborhood organizations, this delay is a sensible approach to keeping the community members informed of demolitions, which have tremendous impact on their quality of life. We are especially pleased with the proposal to notify "residents" rather than just "property owners", as notice to residents includes tenants in rental properties whose owners may never think to alert them. While we are somewhat skeptical of the email notice provisions for major remodels, we are prepared to see how that works in practice.

Among our concerns is the definition of "demolition". UNR volunteers provided numerous examples of demolition definitions in other cities that were based on a 50% concept: if 50% or more of a structure is removed it would be considered a "demolition". Instead, the DRAC subcommittee introduced a concept of Major Remodels and accepted a proposal by BDS for a detailed set of criteria for what constitutes a Major Remodel. While we are skeptical of the concept of separating out Major Remodels, we feel that the DRAC recommendations are a step forward in this area. We expect that the definition of Major Remodel will likely need review after 12 to 18 months, once there has been actual experience with it – to ensure that it is neither over broad or too restrictive. We accept the recommendations coded in green above and provisionally accept the definition of demolition and major remodel:

We recommend Council acceptance of the following DRAC recommendations:

- **Repeal of the (K)(1) Exemption from 35-day Demolition Delay**
 - **Implementation of Demolition and Major Remodel Notifications**
 - **Retention of the mandatory 35-day Demolition Delay**
- and*
- **We provisionally accept the proposed definitions for Demolition and Major Remodel, but urge that Council revisit these in 18 months after actual experience with them.**

The other recommendations, highlighted in the scorecard with a "thumbs down" icon, we reject completely. We provide detailed argument for each in the sections below.

The 120-Day Demolition Delay

The current 120-day demolition delay code was adopted by City Council in 1972, in response to a previous wave of citizen outrage over residential demolitions. Under it, if a recognized neighborhood association or coalition objects to a house demolition, it can obtain a mandatory 120-day delay (after the initial 35-day delay) to work to find a better alternative: rehabilitation/restoration, selling to another buyer, or moving the house to a different site. During the delay, the association would be required to make a "good faith" effort to find an alternative.

Anyone who has worked to find an alternative to demolition knows how tight the 120-day time frame really is, but it is far better than nothing and has a proven track record of saving sound houses from the landfill. And by giving the neighborhood associations the power to request the delay, the law recognized that in some instances the neighborhoods would be happy to see a badly deteriorated structure be replaced.

The fundamental idea behind this provision was that in a great many instances it is in the public interest to avoid demolitions of single-family houses unless there is no reasonable alternative. Indeed, the new Comprehensive Plan draft has specific language relating to this:

“Policy 4.48 Prioritize Reuse.

Encourage maintenance, rehabilitation, and/or relocation of viable buildings over demolition and new construction.”

There are many reasons why this is good public policy:

- Saving the embodied energy that would be lost through the demolition
- Preservation of neighborhood character
- Retention of affordable housing
- Slowing the pace of “gentrification” and its impacts on communities

We insist that City Council retain the optional 120-day delay rule exactly as currently found in City Code. We further urge that the optional 120-day delay rule be extended to “Major Remodels” as defined in the DRAC recommendations, if the new definition of Major Remodels is adopted.

Tighten Hazmat Regulations

State law regulates lead and asbestos release during remodeling, but *not* for residential demolitions. State law does regulate worker exposure to asbestos dust, but enforcement is a complaint driven process. The clouds of dust emanating from the typical demolition site are a clear and present danger to the surrounding residents and to employees working at the site without protective gear. It is consistent with the City of Portland’s role in protecting the health and safety of its residents to be proactive in working with state and federal authorities to ensure regulations are complied with when contractors operate under city permits.

Many other cities in Oregon have implemented rules for demolitions that require contractors to provide written mitigation plans for lead, asbestos, and other hazardous wastes. Some require work to be done by specifically certified contractors with trained personnel... and some require inspection to ensure compliance. In fact, our discussions with state DEQ officials suggest that cities have the authority to write regulations more stringent than those issued by the state.

Considering the grave hazards posed by lead dust especially to small children (mental retardation and behavioral problems can be triggered by exposure to minute quantities of lead) Portland’s residents deserve and insist on action in this area.

We call for City Council to convene a demolition hazmat task force to draw up new city code using the city’s permitting and public safety authority, consistent with applicable state law, to ensure mitigation of lead, asbestos, and other hazardous materials at permitted demolition sites.

Incentivize Deconstruction

Some demolitions will have to occur, and when they do, the “Greenest City” should insist that its demolition contractors follow the best deconstruction practices to maximize high-valued reuse of building components. A coalition of deconstruction experts is presenting its recommendation for a definition of “deconstruction” to Council concurrent with the report on the DRAC recommendations. A major challenge is how to provide a meaningful incentive to developers to employ deconstruction. Many are unfamiliar with the practice and, perhaps incorrectly, believe it would add significant cost and time to their projects. The ultimate solution may well be an increase in fees for disposal of demolition waste in landfills, but for the moment, we are proposing an approach that would streamline the demolition approval process:

- Grant neighborhood associations the authority to shorten the mandatory 35-day demolition delay to 10 days when demolition is inevitable and the contractor files a written commitment and plans for deconstruction with BDS. This shortened delay could be authorized before the actual permit was filed, thus greatly streamlining the process for developers choosing to use this option.

We urge City Council to adopt a workable definition of “deconstruction” as recommended by community experts. We further propose that deconstruction be incentivized by a simple change to the demolition process allowing reduced mandatory delay when accepted by the neighborhood association and upon binding developer commitment to employ deconstruction techniques.:

Beyond DRAC – Protecting our Neighborhoods

Policy 5.33 of the draft 2035 Comprehensive Plan calls for “... preservation of small resource-efficient and affordable single family homes...” Other Policies of the Comp Plan call for infill construction that is consistent with the “... general scale, character, and natural landscape features of neighborhoods. Consider building forms, scale, street frontage relationships, setbacks, open space patterns, and landscaping...” (Policy 4.13).

Unfortunately, the Comp Plan is silent as to how to accomplish these policy goals, especially in the light of ever-increasing single family house demolitions and all-too-frequent replacement with large, expensive, incompatible infill single-family homes. Likewise there is no mention of the scourge of lot splitting in R5 zones where historically platted with 25 X 100 foot lots, originally sold in pairs, and now subject to legally questionable lot splitting despite the R5 base zone.

In their July 31, 2014, presentation, the Portland Historic Landmarks Commission recommended to City Council that a task force be set up to address just these kinds of issues. While the Council may have felt that the DRAC subcommittee on demolition was this “task force,” it clearly was not. Partly, the shortfall in results was the result of statutory limitations of BDS authority relative to zoning codes and larger housing policies. Further, the dominance of developer interests on DRAC precluded a broad city-wide policy investigation that would include a broad range of stakeholders from the neighborhoods, affordable housing advocates, historic preservation advocates, as well as developers.

We call for creation of a task force to implement Comprehensive Plan policies 5.33 and 4.13 for protection of affordable housing and neighborhood character and to address community concerns regarding solar access and tree canopy protections, with the goal of convening that task force no later than March 1, 2015, as follows:

Composition: 50% neighborhood organizations and 50% city staff and concerned citizens including developers and advocates for affordable housing and historic preservation.

Mission:

- **Revision of code defining single-family residential zones to limit the mass, footprint, setbacks, and height of construction to achieve compatibility with surrounding homes.**
- **Recommended actions to protect affordable housing in older inner city neighborhoods**
- **Revision of current zoning and lot-splitting policies to protect existing housing and lot size especially in R5 zones once platted with 2500-square-foot parcels, and**
- **Recommendations for tree protections in R5 and R2.5 zones as well as solar access protections in all single family residential zones.**

Phase II – Beyond DRAC – Determining What Should Be Preserved

The Comp Plan advocates for updating the Historic Resources Inventory with a “focus on areas of anticipated growth and change.” While the authors may have had East County and other areas in mind for “growth and change,” there is no part of the city more subject to the pressures of development-based change than the older “Inner East” neighborhoods as defined in the Comp Plan. Thousands of homes in those neighborhoods are on land zoned for higher density, and as housing prices continue to rise in the inner city, pressures for demolitions will only increase. Currently, these homes are the most intensively targeted of all areas for demolition. It is thus vital that the City of Portland undertake a city-wide update to its Historic Resources Inventory starting in early 2015.

Fortunately, the timing is right for such an update. Technology has greatly reduced the cost and enhanced the effectiveness of such an inventory, the reviving economy is making limited discretionary funds available to City Council, and the pressures of development have heightened the urgency.

We finally insist that the Council allocate funds for updating the Historic Resources Inventory starting in early 2015, using the best, most economical modern techniques.

Who is UNR?

United Neighborhoods for Reform was formed as an outgrowth of several Demolition Summits open to neighborhood association land use and board members and other concerned citizens, which began on May 6, 2014, and continued to be held after the July 31, City Council meeting where the “Epidemic of Demolitions” was first discussed. Altogether 37 neighborhood associations were represented at the Demolition Summit meetings. Leadership of the organization was first drawn from the Beaumont/Wilshire Neighborhood Association, and was soon expanded to include volunteers from many other parts of the city.

UNR also has worked closely with the Portland Coalition for Historic Resources, a group which includes representatives of neighborhoods with Historic Districts including Irvington, Ladd’s Addition, and the

Northwest District Association, plus the Architectural Heritage Center, and Restore Oregon, as well as numerous long-time historic preservation activists.

Who Supports our Positions?

As of the date of this position paper, 31 neighborhood associations boards of directors have voted to support as written or in concept the demolition resolution drafted and circulated by UNR, from which the key points in this document are drawn (see list in Appendix IV). In some cases, individual associations have advocated for even more extensive solutions to the demolition problem than what we have included here. All the key points being made in this document are derived from the contents of that resolution, updated to reflect the actual recommendations now on the table from DRAC plus comments received by UNR volunteers who attended nearly all of the association meetings at which the resolution was debated and voted on.

Secondly, we have published a petition on-line relating to the key issues being addressed directly by DRAC to which well over 2000 Portland area residents have signed their names. The text of that petition is attached as an appendix.

Finally, UNR set up an on-line survey to collect public opinions on demolition related issues. Altogether nearly 500 concerned Portland residents took time to fill out the survey. Despite assertions by the developer community that replacement of older homes is a good thing for neighborhoods, 83% of the respondents disagreed. More than 90% of respondents supported tightened city codes and policies regarding demolition and the replacement of single-family homes. The full results of the survey are attached as an appendix.

Appendix I – UNR Demolition Resolution Approved by 26 Neighborhood Associations.

UNITED NEIGHBORHOODS FOR REFORM DEMOLITION/DEVELOPMENT RESOLUTION

Whereas sustainability, livability, and environmental and public safety are of concern to Portland residents;

Whereas the preservation of each neighborhood's historical heritage and character are of prime concern to Portland residents; and

Whereas the preservation of existing affordable housing is a citywide concern; now, therefore, be it

Resolved, that the United Neighborhoods for Reform requests:

- 1) Implementation of changes to the city's demolition regulations and protocols:
 - a) Elimination of the (K)(1) exemption and restoration of the automatic 35-day demolition delay for single-family structures.
 - b) Definition of "demolition" as removal of 50% or more of the structure.
 - c) Requirement that applicants for demolition permits comply with all state and federal environmental and safety regulations including those for lead and asbestos.
 - d) Retention of existing code providing for a 35-day delay on demolitions with an option for a 120-day delay available to a recognized neighborhood association or coalition, with the understanding that a good-faith effort be made to find alternatives to demolition.
 - e) Notice of proposed demolition will be mailed to residents and property owners within a specified distance upon acceptance of the demolition application. If permit is approved, a 72-hour notice of date of demolition will be provided to the same parties.
 - f) Establishment of a rigorous definition of "deconstruction," and recommendation of appropriate incentives, including an increased tip fee for construction debris.
- 2) Establishment of a task force composed of 50% neighborhood organizations and 50% city staff and concerned citizens to determine the distance required for notifications above, as well as:
 - a) Revision of code to limit the mass, footprint, setbacks, and height of construction to that of the average of existing homes within a specified distance.
 - b) Revision of current zoning and lot-splitting policies to protect existing housing and lot size.
 - c) Recommendations for tree and solar access protections.
- 3) Adoption by City Council of:
 - a) Measures to protect Portland residents from lead, asbestos, and other contaminants resulting from demolition/development by requiring surveys for these materials and an approved plan for lawful removal and disposal before issuance of demolition permit.
 - b) An update of the Historic Resources Inventory, with a waiting period mandated for removal of a property from the inventory.
 - c) A user-friendly online system available to the public for tracking demolition activity.

Appendix II - Resident Survey: Demolition and Development: Data 11/26/14

496 interested city of Portland residents have responded since 8/12/14 to an ongoing on-line neighborhood survey about single-family home demolitions and replacement development with the following results:

1. 83.4% of respondents **disagreed** that demolition of houses and replacement with new houses is a **good trend** for our neighborhood.
2. 92% of respondents said demolition and replacement of houses was **bad** for their neighborhood because it destroys the character of established neighborhoods. 81% stated this trend destroys good buildings.
3. Changes in Portland city code/policies regarding demolition and replacement houses were supported by 91%.
4. 93% supported new code regarding replacement houses to increase setbacks, restrict height, limit footprint to correspond to the neighborhood architectural character. 79% support neighborhood notification of demolitions. 65% support an automatic 120 day delay of all house demolitions.
5. 63% of respondents have lived in their neighborhood more than 10 years.

Appendix III – On-Line Petition Signed by Over 2000 Portland Area Residents

Help Stop the Demolition of Portland Homes and keep Portland Sustainable

Stop the Demolition of Portland Homes

Portland citizens are working together to fight the “epidemic” of house demolitions throughout the city. The Mayor and City Commissioner Amanda Fritz have tasked a group called the Development Advisory Review Committee (DRAC) to come up with short-term fixes for issues raised by the community that can be adopted by City Council by the end of 2014. There are long term issues that must be addressed as well early in 2015, but we need action now by DRAC and the City Council in these 6 critical areas to help protect the character and integrity of our neighborhoods:

- Restore the mandatory 35-day delay on all residential building demolitions by repeal of the “K-1” exemption for one-to-one house replacements.
- Require that demolition permit applicants be required to attest to their compliance with all State and Federal environmental and safety regulations, including those related to asbestos and lead.
- Establish a new definition of “demolition” that specifies that removal of 50% or more of the current structure is defined as a demolition.
- Retain the existing language in City Code providing for 120-day residential demolition delay upon request (during the initial 35-day period) by a recognized neighborhood association or neighborhood coalition, with the understanding that a good-faith effort be made by the association to find an alternative to demolition.
- Provide proper notification to the public of filed demolition permits by posting of a large, conspicuous sign on the site and email notification to the affected neighborhood association and the neighborhood coalition.
- Establish a rigorous definition of “deconstruction,” a vastly more environmentally friendly alternative to simple demolition and disposal of the debris in a land fill, and define appropriate incentives to encourage deconstruction, providing that such incentives not interfere with the working of the optional 120-day demolition delay or appropriate notice requirements.

<https://www.change.org/p/help-stop-the-demolition-of-portland-homes-and-keep-portland-sustainable>

Appendix IV – Support by Neighborhood Association Boards

Neighborhood associations that have endorsed the UNR resolution either in concept or as written – as of December 7, 2014. *Additional meetings are scheduled in December by other neighborhoods to consider the Resolution:*

- Alameda
 - Arbor Lodge
 - Arlington Heights
 - Beaumont-Wilshire
 - Bridlemile
 - Centennial
 - Concordia
 - Eastmoreland
 - Eliot
 - Grant Park
 - Hayhurst
 - Hosford-Abernethy
 - Humboldt
 - Irvington
 - King
 - Maplewood
 - Marshall Park
 - Mill Park
 - Mt. Tabor
 - Multnomah
 - Northwest District Association
 - Overlook
 - Pleasant Valley
 - Powellhurst-Gilbert
 - Reed
 - Roseway
 - Russell
 - South Portland
 - Vernon
 - West Portland Park
 - Woodlawn
 - 31 total
-
- Only two neighborhood associations have voted “no”.

From: Planning and Sustainability Commission
Sent: Friday, December 05, 2014 10:37 AM
To: Kovacs, Madeline
Subject: FW: erosion questions and Portland 2035 comprehensive plan

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

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From: PDX Comp Plan
Sent: Friday, December 05, 2014 10:32 AM
To: Planning and Sustainability Commission
Subject: FW: erosion questions and Portland 2035 comprehensive plan

From: Linda Hughes [mailto:hughesgang@comcast.net]
Sent: Friday, December 05, 2014 10:25 AM
To: PDX Comp Plan; Margaret Schonhofen; Mary Logalbo; Martha Hall; Ron Eisen; Craig Cameron; Barb Cameron; Michael Goldwyn; John Long; Karen Suher; Brad Nelson; Kate Slott; Mike Merz; Tony Romero; Debbie Asakawa
Subject: erosion questions and Portland 2035 comprehensive plan

Dear Bureau of Planning and Sustainability,

I live in the neighborhood and see you plan to change zoning laws to protect the fragile creek and ravine areas from over-development in the area of SW 55th and Patton Road. Your changes would allow the present properties to stay as they are but not allow those lots to be subdivided and developed with more homes on the land.

I am a member of the the Wilcox Estates HOA Woods and Stream Restoration Committee. We are attempting to rid an 8 acres area along Fanno Creek of invasive plants and replant with native plants. We had a city engineer look over this area and have some major erosion in the ravines that needs attention. The Woods and Stream Committee and my neighbors are very concerned and are glad that you are proposing these changes to the zoning laws.

Linda Hughes
5410 SW Westdale Drive
Portland 97221

A few observations about those specific projects: 1) Not sure where the SW 55th project came from, that was a bit of a surprise 2) A previous effort to put in sidewalks on SW Hamilton was met with stiff opposition. A project with extended shoulders providing better pedestrian access might be more popular, as well as being cheaper, and, 3) The prioritization of any project does not involve any automatic financial obligation by adjacent or local residents.

How to Comment (before January 9): PBOT staff encourages people to use the map app as much as possible, since these comments go directly to a database.
<http://www.portlandmaps.com/bps/cpmapp2/>

After you "view the map", For this proposal stay in Land Use on the top of the map to view proposed TSP projects. There are several tabs on the bottom left of the screen. "Maps" shows the current TSP projects, coded by estimated cost. "Legend" shows candidate projects (highlighted in red) and completed projects (highlighted in green). Double click on the Red Project Line until it turns yellow, that indicates it has been selected and you can now choose to add comments. The "info" tab has more information on specific projects. The "info" tab gets you to the "add/view comments" tab in the lower left to add your comments or view comments already made by citizens.

It is absolutely vital that as many residents comment on these 3 projects as possible. Right now, there were only 3, 4 and 1 comments on those respective projects, which is why PBOT has very specifically said that funds for those projects will go elsewhere if that is the actual level of interest.

From: Planning and Sustainability Commission
Sent: Thursday, December 04, 2014 2:41 PM
To: Kovacs, Madeline
Subject: FW: I support the removal of the Morrison Bridge west side off ramps

Eric confirmed that, while this appears to be West Quad testimony, we can include it as CP testimony since the West Quad testimony has closed.

Julie Ocken
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: Adam Herstein [mailto:aherstein@gmail.com]
Sent: Thursday, December 04, 2014 2:33 PM
To: Planning and Sustainability Commission
Subject: Re: I support the removal of the Morrison Bridge west side off ramps

Sure.

2020 SW Salmon St
Portland, OR 97205

On Thu, Dec 4, 2014 at 2:29 PM, Planning and Sustainability Commission
<psc@portlandoregon.gov> wrote:
Hello Adam,

Thank you for your comments. So that I may include your testimony in the record and forward this 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: Adam Herstein [mailto:aherstein@gmail.com]
Sent: Thursday, December 04, 2014 2:21 PM
To: Planning and Sustainability Commission
Subject: I support the removal of the Morrison Bridge west side off ramps

I support the removal of the Morrison Bridge west side off ramps because it would open the area up and make it more people-friendly, rather than car-friendly.

--
Adam Herstein
aherstein@gmail.com

--
Adam Herstein
aherstein@gmail.com

From: Planning and Sustainability Commission
Sent: Thursday, December 04, 2014 3:42 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: Edward Chinn [mailto:ejchinn@comcast.net]
Sent: Thursday, December 04, 2014 3:15 PM
To: Planning and Sustainability Commission
Cc: Stockton, Marty; 'Edward Chinn'
Subject: Comprehensive Plan Testimony

Hello Planning and Sustainability Commission:

Our name is: Stanley T. Louie and Cynthia Y. Louie
Our Address is: 1976 SE Mulberry Ave, Portland, OR 97214
We own Property at: 2921 – 2955 SE Washington St., Portland, OR 97214 (a two-story 18-unit apartment complex)

The current zoning for our property (2921-2955 SE Washington St) is R2.5 which is an Attached Single-Dwelling zone. The current proposal in the Comprehensive Plan is to change the designation from an R2.5 Attached Single-Dwelling zone to an R2 Multi-Dwelling zone. Our 18-unit apartment complex is also currently classified a legal non-conforming density and will remain classified as a legal non-conforming density under the proposed Comprehensive Plan. Given this classification, we would be able to rebuild our 18-unit apartment complex in the event it was burnt down or destroyed by some act of god. In addition, our 18-unit apartment complex would then have to be rebuilt within a five year time frame. However, if we were to demolish our apartment complex intentionally and redevelop the site due to economic reasons, we would be required to redevelop the site based on the current zoning of our property. As a result, this would prevent us from replacing the old 18-unit complex with a new 18-unit apartment complex, but would only allow us to build a 7-unit apartment complex under the current zoning for our property (R2.5) or a 9-unit apartment complex under the proposed R2 zoning in the Comprehensive Plan.

It should be noted that there are two other apartment complexes (2905-2913 SE Washington St. (5-units) and 510-532 SE 29th Ave. (14-units) that are located on the same block and adjacent to our

property that are also currently zoned R2.5. They are also classified as a legal non-conforming density as well and will remain classified as a legal non-conforming density under the proposed Comprehensive Plan. The owners of these two properties will also face the same issues as us if they ever decide to redevelop their properties. They would not be able to replace their apartment complexes with the same number of units under the current zoning and under the proposed zoning change. Based on this, we are recommending to the Planning and Sustainability Commission that the Comprehensive Plan incorporates a zoning change of R1 or RH Multi-Dwelling that would allow us, at minimum, to redevelop our properties to have at least the same number of units as we currently have in our apartment complexes. By incorporating our recommended zoning change into the Comprehensive Plan, the apartment complexes on this block will conform to the residential zoning without exception.

Thank you.

Stanley & Cynthia Louie



Oregon

John A. Kitzhaber, MD, Governor

Department of Fish and Wildlife

Northwest Region
17330 SE Evelyn Street
Clackamas, OR 97015
Phone: 971-673-6000
Fax: 971-673-6070

December 4, 2014



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

Re: Proposed Draft Comprehensive Plan - ODFW Testimony

Dear City of Portland Planning and Sustainability Commission,

The Oregon Department of Fish and Wildlife (ODFW) understands that the City of Portland (City) is in the process of updating its Comprehensive City Plan (Plan) and that comments on the current proposed draft Plan (dated July 2014) are being accepted until March 13, 2015. ODFW has reviewed the proposed draft Plan and respectfully submits the following comments and recommendations related to protection and conservation of fish and wildlife and their habitats.

Chapter 3: Urban Form

Figure 3-1. Urban Design Framework

Comment: West Hayden Island (WHI) is designated as “Enhanced & Potential Habitat Corridor” in this figure while Portland Harbor Superfund sites are depicted as grey areas. It is unclear what is intended by both of these designations and how these “Urban Design Frameworks” relate to Figure 3-6 and Figure 3-7. Also it is not clear why the portion of WHI that is intended as Open Space is not depicted as such in Figure 3-1.

Figure 3-6. Urban Habitat Corridors

Comment: WHI in its entirety is depicted as “Enhanced Habitat Corridor” in this figure as are some Portland Harbor Superfund lands. This appears to be inconsistent with proposed future uses as described in Policy 6.40 and Policy 6.41, and in the definition of “West Hayden Island Urban Services Area”. ODFW is unsure why there is no “Parks & Open Space” designation on WHI, i.e., the 500+ acre area intended after annexation. Also, it does not seem realistic to designate the approximate 300-acre area of WHI as “Enhanced Habitat Corridor” if heavy industrial uses are intended or for East Hayden Island since it is already heavily commercially and residentially developed. Finally, this figure appears to be inconsistent with Figure 3-7 which shows the currently undeveloped area of WHI as “Industrial”.

Figure 3-7. Employment Areas

Comment: The majority of WHI is designated as “Industrial” (dark grey) in this figure with a lesser amount as “Commercial” (orange). The bulk of Portland Harbor Superfund lands are “Industrial”. How do these designations relate to Figures 3-1 and 3-6? These designations appear inconsistent with Policy 3.67 and Policy 3.68, and with the definition of “West Hayden



Island Urban Services Area” that states a portion of WHI is intended for Open Space uses. ODFW would expect that the 500+ acre area of WHI intended for Open Space to be excluded from the Industrial designation in this figure to ensure exclusion from future industrial development.

Chapter 4: Design and Development

Goals and Policies

General Comment: The goals and policies with corresponding development principles in this chapter are weak overall in the area of protection and enhancement of environmental health and natural resources. ODFW recommends replacing “encourage” and “support” with “require” or comparable stronger language. Doing so would demonstrate commitment to protecting and enhancing environmental health and natural resources, and provide important assurances that practices implemented on the ground would achieve the stated goals. Also, ODFW recommends that this chapter specifically address and call for practices that address the Key Conservation Issues identified in the Oregon Conservation Strategy (ODFW 2006, update in process) and the Regional Conservation Strategy and Biodiversity Guide (The Intertwine Alliance 2012). These collaboratively developed strategies are invaluable resources that are intended to guide and inform policies and on-the-ground actions related to project design and development. Issues and practices to address include water quantity and timing, barriers to fish and wildlife movement, invasive species (plant and animal), and potential conflicts with or hazards to wildlife. These issues are relevant regardless of project type and ODFW recommends emphasizing them during project planning and design phases.

Goal 4.C: Human and environmental health

Comment: In addition to water quality, ODFW recommends consideration of water quantity and timing of water availability in this goal.

Scenic resources, Policy 4.31 Vegetation management

Comment: ODFW recommends specifying that the need for pruning and cutting of trees and shrubs will be avoided and minimized by selecting and planting native species that grow to a specific height and form consistent with site goals, one of which is viewshed.

Designing with nature

Comment: ODFW recommends the addition of a third policy in this section to address design and site development practices that have the potential to inadvertently create wildlife hazard or wildlife-human conflict situations. This is needed because Policy 4.58 and Policy 4.59 address habitat issues only. While habitat is very important to consider, design and development practices can and should consider effects on wildlife, individuals and local populations, resident and migratory. For example, building lighting (interior and exterior), window style, surfaces and encasements; fence locations and type, and placement of habitat features (natural or man-made) in relationship to other structural features can create hazardous situations for wildlife and lead to wildlife-human conflicts. The majority of hazards, conflicts, and “nuisance” types of situations can be prevented or minimized with proper siting and design, thus ODFW’s suggestion to adding a policy to call attention to this need and opportunity.

Chapter 6: Economic Development

Policies, Industrial and Employment Districts

Policy 6.40 Portland Harbor Superfund Site

Comment: These lands are at or near the confluence of the Columbia and Willamette rivers. ODFW recommends including additional options in policy language to allow superfund site lands to be considered for other uses, specifically fish and wildlife habitat, flood storage, and parks. These uses may be appropriate and feasible, and could help achieve alternate Plan goals if human health and safety issues are addressed, and other land use goals balanced.

Policy 6.41 West Hayden Island

Comment: Consistent with the Regional Conservation Strategy, Oregon Conservation Strategy, and comments submitted by ODFW during previous WHI technical advisory committee processes, ODFW recommends the protection and maintenance of properly functioning floodplains and the restoration of degraded and/or disconnected floodplain habitats, especially at and near river confluences. If protection and restoration of the entirety (~800 acres) of WHI is not chosen, ODFW recommends the following changes (in highlighted text) to the proposed draft Plan language to provide assurances that all unavoidable impacts to fish and wildlife and their habitats will be fully mitigated. ODFW recommends mitigation occur in a manner consistent with ODFW's Fish and Wildlife Habitat Mitigation Policy, or another agreed upon mitigation policy peer-reviewed and formally adopted by the City.

“Economic Development Policy 6.41. West Hayden Island. Provide for the future annexation of West Hayden Island for a combination of open space and possible deep water marine industrial uses with supplemental requirements in a plan district or other implementation agreement that ensures full mitigation of impacts and provision of public benefits. The annexation ordinance, future zoning, plan districts, and intergovernmental agreements will be used to:

- Allow no more than 300 acres for industrial development including future deep water marine terminal and infrastructure development, with a pre-agreed upon mitigation approach and plan that would achieve the mitigation goals.
- Permanently protect and enhance at least 500 acres as open space, to be managed primarily for the benefit of the local and regional natural resources / ecosystem.”

As a reminder it has been ODFW's determination that Habitat Category 2 and Habitat Category 3 habitats are present on WHI. Part of the ODFW mitigation goal for Category 2 and 3 Habitats is reliable “in-kind and in-proximity actions that achieve no-net loss in pre-development habitat quantity or quality”. Additionally, part of the mitigation goal for Category 2 habitats is a “net benefit” to the species affected. Please refer to comment letters previously submitted by ODFW during the WHI planning processes for more information on ODFW's assessment of existing conditions and ODFW's mitigation recommendations if development action is to occur on WHI (Oct. 21, 2011 letter to various, Sept. 27, 2012 letter to various, Nov. 9, 2012 letter to M. Rosen, Nov. 27, 2012 letter to various, Jan. 15, 2013 letter to M. Brooks, and May 14, 2013 letter to PPSC).

Chapter 7: Environment and Watershed Health

Policies

Planning for natural resource protection

Comment: ODFW recommends including a reference to the Oregon Conservation Strategy and/or The Intertwine Alliance's Regional Conservation Strategy and Biodiversity Guide to provide the framework for the policies and guidance for implementation.

Protecting natural resources in development situations

Comment: ODFW recommends including a reference to the City's mitigation policy to provide clarity and assurances that natural resources impacted by development and other actions with the potential to affect natural resources will be mitigated for in a manner that is consistent and that has been peer-reviewed and formally adopted. ODFW suggests the third step of the mitigation process is "compensation" for unavoidable impacts (i.e., mitigation = avoid, minimize, compensate).

Protecting natural resources in development situations, Policy 7.11

Comment: ODFW suggests it is difficult to assure mitigation effectiveness even when there is an agreed upon and formally adopted mitigation policy. ODFW recommends the City develop a migration policy with the input of internal and external technical experts. Much of this work has already been accomplished during recent WHI planning processes. The current language in this policy touches upon only a few of the issues that a comprehensive policy should address - e.g., definitions of on-site and off-site relative to the habitat and species being affected, in-kind vs. out-of-kind mitigation, possible use of mitigation ratios, replacement of natural resources losses over time, etc.

Improving environmental quality and preventing degradation

Comment: ODFW recommends including a reference to Oregon Conservation Strategy and/or The Intertwine Alliance's Regional Conservation Strategy and Biodiversity Guide to provide the framework for the policies and guidance for implementation.

Improving environmental quality and preventing degradation, Policy 7.21 Invasive species

Comment: ODFW recommends the following edit to the policy language: "*... to prevent the spread of invasive plants, animals, and insects, and support efforts to reduce the impacts of invasive species.*"

Improving environmental quality and preventing degradation, Policy 7.29 Brownfield remediation

Comment: ODFW recommends that habitat connectivity, low-impact development and best practices, stormwater, and hazards to wildlife also be specifically referred to in this policy. Brownfield remediation offers ample and unique opportunities for incorporating these principles.

Aggregate resources, Policy 7.36 Mining site reclamation

Comment: ODFW recommends that mining site reclamation also takes into consideration fish and wildlife and their habitats, in particular rare and declining habitats and species.

Watershed specific policies

Columbia River Watershed, Policy 7.38 Sensitive habitats

Comment: ODFW recommends including bottomland hardwood forest and shallow water to the list of sensitive habitats. It has been estimated that more than 70 percent of bottomland hardwood forest has been lost in the Willamette Valley (The Intertwine Alliance 2012). Some of the best remaining examples of bottomland hardwood forest occur within City of Portland city limits; one of these areas is WHI. Protection of remnant bottomland hardwood forests is a high priority for conservation. Shallow water is considered one of the most limited aquatic habitats in the watershed; WHI offers some of the best remaining shallow water habitat and its importance is elevated due to its location at the confluence of the Columbia and Willamette rivers. It is critical to resident and migratory fish species, their prey, and a host of other species. As with bottomland hardwood forest, it is essential to protect remaining shallow water habitats. It is far more effective (financially and ecologically) to protect remnant sensitive habitats than to attempt to re-create or replace elsewhere.

Columbia River Watershed, Policy 7.40 Floodplain protection and restoration

Comment: ODFW recommends including language to this policy that clarifies that floodplain protection and restoration is critical for conservation of fish and wildlife and their habitats, and a critical strategy for achieving ecological function, biodiversity, habitat connectivity, and water quality and quantity goals. The value of floodplain protection and restoration extends far beyond flood protection alone.

Columbia River Watershed

Comment: It is not clear why there are no specific sites highlighted in this watershed section as has been done in the other watershed sections. ODFW recommends that areas identified in the Regional Conservation Strategy and the Conservation Opportunity Areas highlighted in the Oregon Conservation Strategy / Willamette Synthesis update map be considered. ODFW recommends developing policies specific to lands recognized as anchor habitats or important for watershed health in general.

Willamette River Watershed

Comment: ODFW recommends adding a policy specific to wildlife habitat to address wildlife needs, which are not limited to “sensitive” habitats.

Willamette River Watershed, Policy 7.49 Forest Park

Comment: It is not clear to ODFW why only Forest Park has been specifically called out as an anchor habitat and recreational resource in this watershed. There are other areas (e.g., Oaks Bottom) within the watershed that could be specifically mentioned as playing this same important role. ODFW recommends adding these areas to recognize their importance and identify specific goals/policies for each.

Columbia Slough Watershed, Policy 7.52 Riparian corridors

Comment: As currently written this policy appears fish and water quality-centric, leaving little or no room for managing portions of riparian corridors in un-vegetated or early successional conditions for other ecosystem values (i.e., wildlife, primary production). Un-vegetated areas and early successional habitat are important for numerous flora and fauna, including pollinators,

and are a natural part of a diverse ecosystem, even within riparian corridors. Un-vegetated areas and early successional habitat are a normal product of occasional disturbance regimes (e.g., wildfire and high water/scouring events). The Columbia Slough is a key stronghold for the western painted turtle and a critical habitat requirement is sparsely vegetated areas for nesting. Ideally and historically native turtle nesting habitat would be present within the riparian area, specifically within 300 feet of the Ordinary High Water mark.

Johnson Creek Watershed, Policy 7.59, In-stream and riparian habitat

Comment: ODFW recommends acknowledging wildlife in this policy. Barriers to fish and wildlife movement are identified a Key Conservation Issue in both the Oregon Conservation Strategy and the Regional Conservation Strategy.

Several comments and recommendations above are specific to West Hayden Island (WHI). This area is of particular interest to ODFW for multiple reasons. First, ODFW was an active, invited participant in previous technical advisory committees. These committees were tasked with commenting on assessments of existing functions and values of WHI, informing alternative conceptual plans for possible future uses of WHI, commenting on and informing various mitigation packages, and evaluating the proposed mitigation framework if development action were to occur on WHI. ODFW provided numerous comments and recommendations throughout these processes. WHI is the largest relatively intact habitat area in the Portland metro area and has significant habitat functions and values to numerous fish and wildlife species, locally and regionally, year-round and seasonally. WHI is designated as a Conservation Opportunity Area in the Oregon Conservation Strategy's Willamette Synthesis map update, and is comprised of several priority habitats (i.e., wetland, riparian, shallow water, bottomland hardwood forest, and grassland). Please refer to the ODFW comment letters previously submitted for more information on the significance of these habitat types and role of WHI in the local and region ecosystem.

While it is not within ODFW's purview to support or oppose development actions on WHI or elsewhere, we work within our statutory and administrative authority to guide and inform decisions and actions proposed by individuals and entities when they have the potential to affect (both positive and negative) fish and wildlife and their habitats. To accomplish this we assess the measure and scope of impact from a proposed action, provide input on local and regional priorities, and provide information on best practices for conserving fish and wildlife resources and for mitigating for losses. ODFW provides regulatory and non-regulatory guidance on issues that affect our agency mission - to protect and conserve fish and wildlife and their habitats for use and enjoyment by present and future generations.

If you have any questions about the above comments or recommendations please contact me at susan.p.barnes@state.or.us or 971-673-6010. Again, ODFW is very interested in the City of Portland's process to update its Comprehensive Plan and appreciates the opportunity to comment on topics related to the protection and conservation of Oregon's fish and wildlife and their habitats.

Sincerely,

Susan P Barnes

Susan P. Barnes
Regional Conservation Biologist
West Region

Cc: ODFW – NWWD Staff, Joy Vaughn
City of Portland PSC & BES – Eric Engstrom, Mike Rosen, Dave Helzer

From: Planning and Sustainability Commission
Sent: Thursday, December 04, 2014 11:04 AM
To: Kovacs, Madeline
Subject: FW: Input on 2035 Comprehensive plan

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

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From: PDX Comp Plan
Sent: Thursday, December 04, 2014 9:28 AM
To: Planning and Sustainability Commission
Subject: FW: Input on 2035 Comprehensive plan

From: Richard DeMerchant [mailto:demerchant.richard@gmail.com]
Sent: Tuesday, December 02, 2014 2:57 PM
To: PDX Comp Plan
Subject: Input on 2035 Comprehensive plan

To whom it may concern,

I support the reduction of density in East Portland that the Comprehensive Plan suggests. However, I urge you to make additional zoning changes to reduce density even further. I live the David Douglas School District and have witnessed the impact of school overcrowding on our students and community. We lack the infrastructure (sidewalks, parks, community centers, connecting streets, crosswalks, etc) to support the density we currently have. We need to greatly slow this growth until the city can make improvements to infrastructure.

My street, 118th between Division and Powell, is currently zoned R2.5a, even though neighboring streets are zoned R5. Our street has many historical houses on large lots and grand old-growth doug fir trees, which are threatened every time our neighbor's properties get in the hands of people who want to subdivide and develop. It threatens the character of the neighborhood and the value of our homes. I am unclear why our street is zoned differently from the streets to the east and west of us. Please consider

rezoning our street as well. This Section of 118th has unique character that has drawn major film studios to the area and has created much needed revenue for the city. As an example the TV show Grim has filmed here twice in the last year due taking over the street for weeks at a time to film. Their reason for filming here are the towering old growth firs and the classic 1930s portland homes on the street.

As for Kelly Butte. It seems like an untapped resource in East Portland. I would love to see better maintenance and development of infrastructure (natural play, hiking trails, disc golf?) in this park. Also, in general, we need more access to parks that are not attached to local schools. Many of the parks that are close to my house are part of David Douglas schools and are closed during the day due to school use. I need a place to take my preschool aged kids to play that is open during the day and has equipment geared towards little users. Something like Piccolo Park in inner SE or the new natural play area in Westmoreland. Also, it would be great to add a community center on the south side of East Portland (near Holgate? Powell?). Many of outer SE residents do not have access to cars and it would be great for our kids and adults to have easier access to a community center.

Sincerely,

Richard DeMerchant
se 118th ave
portland oregon, 97266
demerchant.richard@gmail.com
503-894-9170

From: Planning and Sustainability Commission
Sent: Wednesday, December 03, 2014 9:33 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
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From: Stacey Stultz [mailto:stacey@teamstultz.com]
Sent: Tuesday, December 02, 2014 7:56 PM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony

Dear PSC,

We live at 3957 SW 58th Drive. Last year our daughter attended Lincoln High School. The Portland Public Schools system relies only on public transportation for our neighborhood, Wilcox West, and surrounding neighborhoods. The bus stop PPS wanted our daughter to take is at the corner of 26 and SW Scholls Ferry. This would have her walking about 2 miles down very busy roads without sidewalks. Pedestrian safety needs to be considered along routes students must take to get to school.

Thank you for your time.

Stacey Stultz

From: Jan VanStavern and Joe Rozewski
Homeowners, 2636 SE Division St.
Portland, OR 97202

To: Planning and Sustainability Commission
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201-5380

attn: Marty Stockton

I (Jan) was happy to attend your very informative and detailed meeting last night at Oregon State on the Comprehensive Plan. It was fascinating. I arrived twenty minutes late due to not rechecking the time (one copy I had said it started at 5, I'll always check from now on!)--so did not have a chance to sign in. Please note that I was there--thanks!

I did get a copy of a comment card by the door and am enclosing that here.

As my card says, I am impressed and support the Comprehensive Plan, and am in particular interested in the Division Street Mixed Use Corridor, where my home is located. I hope our request that our **2636 SE Division St.** property be rezoned **Mixed Use Commercial**, our the neighbor house is, is still in a positive place to be moved forward.

Best regards,


Jan VanStavern (for myself and my husband, Joe Rozewski)

Homeowners, Parents, and Teachers, Southeast Portland, OR



Comprehensive Plan (CSC)
 City of Portland Design Commission
 Public Hearing

Date of hearing 11/18/14

Name: (Please print legibly) Jan Van Stavern

Organization represented (if any): _____

Address: 2636 SE Division St.

City: Portland Zip: 97202 Phone: (503) 891 9969

Email: Jan.Stavern@gmail.com

Agenda item you wish to comment on: General PSC / Camp Plan

Do you wish to make a statement? YES / NO

In opposition / In Favor (OF THE PROPOSAL) *(I get am in favor)*

If testifying in person, a written copy of your testimony is encouraged. Camp Plan

If you do not wish to testify but would like to make a comment on the agenda item you are interested in, use the space below and/or the reverse side, and your comments will be made a part of the record.

I am in favor of the proposed plan, especially the changes proposed for the (over)

Division Street Corridor where I live, at the strip between 20th and 29th or Division which has spotty commercial/residential and will be more consistently zoned as Mixed Use. This will unify, focus, and create an aesthetic "vision" of our neighborhood. In particular, I continue to heartily advocate that our home at 2636 SE Division st. be, like the property next to us facing Division, be re-zoned to Mixed Use.

Thank you for your efforts to help our neighborhood grow and remain unique + consistent. You Value

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.)**

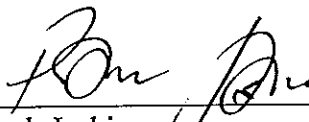
The recent construction of the sidewalk that connects Capitol Hill Elementary School to some parts of the neighborhood (safe walk to school) is incomplete and needs to connect to the Taylors Ferry and Terwilliger intersection. Kids and parents cannot walk to school from the Collins View and South Burlingame 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



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

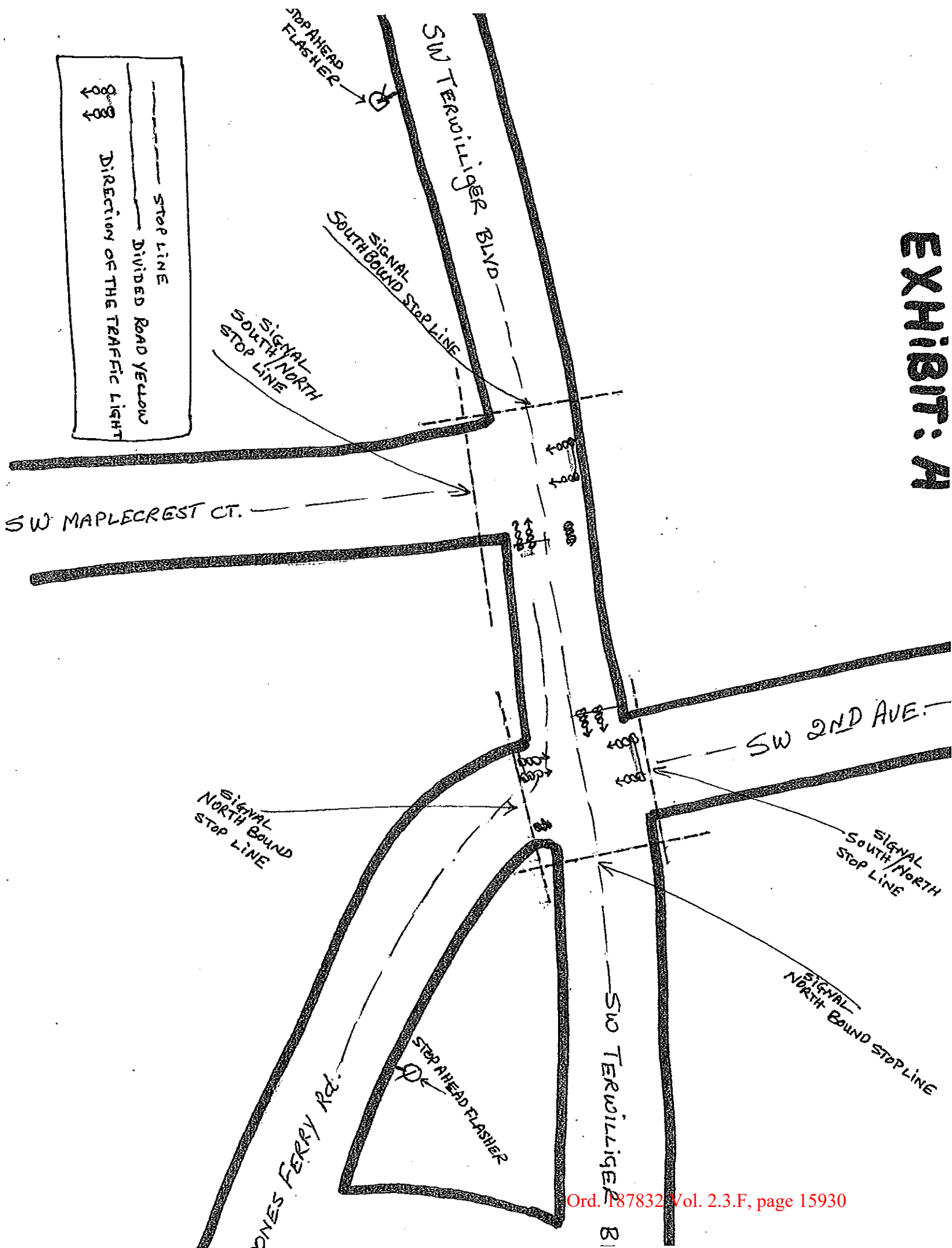


EXHIBIT : B

Manicrest Dr

Manicrest Dr

SW Terrell Rd

SW Terrell Rd

SW Boones Ferry Rd

SW Boones Ferry Rd

SW Boones Ferry Rd

SW Terrell Rd

SW 2nd Ave

SW 2nd Ave

SW Terrell Rd

SW Terrell Rd

EXHIBIT : C

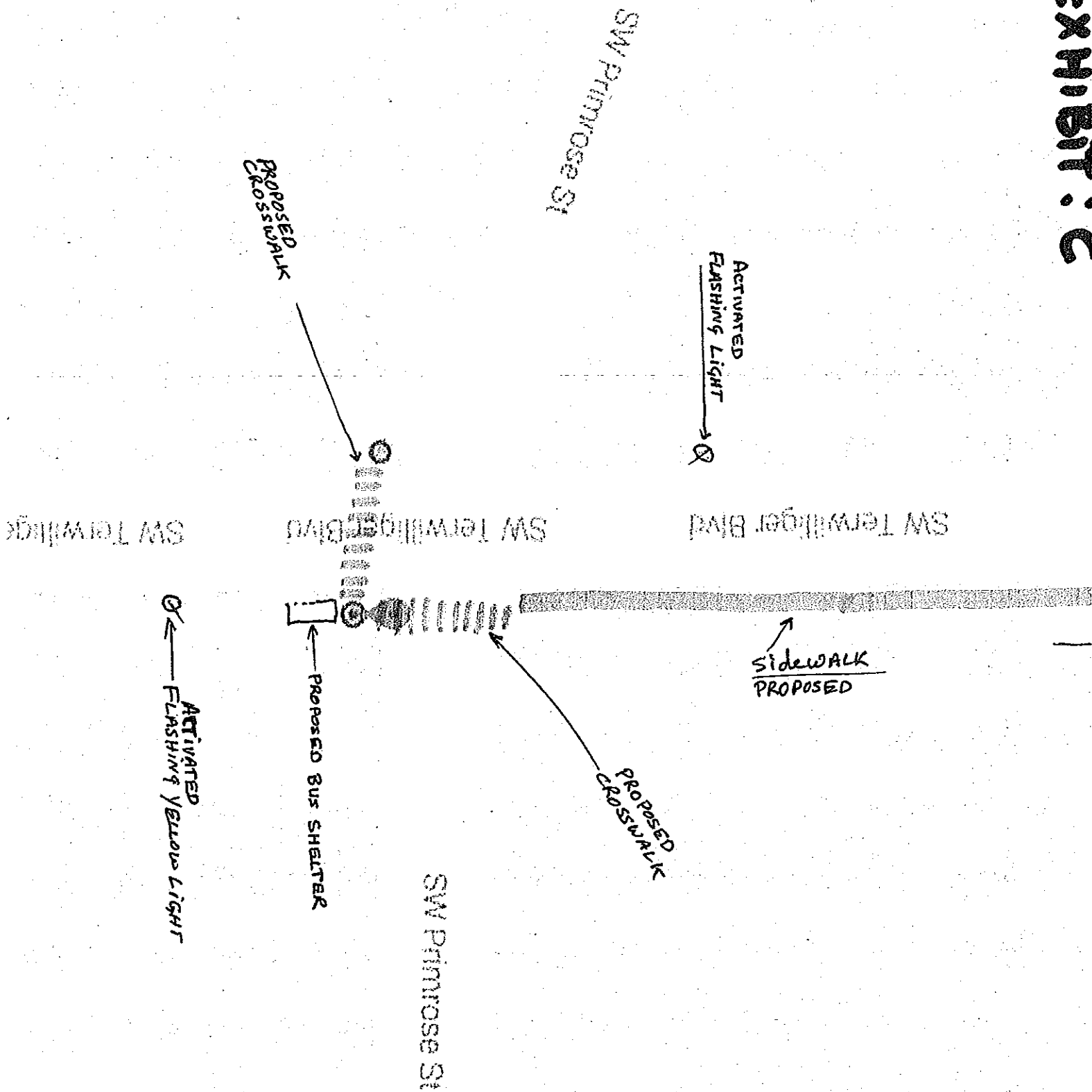


EXHIBIT: D

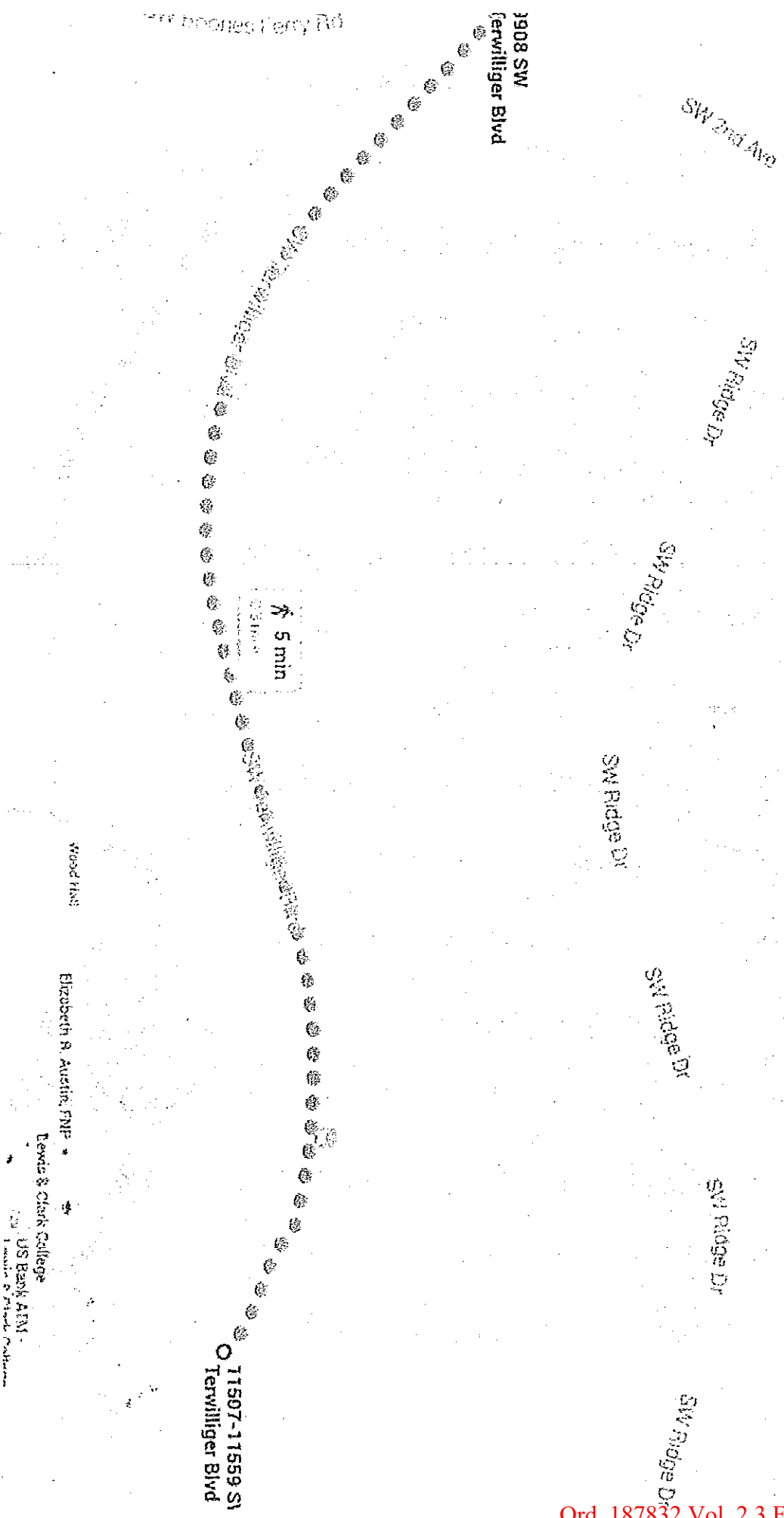


EXHIBIT: E

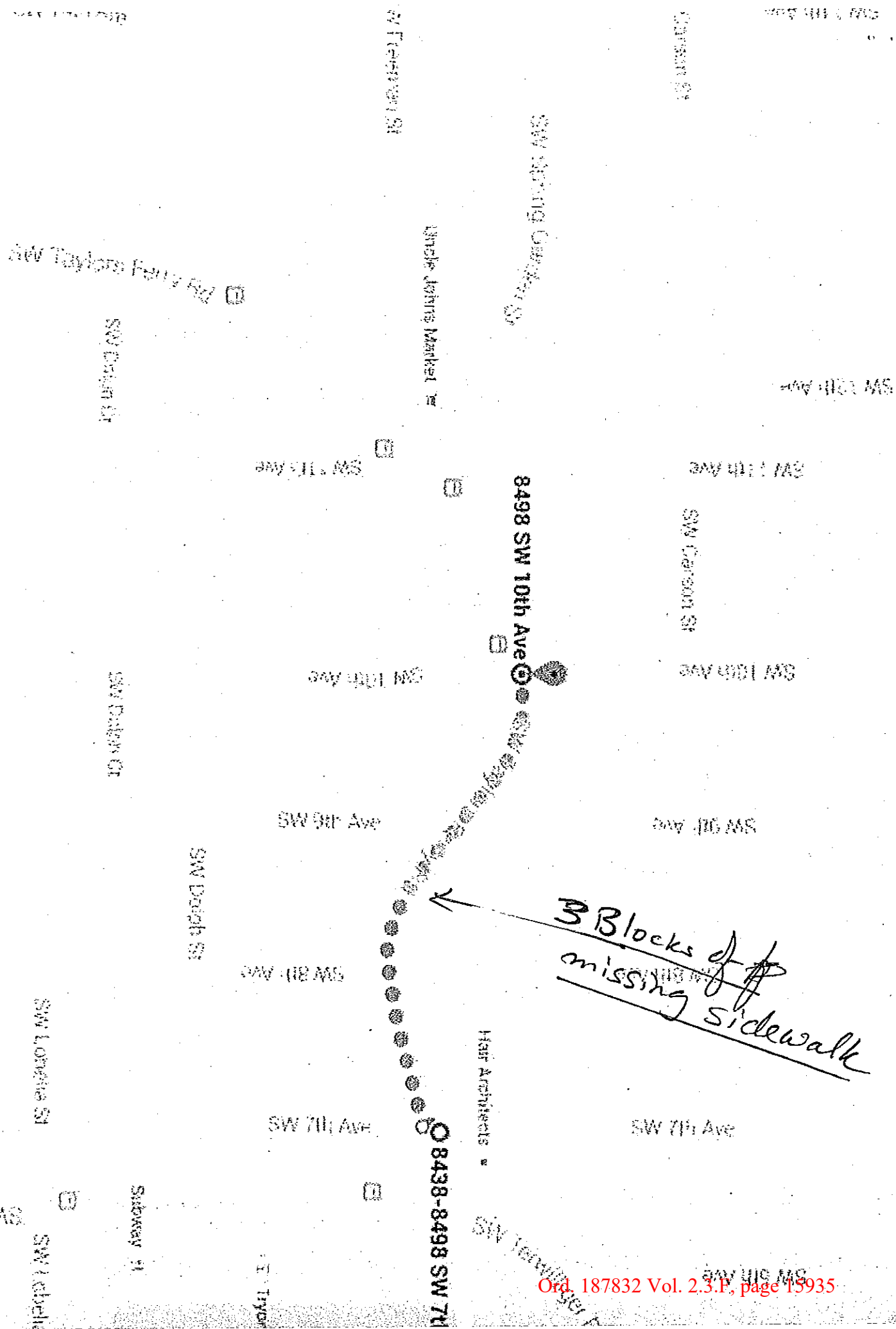
sidewalk ends

SW 10th Ave

no sidewalk
per 3 Blocks

Toulons Ferry Rd. →

EXHIBIT: F



From: Planning and Sustainability Commission
Sent: Tuesday, December 02, 2014 11:51 AM
To: Kovacs, Madeline
Subject: FW: TESTIMONY

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

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

From: scottcollins13@gmail.com [mailto:scottcollins13@gmail.com] On Behalf Of Scott Collins
Sent: Tuesday, December 02, 2014 11:48 AM
To: Planning and Sustainability Commission
Subject: TESTIMONY

To whom it may concern:

I recently purchased property in the Glenfair Neighborhood with the address of 15706 E. Burnside Portland, OR 97233; the property is currently in the R1 zone, and is within the Max Transit Station area at 162nd . I have consulted with the adjacent land owners and Jenny Glass at the Rosewood Initiative, we all agree that the area would benefit from a change to a mixed-use designation with a neighborhood commercial zone for future options in an area that lacks services. Especially given that the property is located along the Max light rail line where there has been a serious lack of planning and focus on the station areas. It is in a Urban Renewal area and is a Neighborhood Stabilization Program 1 target area and in the Neighborhood Prosperity Initiative Investment Area. There is a relatively high rate of crime in this neighborhood and specifically near the 162nd st MAX line stop, this is attributed to the lack of private investment on street; there are a lot of abandoned buildings and lots in in the immediate area. This neighborhood is severely under-served in terms of childcare, nutritious food options, financial services, and hardware stores and affordable family housing and this is in no small part due to the restrictive zoning on our particular corner of Glenfair. I feel that comprehensive plan and zoning changes for the area, including this property, is warranted. Given that commercial zones allow residential uses, if the PSC grants us the change, my plan is such that I will continue to rehabilitate the dilapidated single family residence on the property and use it as such until the time is right to add commercial use space including nutritious food options and childcare facilities.

Please feel free to contact me by email or phone at the number below. Thank you very much for your careful consideration.

Kindly,

Scott Collins
503-519-7066



CITY OF PORTLAND

URBAN FORESTRY COMMISSION

1120 SW FIFTH AVENUE, PORTLAND, OREGON 97204

PHONE 503-823-5396 FAX 503-823-5570



AMANDA FRITZ, COMMISSIONER

MIKE ABBATÉ, DIRECTOR

December 2, 2014

Susan Anderson
Director of Planning and Sustainability
1700 SW 4th Ave
Portland, Oregon

Dear Director Anderson and Members of the Planning and Sustainability Commission:

The Urban Forestry Commission appreciates the opportunity to submit a third round of comments in response to the current draft of the Comprehensive Plan. We are pleased to see many of our previous comments included in the latest edition. However, we found several areas where connections regarding trees, urban canopy, and continued efforts toward designing and retrofitting the city's landscape to provide essential green infrastructure should still be strengthened. We request that the following recommendations be incorporated into the next edition of the Comprehensive Plan.

Green Infrastructure

There are many policies that note "green infrastructure" and we applaud the staff for elevating this concept within the plan. However, we see that connections to other chapters or supporting documents are insufficient. For example, within the **Designing with Nature** chapter, there is no mention of trees as a key strategy for improving the urban landscape and for providing proven environmental, social, and economic benefits to the community. In support of these ends, we recommend that explicit references to the Portland Urban Forest Management and Action Plans, the Portland Watershed Management Plan, and the newly adopted Climate Change Preparation Strategy, are included to underscore the City's commitment to reaching its watershed health, climate resiliency, and canopy goals, and to recognize the immensely valuable contributions that trees make toward achievement of these goals.

We also feel that there are a number of places where the terms "green infrastructure", "nature", and "natural resources" should be further enumerated to identify specifically what is being referenced. For example, **Policy 3.17- Green Infrastructure in Centers**, as currently written, it is not much more than a reiteration of Policy 3.6. It is imperative that defining language be included so that all public and private entities working to design and improve Centers are working in an effective and efficient manner and that trees are included at the beginning of the process, not the end.

Space for Trees on Private Property and Rights of Way

Given the desire to increase density across much of the city, particularly in hubs and along connecting corridors, there is a real need to allocate sufficient space for the planting and stewardship of large canopy and native trees to grow and thrive to maturity. The loss of space for trees in mixed use and other heavily populated zones will be a serious detriment to the environmental quality, the ecological functioning, and the overall livability of a denser Portland. Preserving or creating enough space for trees needs to be included in the design and planning documentation stage of development, whether for new residential, mixed use, or commercial construction, or for rights of way projects. Given all of the benefits derived from trees, it is imperative that the final Comprehensive Plan, which will guide the next 20-25 years of growth and prosperity for all Portlanders, include explicit policies that feature its urban canopy goals.

Toward this end, the Commission requests that a new policy be added under **Chapter 4 – Design and Development**, and that clear supporting language be inserted into the development code revisions that ultimately drive new development behaviors. A possible title and description of such a policy might be, *“Trees are Integral to New and Re-Development. Encourage development and building and site design that preserve trees, as well as adequate space for them.”*

Additionally, we would like to see revisions made to the City’s street standards to accommodate larger planting areas and tree wells. Note that we did not limit this language to “planting strips,” as we believe that alternative means to accommodate large and other trees in neighborhoods and rights of ways may offer robust tree presence outside of traditional street tree patterns. We welcome creative ideas about ways to plan for large canopy trees in preparation for development. In a similar vein, we request that new language be included in **Chapter 9 Transportation** that strongly encourages and offers incentives for preserving and protecting trees during construction.

Natural Areas and Environmentally Sensitive Locations

The Urban Forestry Commission supports the proposed policies and locations regarding the reduction of residential density allowances in environmentally sensitive locations where tree canopy cover is essential to maintaining the integrity of these landscapes, including steep slopes, floodplains, and headwater drainage sites. Not only does limiting development at these locations reduce the risks of landslides and sediment flow into the storm water system, it also serves to safeguard human health, and aids in protecting private property during natural disasters.

Finally, the Commission requests that references to the development of West Hayden Island be completely removed from the Comprehensive Plan and significant project lists. The Island hosts an incredible riparian forest ecosystem, and is home to a number of native hardwood trees of significant size and age. The loss of this contiguous and extensive, bottomland forest to greenfield industrial land use would be counterproductive to Portland’s aspirational goals related to climate resiliency, canopy, and equity. We are convinced that acceptable mitigation is not possible to account for the planned loss (in whole or in part) of this unique and irreplaceable asset to our region. Please remove West Hayden Island from the active list of potential industrial lands for the Comprehensive Plan.

On behalf of the Urban Forestry Commission, thank you for considering these additional comments and recommendations.

Please do not hesitate to contact us with any questions that you may have.

Sincerely,

Meryl A. Redisch, Chair of Urban Forestry Commission
Kris Day, Chair of the Policy Committee

Cc. Mark Bello, David Diaz, Noelle Studer-Spevak, Committee Members.

December 2, 2014

Marianne Fitzgerald
10537 SW 64th Drive
Portland, OR 97219-6625

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

Re: PSC Comprehensive Plan Testimony

Dear Portland Planning and Sustainability Commission:

Thank you for the opportunity to comment on the Proposed Draft Comprehensive Plan dated July 2014. The Plan is quite complex and although you have extended the deadline for comments to March 13, 2015, several portions of the Plan have not yet been released and that deadline may not be sufficient for citizens to provide thoughtful comments on those sections or the comp plan as a whole.

I urge you to extend deadlines for comments on the draft Mixed Use Zone, Institutional Zone, Transportation Systems Plan and Parking policies, as well as formal boundaries for Centers and Corridors. These proposals are still being developed and citizens have not had adequate opportunity to evaluate details and understand how they will affect neighborhood livability. Please allow at least 90 days following the public release of each of these drafts before ending its public comment period.

In addition, because there are strong themes that carry throughout several chapters (especially the connections between the economy, land use and transportation) and key documents not yet published, it is important for citizens to be able to comment on policies in future drafts as citizens gain a better understanding of how policies will be implemented in the neighborhoods. I support Southwest Neighborhoods, Inc.'s recommendation that PSC allow citizens to comment on the complete draft 2035 Comprehensive Plan before it goes to City Council for adoption.

Here are my personal comments on the draft plan.

Proposed Draft Goals and Policies dated July 2014

Chapter 1: Guiding Principles

Equity: One of the draft plan's Guiding Principles (p. GP1-5) is to "encourage land use decisions that reduce existing disparities, minimize burdens, extend benefits, and improve socio-economic opportunities for under-served and under-represented

populations.”

1. Equity is defined in the draft Plan glossary as “when everyone has access to the opportunities necessary to satisfy their essential needs, advance their well-being, and achieve their full potential.” How will this definition be applied to zoning code or used to prioritize funding?
2. The draft Plan policies use terms such as under-served, under-represented and vulnerable communities differently throughout the document without definitions, supporting data or measureable goals for achieving equity citywide. In some sections (i.e. draft Policy 3.3, equitable development) the city aspires to “avoid or reduce negative development impacts, especially where those impacts inequitably burden communities of color, under-served and under-represented communities, and other vulnerable populations,” while in other sections (i.e. draft Goal 5.b, equitable access to housing) the city aspires to “remove disparities in housing access for communities of color, low-income households, diverse household types, older adults, and households that include people with disabilities.” The public needs easy access to the data that the plan will use to evaluate equity. Equity must also consider needs of the youth and seniors in our community, especially for prioritizing needed capital improvements for sidewalks and bicycle facilities, access to transit service, and parks and community centers.
3. The draft Plan should embrace the principles of Environmental Justice. In particular, the Partnership for Sustainable Communities (<http://www.epa.gov/environmentaljustice/sustainability/index.html>) recommends strategies that addresses housing, environment, transportation and health issues and enhance community engagement.

Internal Consistency (Policy 1.3) needs to be strengthened to assure coordination among Portland bureaus and commit to a process for resolving conflicts when they arise. This is particularly important when citizens and neighborhood associations raise issues that affect livability in their neighborhoods that involves more than one city bureau or agency, and for prioritizing projects that meet multiple community needs.

Intergovernmental Coordination (Policy 1.6) needs to include coordination with other cities in the region, particularly those that share boundaries with Portland.

Existing Plans (Policy 1.15): There are many existing plans adopted prior to the Comprehensive Plan whose details are very important to neighborhoods as they develop. Please include a list of existing community, area and neighborhood plans as an appendix. The draft Comp Plan also needs a commitment to promptly adopt modal plans into the Transportation Systems Plan in order to assure that new and modified development and construction will adhere to these adopted plans.

Chapter 2: Community Involvement

The draft Plan dilutes the role of the neighborhood association in land use projects (policy 2.31) and broadens participation among partners in general. Citizens that live or

work in a community have a vested interest in maintaining and enhancing the livability of their neighborhoods and must be key partners in decisionmaking. Some recommendations to enhance meaningful community engagement in decisions affecting growth include the following.

1. It is especially important to retain the legal role of Neighborhood Associations in land use issues.
2. Neighborhood Associations and Business Associations must comply with standards developed by the Office of Neighborhood Involvement, including public notice and public meetings before decisions are made. Other partners in decisionmaking may not follow similar practices and their representatives may represent a very limited group. Policies 2.1 and 2.2 need a public process for resolving issues where the recommendations of different groups may conflict.
3. Local residents and Neighborhood Associations often identify issues where there needs to be better inter-bureau or regional cooperation in planning for improvements—particularly for issues related to stormwater and transportation infrastructure. The community involvement program needs to be responsive to these types of issues and include a process for resolving conflicts or priorities among bureaus to achieve livability goals within our neighborhoods.
4. The draft Plan Chapter 2 recognizes the need for adequate time for citizens to review and respond to draft plans and proposals, but too often today, that does not happen. The community involvement program needs to commit to at least 60 days written notice for the public to comment on all plans, proposals and projects from all bureaus.
5. The draft plan needs to commit to district liaisons, similar to the Planning and Sustainability Bureau’s District Liaisons, for other major bureaus (PBOT, BES, etc), to facilitate communication between the bureaus and the community.
6. The draft plan needs to assure that the city will provide citizens a response to the comments they receive on specific issues (Policy 2.12). These responses may be grouped as long as all issues and concerns raised by citizens are addressed in the response.

Chapter 3: Urban Form

I support draft Plan’s focusing growth in Centers and Corridors, but a high percentage of the housing that will exist in 2035 will be housing that already exists. The City of Portland has issued—and continues to issue--thousands of “waivers of remonstrance” that allow developers to avoid making street improvements, resulting in gaps in sidewalks and bike lanes in existing centers and corridors. Public investments in infrastructure and maintenance must be prioritized to areas of existing housing and businesses in the proposed centers and corridors (especially transportation infrastructure), and not just be focused on areas targeted for growth and new development. The city must require developers to construct sidewalks and bicycle lanes in centers and along corridors, regardless of existing conditions.

Equitable Development (Policy 3.3.a) needs definitions of these buzzwords in order to

implement the policy (see comments on equity above).

Center Connections (policy 3.16) must be accessible to people of all ages and abilities.

Green Infrastructure in Centers (Policy 3.17) needs to protect and enhance viewsheds in key locations (i.e. Terwilliger Parkway, Willamette Greenway) while preserving the tree canopy (see also Policy 9.17, Street Views). In addition, when the Bureau of Environmental Services builds green infrastructure in centers and corridors they must consider the transportation needs of the community and enhances, not impedes, pedestrian or bicycle travel or access to transit.

Transportation Hub (Policy 3.20) needs to recognize regional transportation hubs as well as the role of the Central City. Policy 3.20 declares downtown Portland as the region's transportation hub, yet many citizens travel to other regional transportation and employment hubs to meet their needs (i.e. Washington Square, Beaverton, Tigard, Tualatin, Gresham, Vancouver). The draft Plan needs to acknowledge the importance of regional centers outside of Portland in terms of how Portlanders travel to work, shops and services. Where I live, Washington Square is the closest regional hub (closer to my house than downtown Portland) yet there is poor transit service to get there (i.e. none on evenings or weekends).

Transportation (Policy 3.28) should add "and frequent transit service" since not all Town Centers in Portland have high-capacity transit service. This policy for Town Centers should also emphasize "access to Town Centers by people of all ages and abilities" since there are many Town Centers and frequent transit service lines that are currently accessible to some people only by walking on dirt roads or paths.

Transportation (Policy 3.32) in Neighborhood Centers also needs to be accessible by people of all ages and abilities.

The draft Plan policies on Corridors (Policies 3.38-3.42) use weak verbs to encourage improved infrastructure for walking, biking and accessing businesses and transit service. Policy 3.39 should "improve" public streets, sidewalks and bicycle facilities to support the vitality of business districts, create distinctive places, provide a safe and attractive pedestrian and bicycle-friendly environment, and contribute to creating quality living environments for residents. Policies 3.40 (Neighborhood corridors) and 3.44 (transit station areas) should have similarly strengthened language that will make these centers and corridors accessible to all Portlanders. Each center and corridor should have supporting projects in the TSP to create a complete neighborhood.

Policies under "neighborhood corridors" need to identify nodes where multi-family development may be more desirable than the entire length of the corridor. Like civic corridors, these neighborhood corridors must have accessible sidewalks and bike paths to enable people of all ages and abilities to get to the services, amenities and transit lines they connect to.

Community Connections (Policy 3.44) must assure accessible pedestrian connections for people of all ages and abilities.

City Greenways needs a more distinct definition because there is some inconsistency in how “greenways” and “green streets” are used in both of their transportation and water quality functions. These policies need a clearer description of how “greenways” integrate into the city’s transportation and stormwater systems. Some city-designated bicycle greenways in Southwest Portland are on unimproved streets without landscaped water quality facilities. Some Urban Trails are on unimproved streets that lack sidewalks and are not accessible to people of all ages and abilities. City greenways do not work when the greenways connect to busy streets that lack sidewalks and bike lanes. Greenways policies also need to consider how the different bureaus (Transportation, Parks and Recreation and Environmental Services) will manage them.

Pattern Areas: The comprehensive plan policies must recognize different needs in different parts of the city (i.e. the pattern areas) and allow for different types of growth (i.e. centers in outer SW Portland may look different than centers in inner SE Portland).

Western Neighborhoods Pattern area, Policies 3.88 and 3.90, seem to rely on trails as the primary means of mobility in Western Neighborhoods, and do not emphasize the need for active transportation that is present in other pattern area descriptions. Only 33% of SW Portland’s busy streets contain sidewalks. The urban trail system can create pedestrian connections in areas that lack sidewalks but these trails are often not accessible to all Portlanders, especially those with mobility issues, and the system depends on volunteers for construction and maintenance. The Western Neighborhoods Pattern Area Policy 3.88 needs to be revised to read: “Provide safe and accessible pedestrian and bicycle connections in centers and along corridors.” Trails (Policy 3.90) enhance the pedestrian network but do not replace the need for accessible sidewalks to key destinations.

Western Pattern Areas may need flexibility in applying policies for right-of-way designs, streets and stormwater improvements, and parking. Waivers of remonstrance should not be granted for needed street improvements in centers or along corridors. If cost-effectiveness is used as a criteria for prioritizing publicly-funded projects (proposed Goal 9H), the analysis must consider the benefits of required stormwater infrastructure as well as other infrastructure (i.e. bridges and retaining walls) that improve connectivity.

Centers and Corridors

1. The draft Plan does not identify specific boundaries for centers and corridors. Please allow at least 90 days for the public to comment on proposed boundaries for centers and corridors.
2. In general,
 - Keep Hillsdale and West Portland as town centers.

- Keep SW Barbur, SW Beaverton-Hillsdale Hwy/SW Capitol Highway, and SW Macadam as civic corridors.
 - Keep SW Capitol Highway/SW 49th from Hillsdale to Portland Community College's Sylvania Campus as a neighborhood corridor.
 - Extend SW Multnomah Blvd. neighborhood corridor from Multnomah Village to SW 45th.
3. In some sections of the draft plan, the terms "centers and corridors" are lumped together even though "centers" are specific geographic areas while "corridors" are streets that may be over 8 miles in length.
 4. All "centers" need to have accessible pedestrian and bicycle facilities (policy 3.15). Policies 3.28 and 3.32 need to make sure that all Portlanders can walk, bike and access transit in centers and transit station areas and along corridors.
 5. Corridors, especially neighborhood corridors, should not be rezoned for increased density throughout the corridor. Proposed corridor zoning should consider "nodes" where mixed use development would be appropriate along the corridor.
 6. The map proposes to consider the seven "nodes" from the Barbur Concept Plan as "future transit alignment and potential station areas". I support this use of the Barbur Concept Plan recommendations for areas of increased density in Metro's SW Corridor Work.
 7. West Portland Town Center: The city must address the deficiencies that are preventing the West Portland Crossroads from achieving its potential as a town center. This Town Center serves a highly concentrated population of under-served, under-represented and vulnerable communities in SW Portland and is serviced by two frequent service bus lines. In Metro's "State of the Centers" report (11/1/2011) the population, dwelling units and employment densities in West Portland were higher than the regionwide town center average, but its non-single-occupancy-vehicle mode share was much lower than the regionwide average. West Portland Town Center lacks safe sidewalks, bike lanes and crossings in the center and needs public investments in infrastructure to meet neighborhood livability goals.

Mixed Use Areas and Institutional Employment Centers

1. There needs to be better consistency between Chapter 3, Chapter 6 and Chapter 10 regarding land use, employment and mixed use zoning. For example, the unspecified policies referenced on the bottom of page GP3-18 are not sufficient to understand how issues related to mixed use areas and institutional campuses will be addressed in our neighborhoods.
2. The draft plan's proposed Institutional Employment Center and Mixed Use zoning areas must mitigate neighborhood impacts of institutional growth, such as transportation infrastructure needs, traffic congestion and parking. It's not clear how Policy 3.57 (employment area geographies) will be applied to land use decisions.
3. The draft plan does not include specific policies for home-based businesses that are projected to be 9% of the city's economic growth. How will the city mitigate

neighborhood impacts of home-based businesses, such as traffic and parking? Policy 6.62 is not sufficient.

4. The city's List of Significant Projects needs to assure that there is adequate infrastructure to support the proposed institutional, employment and mixed use areas.

Chapter 4: Design and Development

Goal 4.C, Human and Environmental Health, will not be achieved by allowing "mixed use zoning" in areas near environmental threats (i.e. along freeways or near brownfields and superfund sites as has been proposed in the Central Eastside Industrial District). Offsite impacts (Policy 4.28) does not do enough to protect human health (see earlier comments regarding Environmental Justice and Partnerships for Sustainable Communities). The proposed liberal use of mixed use zoning citywide has the potential to create cancer clusters within some neighborhoods.

Scales and Patterns (Policy 4.13) should not allow a range of architectural styles and expression—it seems contradictory to other language in this policy that encourages design and development that complements the general scale, character and natural landscape features of neighborhoods. Preserve existing Comp Plan language regarding neighborhood livability with specific area plans. Require community engagement in development proposals, especially those where waivers or other exceptions to city policies or codes are proposed, before decisions are made.

Reducing Natural Hazards and climate change risks and impacts (Policy 4.61): I support the proposed downzoning changes in areas that are historical landslide areas or at risk of natural disasters.

Chapter 5: Housing

Policies 5.23-5.38 discuss housing affordability, but they don't discuss the cost of transportation as a factor of affordability and the importance of providing access to low cost transportation alternatives such as walking and access to transit.

Chapter 6: Economic Development

I am very strongly opposed to Policy 6.15 and 6.41 that propose to develop pristine areas such as West Hayden Island for economic development. Brownfield and grayfield redevelopment (former industrial sites, gas stations and underdeveloped shopping centers and parking lots) should be a much higher priority in the comprehensive plan policies than "greenfield development" or annexation.

West Hayden Island (Policy 6.41) must be deleted. I strongly agree with numerous comments made at Comp Plan hearings that oppose the development of West Hayden Island for industrial purposes. There are ways to accomplish the city's need for

industrial land inventory, and planners need to reevaluate areas the city is considering for mixed use zoning. For example:

1. Policies 6.38 and 6.38 should be strengthened to develop brownfields and grayfields before allowing industrial uses in undeveloped areas (greenfields).
2. Policy 6.43 (Dispersed employment areas) will encourage former industrial areas such as the Central Eastside Industrial District to develop as another Pearl or South Waterfront residential/commercial area, whereas CEID may be better suited for industrial zoning.

Regulatory climate (Policy 6.17) is much too detailed. In particular, review processes in Policy 6.17.d should not be expedited at the expense of meaningful citizen involvement. What a developer considers an “unnecessary delay” may be a very necessary delay to the citizen or Neighborhood Association that is reviewing the proposal.

Campus Institutions (Policy 6.55) must recognize the significant impact these campuses have on the surrounding neighborhoods, particularly transportation, parking and housing impacts. Existing master plans and conditional use zoning help balance the needs of the campus with the needs of the neighbors and should not be changed.

Home based businesses (Policy 6.62) also needs to consider the transportation and livability aspects of these businesses on neighborhood livability.

Chapter 7: Environment and Watershed Health

I am concerned that watershed health (mandated by the federal Clean Water Act) in practice often trumps accessibility of public streets (mandated by the Americans with Disabilities Act). BES stormwater requirements make it more difficult and costly to provide sidewalks and bike lanes where needed and developers have succeeded in getting waivers for these requirements. “Ditches to swales” may not provide a walkable surface in the neighborhoods and may invite on-street parking that forces walkers into the travel lane. This chapter needs improved coordination among bureaus to support neighborhood livability and accessibility goals.

Protecting Natural Resources in Development Situations (Policies 7.9-7.13) need to emphasize inter-bureau coordination and cooperation. State and Federal Coordination (Policy 7.12) is not sufficient.

Impervious surfaces (Policy 7.24) is too narrow. Additional language should encourage appropriate use of pervious surfaces. There may be instances where the construction of impervious surfaces (i.e. sidewalks) to promote active transportation also benefits the environment through decreased use of fossil fuels.

Coordinated stormwater management (Policy 7.32) recognizes the importance of coordinating transportation and stormwater system planning in areas with unimproved or substandard rights of way, and is a good first step. There needs to be a process for

resolving conflicts between bureaus that impede neighborhood livability improvements. Multiple bureaus should contribute to the cost of improvements that benefit their respective missions.

Watersheds. Policies 7.56 through 7.58 are specific to the Fanno/Tryon watersheds in SW Portland. SW Portland has poorly drained soils, steep slopes and sensitive natural resource areas that require context-sensitive solutions to water quality issues in the Fanno/Tryon Creek watershed and Willamette River sub-watersheds. In particular, Policy 7.32 regarding coordinated stormwater management needs to apply in these watersheds.

Chapter 8: Public Facilities and Services

This draft chapter needs a policy to mandate public facility improvements by private developers and prohibit waivers of remonstrance, particularly along busy streets and in centers and corridors. When waivers are issued in these areas, future improvements pass the cost of needed infrastructure onto the taxpayer.

Public rights-of-way (Policies 8.33-8.43) are a good start to identifying the many functions of public rights of way. This topic needs to be expanded upon with an opportunity for public comment on how the policies would be implemented.

Stormwater Management (Policy 8.39) needs to consider the community benefits of these services in the right of way (Policy 8.41) and require that stormwater facilities in unimproved rights-of-way enhance the pedestrian environment (i.e. pervious pavement) (see Policy 7.32).

Parks (Goal 8.H) aspires to safe, convenient and equitable access to high quality parks, natural areas, trails, and recreational opportunities. While the Plan includes policies for parks and recreation (Policies 8.72 through 8.83) the Plan needs more detail regarding how these goals and policies will be achieved in parks-deficient neighborhoods.

Chapter 9: Transportation

The Transportation Systems Plan is not expected to be available for public review until sometime in 2015 and it seems premature to include this chapter without a chance to review the plan as a whole. Please allow at least 90 days following publication of the draft Transportation Systems Plan to facilitate meaningful public engagement in the draft TSP and how it would affect neighborhood livability.

This draft chapter ignores the 59 miles of unimproved streets and huge gaps in sidewalk and bicycle facilities citywide. Centers and corridors need public infrastructure to support growth and past and current city actions that “waive” requirements has done a disservice to many communities in Portland.

This draft chapter uses terms such as “under-served”, “vulnerable users” and “unequal burdens” in many places without defining these terms or how they would be applied when implementing the policies. As noted in the “equity” discussion above, the draft Plan needs to identify the communities that are referenced with specific measurable goals, and provide easy public access to the data.

Here are some specific comments on the draft chapter.

Support Great Places (Goal 9B) should be strengthened to prioritize investments in centers and corridors.

Opportunities for Prosperity (Goal 9F) should delete the sentence “The transportation system helps people and businesses reduce spending and keep money in the local economy by providing affordable alternatives to driving.” It is not clear how this goal is carried out in policies or why it even belongs in the draft Plan.

Cost Effective (Goal 9H) should be deleted as a goal of the comprehensive plan. Because of past city decisions, many needed transportation improvements are costly to build because they require stormwater management, retaining walls and bridges to improve connectivity. The city has not found it cost-effective to improve dirt roads even though its growth strategy supports the investment. While I fully understand the strains on the city’s transportation budget, I also recognize that other Comprehensive Plan goals are important and needed projects may be rejected because they may not be considered cost-effective (see also Policy 9.58).

“Transportation hierarchy for people movement” (Policy 9.6) is a good start but needs further vetting. My biggest concern is the bullet that allows rationales if modes lower in the hierarchy are prioritized and I recommend you delete the rationale for exceptions. If exceptions are allowed, there needs to be a process for public comments on the exception before the decisions are made. In SW Portland both PBOT and ODOT have frequently found reasons over the last 30 years why sidewalks and bicycle facilities should not be built, even on the busiest streets, but the public was not given an opportunity to understand what the agency rationale was nor comment on the proposal before decisions were made. Whether it was new homes on SW Capitol Highway between Multnomah Village and West Portland that were granted waivers of remonstrance for sidewalk and bicycle improvements in 2010 and 2014, or large commercial businesses that were not required to build bike lanes on city bikeways in 2011 and 2012, or an ODOT overcrossing built on Barbur Blvd. in 1985 without bike lanes, this practice of infrastructure exceptions must not continue without public input before decisions are made.

Geographic Policies (Policy 9.9) needs public investments in centers and corridors so these areas become accessible to people of all ages and abilities (not trails as suggested in the Western Pattern Area).

Land use, development and placemaking (Policies 9.10 through 9.13) supports the strong connection between land use and transportation that is central to Oregon's land use laws. Unfortunately, some "centers" currently have unimproved roads (dirt streets) and lack sidewalks and bicycle facilities that would facilitate access to key destinations and services. The transportation infrastructure in centers and corridors must be improved by public investments in order to absorb the growth envisioned in the draft plan and enhance neighborhood livability. These policies should also reflect the different needs in each pattern area and allow for context-sensitive designs that meet the needs of both the local and broader communities.

Street Views (Policy 9.17) need a process for identifying and protecting these street views. Streets with significant views such as Terwilliger Parkway and the Willamette Greenway need their viewsheds preserved while maintaining the tree canopy.

Prosperity and Growth (Policy 9.28) should be revised to read, "in partnership with TriMet and Metro, maintain, expand and enhance Portland Streetcar, frequent service bus, and high capacity transit service to better serve Civic Corridors with the highest intensity of potential employment and household growth and transit use."

Intercity Passenger Service (Policy 9.29) should clarify whether this applies to rail and bus service. Intercity passenger rail and bus service should also head south toward California and east toward Bend and Boise.

Regional Trafficways (Policy 9.30), reads as if it's a good idea to add lanes to busy regional thoroughfares. Widening regional roadways like Barbur Blvd., Beaverton-Hillsdale Highway and Macadam with general purpose travel lanes will decrease safety for pedestrians and bicyclists, increase noise and air pollution, and reduce livability by encouraging even more traffic through our neighborhoods. It's not a coincidence that regional trafficways are often designated high crash corridors.

Multimodal Goods Movement (Policy 9.31) needs additional wording at the end, "and redeveloped brownfields", to help encourage brownfield redevelopment.

All of the policies related to freight movement need to encourage less noise from motor vehicles (jake brakes, train whistles, etc.), cleaner emissions such as low carbon fuels, and use of smaller delivery vehicles to commercial centers.

System Management (Policy 9.42) needs to incorporate a transportation hierarchy for all modes, including freight.

Connectivity (Policy 9.44) needs a commitment of public and private investments to build bridges over streams and acquire property for right-of-way to improve connectivity in areas where streams and slopes have made it costly to meet this standard. Especially in areas where infill development is proposed in places where connectivity is challenging, pedestrian/bike path easements should be required.

Regional Congestion Management (Policy 9.47) states that Portland will coordinate with Metro on a regional congestion management approach. This is not enough. Portland needs to improve coordination with adjoining jurisdictions (i.e. Washington County, Beaverton, Tigard, Lake Oswego, Gresham) on plans for transportation facilities that travel through multiple jurisdictions.

Parking Policies (Policies 9.48 through 9.53) The city hasn't begun its Citywide Parking Strategy Study so these policies seems premature. At a minimum, the policies need to consider whether alternative modes are in place (transit, pedestrian access to transit, bike paths, etc.) before limiting off-street parking in new developments. Geographic policies for pattern areas may also be needed.

Project Selection Criteria (Policy 9.58) does not define the criteria or data that will be used to measure these goals and I recommend deleting it. Some of the proposed criteria are buzzwords whose meaning may change over time. As of this date (12/2/2014) the city has not published how these proposed criteria will be used for selecting projects for public comment.

At a minimum, the policy needs to be separated into two distinct policies.

1. The first sentence discusses transportation criteria to “cost-effectively achieve access, placemaking, sustainability, equity, health, prosperity and safety goals” without indicating how the criteria/goals will be measured. In particular, the policy needs to specify how “cost-effective” will be measured—what costs and what benefits will be considered—for public comment (see Goal 9H).
2. The second sentence says the TSP will coordinate with other capital planning projects. The policy needs to recognize that inter-bureau cooperation is a two way street, particularly when managing stormwater in the public right-of way. Transportation improvements and stormwater improvements can meet mutual bureau goals and contribute to community livability where the infrastructure is lacking, as it is in SW Portland (Policy 8.38).

Chapter 10: Administration and Implementation

This chapter appears to be specific to land use actions. It needs to consider other chapters in the comprehensive plan, such as the Community Involvement Manual. It also needs to propose methods that will improve inter-bureau coordination with a process for resolving conflicts between bureaus.

List of Significant Projects

The TSP Project List is not expected to be released until January 30, 2015. The Feb. 24 hearing date and March 13 comment deadline do not give citizens adequate time to evaluate whether these projects are sufficient to address growth throughout the city; a 90-day comment period would extend the deadline to April 30. In particular, the List of

Significant Transportation Projects must identify transportation needs in all proposed centers and corridors.

Glossary

There need to be clear definitions for equity (and its associated buzzwords), greenways that distinguish between urban street and unimproved street greenways and trails that serve transportation needs to key destinations.

The definition of “neighborhoods” excludes neighborhood associations but the plan must retain the important role of neighborhood and business associations in enhancing livability within their community. Please include a definition for neighborhood and business associations.

It is not clear why there are definitions for both “family wage” and “living wage”.

Thank you for your consideration of these comments as you prepare the next draft of the Comprehensive Plan. Please let me know if you have any questions.

Sincerely,

/s/ 12/2/2014

Marianne Fitzgerald
10537 SW 64th Drive
Portland, OR 97219
(503) 246-1847
Fitzgerald.marianne@gmail.com

Cc: Eric Engstrom, BPS
Joan Frederickson, BPS
Courtney Duke, PBOT

December 2nd, 2014

To: Portland Planning and Sustainability Commission
1900 SW 4th Ave, Portland, OR 97201-5380

From: Undersigned members of the Ainsworth Street Collective

Re: 2035 Comprehensive Plan/Mixed Use Zones Project in regard to 6040 NE 42nd Ave

We appreciate this opportunity to provide our collective perspective and input on an important property in our neighborhood. We understand the importance of our input as part of the 2035 Comprehensive Plan formulation and its associated Mixed Use Zones Project and look forward to working with City to ensure that our neighborhood remains a healthy, vibrant, and desirable place to live. Please accept these comments as they pertain to potential rezoning for 6040 NE 42nd Ave.

This 14,400 sq. ft. property is located at the southeast corner of NE 42nd Ave and Ainsworth St. It is contained within the Neighborhood Prosperity Initiative boundary for 42nd Ave and serves as a benchmark property due to its location at the west entrance to our neighborhood. The site is currently vacant as a result of recent demolition that has occurred there. A conditional non-conforming use permit was previously in effect for the property, though this non-conforming use will no longer be relevant to the future use of the property, which is currently on the market for sale. The property is currently zoned R2h. The current draft Comprehensive Plan tentatively proposes to rezone this property as Mixed Use Neighborhood with a Neighborhood Commercial 1 (CN1) overlay.

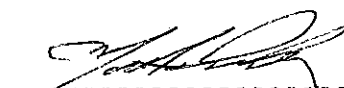
Adjacent properties are residential though land use, particularly to the south towards and beyond Killingsworth St., becomes increasingly commercial. It is important to us that, if the property is to be available for mixed use development, our neighborhood benefits in terms of use, design, and footprint compatibility. We are proud and fortunate to live in a neighborhood with large lot sizes, neighborhood farms, walkable spaces, and an ample overstory of mature trees that provide a semi-rural feel within the city itself. We do not necessarily oppose development of this site for mixed-use and agree that within the current zoning framework, CN1 provides a scale-appropriate overlay intended to respect the residential context of our neighborhood while potentially offering small-scale commercial/retail services desirable to nearby residents. We believe that as part of the Mixed Use Zones Project, micro-zoning for this property may further improve upon the intended or allowed uses of this site.


We have spent time during a number of neighborhood meetings discussing what types of uses may be desirable for this site. While recognizing that the City cannot necessarily choose exactly what kind of business may eventually occupy the property, we offer ideas for your consideration in hopes that it informs future zoning that may result from the Mixed Use Zones Project. Desired uses expressed by our neighbors have included; a café/bakery, garden/plant nursery, food establishment, local produce market, community building/space, affordable tenant-owned living spaces, and/or some combination of such. Pure residential use of the site may also be supported, although we would not support an apartment complex or a large townhouse structure. Allowable height for development is a concern for us as the homes adjacent to the property are single or two-story structures, therefore we wish to keep the property at a minimum height level for compatibility purposes.

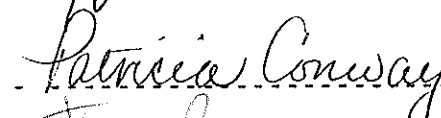
Furthermore, we are also intrigued with new ideas regarding the potential for a commercial land trust to occupy the site. We believe that commercial land trusts generally provide a creative and newly developing approach to integrating the needs and desires of residents with the commercial, retail, and/or affordable housing options within their neighborhood. We would be open to exploring options in this regard.

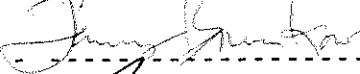
Thank you for the opportunity to comment on this important property at such an important time for Portland's larger planning effort and more specifically the future of 42nd Ave. We make ourselves available to speak to additional issues surrounding this site at anytime.


Sincerely

 Matt Skroch 4230 NE Ainsworth St

 Neill Sergel 4228 NE Ainsworth St

 Patricia Conway Patricia Conway 4267 NE Ainsworth St.

 JAMES BRUNKOW 4267 NE AINSWORTH ST.

 Sara Armstrong 4315 NE Ainsworth St.

 Kelsey Ryan 4315 NE Ainsworth St.

Anna Logre Anne Lagasse 5159 NE Ainsworth St.

Jaime Arb Haessig Jaime Arb Haessig 4634 NE Ainsworth St.

Paul Haessig Paul Haessig 4634 NE Ainsworth St

Merle A Sanders Merle A Sanders 4325 NE Holman St

MARCIA E. TATE ~~ETATE~~ 6110 NE 53rd Pl

WALT QUADE WALT QUADE 6110 NE 53rd PL

Jessamyn Lovet Griffins JESSAMYN LOVET GRIFFINS, 4479 NE Ainsworth St

Daniel M Griffin Daniel M Griffin 4479 NE Ainsworth St

Gloria J. Roberts Gloria J. Roberts 6128 NE 45th, #C, Pdx 97218
97218

GEORGIA FEHR GEORGIA FEHR 4535 NE Simpson

Stan M. Coules Stan M. Coules 4549 NE Simpson St
97218

Kate Morris ~~Kate Morris~~ 5240 NE Ainsworth
97218

Terese Kelly Terese Kelly 5324 NE Ainsworth
97218

Wesley Kemper Jr Wesley Kemper Jr 5324 NE Ainsworth
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Megan Stephens Megan Stephens 5411 NE Ainsworth St.
Pdx OR 97218

JOINT. STEPHENS JOINT. STEPHENS 5411 NE Ainsworth
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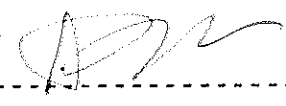
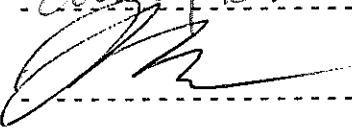
Casey Schilperoord Casey Schilperoord 5135 NE Ainsworth St PDX 97218

Abbe Schilperoord Abbe Schilperoord 5135 NE Ainsworth St, PDX 97218

5935 NE 45th ave Portland 5935 NE 45th ave Portland

Cassandra Scheffman Cassandra Scheffman 4230 NE Ainsworth St 97218

Ainsworth Street Collective letter, continued

Kathy J. Oliver Kathy Oliver 4323 NE Ainsworth St
Eldon Haines ELDON HAINES 4343-B NE Ainsworth St
Linda Rose LINDA ROSE 4343-B NE Ainsworth St.
Ann Rad  4634 NE Simpson St 97218
Emily Pearce Emily Pearce 4634 NE Simpson St 97218
 Rex Rolfe 4609 NE Simpson 97218
Gabe Kmetz Gabe Kmetz 4480 NE Ainsworth 97218
Christie Kmetz CHRISTIE KMETZ 4480 NE Ainsworth St, 97218
Joan Bowers JOAN BOWERS 6120 NE 45th 97218
Nick Bowers NICK BOWERS 6120 NE 45th 97218
Susan L. Nelson Susan L. Nelson 6116 NE 46th Ave 97218
Alan Cowan ALAN COWAN 4444 NE Ainsworth St 97218
Kathryn Hansman-Spice KATHRYN HANSMAN-SPICE 6106 NE 42nd Ave 97218
Byron Spice BYRON SPICE 6106 NE 42nd Ave 97218
Susan J. Gardiner Susan Gardiner 5900 NE Ainsworth St
Bill Gardiner Bill Gardiner 5900 NE Ainsworth St
Carl Larson CARL LARSON 5614 NE SIMPSON
PORTLAND, OR 97218
Mary Wilson MARY WILSON 5644 NE SIMPSON ST
PORTLAND, OR 97218
Shireen press shireen press 5632 ne Simpson 97218

Christy Covington Christy Covington 4802 NE Holman

Curtis Falck CURTIS FALBO 4802 NE HOLMAN

Marcus Thomas MARCUS THOMAS 5959 NE 57th Ave

Lynore Bryan LENORE BLITAN 5621 NE 48th Ave

Betty Durham BETTY DURHAM 5959 NE 57th Ave 97218

Ben Dawning BEN DAWNING 6140 NE 46th Ave

Connie McCloud CONNIE MC CLOUD 6128 NE 46th Ave

Alex McCloud ALEX MC CLOUD 6128 NE 46th Ave

CHRIS QUINN 6227 NE 45th Ave

Timothy Mitchell TIMOTHY MITCHELL 2/9/16 DE. Simpson St

Mariah Linden MARIAN LINDEN 4403 NE Ainsworth St

Brian Erickson BRIAN ERICKSON 4403 NE Ainsworth St

Markus Stoffel MARKUS STOFFEL 4316 NE Ainsworth St

Sally Wilson-Rolle SALLY WILSON-ROLLE 4620 NE Ainsworth St, 97218

Keith Rolle KEITH ROLLE 4620 NE Ainsworth St

Shani Bender SHANI BENDER 4506 NE Simpson St

Redney Bender REDNEY BENDER 4500 NE SIMPSON ST

LISA GAMBEE LISA GAMBEE 4460 NE AINSWORTH ST

John E. Gambler JOHN GAMBEE 4460 NE Ainsworth

From: Julie & Robert Granger julebert@g2online.org
Subject: letter signature
Date: December 2, 2014 at 1:18 AM
To: Cassandra cassrs@live.com

Greetings Cassandra and Matt

Thank you for composing the letter to the Comp Plan at BPS on behalf of the neighborhood. Both Bob and I would sign it, however, we are not in Portland at the moment. The earliest we could actually sign would be December 16th. If the letter is sent prior to that please feel free to add a copy of this email to represent our two signatures. We fully support what you have communicated in your letter.

Thanks

Julie and Bob Granger
5946 NE45th Avenue, Unit A
Portland, Oregon 97218

To: Susan Anderson
From: Chris Smith
Date: 1 December 2014
Re: Proposed technology language for Comp Plan

At our first Comprehensive Plan hearing, we heard testimony from several individuals regarding the need for Open Data and Broadband Access policies in the Comp Plan. I believe strongly that for the Plan to be relevant in this century, these are important additions. I've made an effort to reach out to community members and staff with relevant experience and would like to propose the attached language as a way to address this need.

I look forward to working with staff to bring these to the Commission for consideration and am very open to suggestions from staff on how to improve the language or express the ideas in a way that is more appropriate to the Comprehensive Plan format.

Thank you.

(s) Chris Smith

Open Data (new section in Chapter 2)

The City of Portland is a collaboration of its residents, businesses, non-profit sector and City and other governments. This collaboration is enhanced and opportunities for innovation and value creation are unlocked when data collected and generated by the City are shared as widely as possible.

Policy 2.34 Open by Default. Ensure that City data sets and their metadata are free of charge, available without restriction or license, freely redistributable and updated frequently in both human and machine readable formats, adhering to open standards.

Policy 2.35 Limited Exceptions. Exceptions to this policy due to compelling concerns of privacy, security, liability or cost should only be granted in accordance with clearly defined criteria and review by an appropriate oversight body.

Policy 2.36 Community Engagement and Equitable Access. Actively reach out to the community with information, tools, APIs and training to ensure awareness and accessibility of the data sets. Leverage frameworks and tools in use elsewhere. Establish procedures for including public feedback in the process of data release and reuse.

Policy 2.37 Effective Governance and Collaboration. Establish an Open Data Oversight Committee comprising City staff, citizens and professionals with relevant expertise to advise on policy, practices and priorities. Collaborate with the development community and other data providers to maximize the utility of City data sets.

Policy 2.38 Procurement Policies. Establish policies for City procurement practices to ensure that information systems created by, maintained by or purchased from vendors and contractors effectively provide Open Data.

Policy 2.39 Inventory Existing Data Sets. Create an inventory of existing City data sets and use community input to prioritize efforts to open them.

Broadband Policy (amendments to Chapter 8 - changes and additions underlined)

p. GP8-8

GOAL 8.L: Technology and communications

All Portland residents, business and institutions have access to universal, affordable, and reliable state-of-the-art communication and technology services.

pp. GP8-22,23

Technology and communications

Private utilities and companies provide technology and communication facilities and services to the general public. In some cases the City acts as a regulator for these facilities and services through franchise agreements. The City also provides specific technology and communications services to support City and partner agency service delivery. The City promotes access to affordable and reliable technology and communications for all Portlanders.

The policies in this section embrace innovation to ensure all Portlanders are able to access and benefit from emerging technologies and systems that have the potential to make Portland a cleaner, safer, and more efficient, resilient and affordable city. This section acknowledges that information and technology services have become essential infrastructure, and supports investments and partnerships to keep Portland competitive and build on the City's tradition of open-source collaboration and innovation.

p. GP8-23

Policy 8.102 **Capacity, reliability, access and equity.** Encourage investments in technology and communication infrastructure to reduce disparities in capacity, access, and affordability and provide high-performance, reliable service for Portland's residents and businesses.

Explore regulatory improvements and leverage City assets to facilitate providing high performance broadband connectivity to every business, institution and residence in the city.

Provide City financing programs to assist under-served, underrepresented or vulnerable individuals and communities with initial connection costs for broadband services.

Provide municipal broadband services if and where commercial providers fail to provide access or affordability.

Support Digital Inclusion efforts by City bureaus and partner governments and organizations.

Support Network Neutrality and other Open Internet initiatives in the City's Legislative Agenda.

Woodlawn LUTC Comp Plan Feedback
Submitted by Anjala Ehelebe - 12/1/2014

Environmental: We are against turning green spaces in the Riverside and Broadmoor golf courses into industrial areas; these concerns link with the N Portland air quality comments and Mikel's testimony. Also against turning W Hayden Island into a port facility. Plans for creating industrial areas along Lombard and Columbia go against the need to develop affordable housing, and also could increase the pollution in North and NE Portland. They would definitely increase the number of heavy trucks through the neighborhood.

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).

Transportation: A proposed plan for a bridge over the train tracks near 11th or 13th would need closer examination. This bridge could be a good thing, allowing emergency vehicles to cross from south to north without having to detour to MLK when a train is on the tracks.

Institutional Campus Zones: We have concerns about this zoning as to how it could increase the ability of a school to expand into residential areas and its effects on parking.

From: Planning and Sustainability Commission
Sent: Monday, December 01, 2014 10:51 AM
To: Kovacs, Madeline
Cc: Wright, Sara
Subject: FW: Comprehensive Plan Testimony

Madeline, this is testimony and... Sara (or a DL I guess), can you please let her know we've included her request in the written testimony to the PSC? 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

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From: Melinda Lepore [mailto:bernardlepore@gmail.com]
Sent: Sunday, November 30, 2014 3:57 PM
To: Planning and Sustainability Commission; cleporepdx@yahoo.com
Subject: Comprehensive Plan Testimony

Greetings,

I write regarding property that we own at 438 NE Tillamook, Portland OR 97212. Currently our property is split zoned Rx and R2. We would like to formally request that our property be rezoned to entirely RX.

Can you please advise us how to go about making sure our request is considered?

Thank you so much for your assistance with this matter.

Sincerely,
Melinda and Chris Lepore
(503)504-3633

From: Planning and Sustainability Commission
Sent: Monday, December 01, 2014 10:49 AM
To: Kovacs, Madeline
Subject: FW: PSC Comprehensive Plan Testimony

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

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

From: Anne-Lise Maria Sveen [mailto:atohel.sveen@gmail.com]
Sent: Saturday, November 29, 2014 2:29 PM
To: Planning and Sustainability Commission
Subject: PSC Comprehensive Plan Testimony

To Whom It May Concern:

The Comprehensive Plan Designation of the single-family residential properties located south on SE Caruthers St from SE Cesar Chavez to SE 35th Place needs to be amended from the CU Designation to R-5 to match the current uses of these residential properties. This neighborhood has been impacted enough with the multiple additions of developments such as the Richmond Flats on SE 37th and SE Division St. There is too much development too fast with minimal concern to the residents of this neighborhood.

Upon viewing the map of the Comprehensive Plan, it appears as though developers plan to take our residential property and force us out of our homes. I have worked my entire life to buy my house on SE Caruthers Street in the Richmond area. I have put everything I have into this house and fear that my neighbors and myself will be pushed out against our will. Please do not let this happen to this great neighborhood.

Thank you for your time.

Anne-Lise M Sveen
3746 SE Caruthers St
Portland, OR 97214

From: Planning and Sustainability Commission
Sent: Thursday, December 04, 2014 2:04 PM
To: Kovacs, Madeline
Subject: FW: Truck Strategy and the 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: PDX Comp Plan
Sent: Thursday, December 04, 2014 12:49 PM
To: Planning and Sustainability Commission
Subject: FW: Truck Strategy and the Comp Plan

Julie:

I forwarded this to Leslie as well.

Sara Wright
p: (503) 823-7728

From: BPS Mailbox
Sent: Monday, December 01, 2014 9:32 AM
To: PDX Comp Plan
Subject: FW: Truck Strategy and the Comp Plan

NaTasha Gaskin
City of Portland
Bureau of Planning and Sustainability
Ph: 503-823- 7802
Follow us on Twitter: @PortlandBPS
Subscribe to the BPS Enews
Like us on Facebook

From: Rachel Hill [mailto:hill.rachel@gmail.com]
Sent: Saturday, November 29, 2014 12:19 AM

To: BPS Mailbox
Subject: Truck Strategy and the Comp Plan

To whom it may concern with BPS,

I have been reading through the Comp Plan and would like to find the correct way to comment. I've described the issue that has really driven me to take a look at the plan, below.

I live on North Lombard, north of St. Louis Street, in St. Johns. It is a major truck route for trucks going to the Port. The impacts of living on a small street that is a major truck route (and getting more intense, I've heard) is continually difficult and dangerous. I believe that there are better solutions than running this amount of trucks on this small scale street. As all of the trucks are going to the Port, I believe the Port should be more responsible for, and attentive to their neighbors - people like me who have to deal with the impacts of the trucks servicing the Port. I would like to see the process continue to try to work with the Port and other stakeholders to find and make happen a better solution. It may be down the road, but we need to move towards it.

I would like to "file a complaint" and have my comments recorded on public record. I am encouraging my neighbors to do so, as well. I appreciate the process that the City went through to come to a "solution" regarding trucks going to the Port. However, this street is not an appropriate street for trucks to drive down on a daily basis. It is a health and safety issue, both in the short term (trucks causing damage and risk daily), and the long term (carcinogens are spewed directly on our homes and in our windows).

I talked with neighbors this weekend and of the three that I talked to I heard these three stories:

1. One neighbor who lives near the intersection of Lombard and St. Johns Ave, had his car was hit by a truck that drove away. The damage cost him 4000 dollars. His wife said she has seen numerous crashes between semi trucks, including one where debris slid into her driveway and front yard.
2. One woman said her son doesn't sleep through the night because the traffic gets so loud in the early morning. She believes the trucks speed down the road faster than speed limits allow. She has also had her rear view mirror taken off by trucks.
3. One woman, who has four children, said that the diesel fumes scare her. She ran her finger down the handrail on her porch which was covered in a fine, black dust. She does not leave her street side windows open in the summer. She thinks it's a health risk to her family.

In reading through the information online, I do not completely understand why Lombard was chosen over the wider and more truck-appropriate St. Louis and Fessenden. Or how finding an alternate route along the already heavily industrial river front was not a better solution. Can you please tell me what the decision making reasons were?

I believe the Port and the City need to re-address this issue as soon as possible. I realize that access to the Port is important, however I believe that there is a better solution than a tight, small street without a wide buffer or right-of-way, lined with residences.

Thank you,

Rachel Hill
9515 N. Lombard Street
Portland, OR 97203

--
rachel hill

hill.rachel@gmail.com
Portland, OR
503.849.8337

COMPREHENSIVE PLAN TESTIMONY

Thank you for attending the Mixed Use Zones Public Workshop. The scope of the Mixed Use Zones Project is limited. Some of your comments related to these new zones may refer to underlying Comprehensive Plan policy. This sheet will be submitted as legal testimony for the Comprehensive Plan Update. Please turn this in at your table.

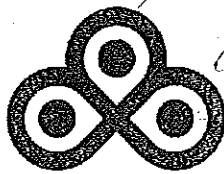
Name: Margaret DAVIS

Address: 3617 NE 45th Ave. Portland, OR 97213

Legal Testimony

I would like to see infrastructure keep pace with development (or, alternatively, curbing development where infrastructure not likely to or slow to be improved). For example - in Beavercreek - Wilshire we saw the construction of a 50-unit apartment building (with no parking), but no changes made to absorb that influx of people and traffic. Neighborhood streets have filled with homeless cars, traffic now backs up for four blocks at lights, and fender-benders (nothing worse yet, thank goodness) increased.

Even a simple installing sidewalks



investment such as all the way around

the block where the apartment building is, will increase safety / livability / pedestrian - friendliness in the face of drivers circling for parking or negotiating blind uncontrolled intersections. Also, can the city lean on TriMet to restore daily bus service, and a route that crosses the river?

Northeast 47th Avenue, north of Fremont, could use some PBOT attention as a straddle of Cully & Beaman - Wilshire ~~then~~ residents use it to access the businesses meant to serve them. Right now Fremont

NE 47th is well-used by bikers, drivers, people with strollers, dog walkers etc. but lacks a complete sidewalk system to ensure safety / visibility of these users. Rose City Cemetery was supposed to open up oyaque fencing & "view corridors" along 47th Avenue - as it did along Fremont - but it never happened. Why?

One more thing about Fremont, please limit parking or place height limits on ~~car~~ vehicles parking near intersections for improved visibility. I've been in a serious accident entering Fremont, and I have seen / heard others. This thoroughfare - already speed has been reduced to 20 mph - needs attention and help! (or at least no new major development - thank you.)

P.S. How about an accounting of how SDC charges are spent?

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.



To: Portland Planning and
November 26, 2014

Sustainability Commission

RE: 2035 Portland Comprehensive Plan Proposed Draft

Friends of Terwilliger submits the following comments regarding the Proposed Draft of the Comprehensive Plan:

1. The property owned by Portland Parks & Recreation (Tax ID R327753) between the gas station at 2800 SW Sam Jackson Park Rd. and Terwilliger Blvd. should be changed to Open Space zoning, not Mixed Use as proposed. It was part of the original Terwilliger Parkway and it is regrettable that it was converted to commercial use in the past. The Comprehensive Plan zoning designation should reflect an intention to eventually return it to park use. A similar parcel owned by PP&R contains the parking lot for the Chart House restaurant (5700 SW Terwilliger Parkway) but it is zoned OS; if it works for one it should work for the other.

2. We are very concerned about Policy 1.15, which states that “the goals and policies of this Comprehensive Plan supersede any goals or policies of a community, area, or neighborhood plan that conflict with a goal or policy of this plan.” While that may seem logical in the context of a Comprehensive Plan update, it actually creates uncertainty and suspicion with regard to existing area plans that many stakeholders have come to know and rely on. We need to be assured that all components of the Terwilliger Parkway Corridor Plan, the Terwilliger Parkway Design Guidelines, the Marquam Hill Plan, and the Marquam Hill Design Guidelines will remain in full force exactly as written and not be superseded by

new Comprehensive Plan goals and policies. The existing plans and guidelines were developed through rigorous planning processes that involved all stakeholders and must not be superseded unless the Bureau of Planning engages the same stakeholders to discuss exactly how the new goals and policies will change existing plans.

3. OHSU and VA Medical Center campuses should not be changed to Mixed Use zoning. Mixed Use zoning allows too many uses not related to institutional uses. The goals and policies of the Marquam Hill Plan should remain unchanged for the near future, but eventually there will be need to update it; Mixed Use would open the door to uses that would attract more vehicle trips on Terwilliger Parkway that will be much more difficult to control if not associated with one or two large institutions. It has never been the intention of the Marquam Hill Plan to open up the medical campuses to non-institutional employment or commercial enterprises nor should that be allowed without a rigorous planning process.

Instead, the zoning designation should be changed to Institutional/Campus given what we know so far about what that zoning will be like. OHSU and the VA Medical Center were originally Conditional Uses in an R1 zone but were changed to EX as part of the Marquam Hill Plan. We oppose EX zoning for the same reasons that we oppose Mixed Use zoning: that it would allow uses that are not consistent with the primary mission of medical and educational institutions.

Sincerely,

Anton Vetterlein

President, Friends of Terwilliger

430 SW Hamilton St.

Portland, Oregon, 97239

antonvett@comcast.net

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: SIDYO REYES

My email address is: sidyoreyescano@gmail.com

Please support our community to stop or decrease displacement by:

Investing to keep housing affordable for low 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: Wendy Hamacher

My email address is: wjrellison@gmail.com

Please support our community to stop or decrease displacement by:

Keep rental prices consistent with addition in comes in the area

Provide parking
Purchase big property mgmt companies to maintain affordable housing

Sponsored by:



The Community Alliance of Tenants

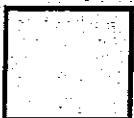
Front side back of this and
Some address

15100 REVERES
1600 SE POWELL BLVD #63
PORTLAND OR 97206
Neighborhood Centennial



To: Bureau of Planning &
Sustainability
Attn: Leslie Lum
1900 SW 4th Ave #7100
Portland, OR 97201

Wendy Hamacher
111 SE 41st Ave #29
PDX, OR 97219
Neighborhood Laurelhurst



To: Bureau of Planning &
Sustainability
Attn: Leslie Lum
1900 SW 4th Ave #7100
Portland, OR 97201

Subject: Re: Call for action, hearing opportunity! Tomorrow!

From: postcards <postcards@hevanet.com>

Date: 11/3/2014 7:37 PM

To: Cristina <cristina@oregoncat.org>

CC: CAT Jensi Albright <jensi@oregoncat.org>

Dear Cristina,

Thanks for the message about the hearing. I can't be there, but will write an email to the City Commissioners and ask that they forward it to the Planning Commission.

FYI, the language we want to use is "low income housing," not "affordable housing." To the bureaucrats, a small one bedroom apartment, like the one I live in, is "affordable" at \$784 a month. This is NOT affordable for low income people, unless they have a RARE Section 8 voucher. I have a Section 8 voucher, I'm happy to say, but out privately owned management company raises the rent about twice a year, and people rarely stay here for very long because they get priced out of their apartments.

I hope those of you at CAT will be very careful in the future to use the term "low income housing" and scrap the term "affordable housing."

Sincerely,

Marian Drake
CAT member

cc: Jensi Albright, CAT

On 11/3/2014 5:50 PM, Cristina wrote:

include safe & affordable housing, employment opportunities and training programs, and affordable grocery stores in your

OUR COMMUNITY, OUR VOICES

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

Dear: Planning & Sustainability Commissioners

My name is: Maryke Rusj

My address is: 1003 N.W. Shattuck Way #125

Please support our community to stop or decrease displacement by:

Displacement of seniors who are facing rent & food stamp
Residents elderly, ~~disabled~~ disabled, flooding, water
Free/Water littered to streets due to drain
upside (Sewer) rent (age) receive - back
Landlord rights (Seniors) with discrimination
against them who won't conform to the "the

Sponsored by: "Love a business - ITS a



Family" - Wrong! Using

The Community Alliance of Tenants to King government

of Spirit. please

OUR COMMUNITY, OUR VOICES

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

Dear: Planning & Sustainability Commissioners

My name is: Linda Nguyen

My address is: 2066 NW Irving Unit A Portland

Please support our community to stop or decrease displacement by:

allowing tenants equitable access to healthy homes, healthy community, and a healthy life. Please support safe and affordable housing in Oregon!

Sponsored by:



The Community Alliance of Tenants

OUR COMMUNITY, OUR VOICES

RENT CONTROL FOR SENIORS

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

Dear: Planning & Sustainability Commissioners

My name is: Madalynn Sullivan #334

My address is: 1003 N.W. Shattuck Way Gresham, OR 97030

Please support our community to stop or decrease displacement by:

Why is it REASONABLE FOR SR'S / Social Security, Disability, AND BRAIN DAMAGED Tenants receive a INCREASE IN Social Security each year, AND THEIR RENT IS INCREASED FOR THAT AMOUNT - LETS SAY THE INCREASED AMT. IS \$25.00 MORE EACH MONTH. THESE SENIORS, LOOSE THE FOOD STAMP AMOUNT, CO-PAYMENTS OF MEDICARE IS INCREASED RENT, GOES UP, FOOD GOES UP SO FOR THE INCREASED AMOUNT OF \$25.00 COST US \$25 MORE FOR CO-PAYMENTS \$25 LESS IN FOOD STAMPS

Sponsored by:



\$25.00 TRANSPORTATION

The Community Alliance of Tenants

SO THE \$25.00 SOCIAL SECURITY INCREASE COSTS ME \$75.00

OUR COMMUNITY, OUR VOICES

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

Dear: Planning & Sustainability Commissioners

My name is: MARJORIE CHAVEZ

My address is: 8810 N. Columbia Blvd #102

Please support our community to stop or decrease displacement by: ~~SAF~~

SAFE HOME
SAFE STEALS!

Sponsored by:



The Community Alliance of Tenants

OUR COMMUNITY, OUR VOICES

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

Dear: Planning & Sustainability Commissioners

My name is: JERRY SIMMONS

My address is:

Please support our community to stop or decrease displacement by: ~~MOVING~~ STOPPING

poor people out and moving rich
people in. live in the NE AREA
SAFE homes

Sponsored by:



The Community Alliance of Tenants

OUR COMMUNITY, OUR VOICES

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

Dear: Planning & Sustainability Commissioners

My name is: Eavan Moore

My address is: 3600 SE 66th Ave. Portland 97206

Please support our community to stop or decrease displacement by:

1. Investing in low-income neighborhoods in a way that provides business opportunities for current residents
2. Ensuring that existing affordable housing commitments are met and better affordable housing provisions are included in future development

Sponsored by:



The Community Alliance of Tenants

3. Keeping rent increases under control

OUR COMMUNITY, OUR VOICES

ESP

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

Dear: Planning & Sustainability Commissioners

My name is: Antonio

My address is: 10628 NE WYGHAM ST APT H

Please support our community to stop or decrease displacement by:

Nesecitamos tiendas donde podamos comprar nuestra despensa
 Me gustaria que mi barrio sea más seguro y no hubiera tantos bares o tabernas porque eso aumenta el vandalismo muy a menudo se escuchan disparos de armas

Sponsored by:



The Community Alliance of Tenants

We need stores where we can buy our goods. I'd like my neighborhood to be safer and that there weren't so many bars & pubs because that increases vandalism often we hear gun shots.

← translation

OUR COMMUNITY, OUR VOICES

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

Dear: Planning & Sustainability Commissioners

My name is: Lynda Hironer

My address is: 2916 SE 125th Ave #3 PDX OR 97236

Please support our community to stop or decrease displacement by:

More areas on community properties
for children to play safely.

Rates for housing be fair for
all low income people -

More amenities

Sponsored by:



The Community Alliance of Tenants

OUR COMMUNITY, OUR VOICES

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

Dear: Planning & Sustainability Commissioners

My name is: Cris Phillips

My address is: 2916 SE 125th Ave #3

Portland OR
97236

Please support our community to stop or decrease displacement by:

more affordable rental
Rates / Housing Amenities are
lacking at my residence

Sponsored by:



The Community Alliance of Tenants

OUR COMMUNITY, OUR VOICES

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

Dear: Planning & Sustainability Commissioners

My name is: *Kate Schwab*

My address is: *316 NE 60th Ave Apt A-8*

Please support our community to stop or decrease displacement by:

Supporting small, immigrant-owned businesses to stay in the neighborhood and secure housing nearby.

Sponsored by:



The Community Alliance of Tenants

OUR COMMUNITY, OUR VOICES

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

Dear: Planning & Sustainability Commissioners

My name is: *Sonia Aguilera*

My address is: *375 NE Shaver St #401 Portland, OR*

Please support our community to stop or decrease displacement by: *97212*

I would like to see more street lights. I am a woman and sometimes need to park far away from my apt and it is very dark on some of the streets.

Sponsored by:



The Community Alliance of Tenants

From:

To: Bureau of Planning &
Sustainability
Attn: **Leslie Lum**
1900 SW 4th Ave #7100
Portland, OR 97201

From: *Carmen Gutierrez O.*

To: Bureau of Planning &
Sustainability
Attn: **Leslie Lum**
1900 SW 4th Ave #7100
Portland, OR 97201

OUR COMMUNITY, OUR VOICES

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

Dear: Planning & Sustainability Commissioners

My name is: Deborah OLSON

My address is: 2356 SE 139th Ave # 1 97233

Please support our community to stop or decrease displacement by:

Inspections AT APTS #7 Boy Age 12 fell through the floor. - my floor #1 Rotten, Repair Requests 3 months ignored. DAY OF HAP inspection Floor ties to be replaced - floor Rotter. Roaches, Gutter: mice Broken FOUNDATION - SAME LL - APTS in North PD, Roaches - DAMAGED DOOR. - Connie HAS 62 RENTALS

DA Olson



The Community Alliance of Tenants

OUR COMMUNITY, OUR VOICES

ESP

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

Dear: Planning & Sustainability Commissioners

My name is: Camen Gutierrez

My address is: 16615 SE Ankeny st PO 97233

Please support our community to stop or decrease displacement by:

Nosotros queremos y necesitamos un Centro comunitario, por favor ayúdenos a tenerlo, gracias.

translation



Sponsored by:



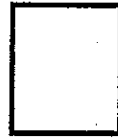
The Community Alliance of Tenants

We need and want a community center, Please help us achieve this. Thank you.

From:

To: Bureau of Planning &
Sustainability
Attn: **Leslie Lum**
1900 SW 4th Ave #7100
Portland, OR 97201

Dung Ho
4538 SE 65th Ave. Apt. B
Portland, OR 97206
Neighborhood Flyer-Rowell



To: Bureau of Planning &
Sustainability
Attn: **Leslie Lum**
1900 SW 4th Ave #7100
Portland, OR 97201

OUR COMMUNITY, OUR VOICES

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

Dear: Planning & Sustainability Commissioners

My name is: *Heather C. Winward*

My address is: *Washington County*

Please support our community to stop or decrease displacement by:

*I used to be doing in
of NE Portland, I became
homeless now I'm in
Washington County*

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: *Dung Ho*

My email address is: *pieayee@gmail.com*

Please support our community to stop or decrease displacement by:

*Maintaining & increasing affordable housing
My neighbors & I need more safe crosswalks
on Foster & improved alleyways, many have
potholes & are used as dumping grounds.*

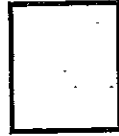
Thank you!

Sponsored by:



The Community Alliance of Tenants

Linda Stewart
3545 NE Tilla meek
Portland, OR 97212
Neighborhood Grant Park



To: Bureau of Planning &
Sustainability
Attn: **Leslie Lum**
1900 SW 4th Ave #7100
Portland, OR 97201

From:

To: Bureau of Planning &
Sustainability
Attn: **Leslie Lum**
1900 SW 4th Ave #7100
Portland, OR 97201

I have no cars
People who are middle class poor
- wear a Ford
Bus/mix part of
the month -
+ Rich poor -
Have car -
But no Dr Service
+ not enough \$
for gas -

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: Linda Stewart

My email address is: linda.stewart3945@gmail.com

Please support our community to stop or decrease displacement by:

Requiring a certain percentage of homes be designated "affordable." Smaller, affordable homes in my neighborhood are being demolished and replaced with giant homes no local → Sponsored by: family can afford.



The Community Alliance of Tenants

OUR COMMUNITY, OUR VOICES

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

Dear: Planning & Sustainability Commissioners

My name is: Michelle K Reed

My address is: 1957 NW Florence Ave Gresham, OR

Please support our community to stop or decrease displacement by: 97030-3747

We Need Rent CONTROL

Because Home Forward cannot help us— AND people are being made homeless— and are living one 2 to 4 food boxes a month— A few do not even see the inside of a grocery store any more.

Sponsored by:



— There are 3 Type of poor people — Those who are So poor Eat Beans + rice each DAY →

The Community Alliance of Tenants

Neighborhood _____



To: Bureau of Planning &
Sustainability

Attn: Leslie Lum

1900 SW 4th Ave #7100

Portland, OR 97201

Edu Estrada
3735 SE 141st St
Portland OR, 97215
Neighborhood _____



To: Bureau of Planning &
Sustainability

Attn: Leslie Lum

1900 SW 4th Ave #7100

Portland, OR 97201

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: Christian Fickelbala

My email address is: ceickelb@gmail.com

Please support our community to stop or decrease displacement by:

- lowering rent

- community assistance for the homeless

Sponsored by:



The Community Alliance of Tenants

OUR COMMUNITY, OUR VOICES !

ESPAÑOL

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

Dear: Planning & Sustainability Commissioners/Action Plan

My name is: Edu Estrada

My email address is: 503-847-7116

Please support our community to stop or decrease displacement by:

Quiero que en mi vecindario pongan tiendas como Winco, para poder pagar los precios. Que hayan viviendas economicas, parques de diversion y mejor alumbrado y semaforos publicos. Algunas partes de la calle Powell Blvd no tienen banquetas / calles para caminar



The Community Alliance of Tenants

I want that in my neighborhood they put stores like Winco so I can pay ~~those~~ ^{the} prices; That there be affordable apartments, amusement parks, better lighting and public ~~cross~~ stoplights, Some parts of Powell Blvd don't have sidewalks / places to walk.

From: Planning and Sustainability Commission
Sent: Monday, November 24, 2014 1:37 PM
To: Kovacs, Madeline
Subject: FW: [User Approved] RE: Comprehensive Plan Testimony

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

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From: Micah H Hamley, PE [mailto:mhamley@fliegenworks.com]
Sent: Monday, November 24, 2014 12:28 PM
To: Planning and Sustainability Commission
Subject: [User Approved] RE: Comprehensive Plan Testimony

My mailing address is
Micah Hamley
1000 SE 49th Ave
Portland, OR 97215

Micah Hamley, PE
President, Fliegen Works Inc., 503 221-4001 work, 503 262-7476 Fax, 503 709-0670 cell

From: Planning and Sustainability Commission [mailto:psc@portlandoregon.gov]
Sent: Monday, November 24, 2014 11:39 AM
To: mhamley@fliegenworks.com
Subject: RE: Comprehensive Plan Testimony

Hi Micah,
Thank you for your comments to the Planning and Sustainability Commission. So that I may forward this to the Commission members 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

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

From: Micah H Hamley, PE [mailto:mhamley@fliegenworks.com]
Sent: Monday, November 24, 2014 11:26 AM
To: Planning and Sustainability Commission
Subject: Comprehensive Plan Testimony

I would like to add an area to consider in the comprehensive plan. The area on SE Belmont between SE 49th Ave and 51st ave. on the south side of Belmont should be considered for an increase in density from R2 to R1 or CM. This would allow increased density on this collector street. The existing dwellings along that area are all rentals, including duplexes, triplexes and a shelter.

Micah Hamley, PE
President, Fliegen Works Inc., 503 221-4001 work, 503 262-7476 Fax, 503 709-0670 cell

November 24, 2014

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

RE: Mohammed Farhoud, Second Chance

Previous recommendations: 15220 SE Stark
 13801-13865 SE Stark
 14112-14134 SE Stark
 912-924 NE 91st

Additional recommendation: 14012 SE Stark

Please find enclosed an additional location (to the four proposed in our August letter) that we request a more intense residential designation to be applied: Multi-family – Dwelling – 1,000. This property abuts a Multi-family – Dwelling – 1,000 zone.

The owner/developer intends to increase the number of units within the buildings by using the existing space more effectively. The actual number of bedrooms would not change as the two and one bedroom units would be converted to studio and one bedroom units.

We have provided a copy of our original letter and the new location. The public purpose is served by providing affordable housing units without increasing density.

Sincerely,



Peter Finley Fry

Cc: Mohammed Farhoud

October 2, 2014

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

RE: Portland Comprehensive Plan Periodic review
15220 SE Stark
13801-13865 SE Stark
14112-14134 SE Stark
912-924 NE 91st

I respectfully request that these properties be designated Multi-Dwelling – 1,000.

I am a refugee from Lebanon who escaped from the Lebanon's civil war, due to the passing of by parents and siblings, to my extending family that have lived in Portland since the 50s. I have worked as a Saturday Night vendor, architect/engineer, and renovated the New Market and Skidmore Buildings.

I have acquired apartment buildings in the Gateway/Rockway area and provide affordable and quality housing to the disenfranchised. My mission is "Second Chance" I provide housing to those who have been evited, convicted and/or bankrupt. I work closely with the State, Portland police, and my neighborhoods and churches.

I buy apartment buildings and reuse and renovate them. I increase the number of units to the market demand and affordability by making two and one bedroom units into studio and one bedroom units. I need the Multi-family-Dwelling – 1,000 to allow this to happen. My projects do not create an increase in intensity. They provide affordable units for people to stabilize in a supportive and compassionate environment.

My aspirations are consistent with all the proposed Comprehensive Plan goals and many of the policies.

Thank you

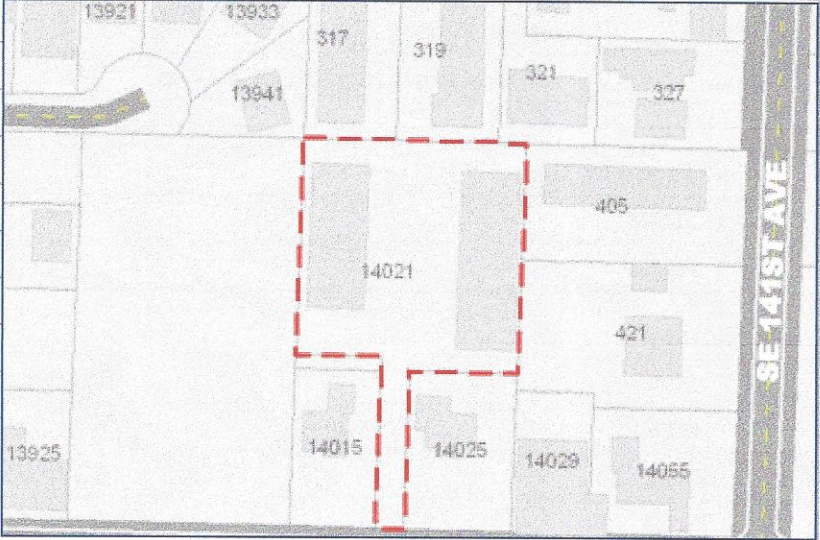
Mohammed Farhoud, Second Chance

14021 SE STARK ST - HAZELWOOD - PORTLAND

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General Information

Property ID R109521	
County MULTNOMAH	
State ID 1N2E35DD 2200	
Alt Account # R041802950	
Map Number 3044 OLD	
Site Info	
Site Address 14021 SE STARK ST	
City/State/Zip PORTLAND OR 97233	
Owner Info (Privacy)	
Owner(s) Name ADLER BARBARA A TO ORLANDO 39 LLC	
Owner Address 5815 NE 37TH AVE	
City/State/Zip PORTLAND OR 97211	

Additional Owner Info

Name(s)	Address	City/State/Zip	Type
ADLER BARBARA A TO ORLANDO 39 LLC	5815 NE 37TH AVE	PORTLAND OR 97211	OWNER (PRIMARY)
ADLER CHRISTOPHER E	5815 NE 37TH AVE	PORTLAND OR 97211	CONTRACT PURCHASER
ORLANDO LLC 2009-053020			CONTRACT PURCHASER

Property Description

Tax ASCOT AC, LOT 109 EXC E 75' OF S 120' & EXC W 60' OF S 130' & EXC Roll PT IN ST	Use 9-20 UNIT MULTI-FAMILY		
Lot 109	Block		
Tax Districts			
Deed Information			
Sale Date	Type	Instrument	Sale Price
08/01/2001	OTHER	01119815	\$612,000.00
	ASSIGN CONTR-VENDEE	2009053020	\$0.00

Land Information

Type	Acres	SQFT
MULT	0.6100	26,555
ON SITE DEV APTS		0

Improvement Information

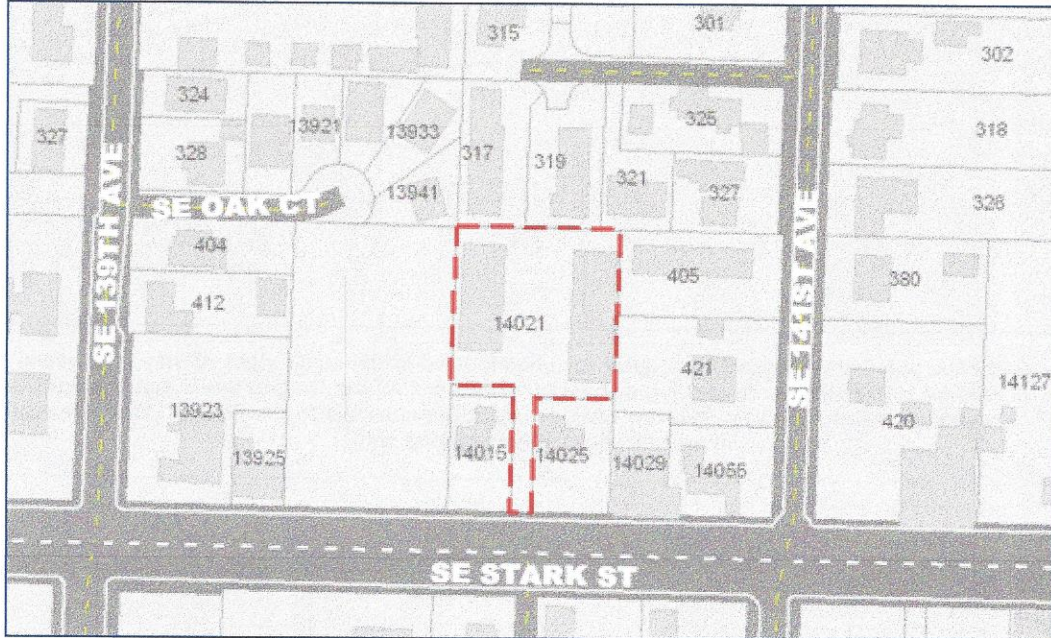
Improvement Type 5-8 UNIT MULTI-FAMILY
--

14021 SE STARK ST - HAZELWOOD - PORTLAND

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

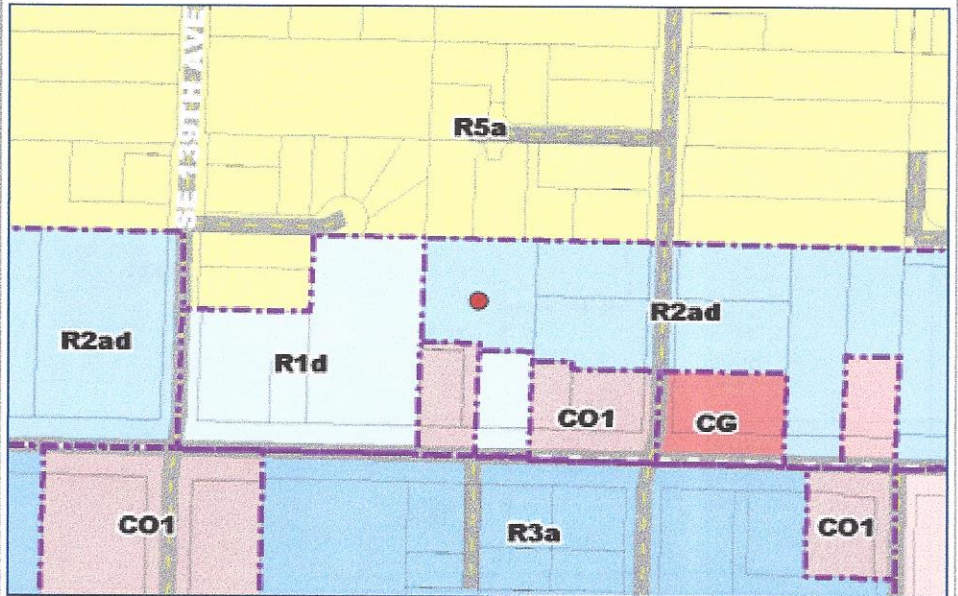
Summary | [Benchmarks](#) | [Businesses](#) | [Elevation](#) | [Fire](#) | [Hazard](#) | [Photo](#) | [Property](#) | [Tax Map](#) | [UGB](#) | [USB](#) | [Walkability](#) | [Zoning](#) | [Zip Code](#) | [Public Art](#)

Property & Location



Zoning

	Property
Zone	R2
Description	Low Density Res. 2,000
Overlay	a , d ,
Comp Plan	R2
Comp Plan Overlay	
Historic District	
Conservation District	
Plan District	EC
NRMP District	
Urban Renewal District	NPI Rosewood
Zoning Map	3044



**14021 SE STARK ST - HAZELWOOD -
PORTLAND**

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[Environmental](#) | [Transportation](#)

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

Aerial Photo

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



0 |—————| 50 FT

City of Portland, Corporate GIS

11/18/2014

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November 24, 2014

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

RE: Mohammed Farhoud, Second Chance

Previous recommendations:	15220 SE Stark 13801-13865 SE Stark 14112-14134 SE Stark 912-924 NE 91 st 14012 SE Stark
Final additional recommendation:	16000 SE Alder

Please find enclosed the final additional location (to the five proposed). We request a more intense residential designation to be applied: Multi-family – Dwelling – 1,000. This property abuts a Multi-family – Dwelling – 1,000 zone. Every recommendation abuts a Multi-family – Dwelling – 1,000. We simply ask that the designation be moved to cover one more property.

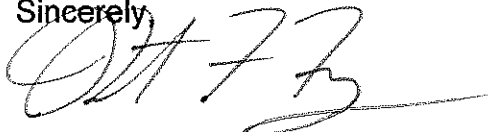
These apartments represent 145 units. WE expect the double that number through the renovation of the properties.

The owner/developer intends to increase the number of units within the buildings by using the existing space more effectively. The actual number of bedrooms would not change as the two and one bedroom units would be converted to studio and one bedroom units.

These units serve an extremely important social need. Our original packet contained letters from neighborhood, neighbors, and the law enforcement community establishing why these “second change” and why there have been not law enforcement issues.

We have provided a copy of our original letter and the new location. The public purpose is served by providing affordable housing units without increasing density.

Sincerely,



Peter Finley Fry

Cc: Mohammed Farhoud

October 2, 2014

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

RE: Portland Comprehensive Plan Periodic review
15220 SE Stark
13801-13865 SE Stark
14112-14134 SE Stark
912-924 NE 91st

I respectfully request that these properties be designated Multi-Dwelling – 1,000.

I am a refugee from Lebanon who escaped from the Lebanon's civil war, due to the passing of by parents and siblings, to my extending family that have lived in Portland since the 50s. I have worked as a Saturday Night vendor, architect/engineer, and renovated the New Market and Skidmore Buildings.

I have acquired apartment buildings in the Gateway/Rockway area and provide affordable and quality housing to the disenfranchised. My mission is "Second Chance" I provide housing to those who have been evicted, convicted and/or bankrupt. I work closely with the State, Portland police, and my neighborhoods and churches.

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My aspirations are consistent with all the proposed Comprehensive Plan goals and many of the policies.

Thank you

Mohammed Farhoud, Second Chance

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16000 SE ALDER ST - CENTENNIAL - PORTLAND

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[Summary](#) | **Assessor** | [Permits/Cases](#) | [Block](#) | [Schools](#) | [Parks](#) | [Development](#) | [Garbage/Recycling](#) | [Noise](#) | [Historic Permits](#) | [Water](#) | [Documents](#)

General Information	
Property ID	R255738
County	MULTNOMAH
State ID	1S2E01AA 3500
Alt Account #	R707305690
Map Number	3146 OLD
Site Info	
Site Address	16000 SE ALDER ST
City/State/Zip	PORTLAND OR 97233
Owner Info (Privacy)	
Owner(s) Name	NORTHWEST GROUP INVESTMENTS LLC
Owner Address	16383 SW CORNELIAN WAY
City/State/Zip	BEAVERTON OR 97007

Property Description			
Tax RITLOW AC, BLOCK C, W 200' OF LOT 5 EXC N 175' OF W 100' & Roll EXC PT IN ST	Use CT APT 21-100 UNITS		
Lot 5	Block C		
Tax Districts			
101 PORT OF PORTLAND	130 CITY OF PORTLAND		
130L CITY OF PORTLAND - NEW LEVIES	130M CITY OF PORTLAND PARKS LOP		
143 METRO	164 EAST MULT SOIL/WATER		
170 MULTNOMAH COUNTY	170L MULT CO LIBRARY LOCAL OPT TAX		
171 URBAN RENEWAL PORTLAND	173 URB REN SPECIAL LEVY - PORTLAND		
197 ROCKWOOD UTIL DIST	198 TRI-MET TRANSPORTATION		
304 MULTNOMAH ESD	308 MT HOOD COMM COLLEGE		
321 CENTENNIAL SCHOOL DIST			
Deed Information			
Sale Date	Type	Instrument	Sale Price
02/23/2010	WARRANTY DEED	2010027281	\$2,650,000.00
05/31/2007	WARRANTY DEED	2007008800	\$2,710,000.00

09/27/2004	WARRANTY DEED	2004178879	\$2,275,000.00
03/01/1998	WARRANTY DEED	98058106	\$1,812,500.00
12/01/1994	WARRANTY DEED	94187804	\$132,500.00
08/01/1991	CONTRACT	BP24700338	\$1,200,000.00
09/01/1985	CONTRACT	BP18551219	\$750,000.00
	WARRANTY DEED	2008019115	\$0.00

Land Information			
Type		Acres	SQFT
MULT		1.0200	44,500
ON SITE DEV APTS			0

Improvement Information			
Improvement Type 21-50 UNIT MULTI-FAMILY			
Improvement Value \$2,712,560.00			
Room Descriptions			
Building Class CT APT SUBSIDIZED GARDEN			
Actual Year Built 1971		Effective Year Built	
Number of Segments 1		Construction Style	
Foundation Type		Interior Finish	
Roof Style		Roof Cover Type	
Flooring Type		Heating/AC Type	
Plumbing		Fireplace Type	
Improvement Details			
#	Segment Type	Class	Total Area
1	MAIN		23,134
1	MAIN		12,696
1	POOL		0

Tax History			
Year		Property Tax	Total Tax
2014		\$42,015.09	\$42,015.09
2013		\$41,068.67	\$41,068.67
2012		\$38,997.78	\$38,997.78
2011		\$38,949.32	\$38,949.32
2010		\$38,718.75	\$38,718.75
2009		\$37,227.94	\$37,227.94
2008		\$35,152.48	\$35,152.48
2007		\$35,112.26	\$35,112.26
2006		\$34,005.68	\$34,005.68
2005		\$33,236.97	\$33,236.97
2004		\$32,262.31	\$32,262.31

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16000 SE ALDER ST - CENTENNIAL - PORTLAND

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

[Summary](#) | **Assessor** | [Permits/Cases](#) | [Block](#) | [Schools](#) | [Parks](#) | [Development](#) | [Garbage/Recycling](#) | [Noise](#) | [Historic Permits](#) | [Water](#) | [Documents](#)

General Information	
Property ID	R255739
County	MULTNOMAH
State ID	1S2E01AA 3600
Alt Account #	R707305780
Map Number	3146 OLD
Site Info	
Site Address	16000 WI/ SE ALDER ST
City/State/Zip	PORTLAND OR 97233
Owner Info (Privacy)	
Owner(s) Name	NORTHWEST GROUP INVESTMENTS LLC
Owner Address	16383 SW CORNELIAN WAY
City/State/Zip	BEAVERTON OR 97007

Property Description			
Tax RITLOW AC, BLOCK C, E 70' OF W 270' OF LOT 5 EXC PT IN Roll ST	Use CT APT 21-100 UNITS		
Lot 5	Block C		
Tax Districts			
101 PORT OF PORTLAND	130 CITY OF PORTLAND		
130L CITY OF PORTLAND - NEW LEVIES	130M CITY OF PORTLAND PARKS LOP		
143 METRO	164 EAST MULT SOIL/WATER		
170 MULTNOMAH COUNTY	170L MULT CO LIBRARY LOCAL OPT TAX		
171 URBAN RENEWAL PORTLAND	173 URB REN SPECIAL LEVY - PORTLAND		
197 ROCKWOOD UTIL DIST	198 TRI-MET TRANSPORTATION		
304 MULTNOMAH ESD	308 MT HOOD COMM COLLEGE		
321 CENTENNIAL SCHOOL DIST			
Deed Information			
Sale Date	Type	Instrument	Sale Price
			\$0.00

Land Information		
Type	Acres	SQFT

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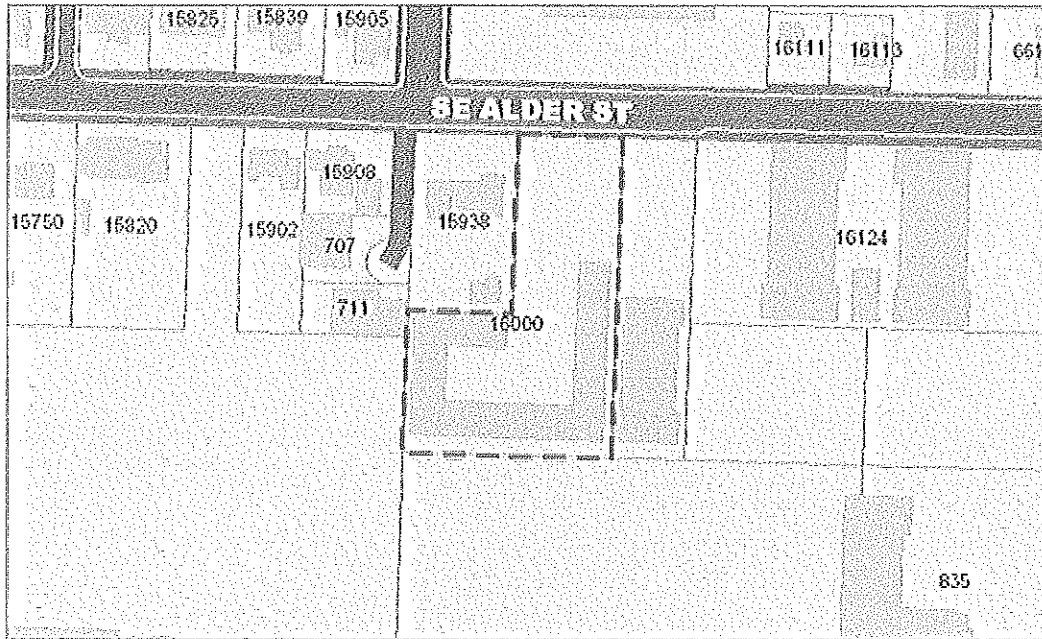
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16000 SE ALDER ST - CENTENNIAL - PORTLAND

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

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Property & Location



Zoning

	Property
Zone	R2
Description	Low Density Res. 2,000
Overlay	a, h
Comp Plan	R1
Comp Plan Overlay	
Historic District	
Conservation District	
Plan District	
NRMP District	
Urban Renewal District	n/a
Zoning Map	3146



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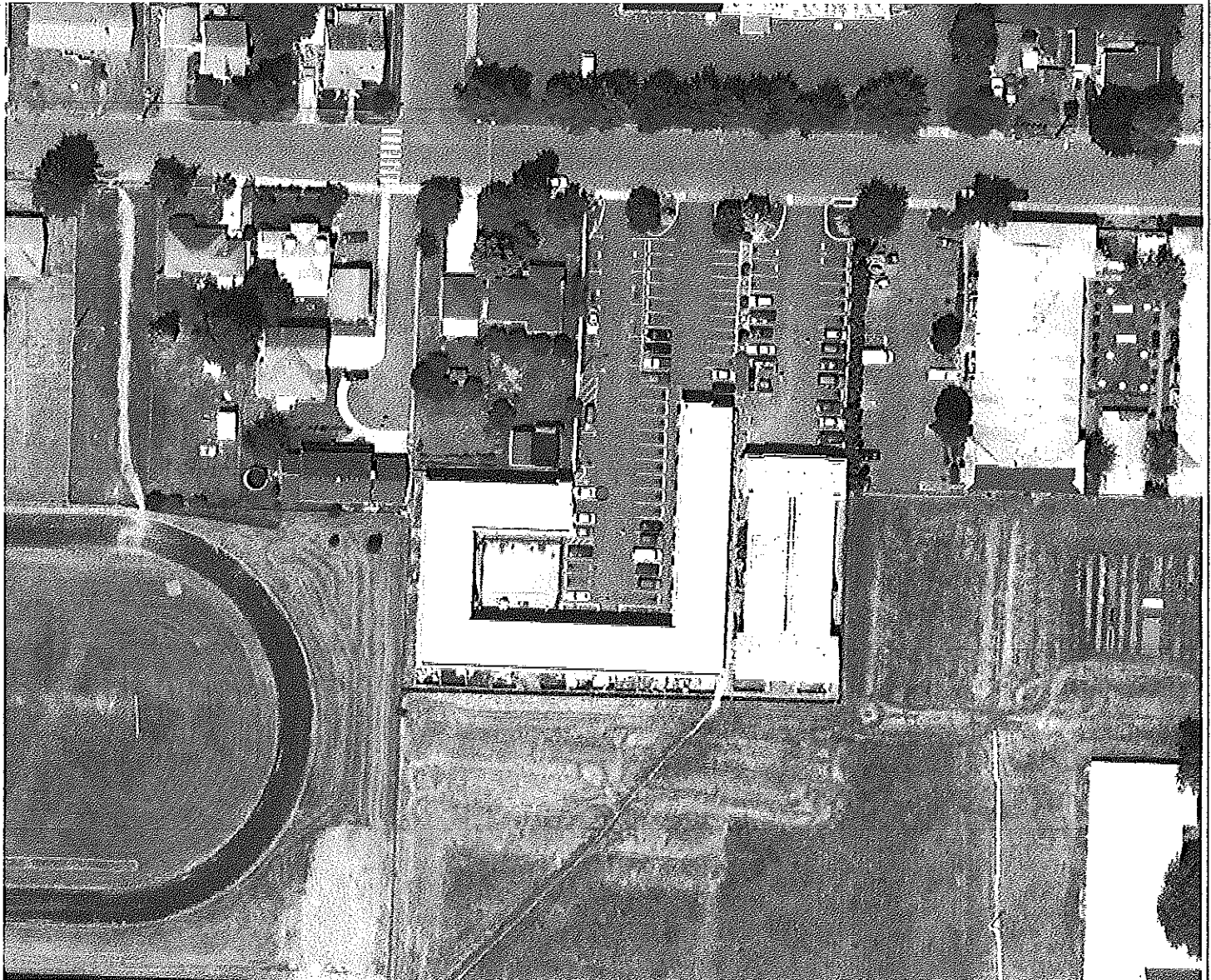
16000 SE ALDER ST - CENTENNIAL - PORTLAND

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

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

Aerial Photo

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



0 |-----| 100 FT

City of Portland, Corporate GIS

1/15/2015

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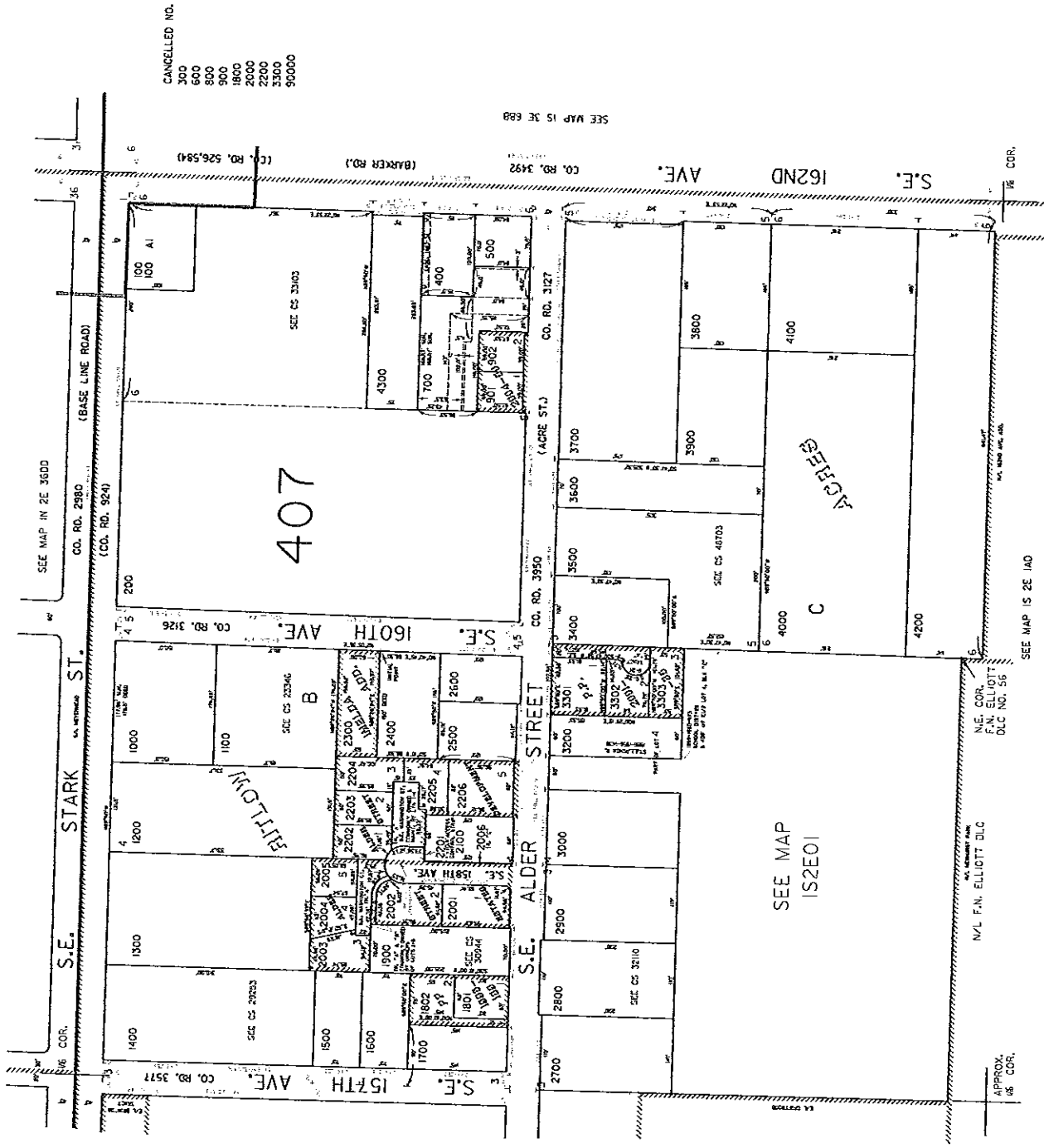
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THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY

NE 1/4 SEC. 1 T.1S. R.2E. W.M. MULTNOMAH COUNTY

IS 2E IAA



IS 2E IAA



November 24, 2014

Planning and Sustainability Commission
City of Portland
1900 SW 4th Avenue
Portland, OR 97201

Re: Station Area Zoning on SE 17th Avenue

Dear Commissioners:

Next fall will mark the opening of TriMet's Orange Line—the Portland-Milwaukie Light Rail Transit Project (PMLR). A point of success for this project is the time and effort the Bureau of Planning and Sustainability (BPS) staff has invested to examine land uses along the PMLR corridor. BPS's efforts have been significant. It has conducted station area planning at the Lincoln St/SW 3rd Ave, OMSI/SE Water Ave, and Clinton/SE 12th Ave Stations. The resulting station area plans leverage the PMLR Project to zone for the types of vibrant, smart, transit-oriented communities Portland is known for.

I write to request your help with zoning limits currently proposed for the SE 17th Ave & Rhine St and SE 17th Ave & Holgate Blvd Stations. Although properties near these stations and along the west side of SE 17th Avenue are currently designated Mixed Employment, during Task 5 of the City's Comprehensive Plan Project, BPS staff recently indicated they propose to prohibit housing on *all* employment properties. This would be detrimental to the potential of these PMLR stations. TriMet respectfully requests BPS change the Comprehensive Plan Map from Mixed Employment to Mixed Use along the west side of SE 17th Avenue (Exhibit A). A Mixed Use designation will allow active uses that benefit the station areas and build a more transit supportive neighborhood.

TriMet's concern with the changes proposed by BPS is more than just theoretical, as TriMet owns and plans to offer for development three parcels of vacant land along SE 17th Ave (Exhibit B). If rezoned and allowed to develop in a transit-oriented manner, these parcels could contribute significantly to the activity and safety of the station areas.

Staff from TriMet and BPS recently discussed the viability of employment uses on TriMet's properties. During these discussions, BPS raised several concerns about zoning for housing along SE 17th Avenue that I would like to address.

1. Rezoning EG property on SE 17th Avenue reduces the amount of land available for employment uses.

There are over 1,000 acres of EG property in the City of Portland. TriMet proposes to change less than one-half of a percent—6.4 acres—to Mixed Use. The benefits of creating lively station areas far outweigh keeping .5 percent of land as Mixed Employment. Furthermore, TriMet's properties on the west side of SE 17th Avenue have small and/or odd configurations that challenge

redevelopment in many ways. If these properties remain employment only, without the opportunity for housing, they may be undeveloped or used for parking, which would degrade the quality of the station areas.

2. Employment uses are financially feasible.

A BPS memo on employment feasibility found that a significant discount to the land cost would be necessary for light industrial projects to be feasible, and that office projects were not feasible on TriMet-owned properties. This is not a strong indication of employment feasibility. Additionally, TriMet's analysis of trip generation shows that light industrial uses produce significantly fewer transit trips than does housing (Exhibit C). TriMet believes that the current multifamily market will make projects feasible and maximize activity around the station areas.

3. There are public health concerns regarding poor air quality and noise next to a truck and train route and TriMet's bus yard.

BPS published a DEQ air quality risk map (Exhibit D) that shows the risk to air quality on SE 17th Avenue is in the middle range, lower than downtown, where housing is strongly supported. Good design and appropriate materials can further address these concerns and create multifamily units with comfortable environments.

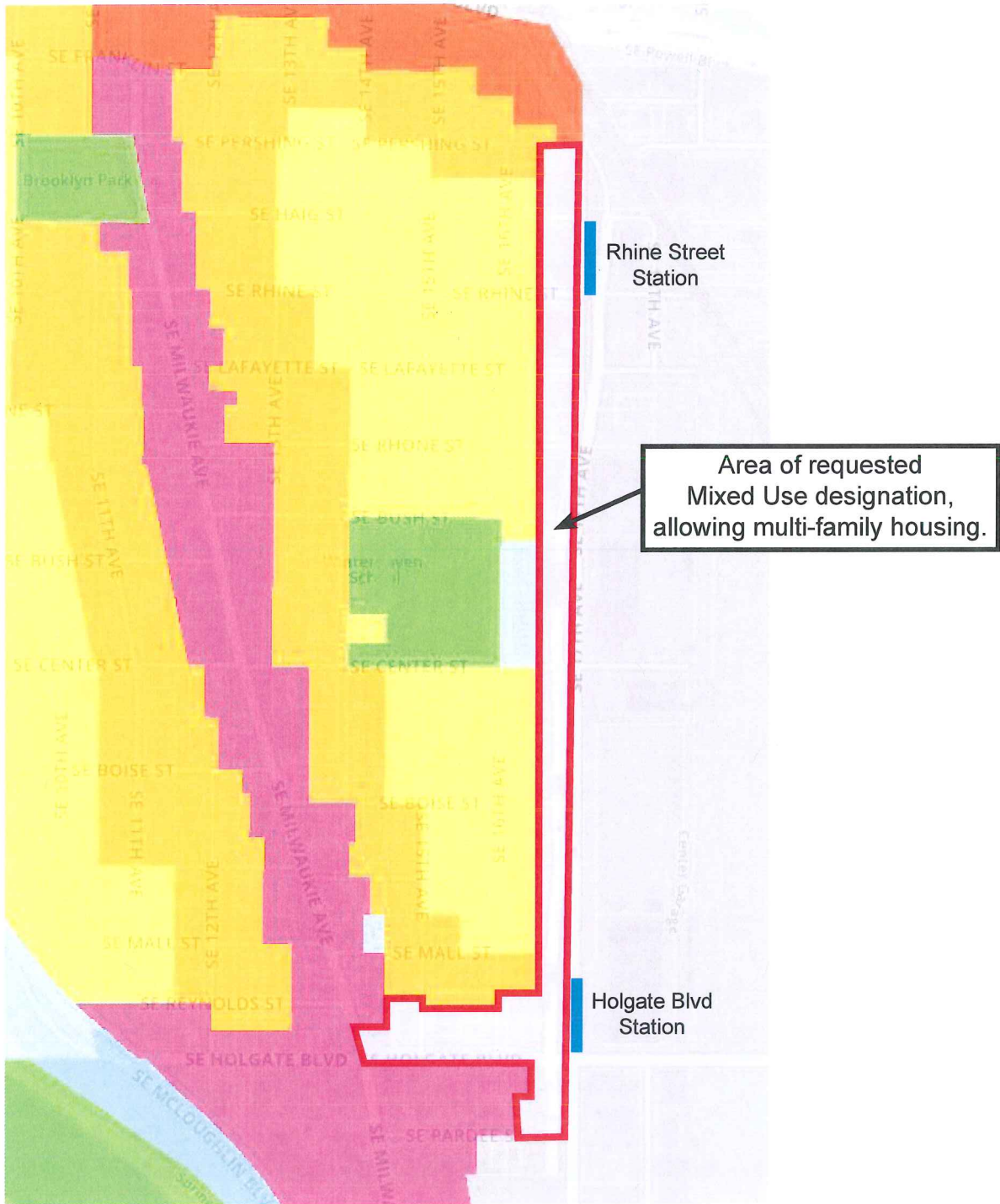
TriMet desires station areas that are conducive to public transportation. To this end, TriMet seeks to leverage the properties it owns along SE 17th Avenue to create transit-oriented developments that can leverage the significant investment our region made in PMLR. Please help TriMet to meet its goals for vibrant, safe station environments and maximum ridership. I respectfully ask for BPS's assistance in creating better station areas by changing the Comprehensive Plan Map to show a Mixed Use designation west of SE 17th Avenue.

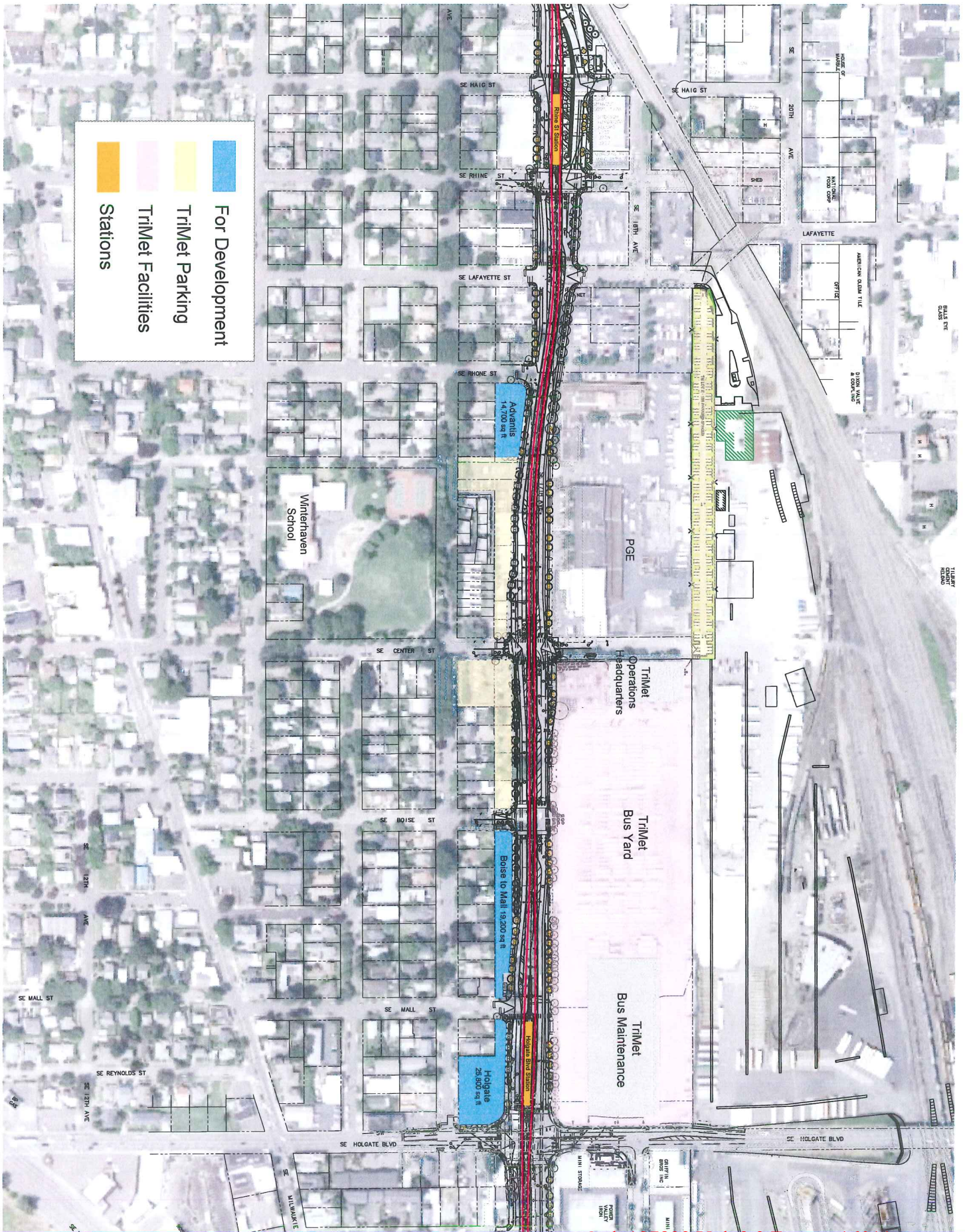
Sincerely,



Neil McFarlane
General Manager
TriMet

C: Susan Anderson, Director, Bureau of Planning and Sustainability
Joe Zehnder, Chief Planner, Bureau of Planning and Sustainability





Estimated Trip Generation

Boise Mall multi-family project
 23,500 sq. ft. total
 36 units + circulation
 330 to 1000 sq. ft. units

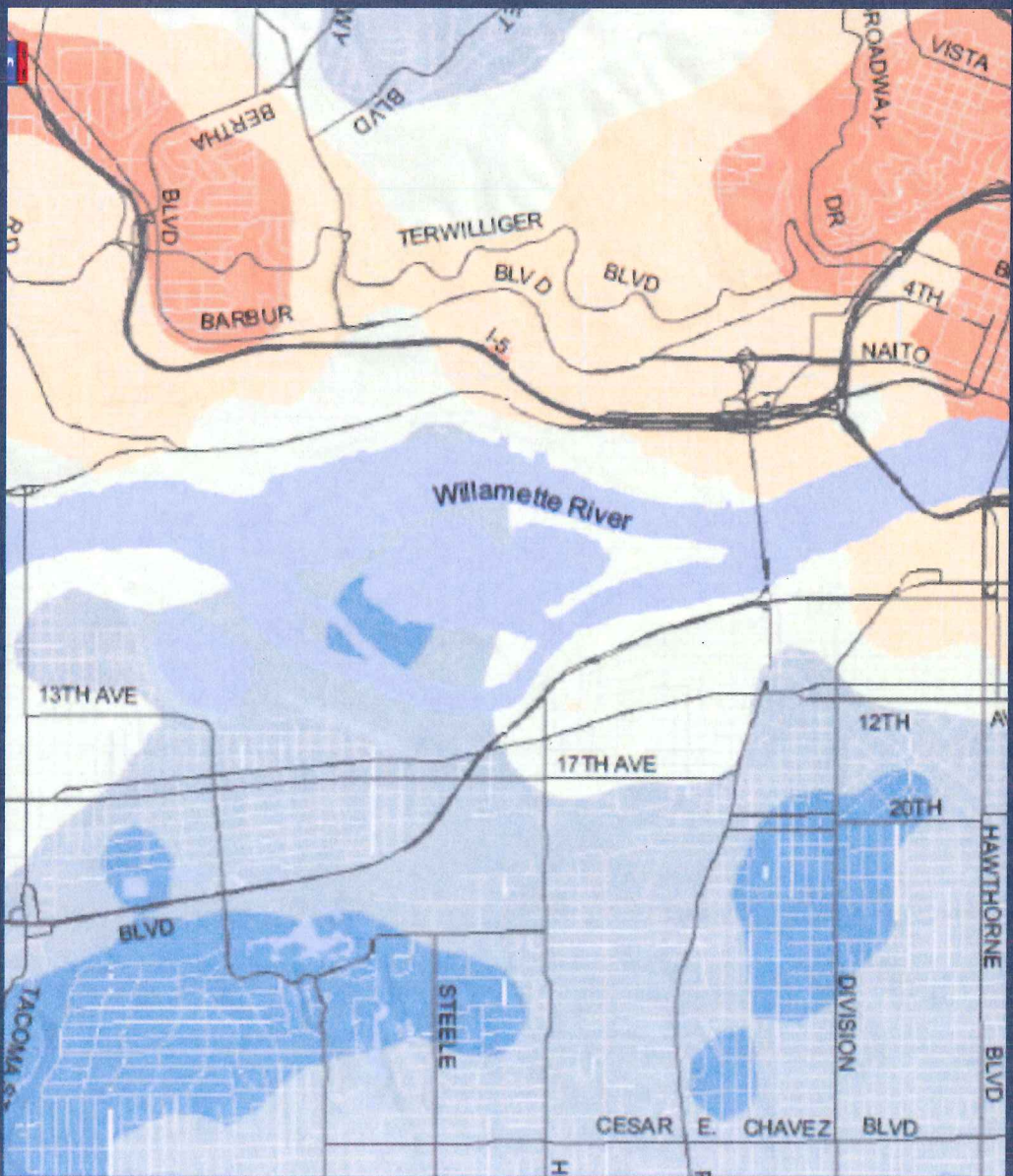
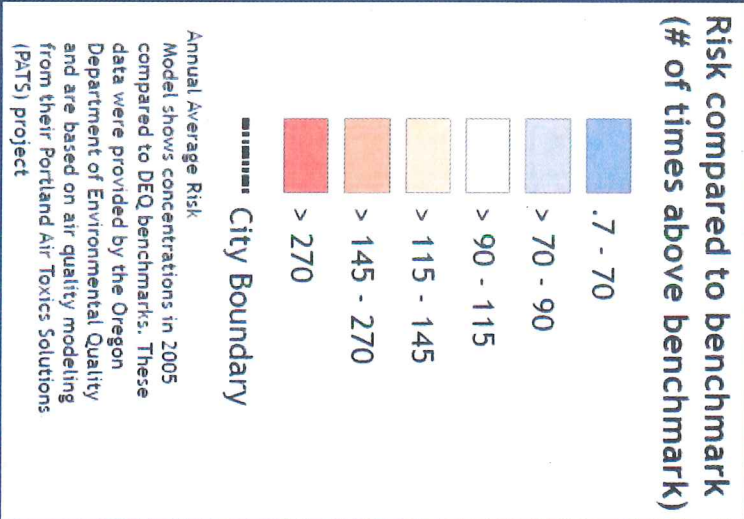
Similar size employment project
 23,500 sq. ft. total

Use	Size	Units	per Day Trips or Factor (from ITE)	Unit	Mode Split	Trips Transit	per Year Avg. Days	Transit Trips Annual	Difference from residential
residential	36	unit	6.5	Household	0.12	28.08	347 ⁽¹⁾	9,744	0
light industrial	23,500	sqft	6.97	1000/sf	0.12	19.66	260 ⁽²⁾	5,110	-4,633
light industrial	23,500	sqft	6.97	1000/sf	0.12	19.66	347 ⁽³⁾	6,820	-2,923

- ¹ residential, subtract holidays
- ² employment, weekdays only
- ³ employment, subtract holidays

Air Quality

- Mid-range risk



11/23/14

Dear Planning and Sustainability Commission,

My name is Ally. I am a sixth grader who goes to Arbor School of Arts and Sciences, where we've been learning about our city. I live by Tryon Creek, which is a good neighborhood, but, sadly, not all neighborhoods in Portland are as prosperous as ours is. Portland needs more access to fresh food, access to transportation and more funding to public schools.

Portland is a wonderful city, but I think it struggles with providing its citizens with nutritious, fresh food. A lot of families in East Portland don't have enough money to buy food that is fresh and nutritious, and they might be compelled to buy the less expensive food from a fast-food restaurant. Fast-food restaurants are cheaper because the food isn't as nutritious and people who are only eating there won't be able to get the food essentials they need. There are places like large areas in East Portland that don't have access to good, fresh food like you might get at Farmer's markets, so if they wanted fresh food, it would be hard to get. Having no access to good, fresh food is also known as a food desert, because fresh food is to those areas as water is to a desert. I looked at a map of how much of Portland was in a food desert, and almost all of East Portland fell into that category. But food isn't the only problem in Portland.

If Portlanders don't have a bus or MAX service by their house, they have to walk for a while, trying to get to where they need to be. If people who need to go a long way don't have a car, they could get really tired. This is especially difficult if they're carrying something that's especially heavy, like groceries. When they get home, the parent might just want to rest but they have little kids who are vying for attention. Parents might have no energy for their jobs because they used it on travelling from place to place, trying to put up with their kid's needs and even bringing their kids with them.

I think that Portland also struggles a lot with funding public schools. When I went to a public school, we didn't have enough supplies, teachers, or space to have regular science, music and art classes, and we didn't know that much about the classes we didn't have. Our school also didn't have enough money to provide us with a nice, safe, private playground for recess. We stayed in a public fenced-in area, and we dreamed of having our private playground that was undisturbed by people who seemed to be under the influence of drugs or alcohol when we were at recess. The financial situation didn't just affect the students that went to the school, it also affected the teachers. Some teachers didn't have enough money to only teach, and had to get an extra job in the summer to support themselves. That's really hard on the teachers, and this extra labor takes away from their time and energy. Once, we had a teacher who changed schools because she didn't have enough money to support herself and it was hard on the students when she left. All this matters to me because I think that everyone should be able to have a good education, so they can have a good future.

In conclusion, I think that if we put up more farmer's markets, have stores sell less expensive food that is fresh and nutritious, widen the range of bus and MAX stops and give more funding to public schools, then Portland will improve greatly as a city. Thank you for reading and considering my thoughts about Portland.

Sincerely,

Ally



Ord. 187832 Vol. 2.3.F, page 16014

Dear Planning and Sustainability Commission,

Hello, my name is Harper. I am in sixth grade and live in Southwest Portland. This year in school we have been studying cities and I'm writing to you because I know that you are accepting public comment before the Portland plan, and I have a few ideas. Specifically I care about food distribution and neighborhood equality.

I think we should work hard on creating complete neighborhoods with access to all basic needs everywhere. Housing that is far away from basic needs is very troublesome. If you have a car, you are forced to drive much more for these things, which increases the pollution level. Housing that is affordable is often very far from these needs (which is why it's so cheap!) To be precise, only 60% of Portlanders are within a half-mile of a grocery store. My house is pretty close to our needs and is affordable for us, but wouldn't be for many people. Neighborhoods are also unequal because many are unsafe. This is because of an absence of sidewalks, as you doubtlessly know. I think making more sidewalks should be a higher priority for the city, because it would do three important things; increase exercise, which would lower the obesity rate; decrease pollution, because people would be able to drive to some places, and make neighborhoods more safe. Without sidewalks, people are forced to walk on the side of the road, or not walk at all.

One more thing I would like to mention is food distribution. Grocery stores provide the food everyone needs. As you probably know many neighborhoods are very unequal in terms of

grocery store accessibility. Some people have to walk more than a half-mile for food if they don't have a car. Walking a half-mile is very easy for most people, but not while going for half of the trip carrying heavy bags. In some families, how much food one parent can carry is all the family can eat for a while. Personally, I live pretty close to two grocery stores, but we always drive there. We drive because it would be very hard to walk, and would take a long time. One reason for our high obesity rate is because unhealthy food is cheap and convenient for access. If all neighborhoods have equal access to good food, (which we could do by using incentives to invite grocery stores to neighbors in need) it will create jobs, lower Portland's obesity rate, and make people happy by making their lives easier.

I think we are doing pretty well from my point of view at improving these things, but I think we should push a little harder in these areas.

Thanks,

Harper

A handwritten signature in cursive script that reads "Harper".

Dear Planning and sustainability commission,
Portland is an amazing place to live in and I love it,
There are small things that could be fixed/improved
about it but overall these are things that Portland is
already doing but could do more. I live in Irvington
where a lot of these problems are not a problem for
me but I know that they are a problem in other
neighborhoods and I care a lot about that getting
improved. I am in sixth grade and I go to Arbor school.

Having walkable/bikeable neighborhoods is very
important to me. If a neighborhood is not walkable
it is hard for people to get exercise. They
live in a neighborhood where it is not good to
walk around in so they can't go out and walk
places or ride their bike. Neighborhoods need to be
built to be easy and fun to walk around in so kids
can play outside and have fun in their neighborhood.
People should be able to easily walk or bike to the
store because some people don't have or want a car
so they have to be able to walk or ride their bike to
the store. Only 60% of Portland households are
within a half mile from a full service grocery store. This
is part of not having a walkable neighborhood. I live really
close to a grocery store and I would hate to be really far
away from a store and not be able to drive to one
if I didn't have a car. Having walkable neighborhoods
is important to keep people healthy. People need to
go out more and do things like play sports or do other
activities if those things are available to them where they
live. A complete neighborhood needs a variety of housing
options, grocery stores, quality public schools, recreational

facilities, affordable transport options. A good neighborhood is built on a human scale. I think that if we maintain lots of bike paths, parks, and sidewalks and make more neighborhoods walkable we can make it easier to incorporate exercise into daily life.

I think that it is a big problem that fresh fruits and vegetables are hard to get if you don't have a lot of money. I think that it is really bad that fresh fruits and vegetables are expensive while more unhealthy processed foods are cheap. Sometimes people don't have a choice between healthy and unhealthy food. We need to make sure that affordable fresh fruits and vegetables are available in lower income neighborhoods. 40% of the people east of 82nd street live in poverty and have to walk more than 1.5 miles to the grocery store because they can't afford gas or a car. There should be more stores in neighborhoods where people don't have as much money.

Pollution is a big problem that I want to address. People need to know about global warming to keep our air clean. People need to know the effect it is going to have on the world and how they can help slow that down. Portland needs to raise awareness for what people can do and why they should. Portland is doing a good job doing things like composting and recycling but I think we could compost more, like we do at Arbor (the school I go to). We have 3 large wooden boxes that sit by our garden that each classroom dumps their compost in. We even compost pizza boxes! One of the boxes is for new compost, one is for almost-composted-compost, and one is for the compost that is dirt that we put in our garden. It is so

great to see all of this food that would have been thrown away get turned into this amazing dirt that we can use. Doing this at school has really motivated me to care more about not throwing away things that could be composted and it's also very fun. I know that I would not be able to do as much at my house but at least we have the compost bucket that we put our food scraps in. Another thing that I know plays a huge part in pollution is cars. People drive cars everywhere so it seems important that if we are going to drive them so much we should make them good for the planet. If people drove more eco cars it would be a really easy change and it would be so much better for the environment. We should do small things to help slow global warming and make Portland a great place to live in (it's already awesome).

-Nina
Nina Seidel

November 24, 2014

Dear Planning and Sustainability Commission,

My name is Sydney Straw and I am 12 years old. I live in NE Portland right by Grant Park, but I go to the Arbor School of Arts and Sciences in Tualatin. In my class we have been studying what makes a city livable. The main issues I have been researching are getting kids a better education, the cost of healthy organic food, and food deserts.

I think Portland's more healthy foods should be less expensive. People who don't have enough money face a greater challenge to try to eat healthy due to the food costs. Cheaper more unhealthy alternatives are all around and it's hard to resist getting cheaper food even though it's unhealthy. Once the people keep getting the cheap unhealthy food, they get in bad habits of eating the junk food instead of even wanting the healthy food. I read that 61% of Portlanders are obese because of getting in these habits. If you become obese, it can lead to diabetes and other bad diseases. I heard on the radio about a program I think we should expand in Portland, where if you use SNAP benefits at local farmers markets to buy fresh foods, you get double the benefit. This supports healthy eating and local farmers.

40% of Portland's people live more than one half mile from a grocery store particularly in low-income neighborhoods. Those people have to walk in all different weather conditions just to get food that's probably not all that good for them. I heard on the radio about a woman who had to feed her kids but she had to the store by herself with heavy bags there and back because there were no grocery stores near by and she couldn't afford a car, gas, or public transportation. This is another factor preventing people from getting healthy food.

I think Portland also needs to encourage citizens the value education for kids because if kids don't get a good education, when they are older they won't be able to invent new things, teach other kids, and just learn and discover new things about the world. Most of the generation won't be successful at all if we don't get a good education. And they probably won't get a good paying job and they won't have money to live or feed their families. It's sort of like a cycle.

But in order to get a good education you need to work hard and try. My dad used to be really poor. When he and his adopted mom moved to Montana in a trailer park, his mom said that he didn't have to go to high school. But he rode his bike all by himself into town, two miles, to register for high school. My dad worked hard through high school, college, and two graduate schools, and he got a good job as a physicist. Now his whole situation in life has changed pretty much because he tried hard and went to school. My dad's story isn't the only story with education changing someone's life.

I am not exactly sure how Portland could help people value education, but I really think that it's a big issue that both the kids and the parents need to recognize why school is important.

If we don't address these issues, how will our city improve and what will our people be like in the future?

Sincerely,


Sydney Straw

Dear planning and sustainability commission,
My name is Penelope Allen. I live in Irvington NE
Portland. For the past month or so I have been learning
about cities, livability, and what makes a city livable.
I am writing about a couple things that would
improve the city more, and make it better than it
already is. The two issues I am going to address are:
Diverse housing and costs of healthy food.

I think there should be more diverse and
diverse density housing options in Portland. If
there are more high density housing in all
neighborhoods, Portland will be able to plan for
all the people that are going to come to Portland and
have enough space for them. In 2035 Portland
expects to gain 21-25% more households than we
have now. That's 464,000-620,000 more, so I
think we might need more space. If we also think
about the location of high density houses, and
build them in different and more neighborhoods,
closer to basic needs and amenities, it will be
a better choice for more families. This will also
help them save money because they don't need
to spend as much on transportation if they are
closer to what they need. In my neighborhood there
aren't as many high density buildings, but once
you get a little farther away there are six

I think it is also important to have different density housing distributed Portland and closer to basic needs.

If low income houses are closer to basic needs and in better neighborhoods, they won't have to spend as much money as I said earlier. Low income families spend 64-79% of their income on housing and transportation, so if they live in a place where basic needs are closer their expenses will be reduced and they'll have more money for other things. If affordable houses are distributed through out the city and in all and better neighborhoods, there might be more jobs that are closer to their house as well.

The other issue is that healthy food is expensive and might not be a choice for all families. Because unhealthy food is less expensive more families buy the cheaper, packaged foods instead of cooking healthy meals. Look at the box of cereal next time you have breakfast or the granola bar in your lunch, the yogurt, bread, and all the other packaged foods, look at the sugar quantity. There is so much sugar in packaged foods it's crazy and sugar leads to obesity and other chronic disease. If people don't eat as much packaged foods

(Portland's high rates of chronic disease will lower.

There are also not as many healthy grocery stores in lower income neighborhoods. I heard a radio story about a woman that lives East of 82, and it was talking about food deserts. She has to walk (in any weather) more than a mile to the grocery store. Grocery stores can't stay in business in less wealthy parts of Portland because the people there can't spend enough money to keep them open and that's a food desert.

(There should be more public gardens and farmers markets in Portland. 60% of Portland lives half a mile from a grocery store (I know I live half a mile from a grocery store!) but I think we can do better. Only 7% of Portland lives one fourth of a mile from a farmers market (I don't think I do.) and only 2 out of the 24 farmers markets are in East Portland. And finally the waiting list for community gardens is 1,300 names long! How hard is it to make a garden? Gardens are great and you don't have to pay for healthy food because you grow it yourself. Gardens are great for the environment too because you don't have to ship in food.

I think everything I wrote about really matters in our city. I live in a great neighborhood and eat healthy and delicious food, but not everyone has the same privleges as I do and it would be great if everyone could. Thank you for reading my letter and I hope you can try to make these improvements.

Penelope

November 23, 2014

Dear Planning and Sustainability commission,

My name is Cole and I am a sixth grader at Arbor School in Tualatin but I live in SW Portland. In school we are thinking about how to make Portland a better place to live. I live in a very livable neighborhood and I would like the rest of Portland to have the same good conditions as my family and me. There are three issues that I think we need to address when making Portland a more livable city. Easy and cheap transportation needs to be made possible with better sidewalks and bike lanes. Healthy food needs to be easily accessible to everyone using the good sidewalks and bike lanes. Along with health, bike lanes and sidewalks provide entertainment and a fun thing to do. In addition to being easily accessible, fresh food needs to be cheaper so more people can afford it.

I think that Portland needs to invest more in sidewalks and bike lanes. Bike lanes and sidewalks will encourage people to get exercise because they are more likely to if it is easy and safe. Even if you are not overweight you need to get exercise to be healthy. If you lived in a neighborhood with no sidewalks or bike lanes you could not easily get exercise even if you wanted to. In East and West Portland some people find it hard to walk to a park or green space because of sidewalk conditions. I live in ash creek, a very walkable neighborhood and I can imagine how hard it would be if there were no sidewalks. Bike lanes and sidewalks also give more easy, cheap transportation options. People who cannot afford a car or other transportation need an inexpensive and safe way to get to places where they need to go. If we invest more in sidewalks and bike lanes instead of roads it will make more pollution free transportation easy and possible. This will make Portland an overall better place to live.

Another thing that will make Portland a more livable place is if we have more fresh grocery stores distributed evenly around the city. People who do not have a car need grocery stores close by, even if the sidewalks are good. On the radio I heard about someone in Portland who has to walk more than a mile to a grocery store regardless of the weather. Like this woman, lots of Portlanders' groceries are limited to what they can carry, even if they have the money for enough food. It is easier to eat healthy food if it is easier to get to. Some people are encouraged to eat cheap, processed foods if they cannot get fresh, healthy food easily.

In addition to having more widely spread grocery stores the healthy food needs to be cheaper. Most fresh foods are very expensive compared to unhealthy,

Dear Planning and Sustainability Commission,
 My name is Wenwen. I live in West Linn and we have been studying livability recently in my 6th grade humanities class at Arbor School. Here in West Linn we have a lot of parks, places to walk or bike, some grocery stores and nice neighborhoods. I really like West Linn and find it a really nice place to live. But I do think that we need some updated restaurants and stores. Next I'm going to be telling you about access to public transportation, neighborhood walkability and usage of cars. These are not necessarily only for West Linn but for Portland and other cities too.

It's important that access to public transportation is improved in all of Portland because when stores are farther away from neighborhoods people are more likely to drive instead of walk, bike or take the bus because those types of transportation will take longer, but driving is bad for the environment. For example, in West Linn the closest bus stop is about 1 mile away and I bet that's the case in a lot of other areas too and nobody would want to walk a mile just to get on the bus. This also matters for the convenience of people living in Portland. In poorer neighborhoods people may not be able to afford cars and gas. That's why all of the grocery stores are farther away because they didn't get enough money. Either the people don't have a car and have to use some other type of transportation where they will not be able.

and walking also helps people get exercise. Since there's a lot of cars and that creates a lot of traffic and if it takes longer for people to reach their destination they use more gas. Which will produce more pollution into the air which is bad for us and our wildlife.

Portland is a great city but there are definitely some problems that we need to work on especially making sure that every neighborhood is a complete neighborhood with everything people need.

- Wehven Agamie

November 23, 2014

Dear Planning and Sustainability Commission,

My name is Grace and I live in West Linn. I am in the sixth grade and at school we have been researching what changes for Portland are being planned. We also brainstormed as a class ideas of what can be changed that will help Portland move forward and what is working that we are already doing. Separately we researched about what interested us most and then wrote about three issues we care about most. The issues that I'm most concerned about are all neighborhoods having sidewalks, all neighborhoods being complete neighborhoods, and more good public schools.

All neighborhoods should have sidewalks because than more people will be motivated to get exercise. This is important because lots of people in Portland are overweight. Twenty to twenty five percent of the teenagers are overweight, obese, or about to be overweight and fifty three percent of the adults are overweight or obese. Parks are a great way to get exercise and seventy six percent of the people living in Portland live half a mile or closer to a park, but some people do not have easy access to them because there are no sidewalks and too many busy streets. Another main reason why sidewalks are needed to walk places is so we can use less gas and if we use less gas, our air and water will become cleaner. It is true that in Portland, people usually spend nearly half of their income on a place to live and transportation, so using less gas would also save money.

All neighborhoods should be complete neighborhoods so everyone can have access to grocery stores, transportation services, and other basic needs. Portland is not very evenly cared for. Generally, when rent is cheaper in neighborhoods there aren't as many ways to find fresh food, get exercise safely, or other basic needs, and in neighborhoods where there are all the needed services rent is higher so some people can't afford it. In Portland there are ten neighborhoods that don't have any access to a grocery store within half a mile and there are eight neighborhoods where everyone has access.

Dear Planning and Sustainability Commission,

November 23, 2014

My name is Quinn Barrett and I am 11 years old. I go to Arbor School of Arts and Sciences. We decided to write you a letter of our thoughts because we are studying issues affecting Portland. The issues I have picked to share with you are more well-paying jobs and public schools. I hope you consider my ideas and enjoy reading my letter.

I care about expanding the number of well-paying jobs for Portland citizens. Every individual deserves a quality job. Since 2000, the number of jobs in Portland has not kept up with the expanding population. Based on that result, people move here but the economy can't support the expanding population. We need more well-paying jobs to help reduce the percentage of homelessness and poverty. To move this issue forward, Portland can support small and large local businesses to preserve our diverse economy and enhance our local, regional and global economies.

Another issue I feel strongly about is education. Portland needs to find ways to improve the quality of its public schools. Without the skills of reading and writing, our city would not be able to function because no one would have the skills to fill the important jobs. One very important job for our community would be a leader or a president. Without that knowledge and leadership skills our community and environment would not be able to grow and thrive. It is important for schools to teach these skills so that individuals and communities will reach their full potentials. Many schools in Portland do not have the money to teach students to reach their full potential. This issue might come from the increasing class size which means attention from teachers will decrease. I care about teachers being paid for the amount of work they are doing. Without adequate funding, there will be a lack of materials such as books, desks, computers, classrooms, etc. How are children supposed to learn without the materials needed? Portland is a very wealthy city. Why can't that reflect on public schools?

These matters I really care about because I want to make sure that every individual has a fair and equal opportunity. I have really enjoyed studying these topics in school so I could write you this letter. Thank you for being open for public comments. Once again, I hope you consider and enjoy my letter.

Sincerely,

X 

Quinn Barrett

Dear Portland Bureau of Planning and Sustainability,

Hello, my name is Theo Tannahill. I am 12 years old and I live in Multnomah Village. I have been studying cities in school and my class is writing letters to you about things that we think the city should change. I have two issues I am writing about, parks and healthcare.

One problem I see in Portland that needs improvement is updating and remodeling parks. Usually when I go to parks the soccer goals are rusty and don't have nets. The baseball fields are overgrown with weeds and the facilities are not well maintained. If this is the state of local Portland parks it makes them unwelcoming and people will not use them. Instead they will maybe drive to other parks far from their neighborhoods and use a lot of gas which increases global warming. Also people will not go to Portland parks at all if they are poorly maintained which could lead higher obesity in Portland.

Another thing Portland should work on is better availability of high quality inexpensive health care. It is not fair for someone not to get health care or fill prescriptions that person needs just because they don't have the money. If they don't see doctors they will not know what is healthy to eat or receive their medicine or care when they are sick. People that have asthma or allergies cannot get care to help their symptoms if they can't afford it and they will be uncomfortable or sick often.

In conclusion, I would like Portland to fix these issues soon. Portland is a good city and what I am writing about matters. Portland can fix these problems by putting more money towards maintaining parks and health care availability. If Portland fixes these problems it will become a more fun and healthier city than it already is. I love Portland and want to help make this city even better than it is. Thank you for reading my letter.

Sincerely,

Theo Tannahill

A handwritten signature in cursive script that reads "Theo".

November 24th, 2014

To Whom It May Concern:

My name is Holden and I live in Sellwood. I go to school at Arbor School of Arts and Sciences, and I am in sixth grade. We are studying the city, so I'm sending you a letter about what I think you could do to improve it. The main things I want to talk about are store access, public transportation, and schools.

I think everyone deserves store access and good food, but not everyone has these things that we take for granted. Imagine how hard it would be if food were your main priority every day, but you could not plan what you were going to eat because you have no money to spend on anything else. In East Portland, most people live more than a mile away from a store with fresh food and have to carry all their food back home in plastic bags, because they don't have a car. Healthy food is good for people, but it is expensive and some people can't afford it. Grocery stores go out of business because no one can afford to go to them.

This is part of why public transportation is so important. I think bus stops are good for people who can't afford cars so they can pay less money for transportation. They should be spread evenly around Portland so poor people can use them. Buses also help the environment, because having less vehicles on the road slows global warming. Having people travel together also creates less traffic, which leads to more space. Public transportation can help some people get to school as well.

Everyone should go to a good school, but not everyone can. Good schools are expensive, and some people can't afford them. Even some of the people who can afford schools can't buy the materials they need to succeed or go to college. Only 60% of Portland students graduate high school on time. I think that is too low of a level of success, because even some of the people who can graduate on time do so with bad grades, and can't get a good job.

Thanks for reading my letter.

Sincerely, *Holden*

Dear Planning and Sustainability Commission,

My name is Liam Ross I am in sixth grade and I live in West Linn over behind Albertsons.

There are many problems in Portland that matter to me that we are either trying to fix or at least thinking about. Of course we can't fix all of the problems that I care about but here are some suggestions and problems that may occur. Most of the problems I am going to talk about are about transportation.

I often compare Portland to other cities I've been to to get ideas about what we have and don't have. For example when I was in Seattle there was a monorail going from one side of the city to the other side without stopping, with certain destinations on either end like malls and shopping on one end and eating on the other. There were a lot of people in line and on the monorail because it goes exactly where they need/want to go with no stops.

In Portland for example, maybe the monorail would go from the Clackamas Town Center to Lincoln Memorial Park. With a monorail people will do this more often because the reason more people don't take a bus is because it takes quite a while to get where you need to go, especially if you were to have a meeting, because you need to be there quick and on time. Also, most of the time people don't get off at every stop, they have a certain place they need to go and having a monorail would make it possible to get there on time and not own a car and not have to pay for gas.

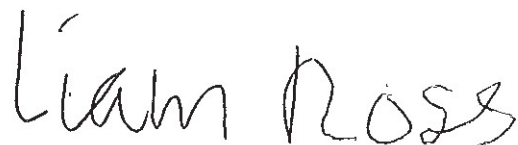
Most people don't live on a main road and may have a long way to walk to a bus stop and the whole point of a bus is not having to walk too far. If you do have a long way to get to a bus it is pointless, but it is not pointless if you do not have another option. For the people who do have another option and who just want to save money, it is not as convenient.

This is just my point of view and I'm sure others will disagree with my worries and ideas.

Thank you for giving me the chance to express my ideas.

Thanks!

Liam Ross

A handwritten signature in black ink that reads "Liam Ross". The letters are cursive and somewhat slanted to the right.

I'm Sammy, I'm in 6th grade, and I live in Sellwood. Although my neighborhood has (at least I think) good transportation and accessibility, I know many neighborhoods don't. And many neighborhoods, such as Sellwood, provide accessible goods and services, but a limited range of housing. Portland is far from perfect. But by fixing issues and problems in the way we can get it much closer. Three of the most important issues are the lack of cheaper housing in neighborhoods with higher accessibility, well distributed public transportation, and steadily dropping high school graduation rates.

The lack of affordable housing with accessible goods and services is an issue that must be addressed. Many people in Portland are in poverty and have a hard time affording housing. For these people, housing combined with transportation, can take up 61-77% of their budget. What housing they can afford is often not in what is considered a "complete neighborhood" which has easy and safe access to all the goods and services needed in daily life. If people must spend so much money on these things, then it can be hard to afford enough healthy food for their family. Also neighborhoods should be built on a walkable/bikable human scale. Because 40% of the population lives over a mile away from a grocery store and much further away from their jobs, the unaccessibility is apparent. Since there is lower accessibility in poorer areas, such as east Portland, than in richer neighborhoods, those in poverty must spend more on transportation.

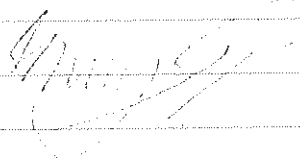
Transportation can also be something that many people worry about. Not simply how you're going to get your son to soccer practice but how you can get to jobs and grocery stores without spending more than you have. Part of this problem is caused because Transit's bus routes are not spread consistently throughout the city, especially not in east Portland, where much of the poor population lives. Housing generally takes up more of someone's budget, but the less you spend on housing, the more you spend on transportation since cheaper housing often means lower accessibility. It shouldn't. Much of east Portland is devoid of Transit services, although those living there may need it the most. Because of this many need to use cars, which they often can't afford, in addition to the price of gas maintenance.

While transportation is much needed to get to jobs, with the steadily dropping high school graduation rates, more and more people won't have jobs to get to. Only 61% of students graduate on time and most of these students grew up in poorer families whose parents might not have graduated. It's a perpetual, never ending circle, contributing to joblessness, poverty and in turn homelessness. But it doesn't have to be never ending. An education is important for most jobs, and without one it can be very hard to earn a living. Also, as the funding for schools becomes less and less, these students have a much harder time catching up (and ending the circle) because the number of students per class rises and in this way the graduation rates continue to drop.

As you can see these issues are quite important and need to be resolved. The lack of cheaper

housing in neighborhoods with higher accessibility, well distributed transportation, and steadily dropping high school graduation rates, all weigh down people in their ascent to a happier, less stressful life. I write this letter because I believe how important it is for this situation to change and I hope that these issues will be resolved to help make a better Portland.

From,

A handwritten signature in dark ink, appearing to be "M. Jones" or similar, written over a circular stamp or mark.

Dear Planning and Sustainability Commission,

My name is Graciela and I live in SW Portland in the Capitol Hill neighborhood. My class has been studying cities and how they run and so the sixth, seventh, and eighth graders at the Arbor school have written letters to you about some issues in Portland that we think need attention. The three issues I'm most concerned about are food expenses, public school systems, and environmental problems. I think there are many things that Portlanders can do to address these issues.

Healthy and fresh food is expensive. For some people that means that it is not an option in their daily diets. Compared to other foods such as junk food, healthy food is usually quite expensive. Some families rely on their schools to provide meals for them. Could you imagine a whole day when all you've gotten to eat is a school lunch? That would be incredibly difficult. Being hungry makes everything harder whether you have to go to school or to work. In some parts of Portland specifically East Portland, people may not have the money for cars, gas, or public transportation. We listened to a program on OPB and we heard that six grocery stores closed down in the last few years. Not only do they have to walk further, but they can only buy what they can carry home. Food deserts are getting larger and it is affecting many people's lives. In my neighborhood, we have many nearby stores that are a short biking distance from our house. That makes it easier to get what we need. Having stores close works well for my family. If grocery stores in East Portland could stay in business, it would help those residents a lot.

The second issue that I am concerned about is public schools. Public schools are very important because they are educating the majority of our future population. Since so many students go to public schools, the schools need to provide a good education so that all of those kids can get good jobs and later help our city be a better place. But if the schools don't provide good educations the students won't become good leaders which is a very important part of communities. Portlanders pay taxes and 36 cents out of every dollar goes to public schools. Public schools have to pay for maintenance of the buildings, teacher salaries, supplies, food, administration, and other important things.

Since classes at public schools are so large being a teacher is a big responsibility. Many students need one-on-one support from their teachers which is difficult to do. Some students come to school without enough food or sleep which affects their learning. The teachers have so many students that it is difficult for them to meet the needs of each kid. Schools are a very important

November 23, 2014

Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201-5380

Dear Portland Planning and Sustainability Commission:

Hi! My name is Ruby Lewis and I am in sixth grade. I live in Lake Oswego. I have been studying the livability of Portland, but especially food, public safety, and neighborhoods. I have picked three topics that I care a lot about, and I really hope will help make Portland nicer: (1) available, healthy food; (2) affordable housing; and (3) access to transportation. These things are all important to living a happy, healthy life.

One of Portland's main issues that I hope will be remedied is that healthy food is not available to everybody. Low-income families and individuals often do not have enough healthy food because it is too expensive. Fifty percent of Portland's children use the free or reduced-price lunch program and a lot of Portland's citizens have to go to food banks or soup kitchens to get food. Other people have enough money to buy their own food, but sometimes have to eat unhealthy food because it is cheaper, maybe McDonalds or another fast food restaurant. Unhealthy food is less expensive than healthy food, and some people can only afford the cheaper option. I listened to a radio story about the fact that many people living east of 82nd do not have enough money and do not have access to some of the food that they need. I read that only seven percent of Portland's population lives within a quarter-mile of a farmer's market. Not enough people have access to the fresh, nutritious food that farmer's markets provide. If there were more farmer's markets, then maybe fewer Portlanders would need to eat unhealthy food.

Affordable housing is also an important issue in Portland. I live in a comfortable house in a safe neighborhood, but there are many people who do not live in comfortable circumstances, and do not live in safe neighborhoods. By saying "comfortable," I mean places that are warm, safe, and pleasant to live. Many low-income families cannot afford a comfortable and affordable home. There are people, with kids, living in tiny one-to-two bedroom apartments with not enough space. There are also a lot of homeless people in Portland, who do not have anywhere to live. Some families and individuals living in Portland do own or rent a nice house or apartment, but spend too much of their salaries on housing. That means that they cannot afford to buy other things they need, like healthy food. Let's say a woman rents a comfortable apartment, but she cannot afford to pay her electricity bill, water bill, and other bills. Then she might cut her food budget; lots of people do that when they are running low on money. Eventually she might lose her apartment. This is a problem for many citizens of Portland, which is why having affordable housing would be great.

People need to get to their jobs and to grocery stores (and back), so transportation is also very important. I have two points to make about this. First, there are people who do not own cars and cannot

get around. It is especially hard if their neighborhoods do not have bike lanes or sidewalks. Plenty of people without cars just bike or walk to where they need to go, but for some people (including the elderly or disabled) that is not an option. Forty percent of Portland houses are more than one half-mile away from a grocery store. It would be even harder to get to your job if it was far away. Without sidewalks, it could actually be dangerous. You could always ride the Max or a bus, but that brings me to my second point. Some neighborhoods do not have access to bus stops or the Max. People living in these neighborhoods have to own a car, or walk/bike places. The neighborhoods that do have good access to transportation have more expensive houses, but if you can't afford one, then it is harder to get around.

I am hoping that you will address these issues by making food, transportation, and housing more available, which will make Portland an easier place to live for low-income families and individuals. Thank you very much for letting me share my opinion. I am grateful that you are doing so much to help our city and the people of Portland.

Sincerely,

Ruby Lewis

Ruby Lewis
Arbor School of Arts & Sciences, 6th grade

November 23, 2014

Dear Planning and Sustainability Commission,

My name is Sam Grube, and I live in southeast Portland. I am in sixth grade at the Arbor School of Arts and Sciences. We have been studying what makes a city work, what makes one not work, and what specific issues are happening right here in Portland that need to be addressed. I am writing this letter to you to express my opinions about what things in Portland need the most help and what to focus on in the rebuilding of areas here.

In my opinion, the problem that the city of Portland needs to focus on most is access to healthy and affordable food sources. If you look at it, all of the healthy, fresh, and organic markets, stores, and restaurants are expensive and the low-quality ones are often the cheaper option. Low-income families can't always afford the healthier food. This is a factor that has led to 60% of Portland residents being overweight or obese. Obesity can affect a person's health and can also lead to diabetes and other diseases. If Portland cannot solve this problem, the future of our residents could be filled with obesity and the medical bills that go along with it. In addition to this, 40% of Portland residents live in food deserts, areas where the closest food is more than a mile away. There are no good quality grocery stores in low-income neighborhoods because the residents there may not have enough money to pay for food. As a result, very few good quality stores build in low-income neighborhoods.

Another issue that concerns me is the Portland public school program. Almost 40% of Portland's public school students do not graduate on time. Portland needs to invest money in these students, help them be more engaged in their classes and help prepare them for their future careers on time. These students are the future of America. If they are not educated well, then who will be teachers, doctors, scientists, engineers, surgeons and other important professions that require knowledge in certain fields? Not only is a good high school education important for these careers, it's critical for some people who plan to go into low level jobs that still require a high school diploma.

The last issue that I'd like to bring to your attention is that of affordable housing. Monthly housing costs in Portland have risen on average 40% from 2000 to 2007. Some low-income families cannot afford to pay for housing that increases at that rate. They may not find any place to live in the Portland area if housing costs continue to rise. The number of households in Portland is projected to increase by 42% from 2005 to 2035. If affordable housing continues to decrease as the population grows, there will not be enough housing for everyone.

I hope that you think these issues are as important as I do. They may be hard to solve, and require putting a lot of money toward them, but in the end, I think that it will be worth it if you made an effort to fix and support them.

Sincerely,

Sam Grube, from the Arbor School of Arts and Sciences

A handwritten signature in black ink, appearing to be 'Sam Grube', written over a horizontal line.

I think it is important that there are plants in parks. I have noticed that there is space that is not really being used for anything. This space has tall grass, bushes, is like a swamp or overgrown field. This space in parks could be used for bigger plants that are native to Oregon instead. I think it is important because there would be a natural habitat for animals and other plants. People would also be able to enjoy and learn about nature without having to go somewhere far away. I think it is important to learn about nature because it will help people understand the world around us.

I understand that you are making Portland a better place and probably already know and are doing something about these things but thank you for reading my letter and thinking about what I have to say.

-Celia

To whom it may concern,

My name is Will Koenig, I am 11 years old and I go the Arbor school. We are studying city planning. I live in Northeast Portland, in the Sabin Irvington neighborhood. In this letter i want you to realize I have concerns about these topics: healthy food, education, homeless people, and how to improve public schools. I attended public school before I went to the Arbor school.

People need to be healthy because it is not good to have an unhealthy population. It ends up costing more to be unhealthy because then you have higher doctor bills. By educating people to eat right it would create a healthy communities, and the rate of overweight and obese people will go down. If people are more healthy, they will have more opportunity to find active jobs and be more productive.

If we can help homeless people get an education, this can help them find jobs. It can also get homeless people to maybe even start their own business and be healthy. They could learn to spend their money wisely, instead of spending it on drugs and alcohol, or items they don't need. If we can educate homeless people, we could prevent poverty and homelessness. Reducing poverty will make Portland more appealing for people to who might move here.

I think it would be good if public schools were better funded. With better funding, we could build more schools, so they would not be so crowded. When I went to kindergarten there were 35 kids and one teacher. The class would get out of control and it was difficult for the teacher to watch all of us. So if there were more schools, with smaller class sizes, children would receive more attention and not fall through the cracks. This would lead to less drop outs. The graduation rate is 61% today. If more students graduate they would have more success getting a good paying job in the future.

I hope that my concerns about Portland will be fixed, and I hope our city can grow and be a big healthy wealthy smart city.

William Koenig

Dear Planning and Sustainability Commission

I am an 11 year old student attending the Arbor School of Arts and Sciences. I live in NW Portland on Thurman St. I am asking that you shorten the 2035 plan to a 2015 plan honing in and targeting homelessness and making long term changes before 2035.

In school, we have been studying cities and societies. First, we learned about Mesopotamia and its culture, then we jumped right into Portland, Oregon. I picked homelessness as an issue I want to address mainly because my Dad works with the Citizens Crime Commission and he has inspired me to investigate this more thoroughly.

All people should have homes!

Reducing homelessness in the City of Portland would stop the suffering of many people. Many homeless people have a criminal record, mental health issues, physical issues, etc. Therefore, it can be hard to get a job. At this time many homeless people are freezing because nature brings no warmth during winter - only nurture does.

Since the homeless population is growing rapidly, we need to act quickly by funding a City-wide organization to build inexpensive residential complexes in a safe environment. Many people say we are doing this but what would you prefer, a lot of smaller organizations with cheap apartments or bigger, safer affordable apartments.

If you want get more constructive criticism I suggest using a props and cons sticky note board - we used this in school and it was a productive way to share our ideas.

Thank you for your time. I hope this information is helpful to you.

Sincerely,

Benjamin Isaac Olshin

Benjamin I. O.

Dear Planning and Sustainability Commission,

My name is Jed and I live in Southeast Portland near Division St. and Hawthorne Blvd. In school we have been studying city structure and how to keep a good city. I think it is a really unique opportunity that we get to write to you. I'm only a sixth grader so my opinions may be a little different than yours, but thank you for reading my letter.

An issue for Portland that I would like to address has to do with high school soccer and football fields. All of Portland public high schools play on an artificial playing surface. Turf is not necessarily a bad thing, but it has its downsides. For instance, I love to play soccer and my team practices at Buckman field. I have had some nasty cuts and burns from the turf. Also, an article my mom read and told me about said that turf made from tires can cause cancer. I know Buckman is made from recycled shoe soles, but it's not the best for you. This is why I hope that by 2035 there is a nice grass field somewhere in Portland. The field I hope is also open to not only select and recreational teams but also the public too. That would make it so the people who can't always have access to nice fields can have a good surface to play on. I know that turf is a really nice surface, but I think you should have a choice between grass and fake grass.

I have another issue that concerns me, and it has to do with our public high schools graduation rate. Only 69% of high graduates graduate in four years. That number is too low. That means three out of 10 people at PPS graduate on time. If they don't graduate on time and want to go to college, they may have less chance of being accepted into college than a four year high school graduate. If they get into college and want a good job, it won't help their job application if they had to spend an extra year in high school. If they get a good job, they can make more money and help their families. That could raise more people above the poverty line. It all starts with education. I hope by 2035 PPS has a higher graduation rate.

Another issue that Portland faces is East Portland neighborhoods' food situation. Five food markets have closed in the past year. That makes it so that almost all of east Portland residents live more than a mile away from a good grocer that offers organic fruit and vegetables. That makes it really tough on the people who live there and don't own a car. Having to walk a mile to a grocery store and only

buying what you can carry is really tough, especially on families. We also need to have people buy more healthy food, because 61% of Portlanders are obese.

I really hope this is what Portland is like in 2035. Thanks again for reading my letter, and I just have two questions for you: Why do you do this job? What is city planning like?

Sincerely,

Jed Whalen Stewart

A handwritten signature in cursive script that reads "Jed".

Dear Planning and Sustainability Commission,

My name is Fiona Goettler, I am eleven years old and go to Arbor School of Arts and Sciences. My class and I have been studying city systems and structures, and so I have written, from my perspective, about three issues facing my city, Portland, and why the city government should address these issues.

A big issue in our city, is the high prices/costs of local, healthy natural, foods. Low income families, because if the high price of healthy foods, may be forced to buy and eat less expensive unhealthy foods. My family does not have to face this challenge, but I would like to see Portland address this problem and do the best they can to make it better.

In neighborhoods where there are a lot of low income families, grocery stores are closing down. This is because low income families can only buy a limited amount of food. This could affect Portland because then people will have to travel farther to get food. There won't be as many places to get food. I think that the grocery stores shouldn't be closing down, but hiring more people so that people with little money can get a job and be paid enough money to get more food, which will help the stores.

Eating many unhealthy foods can cause sickness and obesity. Another thing that I think causes sickness and obesity is how there are so many places that sell cheap and unhealthy foods. There are so many fast food restaurants, drive-through, and other unhealthy food places like 7-eleven and Plaid Pantry, in every neighborhood.

Another I hope I have is that there will be enough affordable housing, and just enough housing in general. There are people and families that don't make a lot of money and are just barely getting by and need a place to live. People always build houses for wealthy and middle class people and families, leaving not enough living spaces for the income people and families, which creates poverty and homelessness. Someone does seem to be addressing this issue because there are so many apartment buildings being built, but when the apartments are built does there seem that the parking was never thought of. If there is no parking, all the streets around the apartments will get so crowded.

Everybody needs a place where they can feel comfortable, safe, and feel like an equal, as much as possible. I think some sort of home would be a great place to fulfill all these things. The community around the house also needs to fill all these needs. I noticed that there can be an awkwardness or uncomfortable feeling when people of different incomes or backgrounds are together because they don't think of each other as equals. I think all the communities in Portland need to work on having more community get-togethers with everyone of all classes, and bonding time to try and make this issue does not come up as often, and help people get to know each other as people.

Dear Planning and sustainability commission,

My name is Nikhil Saha. I'm 11 years old, and I'm in 6th grade. I live in NE 30th and Knott, Portland, OR. USA. We've been studying city livability, and how to make a city successful. I've written about a few things that I felt strongly about, and that I thought would make Portland a better place overall. I really believe in ending homelessness and poverty. I hope you do too.

Portland needs to help people afford heal-thy food for less money.

In my life I am lucky, and I don't have a lack of healthy food, but in some places they do have that problem. In some places there are people who can hardly pay for food. I feel like it's important to encourage people to eat healthy foods by making them cost less money. I feel strongly against the unfairness of this because if the only heal-thy foods are expensive then the less wealthy people can only buy unhealthy food, so they may get Diabetes or obesity which would make Portland a less healthy place. Imagine if people were all unhealthy in Portland. It may spread. People who have enough money to buy healthy food might develop bad habits and there will be an unhealthy food culture. This could be caused by other people eating unhealthy food and even healthy people seeing it.

Portland needs to distribute food resources.

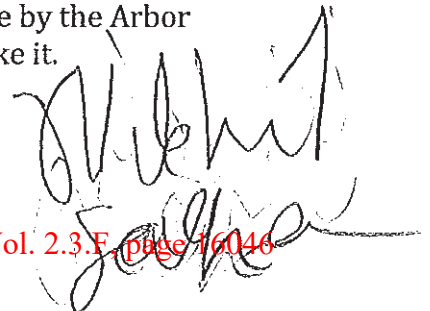
I think it's important to spread our food resources so people in all neighborhoods can get fresh food. If we don't then some low-income people without cars would either have to suffer from lack of food or go through a lot of trouble to get groceries. We may get starvation in some places if we don't spread out food resources. If people have less food they can't raise children properly, and more people would grow up poor and unhealthy.

Portland needs to spread out public transportation.

I feel very strongly about this because there will be many, many troubled citizens if we don't spread out public transportation. One of these problems is school. Sixty-one percent (61%) of people in Portland don't graduate on time and if there isn't spread out transportation, then people who cannot afford a car won't be able to get to school on time unless they live close to school. This will cause lower grades, which will lead to even less people graduating on time. The other problem is medical issues. If someone is infected or injured and they need to get to the hospital, then if they don't have transportation, they can't get there. This would overall cause more injuries and sick citizens.

I believe that all this is possible for Portland. I believe that Portland can become a place where everyone is happy with transportation and food, and everyone is more or less healthy. The opportunity to send this letter was showed to me by the Arbor School of Arts and Sciences, and I hope Portland can make schools like it.

Sincerely,
Nikhil Saha



Dear Planning and Sustainability Commission,

My name is Sophie Kruse. I am in 6th grade, and I go to Arbor School of Arts and Sciences. Recently we have been studying the city's development. As your plan is open for public review, my class has decided to write and provide you with our feedback. There are 3 issues in our town that I really care about: overcrowded schools, general walkability/sidewalks, and access to public transport.

One thing that deserves help is our Portland Public Schools system (PPS); the main problems are intertwined: funding and overcrowding.

We could do many things with more funding, including hiring more highly qualified teachers, buying supplies, and expanding schools.

If we have more teachers, people can spread out into many different classrooms with all different teachers just for 1 subject! That could help with overcrowding-the overarching issue.

If we provide supplies for everyone, including students in need, all students would be able to participate in class activities they might not have been able to before. It also helps make everyone feel equal, and schools might not have had enough funding for supplies before, due to overcrowding.

If a public school gets overcrowded, the teacher/student ratio can be about a teacher to 30 or more students in a class. Some students are in a class with 30 to 40 other students in it, and it is hard to ask for help if those other students all need it as well. The teacher doesn't have time to assist you personally. Students can fall behind because there is no one to aid them. Or maybe students are the opposite – they finish in 10 minutes but the teacher can't set up something for them while there are people who need help much more. Even I had this experience at a public school. I finished a project 15 minutes before we were supposed to, but other students needed help and so I sat at my desk for the last 15 minutes.

All of these problems circle back to overcrowding, which is why it's so important to stop it.

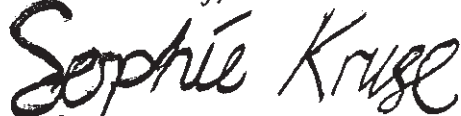
The second issue that matters to me is the quality of the sidewalks in Portland. For one thing, sidewalks make neighborhoods safer. Sidewalks create a barrier between the people and the cars, which makes me personally feel much safer as well as helping prevent accidents and possible fatalities. Another thing that makes me feel safe walking in a neighborhood is having a marked cross walk so that so that both drivers and pedestrians are aware of the safe places to cross the street.

Being safe is not the only thing sidewalks are good for. They make transport more accessible and affordable. Being able to walk around reduces transport cost, helping people who need to get around.

That segues right into my next topic: accessibility of public transportation. The more affordable lower-cost houses are farther away from public transportation, therefore if you live in one of those houses, gas and car repair costs will be more than if you lived in a closer, more expensive neighborhood. Forty-nine to seventy-nine percent of a household's budget is spent on housing and transport. If you spend almost nothing on gas, and nothing on car repairs and mechanics, the transport cost drops drastically and saves money for other basic needs, and lowers your environmental impact, too.

Thank you so much for reading this letter and for considering my suggestions. I hope you find a way to fix school funding, transportation issues, and sidewalk fixes. I wish you luck in implementing the plan!

Yours sincerely,

A handwritten signature in black ink that reads "Sophie Kruse". The signature is written in a cursive, flowing style.

Sophie Kruse

Arbor Student

Dear Portland Bureau of Planning and Sustainability,

Hi, my name is Dylan, I am 12 years old and I live in NE Portland in the Hollywood neighborhood. My mom is the executive director of OEC and my dad is the president of Sustainable Northwest. I have been studying the environmental issues of Portland, and I would like to do more than just learn about them. I want to help improve the environment and I want people to know that my generation and future generations are going to be living in the environmental mistakes made by previous generations. Right now what matters is not pointing fingers, but working together to fix them. I think Portland should be a good role model for other cities and do just that.

One of our big environmental issues is that we use too much fossil fuels. To help reduce fossil fuels I think Portland should encourage walking, biking, and public transportation like the Max more often. For one thing its good for your body and it would improve the livability in Portland neighborhoods. Also driving an electric car is much better for the environment and it makes a really cool noise when you drive them. I'm not quite sure how to get more people to buy them, but maybe if you told them about how bad fossil fuels can be for our environment then also reduce the cost of a electric car that might help more people want to buy them. Drilling for oil ruins many forests and great scenery but I am very appreciative that we do not use fracking drilling in Portland. This type of drilling puts methane into our drinking water and it lights on fire!

Portland has too much traffic and that many cars means a lot of carbon going into our atmosphere. That means climate change gets worse! Carbon and methane have been proven to be the main cause of climate change. Other good reasons to reduce how much we use our cars is that they let off chemicals that help cause cancer and asthma. Communities that live around freeways have higher rates of both of these. If we use our cars less and reduce traffic it would help our sickness rates as well as our carbon footprint.

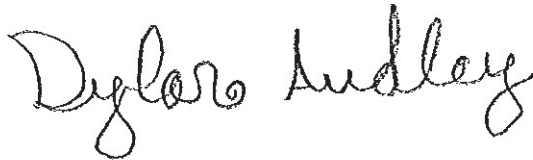
My third topic links the first two. We need to make and encourage more eco friendly and electric cars. For many of the same reasons, but we could make them run on natural things, things that don't let off as much or any

carbon. We could also take out lots of the bad chemicals that cause cancer and asthma. Overall everything would be improved.

I believe that this will make a difference in our environment. I also think that working together on these issues will help make our community stronger. Thank you so much for taking the time to read this. I would really appreciate your feedback.

Sincerely,

Dylan Audley

A handwritten signature in black ink that reads "Dylan Audley". The signature is written in a cursive style with a large initial 'D' and a long, sweeping underline.

November 24, 2014

Hello,

My names Sophie and I'm twelve years old in the sixth grade. I love to dance, hang out with my friends and family, and make people laugh! I live in Lake Oswego but go to the Arbor School of Arts and Sciences in Tualatin. Currently we are studying city structures and how to make cities more functional. I really care about how to improve homeless and low income families overall lives. I think everyone deserves the same opportunities and a chance to thrive.

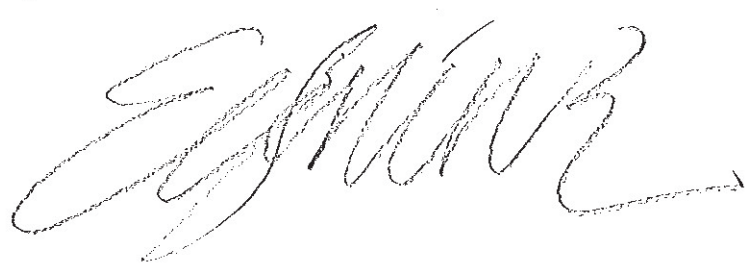
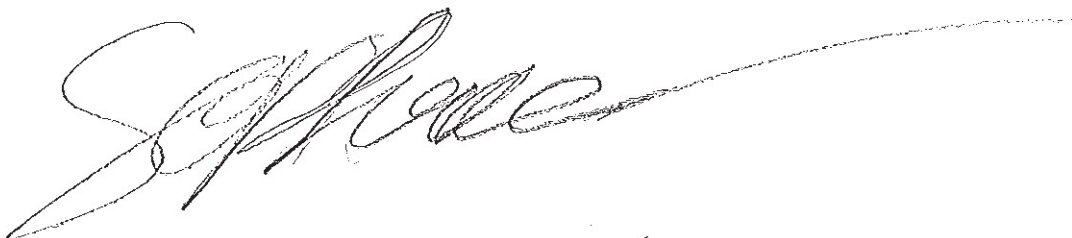
I think educating people in Portland is important so they can support themselves. Low income and homeless people have fewer opportunities and a low chance to get an education. Employers look for people with good education. If people don't get an education they cannot support themselves and afford basic needs. I think we need volunteers to provide education for homeless and low income. I also think the city should help by building more shelters and developing education, an idea could be education is actually provided in the shelters. I think another important step is teaching them about the dangers of how to wisely spend money and be healthy. More opportunities for getting an education need to be available because otherwise people have a very low chance of getting a living if they are not properly educated.

Some ways to give opportunities is having the schools provide food and supplies needed. People also need to be encouraged to get an education and be explained to why it's so important. Since so many people need help I think the citizens in the town of the homeless and low income families should have some responsibility of helping them. This way it will make things more manageable.

Having activities available to homeless and low income families will improve quality of life. There are so many great activities located around the city but most of them cost money and require equipment. I think helping people find something that interests them and helping them get better at that skill so that maybe they can use it in their everyday life. As long as the teachers are respectful I think that this project could socialize a lot of people and help add meaning to their life. Some activities could be sports so they can get exercise or sewing so they can make clothes or blankets.

I hope that all people have the right opportunities and respect they need to have a meaningful future. This matters to me because some great people have faced far too many challenges because they were not granted opportunities. If everyone has a happy life it will improve the quality of the city and how the city runs. Thank you so much for reading this letter and I hope you can possibly considerate my ideas and use my information. What steps will you take to help these people?

-Sophie



Dear Planning & Sustainability Commission,
 My name is Paris. I'm 11 years young, live in Lake Oswego OR, and attend Arbor School of Arts and Sciences where we have been learning about what makes a city a good place to live in. Even though I have a decent education, food source, & a house, I still know that lots of people in Portland don't have all of those basic needs at hand. Here are a couple of ideas that could help Portland be a better place for everyone.

I want to make sure that all Portland Public High School students graduate on time, because if they don't, colleges might think that they weren't focusing during class so they might not accept them. Now that definitely could be the case sometimes, but it could also be that the kid really wants to study, but when they come to a challenging spot in their homework, their parents don't speak English so they can't help them. This matters to me because I don't want to live in a place where some people graduate and some people don't. I really want everyone to get a good education because if they don't they will end up homeless or hungry and they probably don't celebrate Thanksgiving because they have nothing to be thankful for.

Another idea I have is for school buildings to be places where local communities can gather for events and activities. This is important to me because I want to embrace the community that I live in and not have space go to waste.

example, in the summer time, school buildings are just sitting there without anyone inside of them. But, if a group of people organized a play at the school's auditorium, they could give the ticket money to the schools and use it as a fund for school-related things. You might object to this idea for certain liability reasons, but parent supervision would be involved for the purposes of clearing up liability.

School buildings can also be used to admit existing small businesses working out the space if they don't have enough money to buy their own building to work in. There are lots of ways that schools can be improved to help the less fortunate and make the whole city a better place.
Sincerely,

Paris

VIVIAN
BYRD
11/24/14

Dear planning and sustainability commission,
my name is Vivian Byrd, I'm in seventh grade, and I want to improve portland. I live in southeast Portland, and I am writing this because I've noticed things that need improvement in both my neighborhood and the Portland area in general.

The thing I've noticed most about portland over the last 12 years is the housing situation, and the fact that it's not so great. When you walk along the street, you mostly don't actually see homeless families, and since our brains are wired so that if we see something that doesn't actually pose a threat to us, we ignore it, so we forget that those families exist. I know that most apartment buildings aren't all that 'pretty', but personally, I think if someone were to come to Portland, they wouldn't say: "Oh, look how ugly those apartment buildings are." No, I think they would see all the homeless people. If we were to put in just a few apartment buildings, which would not be a very big sacrifice, we can help homeless families stay healthier, happier, and warmer by making cheaper, more efficient places for people to live.

The next thing I would like you to consider is PUBLIC TRANSPORTATION. Some people can't afford a bus ride to work, school, or the grocery store, which limits their work, education, and food opportunities. Not being able to get the right food makes you more likely to get sick, or have more health problems in general. For example, there was a story on the radio about a woman and her family who lived in east portland and didn't have a car, so she had to take the bus to the store. The problem with that though, is that her ability to feed her children was not only limited by income, but by how much she could carry home. So I think there should be more bus and/or max stops more often, and the bus fare could be cheaper, so that people like her

can feed themselves and their family with the food they need in order to be healthy. As well as people being able to eat well, I think if the bus fare was more flexible by like a dollar, then more people would take the bus, which would help the planet. Even if you aren't getting the whole \$3.50, Trimet's still getting more money in the long run.

Now I know I've talked a lot about my last subject a lot, food, and not being able to afford/get to it, and it is a legit problem in East Portland, which is, as most people call it, a food desert. This means that the area is mostly void of healthy foods, stores that carry real food, farmers markets, etc. etc. etc. In the last five years, four major grocery stores have closed in East Portland, further limiting food options for East Portlanders. 40% of people living in Portland's closest grocery store is more than 1.5 miles away. I think we can fix that by putting more food pantries and farmer's markets in East Portland, because in all of Portland, there are about 50 farmer's markets, 2 of them are on the East side.

I will conclude this letter by saying please consider these options, because I think they really can change Portland for the better.

LB

Sunday November 30, 2014

Portland Planning and Sustainability

City of Portland

Portland, Or

Dear Portland Planning and Sustainability Commission:

My name is Alexander (Spud) Ward. I live in Multnomah County and have not seen the poverty that others may have. I go to Arbor School and right now we are studying and pondering our opinion on what we think Portland could improve upon. I personally have settled on three topics. Homeless care, making food less expensive and healthier, and lastly more recreational activities for the citizens of Portland.

The City of Portland should increase services for people who are homeless in Portland. Having shelter is vital to living. Imagine camping without a tent, in a cold wet city. I do not consider that camping but it is what homeless people have to endure every single night. While in a homeless shelter, this would not occur. Portland can be rainy and cold and everyone should have the luxury of painlessly sinking into a fluffy pillow and not waking up sopping wet. Without a home you also do not have a place to store belongings. Think of all the things you own, then bundle everything up into a single backpack. That to me would be utterly impossible. When you move houses, it takes trucks to transport your belongings to your new home. Homeless people move every day without trucks, cars, or houses, but maybe even more importantly, belongings.

Homeless care is a big issue, but there are many others. I think one other is the need for food. Many grocery stores do not sell healthy affordable food. Portland citizens spend a large amount of their budget on groceries. Lots of people do not have enough money to buy organic healthy food. Some Portland residents can't get enough food from grocery stores because they cannot carry enough back home. These people are not alone. Forty percent of Portland residents live over a mile away from a grocery store. Amounts spent at grocery stores may not matter as much to wealthier citizens, but for someone who is less financially stable, grocery stores consume a large percent of their budget. People need a healthy grocery store, and by lowering the cost of healthy food a small bit poorer customers will come. People in poverty only want the best prices. So, another idea would be to figure out a discount system for people who live around the poverty boundary. You could give them a discount on produce and meat, which are vital. They would benefit from it surely more than the grocery store would. If you live in poverty in Portland you may need to get 2/3 of your food from non-profit organizations. Many people do this in Northeast Portland. This illustrates that we need healthy foods in grocery stores to be less expensive. The only reason to use these non-profit organizations is that their needs are fulfilled at usual grocery stores.

Dear Planning and Sustainability Commission,

My name is Sophia Palumbis and I am thirteen years old. I live in Lake Oswego and am in seventh grade at the Arbor School of Arts and Sciences. This term we have been looking into Portland and strategizing ways we can make this city a better place and community for everyone. We have done a lot of studying about livability, schooling, the environment, and health. The biggest issues that connect back to me and that I feel are the most important, are health, and the education in public schools. I'm writing this letter to show you how I think we can help both these critical issues improve.

A healthier life leads to a better quality of life. People who are unhealthy usually don't have as much energy and confidence as others. I not only want people in our community to feel good, but when older a person's health could affect holding a job and supporting your family. Not having energy during the day can slow you down and prevent more opportunities for your-self.

Something I think Portland needs to change to help our health

is making less expensive healthy food more accessible. Many people in poverty can't afford any healthy food. Often, the only option for people is fast food restaurants from which only offer processed unhealthy food. Many people also don't have access to grocery stores. Only 60% of Portland's households are within a half a mile of a full service grocery store. People who can't afford a car, or don't live near public transportation, don't have an easy way to get to and from grocery stores. This is something we need to change. It's not fair for people that live in food deserts, to have to walk more than a half a mile to get food for themselves and their family. A way we tried to prevent this was putting seasonal farmers markets and community gardens near places it's difficult to get food. We thought this would work, but we found only 7% of the population lives within a quarter mile of a seasonal farmer market, and only 15% of the population lives within a quarter mile of a community garden. This means that 93% and 85% of the population still don't have access to healthy food. Our top priority should be to make sure our community is healthy.

and happy, and right now we aren't doing a good enough job to fulfill that priority. I think we should open more farmers markets and community gardens for people who can't afford healthy food, and try to lower the prices of healthy organic food.

Unhealthy food also encourages obesity and less fitness. Many people in poverty can't afford to live near a park or sidewalk. This makes it hard for people to get out and exercise. According to the 2010 study, 53% of our country's adults are overweight or obese. 10% of our country's teens are overweight or obese, and an additional 15% are at risk of becoming overweight or obese.

Looking at these facts, I think we need to make sure we encourage everyone to exercise more. We can do this by adding more parks, sidewalks, and organizing free public programs especially near the 27% of people who don't live near these things. For example, I think in public programs, there should be activities where people can exercise and have meetings to talk about ways to eat right. I live near a park, where many people get together to run laps around a track. These

Programs are open for everyone and it's very nice to know that I have an option in my neighborhood to go exercise with other people.

Another issue that concerns me is public education. Without education it's very difficult to achieve a high quality of life. Without education you wouldn't be able to hold many well paying jobs and support a family. In public schools today, they don't always support all the students needs and expectations. I believe that every kid deserves the same quality and quantity of education. It's not fair to the kids if their family can't afford private school, where has great education. In Portland Public Schools, within the last few years 65-70% of students were graduating on time. This means a full 30-35% of students weren't. To me this is crazy. Everyone should be encouraging and supporting these kids to graduate. There are many things the schools can do to help this situation; Try to make the classes smaller, focus on the kids, and try to provide more resources. However, I think mostly the issue is coming from home. The homelife of these kids will influence everything about their life at school. Kids need

support, and a strong foundation to be able to learn, study, and grow.

We are trying to make our Society better for the next generation. What parents learned when they were a kid, what they feed their own children, and what they encourage their kids to do will affect their kids' lives forever. When parents don't feed their children healthy foods or encourage them to exercise, this will affect their lives now, in school, and as an adult. If parents never got a good education as a kid, how can they provide the resources and study habits it takes to exceed as a learner today? Everything we do now will shape the next generation. This is why it is so important that we help and support the health and education of people today so they can change the lives of the next generation. I strongly appreciate your time to read my letter, and I hope together we can change these issues in Portland.

Sincerely,

Sophia Palumbis

Sophia Palumbis

Dear Planning and Sustainability Commission,

Hello. My name is Aiden Kola. I live in the northern region of Portland Oregon, specifically by Peninsula Park. I go to Arbor School of Arts and Sciences, and this is actually my very first year going here. So, getting to the point: Portland is an amazing city. It is full of all sorts of parks and exercise opportunities. Even though it has many pros, there are also some difficulties in some areas of Portland that has the need to be improved. I will assess 3 of these difficulties that seem the most important to talk about.

First, I think that we, as a city, should begin by replacing gasoline-fueled cars with eco-friendly cars. Regular cars are massive pollutants, and these vehicles deal damage to nature and the world, in general. If we replace them with eco cars, our planets would last longer and stay healthier by reducing the amount of carbon cars expel. These newer cars have become similar to regular cars in many ways. As we use them more, they would get more and more improved. To advertise this merchandise, we should broadcast them on different programs on televisions, maybe offering the ability to drive in carpool lanes throughout the whole city. Also, we should try to create an article in a magazine or newspaper to demonstrate how these cars would affect the world.

The next issue I think we should work on less costly health foods. Healthy, organic meals are a major necessity for human beings, as it supplies us with vital nutrients and vitamins to survive. While those foods are necessary, junk food is another story. It has unhealthy ingredients in it such as sugar and salt, which in large quantities could damage the human body, but giving arthritis and other diseases caused by those ingredients. The unfortunate thing is that junk-food is a low costing food, which poor people or people with little money want to purchase junk foods because it costs less money to buy. What we should do is create an incentive for food producers and grocery stores to reduce prices for organic foods, and promising something like a tax break with it. While we do that, we would also ask in return for an increase in price for junk foods.

The final issue I believe we should assess are more biking and walking paths. These sources of recreation are a great way for people to get fit. In the region I live in, North Portland, there are many sidewalks and bike paths to use, and the people who are using them look very fit and healthy. Unfortunately, some neighborhoods in other regions of Portland barely (or in some cases, none) have any bike paths or sidewalks available. Without these two modes of transport, people could get seriously injured from walking or biking in unsafe areas. This could be the cause of obesity, and to solve it, I believe we should build more pathways for walkers and bikers to navigate, causing less obesity in Portland, and making all Portlanders feel safe when they are biking or walking somewhere.

These are the main problems I believe we should improve in Portland. These are necessary details in our city to focus on, as it would make Portland healthier and safer in many different ways. Without these crucial parts, like not using eco cars, Portland could become unhealthy because of pollution, and many accidents would occur, because of the low amount of bike paths and sidewalks. My question is, how can Portlanders all work together to solve this? Thanks for reading, and I hope you take my ideas into consideration.

Sincerely,

Aiden Kola

7th Grade

Arbor School of Arts and Sciences.

Dear Portland planning and sustainability commission,

There are a few things that Portland could change or improve. They all have a large impact on many people's lives.

Adding parks and especially youth activities that include exercise will really help fight obesity. Right now, around 10% of youths are obese. That percentage would drop if there were more parks and recreational activities. The reason youth activities that involve exercise is important is because if obesity is stopped early than the rate will go down. Exercising should also be a pleasant experience too because it is easier to do something if you want to do it. Also neighborhoods without parks need them.

Portland also needs better public education. For some schools the high school graduation rate is below 60-70% but is slowly improving. In 2009, 42% of third grade students passed the third grade writing benchmark and 55% of seventh graders passed the seventh grade writing benchmark. Public education is very important for everyone, even if you don't/didn't go to a public school. It matters because it keeps the economy up and people who received an education from a public school will be spending the amount of money that they receive from their work/job on other people's businesses who may or may not have gone to a public school which makes the amount received by the one spending be varied depending on how their job is which is most likely affected by their education. With better, more accessible education people can easily get a good education and people can get good living-wage jobs and the future of Portland would be better. For example:

A person who receives a good education starts a community garden using the skills that they learned in school in a place where there wasn't one currently before. The neighbors get good fresh food and they live a good life.

The same person but this time without a good education doesn't have the skills and knowledge to start a community garden and when applying for another job doesn't get the job because they didn't get an education. They then are forced in to living on the streets or to apply to a homeless shelter. Meanwhile, the people who would of gotten a community garden in there neighborhood because of the person getting a good education have a hard time getting fresh healthy food.

Education can also help people start small businesses that can provide jobs too.

Education can also break the poverty cycle. In the poverty cycle a family in poverty that doesn't have enough time and money for the parents t to reliably send their kids to school every single day the kids end up without as good of an education. Without a good education they may not get a living wage job. Without a

living wage job the cycle repeats. The most important aspect of breaking the poverty cycle is making education accessible and affordable so people don't need much to get a good education. This enables people to get an education no matter what their life situation is. To make this happen schools need to have free food and supplies and any other expense that comes their way for anyone who needs it and I have seen a really good effort on it as well.

Portland needs to not overdevelop and needs to keep the environment green. Protecting the environment will keep the air clean and will keep the environment good for people who rely on it to make a living. Keeping pollution rates down will help prevent global warming.

It also would make Portland a role-model city that could change the way that others think about being eco-friendly. Keeping Portland green also affects farms in the Portland area. If there was too much development on farmland then all of Portland farmers will not have as much good land and some may not have any at all. This would cause the prices for the food that the farms provide because without as much to sell they would have to raise prices to keep their business afloat. This would be hurting those who can barely afford it. This would not only have an affect on the people who have a hard time affording it but would also have an affect on the economy because if the people have to spend more on food then they would spend less on other things which affects other people's businesses who would have less to spend on and so on. Also the higher prices for food may push people in the direction of buying cheaper less healthy food. Another thing that needs to be changed is the idea of surrounding farms by houses and development. When houses are built surrounding a farm then the neighbors may not like the noise or smell etc about the farm and complain about it and the farmer may give up and sell the plot of land to developers instead of a farmer because they can get much more money for a property than the amount that a farmer could give for it. I hope that developers can put houses in other places to reserve the farmland for farmers.

This allows Portlanders to get what they need for a living and to stay happy and healthy. It also provides opportunities for everyone to do what they want to do in life as well.

Sincerely,

Casey Pickett (NW Portland 97210)

Dear Planning and Sustainability Commission,

Hi, my name is marina Shepard. I live in NE Portland close to Irvington School. This year in Humanities we have been studying cities and how they run. Today I'm writing about what I think could be better about Portland. The issues I want to fix are homelessness, creating more walk and bike friendly places, and more healthy food for people who can't afford it.

Something I think we could make better in Portland is building safer walk and bike friendly places. I think that if there were more walk and bike friendly places, people would be encouraged to walk and bike more there would also be less pollution and less disease and it would be cheaper because people wouldn't have to pay for gas or car maintenance as much. Also, everyone would get more exercise if they walked everywhere. For example, 60% of Portland residents are obese or overweight. Maybe if they walked or biked more they could be driven to eat healthier food so that they can have more energy to get where they want to go (also they would lose weight and become healthier ☺)

My second topic is about getting healthy food to people who can't afford it. In East Portland many people don't have access to healthy food that they need. For example, 40% of Portland residents live one mile or more away from a grocery store. That makes it hard to get good food because they have to pay for gas or public transportation. Something the Portland Plan can do is add grocery stores in East Portland. I know that it might be hard because people might not go too often in the beginning because they can't afford it but it will allow people to get jobs and I think it will make a big difference in the long run.

The last issue I want to tell you about is homelessness. I hope that everyone wants to get the homeless off the street and back into society. But how to do that? If we opened more clinics for the homeless who have mental health issues, then they could return to society and get good jobs. Imagine if you were a child who was living on the streets with his/her family, you were always being looked at weirdly and being mover around by the police. That would be awful. We want to do as much as we can to get the homeless off the streets.

I think it would be awesome if more grocery stores were opened in East Portland, if more clinics were added around Portland for the homeless, and if there were more walk and bike friendly places. These issues matter because they make our city more interesting to live in and create a community that is better to live in. Thank you so much for reading this letter and I hope that you think about what I and my classmates have said.

~ Marina Shepard ☺



Lehua Waiianuhea
Arbor School of Arts and Sciences
4201 SW Borland Road
Tualatin, Oregon 97062

November 24, 2014

Dear Planning and Sustainability Commission,

My name is Lehua Waiianuhea. Before I jump right in, I should probably tell you a little about myself. First of all, I am a student in the very small class of the seventh grade at Arbor School of Arts and Sciences. Arbor is a private school located in Tualatin and I assure you it is not gigantic! You also might want to know that I don't actually live in Portland, but I do live somewhat close to it. Arbor and my family have always taught me to be mindful of the natural environment. It has always been a big part of my life even though I am only thirteen. I want you to remember this because it is truly important to me and in this letter I will shed light on some of the issues I think need to be looked at in Portland to make the Portland community better as a whole. My hope is that with each little difference we make here, we will help improve the world around us.

As winter begins to creep up on us, we will want to heat our homes with our gas or oil powered heating systems. These warm us after a late day at work or an unexpected snow ball fight. They are beneficial to us, but we may pay dearly in the future because these comforting devices use fossil fuels. Fossil fuels maybe a big part of our economy, but there are also lots of down sides to using them. Fossil fuels create pollution and can make a UN healthy environment for Portlanders and our other animal friends. If the term "acid rain" means anything to you, you might just know what I'm about to say. Coal (a fossil fuel) contains sulfur and nitrogen. When coal is burned, a combination of the oxides of sulfur and nitrogen are released into the air around us. It just turns out that the combination of sulfur and nitrogen is poisonous. In addition, since oxides dissolve in rain water acid rain is just what it sounds like. Acid rain erodes buildings and creates water pollution. I am very concerned about this because air and water pollution can lead to an unhealthy environment to live in. Water pollution is evident in many of Portland's waterways. As innocent local small fish swim through our polluted waters they become contaminated. Our small friends will then continue their lives until a bigger fish decides it would be great to have a little snack and so once the small fish are consumed, the big fish will carry on with its life until it is caught by a fisherman and eventually eaten by a human. That human depending on how much the fish was contaminated he or she can get really sick including cancer. This is not a good way for anybody to end a day at the sushi bar after eating some sashimi, but in fact this is actually more gradual. You only know that you've eaten contaminated fish once you become sick. In the long run even though this is a long term of events this still happens and it isn't good for Portlanders.

As well as the natural resources around us, the food we eat affects our health. We need healthy food to live a healthy lifestyle. People who eat healthy food are more stable physically and mentally. Healthy foods are also crucial to our well-being and contain major nutrients we need to live. As you work hard to earn money at your job so that you can either feed yourself, toughs around you, or your family. Lots of less fortunate people in Portland can't afford healthy food to do as you do. This means

they probably eat less healthy food than the people who can afford it. Just so that you get an idea of how many people probably can't afford the luxury of healthy food, more than 500,000 people in Oregon live in poverty or are homeless. If that 500,000 people can't buy healthy food then they probably will be able to afford "junk food". It also seems that "junk food" is more accessible than fresh fruit and vegetables. "Junk food" is cheaper too. At the Dollar Store candy and canned food can be easily bought. The price is usually less than a dollar and if you took the time to look around the Dollar Store you would see that vegetables and fresh food would be nowhere in sight, as if you were stranded in a desert full of unnecessary items. What I'm trying to say is that Portland needs more evenly spread grocery stores that supply healthy and cheap produce.

If we are being healthier in our choices Portland also needs to make a healthier choice for its environment too. If we are more environmentally minded in the city it will set a good example for its residents. A stronger reason why we should do this is because more than half of Americans live in high levels of air pollution. This is because many people don't make eco-friendly choices. This is also because eco-friendly products such as light bulbs are generally more expensive to make and buy. If you think about it, if you went to the hardware store and saw that a 60w incandescent light bulb that cost \$1.47 and then you saw the same light bulb but it was eco friendly and cost \$12.99 you would probably choose the cheaper one because well, it's cheaper. But what you might not see is that eco-friendly products such as that light bulb could actually SAVE YOU MONEY. Eco-friendly cars on average can drive 5 miles more per gallon than regular cars which could save America about 2 million barrels of oil each day. Another way that making eco-friendly choices could save money is through using solar panels. I say this because in a single day the amount of daylight that hits the US is more than 2,500 times the amount of power that is used by the whole country in a day. As I now conclude this is a great chance and opportunity for Portland to become more advanced.

These issues matter to me because we cannot make Portland better without healing our natural environment and our life style. We can do this by starting with changing our outlook towards a bright future. Thank you for taking your precious time to read this long letter and I hope I got you thinking about what can be done to change Portland for the better. Thanks again!

Sincerely,

Lehua Waiianuhea

A handwritten signature in cursive script that reads "Lehua Waiianuhea".

Dear Planning and Sustainability Commission,

Hello, My name is Max Ball. I'm 12 years old, and I live in SW Portland. I go to school at the Arbor School of Arts and Sciences, and for the last few months, we have been studying livability and Portland. I'm writing to say what I think would be some of the most beneficial changes to make in Portland.

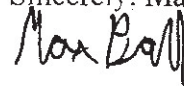
Many people in Portland are musicians, or have some musical training; and for many of those people, it can be difficult to earn a living. A very safe, fun, and easy way to get money is to go to Saturday Market and busk for an hour. Though all of the rules on busking are a matter of courtesy, I don't think that they should be laws. There is no reason for the police to be wasting time watching people busk, waiting for them to break a rule. Busking also makes people happier. Many times I have seen people who weren't in a good mood who stopped to watch me when I was busking, and they left with big smiles on their faces. Music has been proven to be very beneficial to your brain, and listening to buskers is a great way to hear music in your everyday lives. So having more buskers would create less poverty and more happiness.

Portland should have more regulations for building fast food places. Most fast food places are only looking out for the best ways to get the cheapest ingredients. This is why they are able to make a profit off of such a small amount of money. This usually results in companies buying food from farmers who feed the animals GMOs, make them stand in the same place their entire life, and other terribly inhumane practices. The farmers who do this get tons of money off of these sales, so they can keep doing what they do. Fast food places also make it easy to get really unhealthy food. This increases obesity rates, which would raise the death toll. Even though this is an extremely cheap and easy way to get food if you are in poverty, the obesity it induces lead to very expensive health problems. A solution to this would be to make healthy food cheaper. This would leave less fast food places in Portland, and would create less animal abuse and human deaths.

Portland should encourage environmentally friendly practices. For example, pressuring people to drive less, building more bike lanes and wider sidewalks, and promoting exercise. If people exercise more, the obesity rates will be lower, people will be healthier, and they will walk and bike to more places. Less driving leads to less CO₂ in the atmosphere. Every little bit helps to reduce pollution. We know this because the average temperature of the earth has been very closely linked to the CO₂ output. There are mounds of research to suggest that if we keep going at this rate, our planet will be indistinguishable from Venus. But we should and can easily stop this, for there is no reason that we should turn our planet into a literal hell on earth.

Portland is such a rich and vibrant city, and we should take as many steps as we can to sustain it. I want to thank your organization for doing what you can to make Portland a better place than it already is.

Sincerely, Max Ball



Dear Planning and Sustainability Commission,

My name is Emilio Gray and I live in Lake Oswego, right near Southwest Portland. At the Arbor School of Arts and Sciences we have been studying cities, how they are good and how they could improve. As the final part of this term, we decided to write to you about the three most important things that we think could make Portland a better city. For me, those issues are cheaper healthy food, solar energy, and public transportation.

Healthy food should be made more accessible to people on a tight budget. Since junk food is generally cheaper, it gravitates poor families towards that instead of healthy food. In an OPB broadcast I listened to, two poor families struggled to get healthy food to their kids. This should not happen. A good, healthy meal should not just be for the rich. Lowering the price of healthy food would shy people away from junk food. 53% of Portlanders are overweight thanks to junk food. Junk food also causes diabetes, and an unhealthy community means less work gets done due to physical inability, as well as people's immune systems failing. If healthy food is made cheaper, people will be healthier and live longer, creating an overall healthier city.

Another issue is that solar energy is not used much. Solar energy is important and needs to be used more frequently and to its full potential. Gasoline is an earth harming, limited resource. Solar power is an unlimited, eco-friendly form of power. Even though it emits less energy, how much of the energy we have do we actually use and not waste? People would say gas is more powerful, but it pollutes the environment and helps speed up global warming. It also clogs up marine animals' gills, suffocating them. These are just some of many negative aspects of gasoline. Solar energy is from the sun, which is

hitting the earth all the time, 24/7, and not causing any damage. In fact, the sun is the reason we exist. Portland should encourage using solar energy by generating more of it and maybe solar-powering a Tri-Met bus and see how that goes. If Portland switches to solar power, other cities might follow suit and the threat of global warming would end.

Public transportation is another important part of Portland, but I think it should be more expansive, stretching to smaller parts of the Portland area. This is because public transportation should target people and families who can't afford to own a car, people who commonly live in the parts of Portland that Tri-Met does not extend to. Bus fare is cheap, so people could easily get to work, as well as easily accessing schools, parks, and grocery stores on the other side of Portland. Also, buses get better gas mileage than cars because many people in a single bus would use less gas than many people in many cars. Sadly, 60% of Portlanders drive their own car. If Portland would just stretch out their bus routes, many people's lives would be made much simpler and less tiring.

In conclusion, there are many areas that I think Portland could improve. However, it is still a great city and I think is moving in the right direction. However, is it moving fast enough? Everyone should be doing their part to speed up the pace of Portland's improvement. If we do, then Portland will become a better city, and other cities may follow our lead.

Sincerely,



Emilio Gray

Dear Planning and sustainability
comitission,

My name is Olivia. I live
in NE Portland. In Humanities
class (sort of like social studies)
we are studying cities and what
could make them better. I am
writing this letter because I think
our city could improve some
things. The things I think our
city should work on are
less new development, affordable
living and more money for public
schools.

Portland should approach its
development in a way that doesn't
change the environment of its
neighborhoods. If we change the
environment of neighborhoods, they
will lose their character and identity.
If an old small house does not
sell, the developer tear it down and
build a big modern home that does
not fit in with its surroundings. I
think homes should reflect the
people who live there. These big
modern homes, I feel, only really
reflect on the developer. If eventually
the big modern homes are the only
homes around, the neighborhoods
will all look the same and the

buy what they can carry but the amount of groceries may not sustain the family for a week. If Portland had more affordable housing there would be less homelessness and there would be less poverty. In the neighborhoods you see a fair amount of homeless people. If you go downtown you see a mind blowing amount of homeless people. In Portland we have too many homeless people and if living was more affordable, there would be less homelessness. 30% of the people in East Portland live in poverty. The most money is spent on housing. If housing was less expensive, there would be less poverty. Also in these neighborhoods schools are also have funding problems.

The quality of Portland Public schools should improve. Some Public schools have enough money to support their programs. It is not fair that some public schools have more money than others. The schools with less money some times have to cut music and art programs so they can afford other classes even though these programs are important. I feel like all public

Dear Planning and Sustainability Commission,

My name is Mia Simmons and I am twelve years old. I am in 7th grade at Arbor School and I live in Lake Oswego, but I lived in Amsterdam for two years. In class, I have been studying civilizations, cities and what is needed to build a strong community. Having lived in two countries and traveling to many others, I've seen many different people and cultures. These experiences have contributed to my thoughts about what we can do to build and strengthen Portland. I have focused my thinking on the aesthetics, the education/job opportunities and the culture in Portland. I took the best of my life in Europe and the best of my life in Lake Oswego to find the three things I find the most important.

Improving the appearance and cleanliness of Portland will excel the city as a whole. Attracting tourists to Portland and representing the atmosphere that tourists and future residents *want* to visit creates a positive reputation. The culture of Portland would be set as friendly, welcoming and solid and will contribute to the making of an improved Portland by the year 2035. Having pristine streets around Portland by reducing waste and litter will fulfill these needs in Portland. We, as a community, can also reduce homelessness and poverty. This will do two things for our community; it will help the lives of homeless and the impoverished people and when streets are clean, people are happy about where they live. Offering more services to the homeless and the impoverished such as fundraisers, healthy food drives and shelters will bring the community together to support the needful. Motivating disadvantaged people will help strengthen their lives and if people who live on the streets have the opportunity to become fully educated which can lead to a better income, they will be motivated to take charge of the one life they have. This leads me to my second point.

Imagine if you were homeless. Maybe you're sick, cold or scraping by. You try to take every opportunity, every chance you get to survive, but all you really want deep down inside is a break. A chance to start over. A new life. Imagine if you lived in poverty. You are grateful for all that you have, but what you really want deep down inside is for your kids to eat good food, live in a solid home and for them to get a solid education so they can get a good job. People with a high school diploma have an income 40% greater than people without one. Slightly less than 50% of the students in many public schools in Portland don't graduate on time. I strongly believe that there should be more job opportunities with solid incomes for the health and happiness of families, and stronger educational opportunities for students. Everyone deserves a chance to live in a strong future and children who go to schools that focus on deep learning are lead to higher incomes. This is because the more educated you are, the more work opportunities are given to you because intelligent people strengthen companies.

School environments provide emotional and social opportunities in addition to academics. The reality of social life can be experienced through student interactions. This will help the students maintain jobs as adults. In the end, job opportunities allow adults to thrive and support their children academically so they have the ability to find job opportunities on their own.

Capturing international culture in one city is captivating and appealing. Cultural diversity and flavor in the city is an important aspect. Representing international traditions and creating traditions of our own is engaging to locals and is a fascinating idea. Offering more recreational opportunities to the city encourages people to get outdoors and could also reduce health problems in Portland. Public art, festivals, international people and even things such as busking (street artists/performers) will add thrill and something to look forward to if focus and effort is put into it. The beauty in culture is really amusing and allows Portland to bond as a community and become stronger.

I appreciate your time and consideration on my thoughts about strengthening Portland; I hope after my letter you now see a different perspective on the importance of those three ideas. I feel very strongly about these topics and I hope that you now do, too. Picture the lives that could be changed and the community engagement people will have when Portland is improved. Imagine how strong Portland will be if we reduce homelessness and clean our streets, broaden our cultural diversity and increase education job opportunities.

Sincerely,

A handwritten signature in black ink that reads "Mia Simmons". The signature is written in a cursive, flowing style with a long horizontal flourish at the end.

Mia Simmons

Dear Planning and Sustainability Commission

My name is Anne Brod and I am a 12 year old girl who lives in SE Portland OR. I attend Arbor School of Arts and Science. This semester we have been studying what makes a good city, we started with the first civilization but now we have moved onto more modern times for example Portland. We have talked about the issues of Portland and what is great. We have also talked about what could be better. Personally I think Portland is the best city ever. I have come up with 3 ways it could be better:

One of the ways Portland could be better would be to have more K-8 Portland public schools. Even though I don't go to a public school, I think they are very important. Why I think this issue matters is because children are the future of our century. If kids don't have a good education at an early age that could affect the rest of their lives. The brain is most absorbant before the age 23. So it is important to have a good K-8 schools. There are so many reasons this issue matters, but this is one that stands out to me. If a child is raised in poverty that doesn't mean they are going to spend the rest of their life in poverty. They should get to live whatever life they want to if they have a good education they can!

One of the other things that Portland can improve on is homeless resors:s I think matters because some homeless people are homeless because they have a shortage of money or are going through rough patch. Some homeless even choose to be homeless.

My family went on a homeless immersion day and I talked to a lot of people who said they even chose to be homeless because it required less money to live. Lots of people also told me that it's hard to live this way without a house not just because

of the money issue, but also because of the police bullying them and trying to move their temporary homes.

One other thing I believe in very strongly is the fact that East portland has been forgotten. I think this is a matter because East portland is were the less expensive living is. But there is not enough basic needs, like parks and local grocery stores. 50% of portlandens is not within $\frac{1}{2}$ mile of a park. With such bad access to healthy food in that area people can get unhealthy or even obese. Another basic need is public transportation. Transportation is important because 50% of portland dont live within 1 mile from a grocery store but public transportation could help with that so people can get places to support their family or just to support themselves. Even though I am only 12. I think the issues are extremely important for the future of portland. I hope you consider them.

Sincerely Anne Brod

Dear the planning and sustainability commission,
my name is Peter Carroll and I live in North East Portland, in the Beaumont-wilshire area (although technically we are on the border but in the Rose city park neighborhood. But I don't spend time in the Rose city Park neighborhood because it's not super safe because of the lack of sidewalks and, there are not enough parks there). These issues are important because they can help Portland citizens be more healthy and active. These issues will also affect obesity rates, and these issues also matter to me. So take that into consideration as you read some options I have suggested for changes for Portland.

Portland must ensure that low income residents have easy and affordable access to healthy food. There are not many Portlanders who are able to get to or afford healthy food. It is true that 40% of Portland residence live a mile or more away from a fresh grocery store, (not a corner store). Imagine if you lived a mile away from a grocery store, and you didn't own a car because you are in poverty. Could you imagine how hard and painful that would be? Also there are 24 farmers markets in Portland only two of which are in East Portland, where fast food joints, obesity, and unhealthy corner stores thrive. Is Portland encouraging unhealthy eating in east Portland? If residents don't have a car and don't have any farmers markets or healthy corner stores, then do they have much of a choice? We should have more farmers markets for easier and healthier choices and access for residents in East Portland.

There should be healthier food for people who can't afford it because it will lower levels of obesity and other health problems. How that can happen is because if we give residence in poverty healthy options, they will want those options instead of eating unhealthy food. It's incredibly unfair that residence in poverty are likely to eat affordable food, which is unhealthy, and get obese. And, obesity can lead to heart attacks, diabetes, and numerous other health problems, and those diseases can lead to death at a very young age. It's unjust that that could easily happen to you if you're in poverty. Also, if people are obese and getting those diseases, there is a higher cost for health care Portland could be using the money they are using on health care for other needs, like homelessness or pollution.

Portland also must ensure that there are more parks to encourage outside activity, and more sidewalks to create a safer outdoor environment. It is true that the majority of Portlanders live a half-mile or more away from a developed park. If you want to go to a park, but it is far away from you, does that encourage you to be active? I would want more parts so so my friends and I don't have to bike across busy streets and go super far to play sports in a developed Park. I live in Northeast Portland, and the closest developed Park is about a mile away from me. If there was a developed park really close

to me, then I would be more active and so would my neighbors.

There should be more sidewalks to create a safer environment. For example, if someone wants to go somewhere and there are no sidewalks, that someone will either: just stay home, or drive. If there are more developed sidewalks, then people would walk more and be more active. It's true that in east Portland, 40% of busy streets have partial or no sidewalks. That's where more than 40% of traffic accidents happen. If more people walk or bike there will be less pollution.

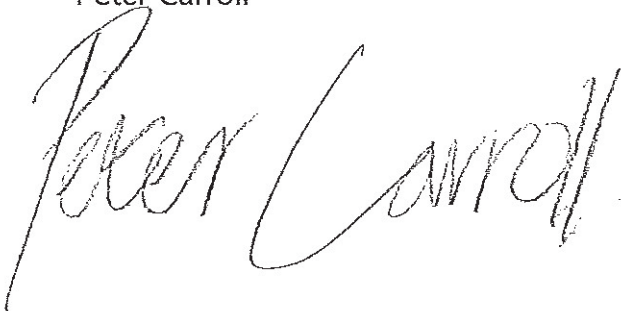
There are lots of obese citizens in neighborhoods like East Portland where there are no sidewalks or close parks. That means obese citizens can't exercise or be active. Wouldn't it be easier to help lower obesity levels by just adding more sidewalks or parks?

Another thing Portland could do to create a healthier city is to lower the pollution in the air and water. This is important because if you're breathing in polluted air or drinking polluted water, there is a higher likelihood of you getting ill. And, if people get ill, more money will be spent on healthcare. Why don't they use that money on lowering pollution levels? Also, nobody wants to inhale or drink polluted water and air. And, if the air's polluted, Portland will have a really hard time trying to get people to be active and outside.

Pollution can also kill or plant life, and that can damage our food supply and eco system. That can lead to lots of starvation and deaths. Also when many things become polluted, the food we eat becomes polluted, and then we become toxic. We must lower and work to get rid of pollution.

Thank you for reading my letter. I hope you found these changes I suggest reasonable. (Do you think these changes will affect the city?) I believe that any small problem that is fixed will improve the city. (It is incredibly important to get people outside and healthy. Do you believe that too?) Thank you for your time,

Sincerely,
Peter Carroll

A handwritten signature in black ink that reads "Peter Carroll". The signature is written in a cursive, flowing style with a large initial "P" and "C".

Dear Portland Planning and Sustainability Commission,
My name is Sarah Hall. I'm a seventh grader at The Arbor School of Arts and Sciences and I live in Tualatin, Oregon. In our fall semester we have been studying what makes a city successful, going all the way back to the first civilization, Mesopotamia. In these past weeks we have been learning about health, safety, food and energy in Portland. We then let students comment on what we think is going well and what could be better. All of these activities have helped me learn about Portland and lead me to write this letter. And find that the three most important things to me are making produce more affordable, music and art classes for people in poverty and more public art.

Portland needs to make fresh produce more affordable and accessible. Ten percent of our county's teens and fifty-three percent of adults are overweight or obese, and I think that part of this is because people can't afford fresh produce. If produce was more affordable, people would be more willing to eat healthy and those rates could go down. On an OBP broadcast I heard about a single parent living in a one room apartment with two kids, he wanted to provide his kids with healthy, fresh food but couldn't afford it. How do you think you would feel in his position? Also, in Portland there are lots of food deserts, which are where there are almost no grocery stores. If people don't have access to food, even if they could afford it, then they would have to resort to the closest option, which will most likely be unhealthy, processed fast food. So if Portland makes fresh produce more affordable and accessible, we would become a healthier city.

Portland would also benefit from more historical public art. Adding more public art would make Portland more attractive and help people learn about Portland. Our city should be attractive because our residents should want to be here and enjoy walking around Portland. Portland is also known as a creative, artsy city and I don't always see a lot of public art, but if there were, it would feel more friendly and attractive. I also don't feel like I know a lot about Portland historically, and having historical art could help citizens learn about the city we live in. For example the Japanese American historical plaza has a series of stones dedicated to the memory of those who were deported to inland interment camps during World War II. The stones help remind and teach people about what happened to Japanese-American citizens during World War II and if Portland puts up more historic public art, our citizens would benefit greatly.

Portland should provide affordable music and art classes because many art and music classes are being cut from schools. There are many studies that show how art and music are good for the brain and that skills gained from art and music can transfer to other realms of a person's life. And having extra classes provided would keep kids doing what they love, and help kids discover their love of art and music. Providing more classes would also get kids out and about and meeting new people from other school districts. There are many talented people that live in Portland that can't do what they enjoy because of their financial state and that's not right. Imagine you're a struggling parent and you see your child drawing every moment of the day and they ask to go to an art camp/class. You look at the program and it would help develop your child's skills and bring her/him joy. But you can't afford it, how do you think you would feel telling your child? If Portland added more affordable art and music classes it would keep people in Portland doing what they love.

This letter really matters to me, because even though I don't live in Portland, I spend a lot of time there and these changes could be a good influence on everyone/thing around us. Thank you so much for reading this letter, and I hope it helps make Portland a better place.

Sincerely, Sarah Hall

Dear Planning and Sustainability Commission,

There are many things I appreciate about Portland, but there are some things that need to change. I was born here and I live here but I am currently going to Arbor School of Arts and Sciences in Tualatin as a 7th grader. In class we have been studying cities. We looked at ancient civilizations and what makes a city successful. Now we are looking at modern cities. We have brainstormed, discussed, and read about different issues that Portland is facing. Two issues that really concern me are high school graduation rates and excessive driving.

One issue I find important is public high school graduation rates: only 61% of the students who attend Portland public schools graduate on time. That means 39 out of every 100 students don't graduate on time. I'm a middle school student living in North Portland and my neighborhood school is Jefferson High School. The on-time graduation rate at this school is 67%. That needs to improve. In addition, student test scores are abysmally low: 34% of Jefferson's 11th graders are not meeting reading standards; 49% are not meeting math; 52% are not meeting writing standards; 78% are not meeting science standards. While I might have the chance to go to a better performing private high school, my friends who live in my neighborhood might not have that option. Going to a high school with poor graduation rates and low level academic performance will affect their college and career options.

It is hard to get a good paying job without a high school diploma. People with a high school diploma earn about 40% more than people who don't have one. When a person earns less income it has a negative effect on not only the individual, but on the community as a whole. This happens because with low income you pay less in taxes and have less to spend at local businesses. This is bad for the economy.

High performing schools provide more opportunities for the community. People want to live places where their kids have opportunities. If more people come to Portland, they can contribute to the community and economy. Also, if we have good schools, businesses will have more qualified local employees. They will be able to grow and expand. Otherwise, businesses might have to move away in search of qualified employees.

Improving Portland schools is not the only way to make Portland a better place to live. Did you know that 66% of the people in Portland drive alone? That's way too much driving. Driving damages the environment. It uses up large quantities of fossil fuel that is an irreplaceable resource. It's going to run out at some point so we can't just use it thoughtlessly. If we want to live on this Earth we need to be more careful about sustainability. I have thought of two ways that we can reduce driving in order to help cut down on the amount of fossil fuel we use.

One way to reduce driving is to create more walking and biking paths. If people walk and bike more they will drive less. Having pretty paths will make the community a more pleasant place to live. The paths will also encourage people to walk and bike more. Fewer than half the people in Portland exercise the recommended amount and Portland's rate of chronic disease is rising. Putting in walking and biking paths will help peoples' health and make the community more pleasant to live in as well as improving energy sustainability.

Another way to reduce driving would be to expand the max. There is a max stop really close to my house and I know from experience that it is a great resource to have. If there is a max stop near their house, people won't feel like they need to drive. They might not even need a car. When I went to Europe the fact that you could walk on the streets because there weren't very many cars was one of my favorite parts. Less cars and driving will mean less pollution. Expanding the max will also provide transportation for people who cannot afford cars. People with low incomes will

Dear PDX Plan,

My name is Gordon lam and I am 13 years old. I go to the Arbor School of Art and Sciences and I live in Lake Oswego. For the better part of this school year, my class has been studying the pros and cons of the city of Portland. I am writing to the Portland Plan because I saw some issues in the Portland community that I thought should be fixed. The three things that I think are crucial to a good society are affordabe housing, so that people can have support and stability, affordable and healthy food for good nutrition and so that there is less obesity, and lastly, my most important point, better education opportunities for children. Going on to my first point, education opportunities.

Education is important because without it you may not be able to get a job or make good decisions. Right now, only 61 percent of portland public school highschool students graduate on time. I think that if you greatly improve this number, then it will make it so children can start on a good note/better future.some ways that you can improve the graduationrate is better funding so that teachers can get the resources that they nee dto help struggling studentsor get tutoring programsin portland public schools for kids whose famalies cannot afford tutors. This is important becausee if you do not get a good education when you are younger. It could be harder to geta good education when you are older. For example, say you did not have the education level to got to college. later on, when you are an adault and you want to get an education, you may not have the time or money to do so because you have kids or a full time job. One more thing is that if you do not have a good education, you may not be abl to get a high paying or rewarding job.this could become problematic if you have a big family or have housing expenses that need do be paid . if you do not have an eduvation, and you do not have the ability to get a job, that will be an ultimate problem. One more thing is that if you do not have an education, you will not be able to make as many educated decisions. For example,if you are voting,you may not know who and what to vote for because you do not know what is going on but if you went to school,you could learn more about current events and politics. In other words, if you do not have an education, you may not be informed enough to be able to think through your decisions. Basically what I am saying is that if you do not have an education, you are starting out your life at a disadvantage. Moving on to my next point, healthy affordable food.

If there is no healthy food like fruits and vegetables for famalies who cannot afford expensive foods, they will have to buy less expensive non healthy foods like processed foods. You could say that this could cause obesity or people being overweight. Another situation could be that ther eare no grocery stores with fresh produce in certain portland neighborhoods. This area would be called a food desert. Right now, East of 82nd street in Portland, there is a food desert. There is no fresh produce around for miles and because this is a pretty low income part of town most people do not have cars. This would also mean that people have to walk or bike miles and miles just to get to a grocery store not to mention thay have to carry very heavy grocerys back to their house.if there are no fruits an d vegetables in a childs normal diet, then they will have to grow up with bad nutrition habits because of the unhealthy foods that they have to eat. I think that one way the Portland Plan could solve this problem could be to insentivize stores that sell fresh produce to have a store in a food desert. These insentives could be anywhere from lowe taxes to giving the stores a little bit of money at the end of each year because they are not making as much money as they would be making in other locations. Now I have already said this

Dear Portland plan,

My name is Malcolm. I go to Arbor School of Arts and Sciences. I live in northeast Portland. For the past weeks we've been studying modern cities and discussing the issues we think are important. The two issues I focused on were film-making and public transportation.

Portland should do more to provide film and art programs for its citizens. We need to spend more money on the arts. Portland spends 3.2 million dollars on film and arts programs. That's enough to buy a super nice mansion in Forest Park, a really nice RV and another mansion. We spend more money on fast food than on the arts. I can see why some people think art is pointless. One time I saw a broken spoon at an arts museum. But for some people, art making and play making and film making is how they make their money, or it's the one thing they're good at. Another thing that I think would be really cool is a FREE! public gym for the arts, which would contain lots of different areas for people to work on their passion: for instance, a recording studio for voiceovers and singing; a green screen; and other stuff. If we spend more money on the arts, that could help people find jobs as an actor, a movie director, an artist, a drama teacher or an acting coach. It could also spark youth activities. Spending money on the arts could really improve Portland.

Not all public transportation goes where people need to go. Many people in Portland cannot afford a car due to insurance, gas and car payments. I thought of an idea like Car-to-Go, called Rent-A-Car. I know you can rent a car at Enterprise and stuff, but who wants to do all that paperwork. You should lower the price of Car-To-Go, and put more Car-To-Gos in Portland. A ton people are getting pushed out to East Portland because the housing is cheaper. However East Portland has about two grocery stores that are very far away from their housing and they have to walk very far to get home, carrying bags of foods. And since they don't have a car, that limits the amount of groceries they can get. So you should put more Car-2-Gos in East Portland.

So to conclude, please take these issues into consideration. And thank you for your time.

Sincerely,

Malcolm Terry

Dear Portland Plan People,

My name is Hastin and I live in West Linn. I have been studying cities in general, but now I am focusing on Portland. Portland is a very good city, but things could be improved. I have picked what I think are the two most important issues. I chose pollution and GMOs because not only do they impact Portland but they impact the whole world. I also have a section on green energy after the pollution section. I hope you will see these issues differently after you have read this because I sure did.

Pollution is bad for your health. The polluted air gets into your lungs and into your blood stream. Sadly, you can't see it until it becomes a deadly grayish white fog. In certain parts of China people have to wear face masks so they can breathe because the air is poisonous from pollution. It burns holes in the ozone, our only protection from the sun's deadly radiations and small meteors which would burn up in the atmosphere. Pollution increases global warming killing plants and animals resulting in exponential increase in CO₂ levels in the air, which would take thousands of years to fix and by then we would probably be extinct or of this planet. Please help stop it before it is too late. Even though Portland making an attempt to decrease pollution wouldn't make the biggest impact on the world, everything counts.

Portland should invest in green energy to help save the planet. Fossil fuels won't last forever. Gasoline used to be really cheap but then they started to run out. Prices went up so you are lucky if you can buy gasoline at \$3.00 a gallon. Before you know it the price will be above \$5.00 a gallon. Electricity prices will also go up. Portland is next to two rivers so let us use them to their full extent! Make wind farms while you can! Make solar stacks and solar panels! Think about the future and not just today. There are millions things you could do to fight pollution. Stop the usage of coal. It is either our lungs or our gadgets. Which would you prefer?

GMOs could save the planet or destroy it. For example, one mistake could create some form of poison, but GMOs could be mass produced and end starvation. Do you want to take the risk? Portland should fund the testing of GMOs and find out if they are truly safe. Don't find out the hard way. Edge on the side of caution and be safe.

I hope you see why these things matter. Portland can be a role model for other cities, states, and even whole countries trying to save the planet and all the wonderful things on it. Portland could start a revolution.

Thank you for taking the time to read my letter.

Sincerely,

Hastin Kapoor



November 29, 2014

Dear Portland plan,

My name is Stella and I am 12 years old. I go to Arbor School of Arts and Sciences in Tualatin, OR. In our Humanities class we are looking into the community and city life in Portland. This leads to me writing a letter to you. I will get to show my three biggest issues in the Portland area and hopefully I can make you think they are important. I live in NE Portland, which is a great community and there are lots of new buildings and healthy markets around me. I moved to Portland from Brooklyn, NY, which is very different from Portland. I loved the move to Oregon, but I noticed some things that Portland could improve on. I also hope you realized that those issues below are very important to me, but more importantly, I hope they are important to you. I hope that Portland can become a better community, have good safety, friendly neighborhoods and a sustainable lifestyle.

Cities are all created differently. Everyone has their own way of making a city run. No way of running a city is perfect, although some things can be close to perfect while other problems can't. Even if our city changes things for the better and makes a difference in our life, it doesn't mean our city has no problems. To me, making a city run takes time, effort and patience. Nobody hasn't made a

Alcohol is very similar to drugs except alcohol was invented for pleasure and happiness, but I have seen people in Portland (such as downtown Portland) drinking or taking a drug that makes them walk around kind of dazed and a little zombie-looking. I think this is bad because the person, who has done something bad and ruined a little part of their life, now has what could become an addiction. And that would be very sad. And it is also a very dangerous hazard for people around them, because anybody could be scared of that kind of person and that would make them scared in their community. It can make them sad about the place they live in. Myself personally, I don't want anybody to have a fear in their life because if something like that can be stopped it can save a person's life and create better living conditions for everybody. But one of the good things is I have never seen somebody under 21 drinking alcohol in Portland. I am very glad about that because I think if teenagers started drinking alcohol it could be very unsafe and unhealthy. I don't really know what Portland is doing to stop this or help or do anything at all, but compared to what I saw when I lived in New York, I see a big reduction in drugs and alcohol in Oregon compared to New York. I hope Portland can become more drug and alcohol free because it makes people healthier, creates a healthier environment, a good community, a safe city, and a happy place to live.

Buttes storm water soaks into the ground, flows over or runs off into streams. During those heavy storms it can increase runoff water from roofs and streets and other hard surfaces can increase the risk of storm bank erosion, landslides, and flooding. This could cause things to become dangerous. Luckily, Portlanders are trying to create biking, walking and more fuel-efficient car and other things so we can reduce the risk of pollution, global warming and carbon used fuel products.

Have you ever seen a really big house that towered over the rest and seemed like it should never have been there? I think you may have seen a house like that in your life. But now think about two homeless people. They live under a busy bridge and all they have is a shopping cart that was left out at the store. Now go back to the really big house. That house costs a really big amount of money, but the person who owns that house could buy a medium or regular sized house without selling their big one. This means the two homeless people living under the bridge could rent the rich house for themselves or the two homeless people could split the house like an apartment. Sadly, there are still homeless people who cannot pay for a home. I wish this could be solved because everybody should have their own place to live and I don't think anybody should be homeless for any reason.

Dear Portland Bureau of Planning and Sustainability:

My name is Celeste and I am in seventh grade at Arbor School. I live in Tualatin, Oregon and Lake Oswego, Oregon. We have been studying cities and what could be better. I think that all people should be able to go to a hospital, we should have a healthier environment, and there should be more places for recreation. Portland should plant more trees because trees give us oxygen. Trees give animals and people food. Factories should make less pollution. Pollution affects animal populations. Portland should make rules and find other ways to help factories make less pollution.

People who can't afford to go to hospitals can't get the help they need. They should be able to go to a hospital anyway. If you break your arm and you don't have enough money you can't get a cast. If people don't get the medical care they need, they will end up with worse problems.

If you have small medical problem it's just going to turn into a bigger medical problem if you don't get help. The bigger problem the bigger the bill.

People should be able to go outside and get some fresh air and oxygen. Going outside makes you healthier and happier. Some people in Portland have a hard time getting to a park. People need more places to go. If kids have more places to go after school, they are more likely to stay out of trouble. Also, being outside will make them healthier and happier.

You can help by making more parks and playgrounds. You could make sure that everybody gets to go to a hospital. If the City of Portland does these things then we will have a healthier and happier community in Portland.

Sincerely,

Celeste Williams

Dear Planning and Sustainability Commission,

I am writing to you for a school project where we took a look at how Portland is right now and envision how it could be improved. The three main things I will be focusing on in this letter are public education, homeless needs, and alternate power/fuel sources.

Portland's public schools are far from perfect. About 60% of public high school students are finishing on time. That leaves nearly 40% to repeat years, drop out, or just plain take longer than usual. Public schools are funded mainly by the state government. That means they are also a reflection of how much time and effort the state government puts into public schools. Right now it doesn't seem like the government is putting in much time or effort at all. The government better step up their game if they want to reap the benefits of a well-educated society. For instance, if art and music get cut, it will most likely lead to less artists and musicians. Also, some kids in public schools (especially in the poorer neighborhoods) may be going through some rough times. Art and music are good ways to get bad emotions out. Finally, kids who don't finish high school most likely won't get into college or earn a college degree. That means less adults going out in the world with the ideas and know-how to invent and create.

It is just plain inhumane to leave people on the street to beg for food and money. People make mistakes. Just because their mistake was on the large enough scale that it left them homeless doesn't mean they don't deserve a second chance. I have seen a man with a sign reading, "even compost helps." That is not right. No human being should be reduced to begging for compost. I have also seen a woman and child at the side of the road, a bag holding their few possessions. The child could have been no older than nine. No matter what his mother or father did, he does not deserve his childhood, maybe even most or all of his life on the streets. We have a lot of services of services for the homeless. But not all homeless are seeking out the help they need. Is there some way to make shelters more attractive? Is it their pride that stops them from seeking out attention? I don't know but the sooner we find out, the sooner we can help.

Despite our cycling semi-fame, Portland is still struggling with a fierce dependence on fossil fuel. We all know it won't last forever, especially at this rate. We have plenty of promising alternatives. We've got solar power, tidal power, I've even heard that some people are developing a way to turn coffee byproducts into fuel! Imagine your car running on the fuel you do! We have tons of options and the more we work at them, the better the options get.

In conclusion, I believe Portland and living in Portland would be greatly

Dear Planning and Sustainability Commission,

My name is Ella Bogdanski. I live in Portland and go to school at the Arbor School of Arts and Sciences. I love Portland because it's a place where the citizens are free to express themselves. In eighth grade humanities class we are studying cities. Currently I am looking at Portland as a city. Portland's future matters to me because I want to grow up in a successful place. Portland has the potential to be the kind of city that I want to grow up in. Although Portland is a popular city, it still has lots of room for improvement. I believe that decreasing automobile traffic, creating jobs, and increasing access to healthy food are three things that should move to the top of your priority list.

Decreasing the amount of automobile traffic in Portland will increase citizen's satisfaction with the city. Due to rapid growth and construction in Portland, the traffic has become much worse. It makes it hard for many people to reach their destination by car. Traffic is not only frustrating, but it can be a safety hazard. Bikers and pedestrians have a difficult time safely crossing streets. It's become increasingly harder for drivers to see bikers in busy traffic lanes. It's even more dangerous to drive at night because it becomes trickier to see pedestrians. Right now 57% of Portlanders feel safe walking at night. Although some of this statistic relates to crime, it also relates to fear of automobile accidents. If 43% of Portlanders aren't walking at night they're most likely driving and adding to the growing cycle of traffic. We need to control the amount of traffic day and night in order to keep Portlanders safe and satisfied.

Without a job many Portlanders are stuck in the cycle of poverty. How can you be expected to take care of yourself if you can't find a job? Jobs enable someone to provide for themselves and their families through earning a fair wage. This is an opportunity that everyone deserves and needs. If you have a job you wake up knowing that if you work hard you will earn money. Jobs don't just give you money, they give you pride. At this point not everyone living in Portland has a job. Portland citizens want jobs but the city doesn't have enough to support them. Right now there are about 365,000 jobs in Portland and roughly 615,000 citizens. About 250,000 Portlanders are unemployed. About 255,000 Portlanders can't

support themselves. About 255,000 Portlanders aren't contributing to the economy in a positive way. If you put more efforts into creating more jobs you will be helping almost half of Portland's population. By creating more jobs in Portland we can help to break the cycle of poverty.

Forty percent of Portlanders live over a mile away from a sustainable grocery store. It's important for Portland's future that we improve access to healthy food. Imagine yourself a single parent. You live with your two kids in a two bedroom apartment. You don't make enough money to own a car or take public transportation, so you have to travel by foot. Your kids are hungry but there's no food in the house. Now it's thirty degrees outside and you're walking with your children for over a mile. When you finally arrive at the store you have \$370.00 to pay for an entire month of groceries. You buy the cheapest options to try and stretch the small budget. Most of the foods you purchase are not healthy but you don't have a choice. You pay for your groceries and carry three heavy bags out the door. The kids are tired of walking and your hands hurt so you have to stop and rest. Get the picture? This is a realistic scenario for many Portlanders. Do you want this to be your life? Access to healthy food is vital to a healthy community. Children should be taught at a young age the importance of healthy food choices. By educating today we can change tomorrow.

Portland is home to lots of wonderful and unique people. Many of whom could use some help. By decreasing traffic we can increase Portlanders satisfaction with the city. By providing access to healthy food, and creating more jobs we can help them. By putting effort into improving these three aspects of life, you can make Portland an even better place. I hope that as a young citizen of Portland I can see the city growing with me.

Sincerely, Ella Bogdanski.

Ella M. Bogdanski

Dear members of the Portland Bureau of Planning and Sustainability:

Sixty one percent -- that's how many Portland public school students graduate on time. That means that thirty nine percent of students either leave the school or can't graduate because of lack of credits. But we can make a difference with even the simplest changes to the public school system.

My name is Miles Cohen and I go to the Arbor School of Arts and Sciences in Tualatin, but I live in Portland. Portland is a city I plan to live in for quite a lot of my life, but looking at various statistics, I can see that the city has several large issues which greatly need to be addressed. These issues could prove a problem for myself, or for anyone who wants to live in this beautiful city.

As I mentioned before, only sixty one percent of Portland public school students graduate on time. In those schools, sixty six percent of people who are of Asian descent graduate on time, but that is only four hundred and thirty eight people in total. Meanwhile, sixty three percent of white children graduate on time. For perspective, that amounts to two thousand three hundred and ten white graduates -- more than five hundred percent more white graduates than Asian graduates. At the same time, only thirty nine percent of Native American students graduate on time. Yet that is only forty one people. The only district with a one hundred percent graduation rate is Riverdale. We should change the other districts to follow their example, so as to make diversity and graduation rates a priority. One hundred percent of Portland public school students should graduate on time, regardless of their background or ethnicity. The issue of graduation rates ties in with the larger issue of lack of diversity in Portland public schools and, more generally, in Portland neighborhoods. In neighborhoods around Portland, diversity has declined rapidly. We need to keep this city vibrant through rich culture exchanges.

If more people graduate from high school it also will improve self-sufficiency because if more people get a high school education, they will have greater earning potential for themselves and their family. In Portland, some people don't earn enough income to be considered what is known as "self-sufficient." Self-sufficient means that you can provide healthcare, food, housing, transportation and childcare. In Portland, from 1979 to 2005, there has been a fourteen percent decline in the amount people in this situation are paid on average. That means more people are being driven below the poverty line. These people can't even afford food to feed themselves or their family because of job loss, the inability to work, or the inability to find work because of lack of education. Luckily there are a lot of organizations that help people in this situation, such as Meals on Wheels and Soup Sac. I hope this city will support additional initiatives to help people who are not currently self-sufficient.

Another problem facing our city is that very few people have access to affordable, healthy food. Many families living in the outer edges of Portland can't get quality food because they don't own a car and carrying bags of food is hard, especially if you live a mile from the closest store that sells healthy food. Most people in the edges of Portland live at least a mile from the closest healthy store.

I think that Portland has the ability to improve itself for the generations to come, and to be a diverse city that can supply its residents with basic needs such as quality education and access to healthy, nutritional food for all.

Thank you for taking the time to read this.

Sincerely,

Miles A. Cohen

Dear PSC,
My name is Miah, and I live in the beautiful city of Portland, Oregon. I care about Portland because I think Portland has attributes that no other city has, and these attributes need to be preserved and improved upon. I want to be able to come back to Portland in the future, and see a city that has evolved technologically, but also one that has also kept its virtues intact.

Reliable and affordable housing for all is one thing Portland needs.

Housing costs for Portland rose 40% between 2000 and 2007. Many people in Portland are displaced or homeless, and many because they simply couldn't afford to pay the rent anymore. The number of households in Portland is projected to increase drastically in the next two decades, making housing all the more important.

Access to healthy, delicious food can improve quality of life a great deal, but unfortunately many low income families put food on the bottom of their list after more pressing problems.

I care about food personally; I think eating fast food every day would ultimately be detrimental to health and happiness. The distribution of

Dear Planning and Sustainability
Commission,

I am writing to you from Arbor School of Arts and Sciences, where I am an eighth grader. My name is Norris Meigs, and I have lived in Portland my entire life. I love Portland because of its beauty, kindness, and how accessible it is to nature and public spaces. Though there is much to love in Portland, there is still a lot that needs fixing.

Did you know that forty percent of all Portland residents live a mile and a half away from their nearest grocery store? Only two out of the twenty-four farmers markets are in the Outer South East area. This is a gigantic problem, not only because it's hard for people to get food, but it also limits the amount of food one can buy. If someone has to take public transportation to their nearest food source, it can restrict them from getting the amount they need. For example, a single mother must make a long trek to a bus stop, which she rides to a grocery store. She can only buy as much food as she can carry.

We, as a community, need to fix this. We need to demolish food deserts by building grocery stores that are in

a convenient location for everyone. If we fix this, we are one step closer to building a miraculous place.

Did you know that thirty percent of all outer South-East neighborhoods live in poverty? The medium income for people living east of 82 avenue is 10,000 to 25,000 less than the medium income in Portland's metro area. We need to raise the amount of money people in poverty make. So they can provide for themselves, and their family. I am going to high school next year, and I've already started thinking what I would like to do as a profession. We need to strengthen our capability to help those in need, so we can ensure that future generations can grow and thrive.

The last thing I will address in this letter is homelessness. Portland has many great shelters that provide food, and other necessary resources (Portland Pilot Project, Harmony Village). However, we can't think that this problem has been solved. There are still hundreds of people in need. Homelessness is unsafe and unhealthy, the majority of homeless people can't afford healthy food. So, how can we fix this? How can we ensure that people can provide for their families?

In this letter, I have only focused on things that need altering. Portland has too many amazing qualities to count. However, once we succeed in fixing these three problems, we will be that much closer to forming a beautiful and successful city.

Thank you for taking the time to read this,
Sincerely,
Norris

PRIORITIES FOR PORTLAND'S FUTURE

Dear Planning and Sustainability Commission,

My name is Solomon Olshin, and I am a student at Arbor School in Tualatin, Oregon. I am in eighth grade and live in NW Portland. The future of Portland matters to me because I hope to raise a family and work here when I am older. I want to voice my opinions about how we should change the city so Portland can be an even more "rosy" city.

I believe we need to make public transit more accessible and increase the pedestrian and bike commuter population. Doing so will effect the environment by lowering our carbon footprint and benefit ~~benefit~~ the more far-flung citizens of Portland by bringing them closer to the city center. Imagine our hundreds of thousands of residents all commuting efficiently to our city's center to go about their daily business.

Increased emphasis on college education will help Portland by expanding the job market. College graduates will start their own companies in Portland which will decrease unemployment, poverty, and homelessness here and increase revenue for the city. Currently, only 60% of Portland's public high school students graduate on time. That number ought to be much higher. We must encourage higher education because it benefits both the people who receive it and the city as a whole.

We must also attract and grow industry. This will help the city by offering more skilled and unskilled jobs to the citizens of Portland. There are currently many smaller businesses - one of the things the "silicon forest" is known for, but I believe it would be a good idea to have even more industry in Portland. We have not fully taken advantage of our industrial sanctuary and this would be a great home for new industries to flourish.

Improving our city's public transit, emphasis on college education, and industry will help our city thrive for years to come. It will also invite people to Portland for work, play and to raise their families. All these priorities will vastly improve the quality of life for all people living in Portland.

Sincerely,



Solomon J Olshin

Dear P.S.C

My name is Sam Dickinson. I'm in 8th grade I chose to write about this because one of the topics is in my neighborhood. I really want to make this goal possible. When I'm doing this I think it will be a good idea to try to help with other problems.

Jobs are things they everyone needs to do anything in Portland.

One thing that matters for Portlands future is jobs. People need jobs to pay for things or feed themselves. Some people have jobs but they are not good enough to live off of. Everyone needs a job to have a life in Portland. There are ^{too} many homeless people on the streets, getting all if any resources from shelters.

Food is something that no one can live without.

Having food affects everyone in the world. Without ^{it} people will have no energy to do anything, work, go places, even get through the day. People need grocery stores by their homes so they can get good fast food places every day. This leads to sixty percent of Portlands population being obese or overweight. There may be people who one can afford one meal a day. We can help by putting in more grocery stores or even more food shelters. People need this, help them.

Some but not all people need sidewalks by their house.

I am one of those people who needs a sidewalk by my house. My neighborhood is a no side walk place, you can't walk any were without being on a major road. Those roads have no sidewalks every neighborhood needs a sidewalk let's make that possible.

Dear Portland Bureau of Planning and Sustainability,
I am Sam Seidel, a 13 year old boy living in Irvington with my mom and sister. I think this is a great city, but there is always room to improve. The future of Portland is very important to me, because I plan to grow up here and I want to grow up in the best possible environment.

One major issue I know of is the food deserts. Food deserts are large areas where the inhabitants have little or no access to fresh produce. There is a large food desert in East Portland ^{where} ~~where~~ some of the locals are 15 miles from fresh produce. Food deserts are usually in low income areas ^{where} ~~where~~ many of the people cannot afford a car and thus cannot drive the long distance to the store. This is a very big issue for them. Studies have showed obesity rates skyrocketing, due to people not getting the fresh food needed to maintain a healthy weight.

Another thing we really need to focus on is neighborhood safety. People need to feel safe walking around the block and many people, mostly in poorer areas, don't. A 2011 poll showed that in some low income areas only 30% of residents felt safe walking around in their neighborhood and many people said they would not walk after dark even with several friends. This is a very serious problem, because it is very important for people to feel safe where they live.

My final issue is school related and effects many kids in portland public schools. There is a reason Riverdale has a near 100% four year graduation rate. Dunthorpe is the wealthiest school district and it shows. Many poorer school districts have near 50% graduation rates and studies show economically disadvantaged kids have an up to 30% less chance to graduate on time. To give you a better idea of why this is let me tell you a hypothetical story. Jim goes to a ^DPortland public high school and comes from an economically disadvantaged family. Both of his parents have full time jobs but money is short. When in high school Jim feels obligated to get a job and thus has less time to study. Bob, however, comes from a wealthy family. He gets a sense that money is not an issue and does not get a high school job.

In conclusion this great city has many problems but not problems that cannot be solved. The people who usually get the short end of the stick are the poor ones. We need to take action and make things better for an essential part of our city and economy. About 17% of Portland's population is in poverty and they need help.

Dear Portland Bureau of Planning and Sustainability,
I am a sixth generation Oregonian.
My grandfather started one of the first successful investment advisory firms in Portland and now my family owns a local grocery store called Pasta works. My name is Lola de Garmo and I am an eighth grader at the Arbor School of Arts and Sciences.
Since my family has been here for so long, we really care about what happens to this city, especially me since I am the one growing up in the city at the moment. I have three main issues that I will discuss in this letter and I really hope that you will be able to address them.

The first issue that I think needs to be fixed to make Portland a better city is bike and pedestrian safety. Most times the people who are most affected by this issue are the bikers and pedestrians themselves. Twenty percent of all motor vehicle accidents are caused by bikes. One of the reasons that bikes cause so many accidents is because bikers wear most/all dark clothing at night and have no lights on their bike, it makes it nearly impossible to see the bike from a car. What the Portland Bureau of Planning and Sustainability

could do is put up lights over bike lanes so even if people do wear black clothing, it will be easier to see them from a car. Another reason is that a lot of times bike lanes are placed between two car lanes, so if a biker is in a car's blind spot when the car is trying to change lanes, it almost always ends in someone being injured.

My second issue is good public education. This issue most applies to families with low income since they can't send their kids to private schools. In 2009, the average on-time graduation rate in Portland was 53.42%. It is not only the teachers/educator's faults. Some kids just aren't motivated to learn. But the kids that are should be given their chance to succeed. Also if not enough people graduate from high school, then they have a lesser chance of getting a good job, and if you can't get a job, you can't gain income to support yourself so most likely you'll end up being homeless. And if that happens to too many people, the economy becomes unstable.

My third and final issue is Public transportation, and how to make people use it more so it reduces the pollution in our city. This affects more than 50%

of Portlanders, mostly teenagers and middle aged people who don't own a car. Portland residents spend more than \$1.6 billion a year on energy. More than 80% of that money goes towards gasoline and diesel for cars. Seventeen percent of Portlanders can't afford a car or maintain a car so public transportation such as buses and street cars are their only means of cheaper transport.

Having now read what I want to make Portland a better place to live, I hope you can consider addressing some of my ideas. Portland is my home and I want to see it change and grow into a better city, just as I will change and grow into a better person. Thank you for your consideration.

Sincerely,

Lola de Garmo

Dear Planning and Sustainability Commission,

My name is Samuel Goldberg. I moved to Portland from Detroit, MI. when I was ten years old. Less than a year after that, I had to move again, this time to Beaverton. I consider myself extremely left wing and sympathetic to minorities and the working class. For this letter, I have decided to write about three topics all relating to education. These include making schools more accessible to native Spanish speakers, extending recess times, and minimizing the usage of standardized tests.

In Sweden, approximately 20% of elementary school students speak a language other than Swedish. However, in the United States, only 18% of the entire population can speak a language other than English. 9.4% of Portland's population are Latino/Hispanic, meaning that almost one in ten people living in Portland will be Latin American. With a percentage that high, it would be beneficial to everyone to start teaching English speaking students Spanish at the age of six, and Spanish speaking students English at the same age.

The average recess time of Portland public schools is fifteen to twenty minutes a day. Given that recess improves brain activity, problem solving skills, and memory, this is definitely not enough time. To name another Scandinavian country, Finland (which the Organization for Economic Co-operation and Development has claimed has the best education system in the world) ~~the~~ offers their students an average recess time of 75 minutes each day. Giving our students more play time has been all but proven to help them do better in school, thus making it an obvious part of our education system to improve.

The Glossary of Education Reform defines "standardized test" as "any form of test that (1) requires all test takers to answer the same questions, or a selection of questions from common bank of questions, in the same way, and that (2) is scored in a 'standard' or consistent manner, which makes it possible to compare the relative performance of individual students or groups of students. While different types of tests and assessments may be 'standardized' in this way, the term is primarily associated with large-scale tests administered to sizeable populations of students, such as a multiple-

choice test given to all the eighth-grade public-school students in a particular state, for example.” Statistics show that countries that use less standardized tests (Finland and Sweden try to minimize the usage of them) have higher ranked education systems (OECD puts Finland in first, Sweden in sixth, and the United States in nineteenth). One reason among many to get rid of standardized tests is because studies have found that, on average, black and Latino students score lower than white students on tests such as the SATs. This is largely due to the fact that some questions are phrased in ways that are harder to understand for minorities. Some questions are even considered prejudiced against middle and lower class students.

In conclusion, Portland schools need to change how they work in at least three ways. There are probably more areas in which we could improve other than the ones I addressed in this letter, but these are the ones that matter the most to me. Thank you for reading,
Samuel Goldberg

November 24, 2014

Dear Planning and Sustainability Committee:

My name is Gideon Lerner, I am 14 years old and I live in northeast Portland. I have some ideas on how you could make Portland better. I have noticed over my fourteen years in Portland that there are some things we could do to make Portland better.

One thing you could do is have more parks. I read that trees stop flooding, and reduce heating and cooling costs. I know this sounds weird but think about it, trees provide shade and they also are wind breakers. If we had more parks people would not have to worry about heating and cooling costs as much. And did you know that trees take in 572 gallons of rain water a year?

One other thing I read about was carbon emissions and how they have only gone down 2% in Portland since 1990. One thing we could do to stop the carbon emissions from going higher is to have more local transportation. I think this because busses can have more people on them than a car. And we have to buy most of our fuel from out of state. This is bad because we send money out of Oregon so we have less.

13.2, One other thing you could do is help people in poverty. Did you know that 70% of Portlanders do not have enough money to support them and their families? If we had more places for people to get support then maybe we could lower the percent. And on an OPB broadcast it said that one family got 1/4 of their food from the school that their kids went to.

I hope that this letter shows you that there are some kids that are trying to help their city. So if you think your work is done think again. Because there are parks that need to be built and local transportation stops to be added and more places for people in poverty to go. So let's get to work.

Truly yours,

Gideon Lerner

12/1/14

Dear Planning and Sustainability Commission,
Portland is almost perfect.

From the river to Forest Park, from OMSI to the Farmers Market, from the culture to the values to the weirdness that distinguishes us, Portland is almost perfect. Almost. But to secure this city a bright future and simply make it even better, there are some pressing issues I feel can't be ignored.

One of the things that I think could change is the public education system. Only 60% of Portland's teens graduate on time, which is a statistic I frankly find quite unsettling. A good education is elementary for success in the world these days, and without one it is much harder to get a job and provide for yourself and your children (if you have any). Then, because you didn't go to school, you may not prioritize it for your children, so they may not graduate high school, and the cycle just continues. School also teaches important things like health and exercise habits. School also requires certain vaccinations in children, urging parents to give their children shots to prevent deadly diseases.

If you were to look at a map of Portland's diversity, you would see large clusters of certain ethnic groups in certain parts of town, and almost no racial overlap. This is one of the things I also think must change.

Racial integration and monetary equity would reduce discrimination, promote harmony, and reduce racial tension and crime caused by it. It would also just make Portland a more interesting place.

Without more jobs, Portland's future success is compromised. Portland is quite lacking in industry, which can be beneficial in some ways, reducing pollution mainly, but sustainable industry is increasingly also helpful but necessary for Portland to even have a future at all. Without jobs, people would leave here for jobs or even leave for the sake of them. If they stay, and there aren't any jobs, then they will sink into poverty. Industry also brings wealth to the city.

I understand that these issues don't have immediate solutions, and I understand that they don't have easy solutions either, but I have full confidence that you, the planning and sustainability commission, have the skill and expertise to make these changes possible.

Thank you,
Eric Spadson

November 23rd, 2014

Dear Planning and Sustainability Commission,
My name is Elena Mindlin, I am fourteen years old, and an eighth grader at the Arbor School. I live in Northeast Portland. I have lived here my whole life, and I love this city. I do think that there some improvements to be made. On time high school graduation rates are too low, obesity rates are above national targets, and some Portland neighborhoods don't even have continuous sidewalks. I am writing to tell you my opinion on some of what I think are Portland's most important issues.

The public schools in Portland area school districts need to boost on-time graduation rates. According to a statistic put out by your bureau in 2007, 61% of Portland Public Schools' students graduated on time. According to the Oregon Education Department in 2011, the average rate between 2008 and 2010 was 53.42 percent. Either way it's too low. Out of six school districts, only one had an average rate above sixty percent for those years. This causes a ripple effect throughout someone's life. They are less likely to be accepted to colleges, it will be harder to find a job, and they may never be financially stable. A good education is critical in a person's life. I think that we should look for patterns and see if there is a specific age or year of high school that grades start to slip. It could also depend on a family's housing or financial situation, or what extra-curricular activities a student is involved in. I think that this is a pressing problem that needs to be addressed.

The personal health and fitness of Portlanders needs to be present in everyone's mind. The percentage of people that are overweight or obese in Portland is staggeringly large. Our city is already above national targets, and rates are rising. Although some people are a healthy weight, less than half of Portland residents exercise the

recommended amount. Being overweight puts people at much higher risk for heart problems, diabetes, chronic diseases, and cancer. It is also a matter of taking care of your own body; being healthy, fit, and able to get around. Half of Portland neighborhoods are more than half a mile from a developed park. I think that having more parks, sidewalks, and bike lanes will improve overall health. Having healthy, nutritious, and affordable food options is also crucial. Unhealthy, fast food options tend to be cheaper, so people will continue to eat them. I think that everyone should be concerned with their own personal health, and take care of themselves responsibly.

As I said in the last paragraph, accessibility to opportunities is a large part of fixing these issues. They are all interconnected, and just one thing won't fix them all. Public transportation, parks, sidewalks, bike lanes, and closer proximity to fresh food are all things that I think are essential. Being close to parks, sidewalks, bike lanes, and fresh food will all help improve Portlanders' health. Being close to public transportation will enable people that otherwise may not be able to get around, go where they need to go. It could let a highschooler whose family owns no car get to school and help him/her graduate on time. It would also reduce carbon emissions in the city.

As I said I think that these are all important issues that need to be addressed, and quickly.

Cordially yours,
Elena
Mindlin

Dear Planning and Sustainability Commission,

My name is Harrison Chandler. I am an 8th grader at Arbor school and we have been studying cities. I'm writing about the future of Portland. Some things that matter to me are the environment for visitors (when I say environment I mean a good place that people want to be for instance the people there should be friendly, the city shouldn't have too much pollution, the city should be family friendly, Etc.), a good place for the people living there, and having good communities for people.

I think that Portland having a good environment for its visitors is important because not having that will probably lower the amount of visitors Portland gets and that could bring down some people's businesses. Cities should be places people want to be. Some cities depend, at least a little bit, on their visitors. If visitors don't like a city then they are less likely to move there. If visitors don't like a city then it is likely that the people living there don't like it either.

A city should be a good place for the people living there. If people don't like where they are living they are most likely to leave. If citizens leave then the city could become uninhabited and the abandoned city will probably take up what could be green space. If the people leave they will go to another city which would cause those cities to get crowded and the extra people would take up more resources and space which could cause problems.

Cities should be diverse to help the city and people living in the city to be better citizens. This could affect the people whose culture/race is least common because they are probably discriminated against most because they're less common than other cultures/races. If there is a larger diversity cultures/races are less likely to be discriminated, for instance, if there was one person at a school wearing a uniform on a day they didn't need to because they forgot they didn't need to and no one else wore their uniform, that person might get discriminated and laughed at making them feel left out. Diversity can be just like that. If there is a large diversity there will probably be less discrimination and the citizens can be happier and make the city better.

Portland is a good place but can be improved and made better. Thank you for your time and consideration.

-Harrison at the Arbor school of arts and sciences.

*Harrison
Chandler*

Dear Planning and Sustainability Commission,

Portland is a city that matters to me. I've lived here for most of my life and plan to live here until college. It is a wonderful place to live and is very unique. But, there are always things that could be improved. My name is Amelia Pressman and I am in eighth grade at Arbor School. We have been studying our city for the past few weeks. It has opened my eyes to some issues Portland has, such as, public transportation, access to parks, and homelessness.

Seventy point two percent of Portlanders drive to work in their own cars. Having this many cars makes for a lot of pollution. If more people used public transportation to get to work we would have less gas shooting into the air. Public transportation also provides jobs. If more people took the bus we would need more bus drivers. That would give a job opportunity to a lot of people. Using public transportation also helps more people get to work on time at once.

Living in a city can be fun, but you don't get a lot of access to parks. Parks are a wonderful way to be in nature without ~~having to drive long distances~~ having to drive long distances. With more parks we could get more people outside and moving around. With more parks there are more trees and trees are always a good thing. It could also help people get off electronics.

Did you know that ten percent of Portlanders live below the poverty line? When I go to the city I see a lot of homeless people. We need to get people off the streets and into homes. Imagine you lost everything you had. You lived on the streets and never had enough to eat. It would be terrible. People shouldn't have to live like this.

This is what matters to me. With enough work I think Portland can become the fun and safe city we all want it to be. Thank you for reading my letter and taking into account the issues that I am interested in.

Sincerely,

Amelia

Amelia Pressman

Dear Portland Bureau of sustainability,

My name is Seth Monahan, and I am a student at Arbor School in Tualatin. The reason I am sending you this letter is because I have some concerns for Portland. I am not saying Portland is bad (personally I love Portland) but there are certainly some things that need to be tweaked. Did you know that we spend 1.6 million dollars on energy and 80% of that is gas? That is just one situation of many that I think needs to be changed.

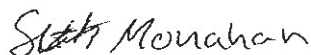
Imagine being a single parent with two kids. Being a single parent is hard enough but imagine having to walk a mile to get your groceries. I know that is very hard to even think of but it is a very real situation in a lot of households. You probably have heard this but 40% of Portlanders live a mile away from grocery stores. That is way too big of a percentage, and I think that needs to be changed fast. East of 82nd there are only two farmers markets and there are a lot of people that live past 82nd so where are these people getting fresh food from? The truth is they really aren't and this is what is going to lead me into my next concern.

Obesity is a real problem in the U.S. as a whole and in Portland. So I think the big steps that we need to take are getting more people to eat healthy and start exercising. Portland is already beyond the national average in obesity and diabetes. I don't know about you but that seems pretty bad. Even among people that do maintain a healthy weight, they still aren't exercising as much as you are supposed to.

I hope that you will take what I have said into consideration. I am not the only one who cares about these problems and thinks they are important. There are people in Portland that need help and you can give it to them.

Thanks for your consideration.

Best Regards,



Seth Monahan

Dear Portland Bureau of Planning and Sustainability,

14.5% Of Portland's people use the bike as an occasional commute vehicle while 5.4% have it as their primary. I have a few problems I would like to address to you. My name is Ian Flynn, I am 13 years old and I live in Tualatin, Oregon.

First off, I live on SW 65th Ave. which is a great way to get from Tualatin to Wilsonville in a short amount of time. There are also many houses along this street. The struggle is my street has no sidewalks or bike lanes. This makes traveling difficult because it means the people in the houses can't get to Tualatin or Wilsonville. Also drivers like this road because it's smooth and you can go pretty fast on it making it dangerous to go on the road in general. I think road safety can be a bit of a problem more for people in SW and NW Portland area and the more country area of Portland.

Second, I think we should try to improve our education system because Riverdale High School's graduation rate is 99% and the average for all the other schools are 60% Also 23% drop out and 12% are enrolled for a fifth year. Imagine if we kept the 60% graduation rate for every school, that means 40% of portland students don't go to college and get a job that requires you to go to college. That means more unemployed and fewer people that will be helping the people. This is pretty big so I think this problem shouldn't go unnoticed because this would affect every student in the Portland area.

I think there are some places where roads are needed and not needed. Recently my local K-Mart was replaced with a New Seasons, Home Goods, and a Cabella's. There seem to be quite a lot of traffic if having a Fred Meyer's Across the street wasn't enough. There are other ways to get into the parking lot (which is always full) but you have to go around the entire block and it would probably take just as much time to fight through the traffic. But it's not just getting in, just trying to get through the intersection to a different destination is still just as hard with everyone at one stopping light. I think this problem probably affects people in different areas depending on the places there.

I'd really hope for Portland to become the best it could be because I'm hoping to live here after college. There are many things you have to address so Portland is a better place for not just me, so thank you for reading this.

Ian Flynn



Dear Bureau of Planning and Sustainability,

My name is Harriet Milton. I am fourteen years old. I moved to Portland in the summer of 2004. I have loved Portland nearly all my life.

But even a three-year-old can't miss the throngs of homeless distributed liberally over Portland's downtown area.

There's usually a couple of dogs tied up outside the Hillsdale Library. They're usually nice dogs. I usually pet them. So when Bosco the corgi was tied up outside, it was no different. I petted him, and then moved on. I have a particular fondness for corgis, so I was actually rather happy to see Bosco again the next day.

But after seeing Bosco at the library every day for a week, I began to be worried.

One day, my mom met Bosco's owner.

He said he'd been fired, and was living with Bosco in his car.

Mom did a little research. It turned out that Bosco's owner, who I am going to call Jim for the purpose of this letter, had been an electrical engineer, or something of that nature.

My dad worked for an electrical company at the time, as did a friend of my mother's. She asked both of them to see if they could get Jim a job.

They tried, but further research proved that Jim had been fired because of alcohol abuse.

I think that Jim should have been provided with free rehabilitation services so that he could get a job as soon as possible. I am going to hazard a guess and say that a large percentage of Portland's homeless would disappear with astonishing rapidity if provided with free, state-funded rehabilitation services.

Sincerely,

Harriet Milton, age 14

From: Rich Wallace [<mailto:rich.wallace@gmail.com>]
Sent: Saturday, November 22, 2014 6:28 PM
To: Planning and Sustainability Commission
Cc: Wright, Sara; Stockton, Marty
Subject: Comprehensive Plan Testimony

23 November 2014

Re: Draft Comprehensive Plan – Include 5116 SE Duke St into Proposed Mixed Use - Dispersed

Dear Commissioners:

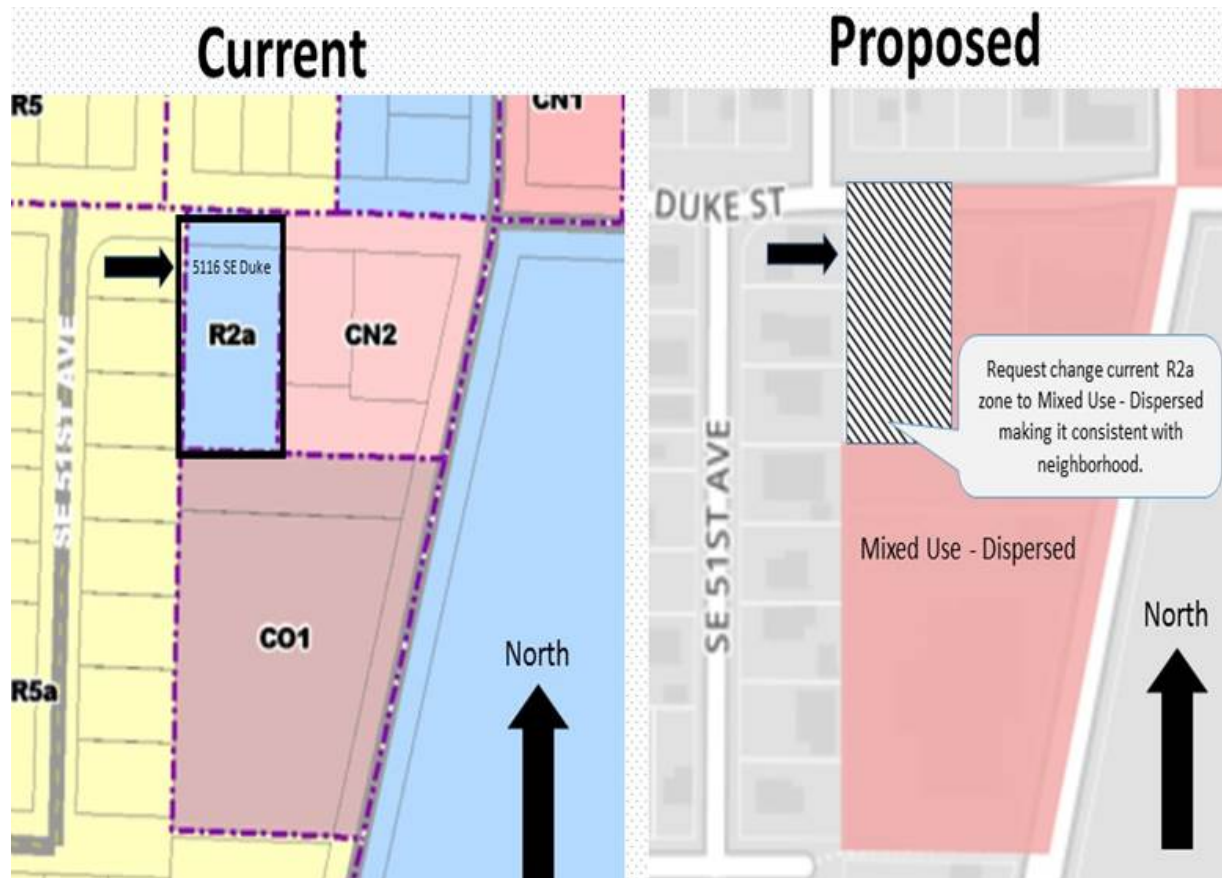
I would like to thank the Commission for their effort in updating the Comprehensive Plan for Portland.

I request that the Commission consider changing **5116 SE Duke St**, currently zoned R2a multi-dwelling, to Mixed Use - Dispersed. Exhibit A depicts the current and proposed zoning, showing that changing R2a multi-dwelling zoning to Mixed Use – Dispersed will establish consistent commercial zoning with surrounding properties.

Thank you for considering our proposal.

Sincerely,
Richard Wallace
7304 SW 53rd,
Portland, Oregon, 97219
rich.wallace@gmail.com

Enclosures:
Exhibit A



From: Planning and Sustainability Commission
Sent: Monday, November 24, 2014 10:17 AM
To: Kovacs, Madeline
Subject: FW: Traffic Improvements Needed - SE 72 Ave / Foster Powell

Julie Ocken
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: Kerry Rowand [mailto:kerry@kerryrowand.com]
Sent: Friday, November 21, 2014 5:00 PM
To: Planning and Sustainability Commission
Cc: Ben Hedstrom; Allen Rowand
Subject: Traffic Improvements Needed - SE 72 Ave / Foster Powell

Hello,

I am a new resident to Foster Powell. My husband and I bought our first home this summer. While we love the neighborhood, the traffic on SE 72 Ave (especially between Center and Powell) is a concern.

The street is very congested with cars driving faster than the speed limit, and the sound of scooters racing by at night is enough to wake me up. We were warned by our new neighbors that street parking often results in broken side mirrors or crashes from fast-moving cars. Nearby SE 71 Ave (between Powell and Division) has speed bumps, which appear to effectively reduce speeds and discourage fast drivers from that route. I wonder if that would help SE 72 Ave as well?

My husband and I frequently ride our bikes (to Woodstock, Mt. Scott Park, Mt. Tabor Park. . .), but there are more dangerous intersections than there are safe ones (ex. crossing Holgate, Foster, Powell, SE 52 Ave). Making SE 72 Ave a designated bike route would be a great improvement. Currently the street does not seem safe for children, pets, or any pedestrians.

I was advised to email the Planning and Sustainability Commission and have commented on this transportation map as well:
<http://www.portlandmaps.com/bps/cpmapp2/>

I appreciate your consideration of my request for traffic improvements, and would welcome any suggestions on how to better voice my/residents' concerns and support for improvements.

Thank you,

Kerry Rowand
3713 SE 72 Ave
Portland, OR 97206

Nov 21,2014

Planning and Sustainability Commission
Comprehensive Plan
1900 SW 4th Ave #7100
Portland, Or 97201

RE: Brentwood Darlington Neighborhood and the Green Thumb/Learning Gardens Lab

My concern for the community gardens, orchard and the Learning Gardens must go on record. The zoning of this area should be one given to "Open Space" There is recreation as well as food production and education occurring on this site.

I, myself have been gardening there for several years. This garden provides food for my family as well as for the Produce for People Program. That effort brings fresh grown vegetables and fruit to several organizations and soup kitchens in the Metro Area.

We gardeners get a good amount of exercise here in these gardens as well as mental well being. The human interaction is extremely valuable. It's a place where good health is maintained by the citizens from various socioeconomic backgrounds.

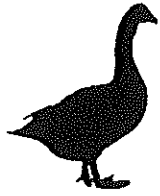
We can see and hear the young people who come on field-trips to the adjacent Learning Gardens, on any given day. Their exclamations and laughter punctuate the air, as they thrive and learn.

I speak for myself as well as for many others who share the green space, which you are considering for zoning change, and I implore you to continue to make the Portland Metro area a healthy place to live and work.

Sincerely,



Edna Zappa
3628 SE Ogden St
Portland, Or
ednazappa@yahoo.com



Friends of Goose Hollow, LLC
1132 SW 19th, #403 | Portland, Oregon 97205

Building a Healthy Community

Planning and Sustainability Commission

November 20, 2014

Attn: Joan Frederiksen (City Planner, West District)

1900 SW 4th Avenue, Suite 7100

Portland, OR 97201-5380

Public comments on suggested Comp Plan Change #94:

Friends of Goose Hollow (FOGH) is an advocacy group, formed in 2013 to counter claims of developers like the MAC about what is "best" for Goose Hollow. We are committed to fostering a strong residential community and encouraging thoughtful development in our densely populated, pedestrian/transit-friendly, and historic urban neighborhood. It has come to our attention that there is a proposed zone change on King's Hill (#94) which would change residential zoning into commercial zoning. We strenuously object to this proposed zone change. We support retaining residential zoning in this block on King's Hill. The conditional uses (allowing commercial use) should expire, and the zoning should revert to residential usage.

A couple of years ago, the Goose Hollow Foothills League heard from owners of one of the homes in this area—the "Rosenblatt House" on SW King and Main (land use petition LU 10-179977 CP ZC). GHFL unanimously rejected the owner's request to change the residential zoning once the conditional (commercial) use expires.

FOGH and Goose Hollow residents remain opposed to this proposed rezoning. The use of this half block should remain residential. This is an historic residential neighborhood, and we have a strong force of neighbors who vehemently object to this proposed zone change.

Having these historic homes used for commercial purposes was a temporary conditional use—this was agreed to by GHFL several decades ago in order to prevent homes from being demolished (before it was desirable to live on King's Hill and before the King's Hill historic district came into effect). Having 24-hour eyes on the ground (which residential use provides) is much better for the neighborhood than houses used as businesses that are unattended most nights and weekends. Goose Hollow has constant problems with commercial spaces that do not have 24-hour usage. The conditional use should be reverted back to a residential zone, as originally agreed.

Sincerely,

Harvey Black, President

Friends of Goose Hollow

Sheryl and Susan Anderson
Homeowners
2516 SE 27th Ave
Portland, OR 97202

503-957-7996 (c) Sheryl
503-975-0041 (c) Susan

bean@sanfordanderson.com
www.sanfordanderson.com

November 20, 2014


Marty Stockton
Southeast Liaison
Planning & Sustainability Commission
1900 SW Ave Suite 7100
Portland, OR 97201-5380

Dear Marty Stockton,

We are writing in support of modifying the Portland Comprehensive Plan to designate the property at 2630 SE Division street as an urban center. This property is a corner lot and since all of the other properties to the west of this one on Division street are designated as an urban center in the draft plan, it only makes sense that this one should also receive the same designation.

We are of the opinion that all of the properties on the south side of Division street from SE 26th Ave through SE 28th Ave should be designated as urban centers to promote a more consistent and visually appealing urban design that increases housing and business opportunities along with promoting street level activity. This is also consistent with the multi-unit apartment complexes and businesses located on the north side of SE Division from SE 26th Ave to SE 28th Place.

Sincerely yours,



Sheryl and Susan Anderson

STEEL HAMMER PROPERTIES, LLC
8424 N. CRAWFORD STREET
PORTLAND, OREGON 97203

To: Portland Planning and Sustainability Commission

From: Steel Hammer Properties, LLC – Tom Leaptrott-Member
Marcus Lampros-Member

Subject: Zoning Change –

APN	Tax Lot
R263874	1N1W-12CA-200
R263875	1N1W-12CA-300
R263876	1N1W-12BD-5800
R263877	1N1W-12BD-5900
R263878	1N1W-12BD-5700
R263880	1N1W-12BD-5600
R263881	1N1W-12BD-5500

Date: November 20, 2014

To Whom It May Concern:

Steel Hammer Properties, LLC owns approximately 15 acres on the Willamette River just south of Cathedral Park; earlier this month we put the property on the market for sale.

We have owned the property for over 8 years during which time the areas around us have developed into more residential/commercial uses rather than continuing the heavier industrial use established and maintained since the late 1800's (lumber mills, manufacturing, warehousing, etc.).

Any new purchaser of our property will have the opportunity to continue with industrial uses and job creation; if the proposed land use changes are approved any new owner will also have the

Page 2

Portland Planning & Sustainability Commission

Reference: Zone Change – Steel Hammer Properties – St. Johns

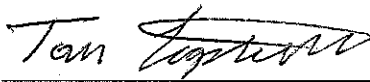
November 20, 2014

option in the future to redevelop. Redevelopment of the property under the newly proposed land use changes will be an asset to the neighborhood and the City of St. Johns.

We believe that changing the property's zoning to mixed use commercial will be in the best interest of any future property owner as well as the City of St. Johns and the neighborhood.

Thank you.

Sincerely,



TOM LEAPTROTT
Property Owner

From: Planning and Sustainability Commission
Sent: Tuesday, November 18, 2014 11:32 AM
To: Kovacs, Madeline
Subject: FW: Zoning Changes - 625-627 SE 30th Ave

Julie Ocken
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: Brenda [mailto:newstripes@comcast.net]
Sent: Tuesday, November 18, 2014 1:38 AM
To: Planning and Sustainability Commission
Subject: Zoning Changes - 625-627 SE 30th Ave

Good morning,

I am writing regarding the zoning of my property at 625-627 SE 30th, which is currently zoned as R5. I understand the city is in process of re-zoning and felt you might be my best resource, as I hope to have some influence on the proposed zoning changes. I was out of town for two of the public meetings and working for the other two.

I currently have 5 units on this 5,593 sq ft property which is clearly non-conforming and it has been that way since I purchased it over 15 years ago, and it doesn't make sense to me when I am surrounded by large apartment buildings. In fact, my closest neighbor is a 21-unit apartment.

I tried to find out from the city when it became non-conforming or when the zoning changed to make it that way, but couldn't find anything. They are telling me I may need to dig further for phone records, utility bills, etc. to try and prove my property is a legal non-conforming use.

I don't understand everything, but it looks like just 1/2 a block to the east of me, you are considering changing to R1, which I am hoping could extend as far as the area where I am. Even better would be an RH zoning, after looking at the types of properties around me. Following is a list of all the buildings just around my block, most of which are extremely non-conforming due to the current zoning.

510 SE 29th	- Zoned R2.5	- 10-12 Units	-12,056 sq ft lot - Non
Conforming			
2743 SE Alder	- Zoned R5	- 24 Units	-15,000 sq ft lot- Non Conforming
2934 SE Alder	- Zoned R 5	- 22 Units	-6,500 sq ft lot- Non Conforming
2921 SE Alder	- Zoned R5	- 6 Units	- 50 X 100 Lot - Non Conforming
2905-2915 SE Alder	- Zoned R5	- 4 Units	- 50X100 Lot - Non Conforming

622-624 SE 29th – Zoned R5 – Duplex – 50X100 Lot – Non Conforming
2904 SE Washington – Zoned R2.5 – 7 Units – 50X100 Lot – Non Conforming
2921 SE Washington – Zoned R2.5 - 18 units - 19,000 sq ft – Non conforming
2905 SE Washington - Zoned R.5 -6 units - 50 X 100 Lot - Non conforming

Many of them are double, triple, quadruple the size they should be and the zoning is completely incorrect. If you look at the list, which I am sure you already have, you will see that a zone change for this block, would bring more people closer to conformance. For the few single-family homes, this could increase their property if they were thinking of selling.

I am concerned about the value of my property with this current zoning and what would happen if my property were to burn down. Could I then build at least 5 units again, even though I am so far out of compliance? And the law doesn't allow me to move further out of compliance, so I cannot expand, which does not seem reasonable given my surroundings.

I would like to make enhancements to my property and someday expand the cottage in back of the 4-plex to be a few more units. If I was R1, I could possibly increase up to 50% more units by adding amenities. We take great care of our properties and currently offer storage for bikes, laundry facilities, but could also add an ADA accessible unit or amenities you might suggest to increase our density. We would also like to consider seeing what would be required to get a charging station out front for electric cars, etc. We want to be progressive with the city and offer inner-city housing, but right now our hands are tied.

From our apartment, a block in either direction is transit and supportive commercial services. Our property and this block seem prime for the highest density possible, at least R1 or RH. I hope you will hear my concerns, consider my request and let me know what if anything else I can do to help change my zoning when the city changes the area around me.

Thanks for your time.

Brenda Gunderson

503-314-1906

newstripes@comcast.net

Make it a Great Day

From: Planning and Sustainability Commission
Sent: Wednesday, November 19, 2014 9:31 AM
To: Kovacs, Madeline
Subject: FW: [Approved Sender] Re: Please do not rezone 6729 SE 162nd

Julie Ocken
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: lbauerpvna@aol.com [mailto:lbauerpvna@aol.com]
Sent: Tuesday, November 18, 2014 4:50 PM
To: Planning and Sustainability Commission; Scarzello, Christina
Subject: [Approved Sender] Re: Please do not rezone 6729 SE 162nd

Linda Bauer 6232 SE 158th Portland, Oregon 97236

Linda Bauer

In a message dated 11/18/2014 1:23:35 P.M. Pacific Standard Time, psc@portlandoregon.gov writes:
Hello Linda,

Thank you for your message to the PSC. So that I may include your comments in the record and forward them to the commission members, can you please email me your mailing address? That's required for all 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: lbauerpvna@aol.com [mailto:lbauerpvna@aol.com]
Sent: Tuesday, November 18, 2014 1:19 PM
To: Planning and Sustainability Commission; Scarzello, Christina
Subject: Please do not rezone 6729 SE 162nd

Please do not rezone 6729 SE 162 to a Commercial zone !

Commercial zones

Purpose

The regulations promote uses and development which will enhance the economic viability of the specific commercial district and the City as a whole. In general, a wide range of uses is allowed in each zone.

As stated above, commercial zoning is envisioned as part of a commercial district , this property would not be part of a commercial district (spot zoning) . Also as stated above, a wide range of uses is allowed in a commercial zone. This property is located directly above a very mis-aligned ,dangerous intersection. (162nd and SE Foster Road)


In 2006 there was a pre-application conference , and it was revealed that this property needed lots of special work to make the ground stable for residential development . Whole cars and miscellaneous debris was buried on this property be a previous owner.

Linda Bauer



PORTLAND PARKS & RECREATION

Healthy Parks, Healthy Portland

Date: November 18, 2014
To: Portland Planning and Sustainability Commission
From: Mike Abbaté, Director, Portland Parks & Recreation 
cc: Eric Engstrom, Emily Roth, Brett Horner, Sarah Huggins, Jenn Cairo
RE: Comprehensive Plan Proposed Draft Comments

Portland Parks & Recreation appreciates the treatment of parks, open spaces, natural areas, urban canopy, trails, and green infrastructure in the Comprehensive Plan. Portland Parks & Recreation also appreciates the close collaboration with Bureaus in the development of this Plan.

PP&R has a few requested changes:

1. We have a requested change to policy 6.50, Public Facilities and Land Acquisition. As written, it seems redundant with the intent of policy 6.36. We suggest deleting policy 6.50. If it does remain, we suggest re-wording it as indicated below. The suggested additional text from Portland Parks & Recreation is in red.

Policy 6.50 Public Facilities and Land Acquisition. Limit the use of prime industrial land for parks or other non-industrial public facilities, **unless the land has been identified as having significant natural resource value or is needed to provide recreation service in accord with established PP&R service levels.**

2. PP&R supports a change of zoning on the 'Green Thumb' site (R992190070), which is co-owned by PP&R and Portland Public Schools and used as a community garden and educational site – from R2 (current) to OS (proposed) consistent with use at the site.
3. Policy 8.74 Acquisition of Surplus Properties. Suggest deleting this policy. Policies 8.72 and 8.73 provide guidance on where PP&R needs to acquire additional properties to meet service level goals and address equity.
4. PP&R requests that the protection, enhancement and maintenance of the urban forest be stronger throughout the plan by adding policies in multiple chapters.

The following are PP&R's recommendations for adding urban forest policies in existing policies and suggestions for new policies:

- a) Chapter I: The Plan and Guiding Principles – page 10 in the Supporting Documents graphic include a bullet for Urban Forest after Natural Areas.

Administration

1120 S.W. 5th Ave., Suite 1302
Portland, OR 97204
Tel: (503) 823-7529 Fax: (503) 823-6007

www.PortlandParks.org
Amanda Fritz, Commissioner
Mike Abbaté, Director



- b) Chapter 3: Urban Form
 - Page 1 – What is this chapter about? Add urban canopy into the third bullet.
 - Page 13 Policy 3.39 Design to be Great Places. – add **street trees**.
 - Page 15 City Greenways: In the first sentence, change green streets to streets with green infrastructure including large form trees. BES' program is called Greenstreets so it may be confusing to the public if green streets is used in the plan in a different context.
 - Page 15 #1. – Add **“including wider parking stripes for large form trees”** after extensive tree canopy.
- c) Chapter 4: Design and Development
 - Policies, General Development Principles – add a policy for green infrastructure and the need to incorporate in all designs, including street trees.
 - Page 13, Policy 4.59 – add to the end of the policy **...”and retain healthy trees.”**
- d) Chapter 5: Housing
 - Policies 5.41, 5.43 and 5.44 – add **trees as essential elements of quality housing, healthy living and walkable surroundings, including open spaces to plant large form trees.**
- e) Chapter 7: Environment and Watershed Health
 - Page 10, Policy 7.19 Urban Forest. Add **7.10h Limit public and private tree removal and support planting of trees on steep slope and slopes with unstable soils. Tree roots significantly increase stability of slopes and unstable soils, reducing the potential for landslides and associated property damage, injuries and loss of life.**
 - Add **7.10i: Design rights-of-way and property zoning to provide sufficient space for tree infrastructure, including large form trees.**
- f) Chapter 8: Public Facilities and Services
 - Page 7, Goal 8.D: Public rights-of-ways. Add **“street tree infrastructure”** after private utilities.
 - Page 9, Policy 8.2 Service Delivery. Add a bullet that states **“Urban Forest including street trees and trees on public and private property.”**
 - Page 9, Policy 8.4 Interagency coordination – Add a bullet that states **“Urban forest management coordination with regional municipalities and ODOT.”**
 - Page 15 – add a new Policy specifically for Urban Forest, similar to Stormwater. **Improve rights-of-ways to integrate tree infrastructure to meet City canopy goals and economic, social and environmental objectives.**
 - Page 15, Policy 8.43 Right-of-way Vacations: Add a bullet that the code should **consider appropriateness for urban canopy, including existing or potential future trees.**
 - Parks and Recreation Page 19, Policy 8.72, modify to read ...parkland, **urban forest** and recreational facilities...
 - Policy 8.76 modify to read ...Improve parks, natural areas, recreational facilities, **and the urban forest...**

Thank you for your work on developing this Comprehensive Plan.

COMMENTS FROM THE LINNTON NEIGHBORHOOD ASSOCIATION ON PORTLAND'S COMPREHENSIVE PLAN: November, 2014

This document is a refinement of the document filed by the Linnton Neighborhood Association as a comment on the Working Draft of Portland's Comprehensive Plan.

1. THE NEIGHBORHOOD ASSOCIATIONS HAVE BEEN LEFT OUT OF THE COMPREHENSIVE PLAN

The draft fails to acknowledge the contribution the neighborhood associations can make to the achievement of the Community Involvement Goals. Many of those goals could best be achieved by enhancing the role neighborhood associations play in the planning process. The neighborhood associations are the best path to creating positive relationships between the city government and local communities, the best path to engagement with the under-served and under-represented, and the best path to thoughtful consideration and meaningful participation by the public in the land use process. It should be an explicit goal of the plan to strengthen the neighborhood associations. Instead the plan seems to support an alternative process, and offers no more than a "tip of the hat" to the neighborhoods. A proclaimed "one size doesn't fit all" approach to planning demands an explicit commitment to neighborhood participation in planning, yet the draft makes no such commitment.

In particular, and just to start with, the plan needs to set realistic timelines for participation in the planning process by the neighborhood associations. The LNA has general membership meetings every other month, timelines which call for comments or appeals within 10 or 30 days are unworkable; they send a strong message that the city doesn't value what the neighborhoods bring to the process or care what the neighborhood associations think about the land use issues.

2. HILLSIDE DENSITY

Linnton was platted in an era when a twenty five by one hundred foot lot was considered spacious. Many residences in Linnton occupy multiple such lots and there are many other empty but buildable narrow lots available. The potential for infill is

substantial, and the number of homes that could be built far exceeds the infrastructure needed to support them. A first step towards resolution of this problem was taken when the Council approved the Linnton Hillside Plan which rejected higher density zoning, but the problem remains one which will become critical when a substantial upturn in the housing market occurs.

The plan does take some small steps towards addressing these long held Linnton concerns about appropriate hillside development by down zoning four large properties to Residential 20,000 (R20). Another 16 sites throughout the neighborhood are proposed to be rezoned as open space (OS) to acknowledge current or future open space use on existing publicly-owned land. In addition the Comp Plan Mapp App designation of Linnton as a "Stormwater Management Challenge Area" is a move in the right direction, but far from sufficient.

LNA supports controlling hillside development through management tools such as stormwater, landslide and habitat regulations. The draft moves in the right direction in acknowledging the constraints facing Linnton, including soil types and steep slopes that limit stormwater infiltration into the ground, lots that cannot easily connect to existing stormwater pipes, and landslide and wildfire hazards. Combined with the limitations on the existing infrastructure these natural hazards and drainage constraints make Linnton specific growth management a critical need.

3. THE LINNTON BUSINESS DISTRICT SHOULD BE A NEIGHBORHOOD CENTER

The LNA would like the Linnton Business District to be recognized as a "Neighborhood Center" even though it acknowledges that under the current definition of a neighborhood center our "center" doesn't qualify. The problem is with the definition rather than with the Linnton Business District. The LNA has long advocated for the long promised restoration of Linnton's business district, either on the highway or down on the riverfront and prior to the destruction of half of Linnton's downtown buildings (when the highway was widened back in 1960) Linnton would have qualified as a "Town Center" similar to St. Johns. Unfortunately for Linnton, under current rules, the business district rates as little more than a wide spot in the road. The plan needs to incorporate provisions encouraging the growth of the Linnton Business District, either as a Neighborhood Center or some newly

devised functional equivalent.

4. REZONING LINNTON'S BUSINESS DISTRICT TO STOREFRONT COMMERCIAL

Currently the narrow strip of business land along St. Helens Rd. from NW 107th to 112th is designated as general commercial (CG), a designation suited to car oriented shopping districts. The proposal is to changing this designation to "Urban Commercial/Storefront commercial" (UC/CS), a designation that would allow future mixed-used development. The LNA supports this small step towards the goal of rebuilding Linnton's downtown into a vibrant neighborhood center. Community questions remain, however, regarding the full implications of the proposed change in zoning.

5. ST. HELENS RD. SHOULD BE A CIVIC CORRIDOR IN LINNTON

At least in the area where it passes through Linnton's downtown, St. Helens Road needs to be recognized as a civic corridor. According to the draft language, civic corridor policies are intended to transform those areas into, "premier streets that are enjoyable places to live, work and gather; serve as safe mobility corridors for all types of transportation and pedestrians..."

Designation as a civic corridor would be another step in the slow but steady success achieved over the past 20 years in restoring a sense of place in Linnton's business district. Continued efforts at traffic calming and new improvements for pedestrians and business district customers are the next steps in the restoration of Linnton's downtown economic vitality and livability. The neighborhood would like to be considered for inclusion in the Main Street program, the civic corridor designation would be good step in that direction.

Currently the Mapp App lists St. Helens Road as a "Regional Truckway," which is defined in the Portland Transportation System Plan as primarily serving, "heavy freight activities for interregional and interstate freight movements." Linnton is happy to share the road with industrial users, but expects more from the highway and the city than truck traffic.

There is no reason St. Helens Rd can't carry the traffic it does and still be much

more pedestrian friendly than it is. Steps can be taken to visually narrow roadway with landscaping, pedestrian bulb outs, and extended medians.¹ These improvements would make the district safer and more inviting to pedestrians.

Designation as a neighborhood center and a civic corridor would assist in moving other traffic related projects forward. For example:

1. A local circulation study in the Linnton area to evaluate the potential for improving safe access to and from local streets to St. Helens Rd.
2. The implementation of a Whistle-Free zone in Linnton (perhaps in conjunction with the various North Portland neighborhoods facing this same issue), or other steps towards controlling intrusive nighttime switching by the railroads on both sides of the river.
3. Improving traffic flow by adding a left turn lane through the Willbridge area on St. Helens Rd.
5. Adding a traffic signal at NW 112th St.
6. Improving bike access to the St Johns Bridge (this is a list project, map ID#6004) and link that to a separated grade bike path alongside the existing rail tracks connecting the North Greenway Trail, across the BNSF rail bridge, and extending out to Sauvie Island. Both bikes and the greenway need to be separated from St. Helens Rd.

6. RIVER ACCESS IN LINNTON (POLICIES 3.54, 55, 56, 64 AND 65)

In the earliest days Linnton was a river focused town. Everything was tied to the river. In more recent years a string of industrial users have closed off the river almost entirely, the west side of the river in the North Reach is an uninterrupted row of no trespassing signs. The city ought to require, in the plan, that there be access points to the river (at least a viewpoint and ideally a spot where people can get their feet wet) every half mile, on the average. These access points could be along property lines and

¹ See PBOT project #60020, Transportation Investment Areas, Transportation Infrastructure Analysis, Draft Working Harbor Reinvestment Strategy, 2007. It calls for "Visually narrow roadway, including landscaping, pedestrian bulb outs, and median at various locations within Linnton."

not interfere with industrial activity. These access points would also provide habitat connections between the river and the upland forests as called for in Policies 3.54, 55 and 56. While human use of the access points has be controlled to insure that wildlife can also use them, the combination of human and wildlife access is both possible and useful. Political support over the long term is needed to preserve wildlife access, support is built by participation, which is created and encouraged by controlled public access.

Linnton provides an ideal location for such an access point. At the north end of the mill site, NW 107th almost extends to the river and could link up with an existing Greenway, if the city obtained public access across the mill site. The concept is already included in the currently stalled North Reach Plan and is identified in the Parks Investment Layer as a future improvement. Attached to this document (Exhibit A) is a 1976 letter from Linnton to then mayor Neil Goldschmidt. It advocates for precisely the river access that ultimately was included in the stalled North Reach Plan and which remains unachieved today, 40 years after the letter.

7. THE IMPACT OF PORTLAND'S INDUSTRIAL LAND POLICY ON LINNTON

Portland's industrial land policy, despite good intentions and reasonable success in other areas of the city, has not worked well in Linnton.

The Linnton waterfront was home to industrial activity long before zoning or comprehensive plans existed. Modern river related industrial activity, however, requires more than the Linnton waterfront provides and the land between the tank farms has remained underutilized by river related industrial activity for decades. Unfortunately the unsuitability of the site for modern industry has not been acknowledged in the planning or zoning process and the site remains frozen, not useful for industry and not available for other uses.

Particularly problematic for Linnton has been the incorporation of the notion of "industrial sanctuaries" into city wide planning. In 1996 the Northwest Industrial Sanctuary Working Group was created by City Council Resolution #35534. It included representatives from the LNA, and NINA, NWDA and PDNA, and achieved agreement about which neighborhood parcels of industrially zoned land should be provided long term sanctuary protection. As part of that agreement, the

various associations, the city, and the adjacent industrial stakeholders all agreed to make the northern boundary of the sanctuary the St. Johns Bridge (see discussion in Exhibit B). The agreements reached by the Working Group evolved into the Guild's Lake Industrial Sanctuary Plan which was approved by the city in 2001. The exclusion of land north of the bridge was intended to allow for further planning in Linnton. Unfortunately for Linnton, that planning has yet to be completed. It stalled after the city council rejected a proposal from the Planning Commission in 2006 and has not been restarted.

Whatever its value in other areas of the city the sanctuary policy has failed in Linnton, leaving only unused land and unhappy property owners. No investment has occurred and no jobs have been created. A project currently under development² will cut the available industrial land in Linnton more than by half, leaving only a small area technically available for industrial activity. The city should acknowledge the pointlessness of preserving the industrial designation of this remaining piece of the waterfront and open the area to other kinds of development.

The city should impose a standard for sanctuary protection for industrial property based on more than the property's history as an industrially zoned site and the raw number of acres of industrial land available within the city. Rather than just counting the acres, regardless of current usefulness, the city should measure the prospective usefulness of industrial property on a jobs per acre basis, imposing an obligation upon industrial users to maximize the density (in improvements and employment both) of their projects. This would assist in Linnton's redevelopment because it would reduce the concern that acknowledging that a particular parcel of land (for example, Linnton between the tank farms) was unsuited to industrial use might undermine industrial land policy city wide. The current system provides incentives for sprawl rather than incentives for density. The city doesn't subsidize residential sprawl and should not subsidize industrial sprawl. Density should be a concern for all.

In addition, the city needs to take a regional approach to supplying industrial land. Existing sites in Clark County and likely to be created sites in Columbia County need to be factored into the supply question. It may serve the Port of Portland's

² RestorCap has agreed to purchase the plywood mill site and convert it into habitat to address mitigation needs in the North Reach. The LNA supports this plan based on the promises of RestorCap to provide the long sought community access to the river.

interests to add to the stock of industrial land within Portland, but it may not be in the city's interest. Regional growth will bring benefits to Portland and those benefits will come with much smaller costs if development is financed by other jurisdictions.

The fear that higher income uses will drive industrial users off their land without a sanctuary policy to protect them is real. The policy should continue to forbid zoning changes that are justified merely by proof of a higher return on investment. But when allegedly marketable industrial land sits on the market for decades without a buyer, that message should be heard. Simply put, the Linnton waterfront hasn't been, isn't now and never will be useful industrial land. The failure of the land use process to acknowledge that reality has compromised the development of Linnton in particular and the city in general.

The city should have the courage to acknowledge that current industrial land policy fails to address the need for thoughtful evaluation of the suitability of specific parcels of land for industrial use. The need for regional growth should not be a bar to the wise use of the Linnton waterfront. Upzoning the Linnton waterfront would not compromise regional industrial land use goals and would better serve the needs of the city and the neighborhood.

8. SUPERFUND REMEDIATION SITES IN LINNTON

The Comp Plan needs to recommend sites along the Willamette River in the North Reach that are suitable as future mitigation sites as part of the Portland Harbor Superfund project. The Map App appears to recognize some of the above sites within Linnton but conspicuously leaves out the Linnton Plywood Mill site on the "Habitat Corridor" map layers.

The Portland Harbor Natural Resource Trustee Council released their recommendations for mitigation sites in April 2012 in their Portland Harbor Natural Resource Restoration Portfolio. Several of the Trustee Council's sites are within Linnton that would be ideal candidates for such corridors, several of which would "daylight" streams that were long ago piped underground due to industrial development.

Those sites include the former Linnton Plywood Mill site, Miller Creek confluence (near the floating home marinas), Doane Creek Railroad Corridor (where the BNSF rail bridge is), Owens Corning floodplain, and PGE site at the confluence

with the Multnomah Channel, and Powerline Corridor (where the high towers cross the Willamette.)

If the plan fails to take a more aggressive approach to the creation of these corridors another generation will pass and opportunities will be lost.

9. AIR, WATER QUALITY AND HEALTH

The superfund process focuses on the river, but the river is not the only source of industrial health risks. Linnton, like the larger North Portland area, has many sources of air, water and ground contamination and pollution which are not being monitored. Other north Portland neighborhoods seek a “health overlay” as part of the plan and the LNA supports the creation of such an overlay and the inclusion of Linnton within it. An overlay will provide some structure for efforts to evaluate the industrial impacts on health in our community.

As part of its commitment to improving community health the City should aggressively oppose the creation of a toxic waste dump, or confined disposal facility (CDF) at Terminal Four in North Portland. The proposal is inconsistent with the goals of the plan, imposes new burdens on a part of the city already host to more than its fair share of industrial pollution, and the project cannot be built with any assurance that it can withstand the expected major earthquakes and related flooding.

10. REMOVING IVY AND OTHER INVASIVE SPECIES FROM FOREST PARK

The Comp Plan should support the new Greater Forest Park Conservation Initiative, a 20 year plan covering 15,000 acres, with the goal of restoring a habitat corridor along Forest Park and the Tualitan Mountain range to the coast range improving wildlife and native plant diversity.

The Initiative is a collaboration including the Forest Park Conservancy, Metro, Audubon, West Multnomah Soil and Water Conservation District, Friends of Trees, City of Portland, and the Linnton and Forest Park Neighborhood Associations.

Investing in the removal of invasives needs to be called out as a priority for restoration programs in order to preserve Forest Park for future generations. The plan should state that the city will work with the parties to the Greater Forest Park

Conservation Initiative to control invasive species in Forest Park.

11. WILDLIFE IN LINNTON, FOREST PARK AND THE RIVER

Red legged frogs and their problems getting from the park to their breeding ponds near the river have become a recent issue in Linnton but are merely one example of the challenges faced by wildlife in the North Reach. Industrial and residential development has compromised the ability of wildlife to survive and the plan needs to commit to solving the problem. There is a regulatory gap between the park and the river which needs to be closed. A healthy park needs a healthy river and the health of both depends on the linkage between them. Access to the river is not needed merely for the human population; it must be provided for other creatures as well.

12. EARTHQUAKES AND OTHER NATURAL HAZARDS

Linnton is designated at high or moderate risk for earthquakes and landslide hazards, as is much of the Willamette River corridor. Linnton's oil tank farms are identified on the Mapp App as "High Potential Loss Facilities." While no amount of planning can eliminate all the risks associated with earthquakes and other natural hazards, those risks can be managed.. Given the concentration of energy related facilities in Linnton, risk reduction there is not merely a matter of local or even city concern; it is a matter of regional survival.

But instead of taking an aggressive position on risk reduction, the draft merely refers to the City's Natural Hazard Mitigation Plan (2010), which recommends mitigation strategies to address high risk assets such as the tank farms, but does so only in general terms, stating "resilient infrastructure must be adaptable to social and economic shifts as well as natural and climatic changes."

The plan should explicitly call for moving the tank farms and the pipelines to safer locations away from the river. If the draft isn't going to provide a long-term vision of moving Oregon's fuel storage and pipelines out of this high risk earthquake area it should, as an alternative, call for infrastructure investments to ensure existing facilities, including the Linnton tanks, are updated to survive the anticipated liquefaction of the ground they stand on during the expected major earthquake.

Nor is liquefaction the only unaddressed risk. Linnton's hillsides have a history of landslides, modern radar mapping has revealed the extent of that history, but little has been done to identify the risks attached to specific hillside properties. The plan needs to commit to identifying and addressing the landslide risk.

In addition to mitigating existing risks, the city should avoid creating new risks. The city should resist siting a toxic waste dump on the river bank at Terminal Four. Placing contaminated sediment dredged out of the river next to the river is an invitation to future problems.

13. CLIMATE CHANGE (POLICY 7.2)

There is no longer any doubt that climate change will have an impact on many of the issues contained in the plan. While the concept gets repeated mention in the draft, it does so mostly in the context of study or intergovernmental cooperation. The plan needs to take a more aggressive stance on managing climate change.

14. THE NORTH REACH PLAN

The LNA invested considerable time into the drafting of the North Reach Plan. Some of those efforts were devoted to pressing for the inclusion in the NRP certain non-controversial projects that had died with the Linnton Village Plan in 2006. Those items, with the rest of the NRP, now linger, victims of legal squabbles unrelated to the parts of the plan important to the Linnton neighborhood. The Comprehensive Plan needs to save those twice orphaned parts of the North Reach Plan and move them forward. In particular, the LNA wants to see the river access called for in the NRP appear in the new plan.

15. CONCLUSION

The Linnton neighborhood, sitting on a hillside, on a fault line, caught between Forest Park and the industrial waterfront, with rail and highway and pipeline corridors within it, presents unique challenges from a comprehensive plan perspective. Issues of minor import to other residential neighborhoods, such as industrial land policy, or the protection of frog populations, will directly shape

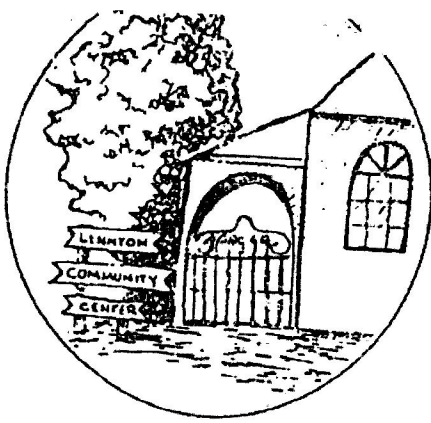
Linnton's future. On many issues, Linnton's situation makes it the exception that tests the rule.

The LNA therefore welcomes this opportunity to address concerns about the plan and hopes the city will take advantage of the insight gained by our examination of the draft as it applies to our neighborhood.

This document incorporates many Linnton neighborhood voices, past and present. The Board of Directors thanks all those whose work has contributed to growth of our neighborhood and the production of this document.

**THE LINNTON NEIGHBORHOOD ASSOCIATION
BOARD OF DIRECTORS**

Ed Jones, Chair
Shawn Looney, Vice-Chair
Rob Lee, Secretary
Darise Weller, Treasurer
Doug Adams, Board member
Doug Polk, Board member
Brian Hoop, Board member
Art Wagner, Board member



LINNTON COMMUNITY CENTER

10614 N.W. St. Helens Road
Portland, Oregon 97231
Telephone (503) 286-1344

RECEIVED

MAY 17 1976

MAYOR'S OFFICE

Mayor Neil Goldschmidt
1220 SW 5th
Portland, Oregon

Dear Mayor Goldschmidt,

I am writing to you as a member of the Linnton Community Center, Community Action Committee.

We have in our area a parcel of undeveloped riverfront property which we would like to see developed into a park under the Greenway Program.

Below are listed some of the reasons the people of our community feel the project should be undertaken:

1. Linnton is one of the oldest and most historic communities as shown by the excerpt included with this letter.
2. There is very little public access to the west side of the Willamette River in the Portland area. The people of the area are in need of a place to be able to enjoy the river, walk at its edge, and wade in the water if they wish. The area requested would allow for this.
3. There is no public access to the west side of the Willamette River where the public may view, free of charge, the commercial commerce of the river. The people of Portland need a spot to be able to sit at their leisure and watch tugs busy at the grain elevator, ships docking and undocking, international cargo of all kinds being loaded and unloaded. The port is a vital part of Portland's economy, yet the people of Portland do not have many opportunities to view this industry. The area requested for a park, located directly opposite Terminal #4 would allow the public to see the port in action.
4. The site mentioned for a park would allow the many bicyclists on route to Sauvies Island, or the beach, a place to pull off the busy highway and rest.

5. A park such as the one proposed would allow one of the few remaining pieces of riverbank in the Portland area to remain in its natural state, so that the people of the area might enjoy it as it was and enjoy it forever.

Also enclosed is a brief history of the area and, a letter from the Governor.

In past years our town's business district has been virtually wiped out by the widening of Highway 30 and traditionally Linnton has been low on Portlands list of priorities for basic services.

We feel it is time to put something back into our community.

The property in question is located at N. W. 107th and Front Avenue. If you have any questions, feel free to call me.

Sincerely,

Doug Adams

Doug Adams

10131 NW Wilark
Portland, Ore. 97231
286-2000

T. L. ...
See 2

NW Industrial Sanctuary Working Group

Joe Zehnder
Bureau of Planning
1900 SW Fourth Avenue
Portland, Oregon 97201

June 30, 2005

RE: 1999 NW Industrial Sanctuary Agreement

Dear Mr. Zehnder,

Pursuant to Resolution 35534 passed by the Portland City Council on July 3, 1996, presidents and other representatives of the four northwest neighborhood associations who had industrial zoned land within their boundaries met regularly as the Northwest Industrial Sanctuary Working Group (SWG) until 1999 when they achieved agreement as to which of their industrial zoned lands should be preserved for long term industrial sanctuary protection. This well defined area, its boundaries agreed upon by LNA, NINA, NWDA and PDNA, was designated as the Northwest Industrial Sanctuary Plan District.

At that time the Linnton Neighborhood Association was in the process of developing a neighborhood plan which would create a Linnton Plan District and establish "a zone designation" that would allow the property owners of industrial zoned land between the Arco Oil Terminal and the GATX Oil Terminal various options.

This element of the Linnton Plan District was developed with the input and agreement of the adjacent industrial stakeholders and with the advice of a senior planner from the BOP.

Since this area, the Linnton Plan District, was within the boundaries initially proposed by NINA for the new Northwest Industrial Sanctuary Plan District, the SWG coalition agreed that the northern (downriver) boundary for the NWIS Plan District would be redrawn to the St. John's Bridge.

Eventually, with continued input from the SWG coalition, the Northwest Industrial Sanctuary Plan District became the Guild's Lake Industrial Sanctuary Plan which was adopted by City Council on November 21, 2001.

As representatives of our neighborhood associations we understood that SWG's charge from the City was to define those industrial zoned lands within our neighborhoods that were to be preserved for long term industrial sanctuary protection. We further agreed that industrial zoned lands outside of the GLIS would be subject to options developed by our respective neighborhood plans.

We expected that neighborhood-developed options would receive support of other SWG coalition members in moving through the Planning Bureau, Planning Commission and City Council process. We expected the subsequent neighborhood plans would be adopted provided the SWG agreement was not contradicted.

We hope this clarifies the agreement reached by the SWG coalition. We ask you to acknowledge the value that the City of Portland places on the volunteer work of concerned citizens by honoring the agreement reached by the SWG coalition. You can do this by utilizing the agreement in assisting the Planning Commission and the City Council in adopting the Linnton Neighborhood Plan.

Sincerely,

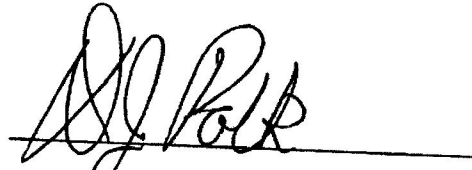
Doug Polk, Kitsy Brown-Mahoney, Al Solheim, Frank Bird, Neilson Abeel
NW Industrial Sanctuary Working Group

Cc:
Mayor Tom Potter
Gil Kelley, Julia Gisler, BoP
NWDA, NINA, PDNA, LNA, NWNW

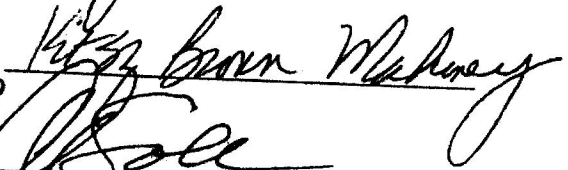
EXHIBIT B-1

NW Industrial Sanctuary Working Group

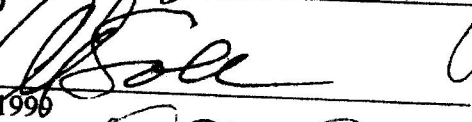
Doug Polk
Linnton Neighborhood Association President 1999



Kitsy Brown-Mahoney
NW Industrial Neighborhood Association President 1999



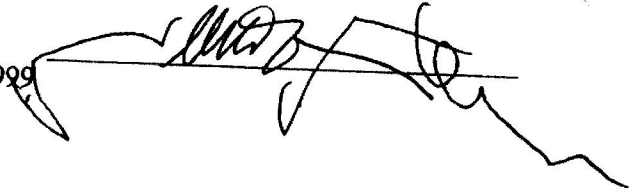
Al Solheim
Pearl District Neighborhood Association Vice-President 1999



Frank Bird
NW District Association President 1999



Neilson Abeel
Pearl District Neighborhood Association President 1999





CITY OF
PORTLAND, OREGON

PORTLAND HOUSING BUREAU

Dan Saltzman, Commissioner
Traci Manning, Director
421 SW 6th Avenue, Suite 500
Portland OR 97204
(503) 823-2375
Fax (503) 823-2387
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November 18, 2014

Chair Andre Baugh
Portland Planning and Sustainability Commission
1900 SW 4th Avenue, Room 2500A
Portland, OR 97201

Chair Baugh and Fellow Commissioners,

I wish to commend the Planning and Sustainability Commission and the leadership and staff of the Bureau of Planning and Sustainability on your hard work in creating the 2035 Comprehensive Plan Update. The current Proposed Draft reflects the multitude of voices that make up our city. Listening to the comments and concerns of every community has helped draft a plan that will guide Portland toward greater equity, ensuring everyone has access to opportunity.

Portland has a big challenge in front of us in meeting the housing needs of the 120,000 new households expected over the next 20 years. Today we know that there are thousands of families burdened by housing costs that do not match their incomes. On any given night, about 4,000 people sleep on the streets or in shelters across Portland. As our population grows, the need for affordable housing and services directed to moving people off the streets and into permanent housing will grow as well. These growing needs will force us to come together as a city to think innovatively and invest proactively towards increasing affordable rental housing and moving families into stable homeownership.

Chapter 5 of the plan, "Housing" accurately describes the challenge and sets strong goals and policies for directing the city's future path toward meeting our housing needs. This plan focuses new housing development in centers and works to create Complete Neighborhoods, as called for in the Portland Plan. The Portland Housing Bureau has worked closely with the Bureau of Planning and Sustainability to map those areas that provide opportunity, where we want to focus the development of new affordable housing. And also to determine where the City should be investing in existing neighborhoods that have affordable housing but lack amenities. Portland is best served by fostering mixed-income communities where everyone benefits from public and private investments in their neighborhoods.

This plan also addresses the growing need to mitigate displacement of low-income residents as neighborhoods improve. Too often neighborhood investment means that our more vulnerable citizens (renters, people of color and the less educated) are unable to keep up with rising housing costs. PHB is working hard through our North/Northeast Neighborhood Housing Strategy to help people that have been displaced and have few choices in the current housing market to return to the neighborhoods they were priced out of. In the future, Portland can and should become more proactive in preventing displacement before it happens. I want you to know that the Portland Housing Bureau is committed to working closely with you and with BPS to make a difference.

I also commend you for including strong language regarding housing access. New rules from the Department of Housing and Urban Development have re-emphasized the requirement that we remove barriers to accessing housing and eliminate housing discrimination based on protected classes. Portland has come a long way in ensuring fair housing, as demonstrated by our leadership in passing state legislation to remove discrimination against Section 8 voucher holders. Enacting the housing access policies in this plan will help us move toward a community where no one is denied housing or forced to pay more because of historic racial and economic segregation, uneven public investment, owner bias or illegal discrimination.

Investing in safe, healthy, affordable housing in complete neighborhoods is a long-term investment in a crucial piece of our city's infrastructure. Where we live has a large impact on our futures. Thank you for recognizing the critical role access to affordable housing will play in Portland's success over the next 20 years. The Portland Housing Bureau looks forward to working with you to meet those challenges.

Sincerely,

Traci Manning
Director

November 17, 2014

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

RE: City of Portland 2035 Comprehensive Plan

Several years ago, in preparation of the development of the 2035 Comprehensive Plan, I met with eight or so City representatives from multiple bureaus to raise the issue of light pollution and to initiate a discussion on how the City might address it. Following that meeting I organized a light pollution symposium at OMSI attended by about 100 stakeholders, including City staff. Since that time, I have remained in contact with staff sharing the latest information and outreach tools. I remain committed to working with staff in pursuit of reducing, and ideally eliminating, light pollution. As a life-long amateur astronomer and a professional natural resources manager for almost 30 years, light pollution is a subject near and dear to my heart. I am not only an advocate of protecting the night sky for astronomical observation, but also for the welfare of wildlife and the conservation of energy resources. Thus I strongly commend the City for including a light pollution policy in the Plan Update. Implementation of such a policy is entirely consistent with the City's climate change, natural habitat, health and safety, and economic prosperity policies.

I co-authored a comment letter on the Plan Update on behalf of the Board of Directors of the Rose City Astronomers (RCA). My comments herein emphasize the two major points of that letter, namely: (1) a comprehensive consideration of lighting design and practices beyond energy efficiency is needed; (2) that a new goal be included to strive towards a "Dark Sky Community" status, per the criteria of the International Dark Sky Association (IDA).

Comprehensive Lighting Design

Given that we are at a time when street lighting is being retrofitted with blue LED lights, it's imperative that the City provide uniform lighting standards that not only consider energy conservation when considering lighting design, but also the other harmful effects of lighting. The light wavelength of a fixture is an important consideration when addressing light pollution. For example, many light bulbs emit a "blue wavelength" of light that is beneficial to humans during the day, but not at night.¹ Associated with this type of lighting is a suite of known and likely detrimental effects to the ecosystem, to the enjoyment of the night sky, to astronomical research, and possibly to human health. As RCA's liaison for the IDA, I hear many complaints from club members living in Portland and its surrounding suburbs regarding the increased glare caused by new, blue, LED street lights. The City of Davis in California embarked on such a lighting retrofit and after hearing many complaints it has taken a step back and is engaging each neighborhood in the decision of light wavelength. In the end, this will save the City considerable time and money and best preserve natural resources.

New Goal: Dark Sky Community

I strongly encourage the City to consider including a new goal in the Plan Update of becoming a Dark Sky Community. Such a goal is not only consistent with other goals stated in the Plan Update, but it provides a rallying point towards achieving many of those goals. It also carries with it a positive image of Portland and the potential for further ecotourism. Such a goal could be stated as:

¹ "Blue light has a darkside." *Harvard Health Letter*, May 2012, http://www.health.harvard.edu/newsletters/harvard_health_letter/2012/may/blue-light-has-a-dark-side/

New Goal. A Dark Sky Community

Portland's wise use of outdoor lighting promotes public health and safety, reduces energy waste, preserves and protects wildlife and our cultural heritage of the night sky both within and beyond City borders.

A Dark Sky Community is defined by IDA as *a town, city, municipality, or other legally organized community that has shown exceptional dedication to the preservation of the night sky through the implementation and enforcement of quality lighting codes, dark sky education, and citizen support of dark skies*. There are currently eight such communities designated within the world, with six of them in the United States. Portland has the opportunity to be a leader among larger cities by seeking certification as a Dark Sky Community from the International Dark Sky Association. Through such a goal, we can demonstrate how a City can accomplish urban livability and sustainability goals – as well as preserve its cultural heritage of a dark sky. [see: <http://www.darksky.org/international-dark-sky-places/about-ids-places/communities>]

A Dark Sky Community does not actually have to be completely dark and such a notion is absurd given the lighting needs within a metropolitan area. The City must simply have the following in place to qualify as a Dark Sky Community:

- Light shielding requirements
- Lumen density limits
- Adaptive controls for future public lighting
- Broad public support for dark skies
- A night sky monitoring program

I have taught many after-school astronomy courses to grade-schoolers. The students know “theoretically” about the life and death of stars but they have little to no “experience” of stars. They don’t know the quality of life that is had when experiencing an outdoor dome of stars. The potential of this experience is becoming less and less. Children no longer have any thought of looking up. I also teach an after-school ecology class and those same children are well aware of how fast we are losing wildlife habitats and the need to be “green.” We do a great job as a city of conserving the land beneath our feet for the benefit of wildlife and for the innate human need to be amidst nature, but what are we doing to conserve that wonderful realm of nature needed by wildlife and by the imagination of human-kind that lies above us? I’m so proud to be a 19-year resident of an innovative, progressive City, and I trust that the Commission will consider the above recommendations and continue Portland’s long tradition of being bold in our visioning and being leaders in environmental stewardship.

Respectfully submitted,



Dawn J. Nilson
RCA Director, Dark Sky Preservation
RCA Liaison, International Dark Sky Association

Using July 2014 Proposed Draft of the 2035 Comprehensive Plan as basis for page numbers and comments.

Ref Pg #	Key Word		
I 28	Responsibility	add #4 in top section	<i>Decide what needs to be done and which bureaus or bureaus will be responsible for accomplishing the work.</i>
I 31	Fire Risk	Under Develop green infrastructure	<i>4. Add adding green infrastructure increases fire risk as the fuel load in the natural areas increases.</i>
	Fire Risk	Invest to control risks	<i>develop emergency escape routes for cul-de-sacs and other at risk areas</i>
	Fire Risk	Invest to control risks	<i>Manage fuel loads in natural areas to reduce wildfire risk</i>
I 33	Fire Risk	Land use policies....	<i>Develop emergency escape route for all existing infrastructure</i>
I 37	Trails	Western Neighborhoods	and an extensive trail " <i>transportation</i> " system
A 7	Fire Risk	under first section	add " <i>Everyone has access to emergency escape routes in the event of wild fire</i> "
		under Resilience	add " <i>connections, the SW Urban Trail System</i> " and parks ...
GP1-5	Equity	Equity	under-represented populations " <i>throughout the city</i> "
	Cooperation	New Category	<i>Cooperation among bureaus goals.</i> <i>Develop reward systems to discourage silo thinning and actions.</i>
GP1-7	Cooperation	New Policy	<i>Interbureau Cooperation "Ensure that the city bureaus work together and cooperate to assure city wide goals are considered in bureau decision making and operations"</i>
GP1-8	Policy 1.8 -3	Trails	Street ", <i>greenway and trails</i> " polic(ies) and design(s) ...
	Policy 1.10	Community Involvement Committee	<i>add "Establish area committees to inform the PSC of issue and possible solutions."</i>
GP1-9	Policy 1.16	New Policy	<i>add "Policy 1.16 Existing Plans All existing plans listed in Appendix xx shall be considered a part of the Comprehensive Plan and have equal standing in all manner.</i>
GP2-1	Equity	3rd bullet	<i>add "under represented communities "throughout the city" to achieve greater equity</i>
GP2-5	Partners	2.1.c.	Neighborhood and business associations " <i>and other local organizations</i> " as local experts and channels

GP2-6	Community	Community Assessment	at end of first paragraph "All community members must be given clear feedback on their comments and suggestions"
GP2-9	Policy 2.21	Historical Understanding	"Review preliminary historical findings with members of the community who have institutional knowledge and historic knowledge.
	Policy 2.25	Outreach	students, "commuters, transit riders, bicyclists, walkers, those with mobility devices," among others ...
			Schedule outreach events at a time and place appropriate for the affected audience.
	Policy 2.26	Outreach	language, "access to transit" and
GP2-10	Policy 2.34	New Policy	"Provide all affected communities with clear information in their language on location, time and transit access to each scheduled meeting"
GP3-1	Why Important	Trails	design of buildings, streets "trails, connections" and other public...
GP3-6	Goal 3.B:	Wild Fire	green infrastructure "active management of forest fuel loads," and active transportation system...
	Goal 3.E:	Trails	City Greenways, "Urban Trails and connections" and others ...
	Goal 3.H	Wild Fire	Address fire safety, especially green space fuel loads to respond to increased fire risks due to global warming.
GP3-11	Policy 3.29	disabilities	Provide parks "and" or public squares "usable by all ages and abilities" within
GP3-13	Policy 3.42	Underground Utilities	Policy 3.42 "Develop a strategies and a means to encourage the undergrounding utilities in all parts of the city, with emphasis on but not limited to centers and corridors."
			(notes on benefits reduced periods of lost power and communications, permits larger street trees adding to urban canopy, reducing threat of global warming)
GP3-15	City Greenways	Underground Utilities	add "Utilities will be put underground" and add "
		Urban Trails	1. rewrite to "Urban Trails are greenways on distinctive green streets with extensive tree canopy, underground utilities and landscaped stormwater facilities that provide transportation linkage between major centers, employment centers, schools parks natural areas and the rivers.
		Urban Trails	Urban Trails are continuous transportation links, are mapped, and have wayfinding signage.

	City Gr.. 2.	Trail Connections	rivers", through natural areas, or where key marked connections to provide continuous and convenient pedestrian and bicycle transportation linkage. "
GP3-16	City Gr.. 4.	Trail Connections	network of streets " and non street transportation connections " with low
	Policy 3.50 Policy 3.51		destinations "Greenways may accomodae bicycles and pedestrians, just perdestrians or just bicycles." rewrite to: Create an integrated transportation system of city greenways that link activity
	Policy 3.52		Delete, covered in 3.51 rewrite to: Provide green infrastructure throughout the City of Portland through the creative design of the City Greenways combining stormwater management, traffic calming and homeowner landscaping along the routes.
	Policy 3.53		
	Urban Habitat Co	Wildfire	reducing the risks from " wildfire ", "landslides Tryon Creek State Park, "Forest Park" the west Hills
GP3-17		Wildfire	top of page: and infrastructure, "designed in a manner to minimize the danger of wildfire" Comment: Neighborhood Commercial- First, it is not clear what you are talking about, but I suspect it would include Town Centers. I think your view of this area is way too limited. If located near good transit, I wold expect 4-5 story office buildings to be possible. Comment: Keep the references to greenways rather than say the same thing using different words. Rewrite to: Designate a city greenway network utilizing the existing street and other rights of ways and easements to connect the Central City via an extensive active transportation system
GP3-18	Employment Areas		
GP3-22	Policy 3.80	Greenway	
GP3-23	Policy 3.83	Wildfire	and buttes "managed to minimize the threat of wildfire". Comment: Keep the references to greenways rather than say the same thing using different words. Rewrite to: Designate a city greenway network utilizing the existing street and other rights of ways and easements to connect the neighborhoods and activity centers via an extensive active transportation system
GP3-24	Policy 3.88	Trails	
	Polilcy 3.89	Wildfire	tree canopy " managed to minimize the threat of wildfire ".

	Policy 3.90	Trails	<i>distinctive "SW Urban Trails System by classifying it as Neighborhood Greenways and further enhance the connectivity of activity centers, parks schools, access to transit." to expand mobility, access to nature, and active living possibilities.</i>
GkP3-28	Figure 3-4	Transit Stations	<i>Hillsdale should be shown as a potential transit station just like those along Barbur.</i>
GP3-29	Figure 3-5	Greenways	<i>The map of SW Portland does not have the SW Urban Trails System shown as City Greenways as it should, and the City Greenways from the 2030 Bicycle Master Plan are not shown.</i>
GP4-6	Policy 4.10	Wildfire	<i>safety, with special attention paid to the risk of wildfire".</i>
GP4-7	Policy 4.18	Transition	<i>Comment: I think you should consider transition on building heights from high dense to sign family residential.</i>
GP4-8	Policy 4.21	Wildfire	<i>corridors, "Designed and managed to minimize the risk of wildfire."</i>
GP4-9	Policy 4.28 H	Wildfire	<i>add "Wildfire Danger. Manage the fuel loads in natural areas adjacent to structures to minimize the threat of wildfire"</i>
GP4-11	Policy 4.44	Schools	structures, such as "schools," meeting halls
GP4-12	Policy 4.51	Wildfire	<i>add "Materials should be fire resistant in areas deemed at risk of wildfire"</i>
	Policy 4.53		<i>benefits "and risks" from solar...</i>
GP4-13	Designing w/ Nature		<i>while improving environmental health, minimizing wildfire danger"and preparing for the effects of climate change.</i>
	Policy 4.59	Wildfire	<i>sensitive areas " and those of extreme wildfire danger."</i>
GP4-14	Policy 4.65	Grocery Stores	<i>Facilitate the "retention and" development....</i>
	Policy 4.66	N Food Access	<i>food co-ops "farmers markets", food buying....</i>
	Policy 4.68	Community Gardens	<i>add "Allow Community Gardens in all zones if the land is suitable for being used for a community garden".</i>
GP5-5	Goal 5.c:	Healthy connected city	transportation " <i>and an excellent active transportatin network."</i>
	Goal 5.F:	Home Based Business	<i>Portland residents may utilize their homes for hame based businesses.</i>
GP5-8	Policy 5.18	Home Based Business	<i>Encourage a range of housing options and supportive environments and utilities to enable citizens to establish and run home based businesses.</i>
	Policy 5.19	Access to Opportunities	remove the word "High" leaving with concentrations of underserved All parts of the city with underserved should be served, not just those reas of high concentrations.

GP5-10	Policy 5.36	Variety in homeownership	add "Support home offices or business in all categories".
GP5-12	Policy 5.46	Wildfire	Encourage site design to minimize the threat of wildfire.
GP6-11	Equitable household prosperity		improve job growth "through out Portland " and coordinate (comment there are pockets of poverty throughout the city, not just east portland. All should be helped)
GP6-15	Policy 6.28	Job Growth	rewrite: "Portland Job Growth. Improve opportunities for all communities with pockets of poverty to grow as a business destination and source of living wage jobs.
	Policy 5.51	S/B 6.51	
	Policy 6.53		
	Policy 6.59	new policy	Small home based businesses: Encourage small home based businesses
	NH Bus Districts	new policy	
GP7-1	added item	Wildfire	Community Connectivity: Assure 24/7 active transportation connectivity through every campus.
GP7-10	Policy 7.19 h.	Wildfire	Served by resonable cost high speet communications
GP7-14	Policy 7.49	Wildfire	add to bullet 5, "Recognize the inherent wildfire risk this fuel load presents and take measures to mitigae it.
			"Manage the urban forest to minimize the wildfire risk"
			Forest Park: Enhance Forest Park as an anchor habitat and recreational resource. "Take steps to protect it from wildfire"
GP8-7	Goal 8.H:	Wildfire	urban habitats, "mimimize the danger of wildfire" and offer....
GP8-9	Policy 8.2	Greenways	Public rights-of-way, including streets, "Greenways" and public trails.
GP8.10	Policy 8.4	Schools Trails	9th bullet: ...public education, "pedestrian and bicycle connections" and recreation.....
			...street classification "or such overlay as might apply" SWTrails strongly believes an overlay showing the city greenways including the SW Urban Trail system is needed to properly protect the trails from abuse <i>duing development and other activities.</i>
GP8-14	Policy 8.34	Greenways	Coordinate the "creation, design....
GP8-15	Polilcy 8.41	Coordination	"Develop a means to" encourage ...in centers and along corridors "Neighborhood Greenways and any other group that seeks to do s o".
	Polilcy 8.42	undergrounding	replace first bullet with new first bullet "Vacate rights of way only when there is a documented clearly understood compelling public benefit.
	Policy 8.43	Right-of-way vacations	

New last bullet **"Maintain the publics right to use all rights of way"** Currently staff seems to view the adjacents property owners rights as superior to the publics right to use the right of way.

GP8-18	Policy 8.67	Fire	<i>add "including residences located near sites in the path of possible wildfires".</i>
GP8-19	Policy 8.72	New Policy	<i>Earthquake Preparedness, Take steps to assure the city water supply is assured after an earthquake to the degree possible, provide report to the public on such steps.</i>
	Polichy 8.77	Move to another section	<i>This policy appears to splilt the transportation planning function for trails, especiall the SW Urban Trail network of 40 miles of trails mostly located on city streets. This is a very important active transportation function and the planning and implementation should all be located in one place. See attached separate note on this important issue.</i>
	CITY WIDE TRAILS MAP		MOVE FIGURE 8-1 TO TRANSPORTATION SECTION
GP8-20	Polilcy 8.82	Enterprize facilities	<i>add "within the city limits."</i>
GP8-21	Policy 8.88	Fire Facilities	<i>Add "Manage the fuel load on public and private property throughout the city of Portland to prevent wildfire"</i>
GP8-22	Policy 8.97	School Facilities	<i>technology, student "and community" needs over time</i>
	Policy 8.xxx	new policy	<i>Provide active transportation connectivity to and through school facilities.</i>
GP8-23	Policy 8.101		<i>...and maintain city operations. "Develop means to encourage the undergrounding of all such facilities."</i>
	Policy 8.103	Energy Efficiency	<i>...zoning, "transportatin systems, and other legislative ...</i>
	Policy 8.104	Coordination	<i>add "Develop a means to underground the wired network."</i>
	Chapter 9		NO COMMENTS UNTIL MORE INFORMATION FROM TSP IS AVAILABLE

From: Miller, Derek
Sent: Tuesday, November 18, 2014 9:26 AM
To: Kovacs, Madeline
Cc: Martin, Kevin
Subject: FW: PSC Comprehensive Plan Testimony

Expires: Sunday, May 17, 2015 12:00 AM

Hey Madeline,

Think Raymond intended this to be testimony.

Thanks.

- d
3-7982

From: Raymond Keller [mailto:raymondkellerstudio@gmail.com]
Sent: Monday, November 17, 2014 9:16 PM
To: BPS Map App; Planning and Sustainability Commission
Subject: PSC Comprehensive Plan Testimony

Good Evening

Regarding possible changes to SE Division and SE Caruthers and “Mixed Use – Urban Center”

Our neighborhood is already being destroyed by large apartment buildings with no parking. I often need to park two blocks from my home.

The City of Portland is discarding small home owners while the developers get rich.

It might be wise to reconsider sprawling onto SE Caruthers.

“The Comprehensive Plan Designation of those single-family residential properties south of SE Caruthers between SE Cesar Chavez Boulevard and SE 35thPlace needs to be amended from the CU designation to R-5 to match the current uses of these properties. This is the only part of the entire Richmond neighborhood where this situation exists. The neighborhood has been impacted enough by the Richmond Flats project at 37th and Division. Do not allow the commercial development of SE Division to creep into and erode this great neighborhood.”

In hopes for a more equitable solution

Raymond Keller
3327 SE Caruthers Street

PAGE GP2-4: Goal 2.B: Social justice and equity

*The City of Portland seeks social justice by working to expand choice and opportunity for all community members, recognizing a special responsibility to identify, **orient**, and involve under-served and under-represented communities in land use planning. The City actively works to improve its land use-related decisions to achieve more equitable distribution of burdens and benefits.*

I had to think for a bit to understand what was meant by “orient”. I think I understand but don’t think it’s very accessible language for many community members.

Goal 2.C: Value community wisdom and participation

Portland values and encourages community and civic participation. The City seeks and considers community wisdom, and integrates it with sound technical analysis, to strengthen land use decisions.

I think the above paragraph would be a good place to say something about different cultural perspectives.

Goal 2.F: Accessible and effective participation

City planning, policy, investment, and development decision-making processes are designed to be accessible and effective. The City draws from acknowledged best practices and uses a wide variety of tools to promote inclusive, collaborative, and robust community involvement.

I would add “culturally accessible”

PAGE GP3-18: Middle-wage jobs that require less college education and improve equity are concentrated in the industrial sectors.

I would remove the language about “improve equity” since it tends to support a stereotype about the folks who come from communities experiencing disparities.

PAGE GP4-11: Policy 4.41 Preservation equity. *Expand historic preservation inventories, regulations, and programs to encourage historic preservation in areas that are underrepresented by current historic preservation efforts.*

I think it’s confusing to use the term equity in this context. “Historically underserved” would work, but when we begin to apply equity to objects (historic buildings, neighborhood’s etc) it starts to get murky

PAGE GP5-5: Goal 5.B: Equitable access to housing

*Portland ensures equitable access to housing, making a special effort to **remove** disparities in housing access for people of color, low-income households, diverse household types, older adults, and **households that include people with disabilities.***

I’d say **address** rather than remove. or **eliminate**. We can remove barriers, but I’m not sure we can remove disparities.

Also, saying households that include people with disabilities seems a little off. Maybe just people with disabilities. (I'm not sure single people consider themselves a household)

PAGE GP6-1: *Expand economic opportunity and improve economic equity for Portland's growing population through sustained business growth.*

This whole section refers to "economic equity". Equity is the goal so it doesn't have to be improved. I think it needs to be more specific about addressing disparities, removing barriers etc. I think "identify and remove barriers" is clearer.

Chapter 7: Environment and Watershed Health

I am surprised to find no mention of Environmental Justice which is an established legal term and part of our Title VI obligation.

Goal 7.D on Environmental Equity talks about All Portlanders having access. The way I understand it, that is equality, equity is the formula/set of actions that address the disparities so we have equality. I think this is an important place to talk about using EJ tools to talk about the goal to clean up the hazards that poor folks (and disproportionately people of color) have to live near.

PAGE GP8-11: *Policy 8.8 Co-location.* *Encourage co-location of public facilities and services across providers where co-location improves service delivery efficiency and equity.*

I'd suggest being more specific about what that means i.e.: replace equity with "access for historically underserved communities"



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November 17, 2014

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Andre Baugh, Chair
Planning and Sustainability Commission
City of Portland

RE: Portland Bureau of Transportation Testimony on the 2035 Comprehensive Plan Proposed Draft

Dear Mr. Baugh:

Thank you for the opportunity to review and comment on the 2035 Comprehensive Plan Proposed Draft dated July 2014. The Portland Bureau of Transportation worked closely with Bureau of Planning and Sustainability on this draft and the collaboration shows with an integrated approach to policies. This letter outlines a few high level comments and is our official testimony. Specific edits and details are being resolved directly between PBOT and BPS staff and will be presented for PSC and public comment in early 2015.

General Comments

Strength and Clarity We have heard public comments asking to strengthen verbs and identify more specific outcomes. We are working with BPS to identify opportunities to strengthen policies, at a level appropriate for the Comprehensive Plan.

Coordination Policies PBOT supports coordination policies in the document, but suggest they could be stronger both internally to the city and with the region. The addition of the coordination language to Policy 9.58 Project Selection Criteria, however is inappropriate and should be moved to Chapter 8, Public Facilities.

Equity The emphasis on equity is welcome. However, there are inconsistencies in how equity is discussed in each chapter. Sometimes it is overarching policy or framework, other times there are instances of specific language related to equity and equitable distribution. We recommend BPS staff work with other bureaus to provide consistent language.

Streets and ROW as Places PBOT supports changes to a variety of policies that emphasize streets and ROW as more than for just the movement of goods and people. Policies that support ROW as place making and storm water functions support existing and future PBOT programs and projects.

Historic Preservation and Design There are a number of polices that emphasize maintaining neighborhoods. These policies could be in conflict our density and transportation goals.

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Equal
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To ensure equal access, the Portland Bureau of Transportation will make accommodations in full compliance with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations and additional information, and complaints, contact the Title II and Title VI Coordinator at Room 1204, 1120 SW Fifth Ave., Portland, OR 97204, or by telephone 503-823-5185. City TTY 503-823-6868, or use Oregon Relay Service: 711.

Ord. 187852 Vol. 2.3.F, page 16161

Flexibility in Design and Implementation PBOT supports changes to a variety of policies that emphasize flexibility in design and implementation related to context. These policies could be stronger by adding references to the Five Pattern Areas and/or Corridors and Centers.

Finance and Asset Management More chapters should have goals and policies related to finance and asset management. In particular, PBOT would like to discuss ways to better strengthen asset management.

Glossary The glossary needs to be modified to define and clarify the many equity, trails, and greenway related terms throughout the document.

Chapter Specific Comments

Chapter 2: Public Involvement

PBOT strongly supports the efforts to include all Portlanders in City plans and the emphasis on equity throughout the plan. We support the emphasis in this chapter to expand input in decision making from underserved communities and expanding partnerships, while acknowledging the role of the existing neighborhood associations.

We are concerned however by the shift of emphasis from the P&D Draft public involvement policies that applied to 'plans, policy, investment and development decisions' to those that apply to 'land use, decisions and land use projects'. How will transportation infrastructure and other City investment decision processes be equally inclusive? It is unclear how this chapter relates or influences Policy 8.27 Community Involvement in the Public Facilities Chapter. Comprehensive Plan policy language should avoid being applied narrowly to just land use decisions and the work of BPS.

Chapter 3: Urban Form

Centers and Corridors. PBOT continues to work internally and with our stakeholders on how Centers and Corridors are reflected in our project approval criteria, project prioritization, and street classifications. This work will be reflected in the next version of the Transportation System Plan (TSP) update (later in 2015). We recommend that centers and proposed changes to land use and density and possible impacts to transportation system and projects be a topic of one of your work sessions.

Freight and Transit Corridors. Maps and policy language are not consistent related to Freight and Transit Corridors. PBOT staff will work with BPS to help resolve these inconsistencies.

Western Pattern Area and Active Transportation The Western Pattern Area does not use the term active transportation, while all the other pattern areas do. PBOT advocates for additional language in this pattern area that use the term active transportation.

Chapter 8: Public Facilities

Policies 8.77 and 8.78 Trails Policies and Map PBOT is very supportive of the new trails policies and inclusion of a Comprehensive Plan Trails Map. These new policies reinforce the important of trails and will inform trails and of street path policies, classifications and planning in the future. It is worth discussing expanding Policy 8.78 to include the pedestrian and bicycle system as well as the greenway system. PBOT will work with BPS.

Policy 8.43 Right of Way vacations. PBOT and BPS staff is working with the City Attorney to determine the best policy language and subsequent code for this policy.

Chapter 9: Transportation

Vision Zero and Safety. Goals and policies that emphasize safety are excellent additions to the Comprehensive Plan, but the latest version of Goal 9G: Safety is weaker than the previous version. We want to revisit this policy to increase its emphasis on Vision Zero and have new language to propose.

Proposed language: Transportation safety impacts the livability of a city and the comfort and security of those using City streets. Comprehensive efforts to improve transportation safety through engineering, education, enforcement, and evaluation will be used to eliminate traffic related fatalities and serious injuries from Portland's transportation system.

Policies 9.55, 9.56, and 9.57: Transportation Demand Management

Transportation Demand Management programs can be one of the quickest, cheapest and most effective approaches to achieving comprehensive plan goals. PBOT recommends that the transportation demand management policy be treated similar to System Management and Parking Management, and coordinated with both. We will work with BPS to recommend more comprehensive language.

Policy 9.58 Project selection criteria. PBOT recommends changing "Establish" to "Develop and utilize." We recommend replacing "sustainability" with "climate" in the list of outcomes. The City has greenhouse gas emission reduction targets, and includes climate as one of the seven key project evaluation criteria. We also recommend that the coordination portion of this policy be removed.

Policy 9.59 Funding. PBOT recommends strengthening "Encourage the development of..."

Policy 3.59 Transportation This policy references the rivers as historic, current and future transportation infrastructure. PBOT will work with BPS staff to determine if this policy should be in Chapter 9: Transportation, as has been suggested by staff and stakeholders.

Policy 9.6 Transportation Hierarchy. PBOT staff is working internally and with outside stakeholders on implementation tools and hierarchy language. This work may result in modifications which would be proposed in February 2015 as part of this Comp Plan effort or additional details in the later 2015 TSP update. We recommend that this policy be a topic of one of your work sessions.

9.48 – 9.53 Parking Management Policies

PBOT staff is working internally and with stakeholders to refine the parking management policy language and integrate them with related policies, including Transportation Demand Management and Mode share. PBOT will propose revisions by March 2015.

In addition, PBOT is starting a yearlong Citywide Parking Strategy that could inform our Comprehensive Plan recommendations and the 2015 update of the TSP.

Potential New "Integration" Policy: PBOT will determine whether to propose a new project development policy recommending consideration of system management and demand management in capital projects over a certain size.

We look forward to working with the Commission and BPS staff on these issues.

Thank you,

A handwritten signature in black ink, appearing to read "Art Pearce". The signature is fluid and cursive, with a prominent initial "A".

Art Pearce, Manager
Policy, Planning and Projects

A handwritten signature in black ink, appearing to read "Courtney Duke". The signature is fluid and cursive, with a prominent initial "C".

Courtney Duke, AICP
Senior Transportation Planner
PBOT Comprehensive Plan Project Manager



CITY OF PORTLAND

OFFICE OF MANAGEMENT AND FINANCE

Charlie Hales, Mayor
Fred Miller, Chief Administrative Officer
1120 SW Fifth Ave., Suite 1250
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MEMORANDUM

Date: November 17, 2014

To: Planning and Sustainability Commission

From: Betsy Ames, Senior Policy Analyst *Betsy Ames*
Susan Hartnett, Spectator Facilities and Development Manager
Erik Olson, Assistant Program Specialist

CC: Eric Engstrom and Michelle Kunec-North, Bureau of Planning and Sustainability

Subject: Office of Management and Finance Testimony on Proposed Draft of Comprehensive Plan

The Policy Team of the Office of Management and Finance (OMF) is pleased to provide testimony in support of the 2035 Comprehensive Plan and Citywide Systems Plan. Members of the Policy Team, in collaboration with a number of other OMF bureaus and divisions, provided feedback and proposed revisions to earlier drafts, and appreciate that many of our suggestions and edits were considered and incorporated by BPS staff in developing the Proposed Draft of the Comprehensive Plan Goals and Policies as well as the Proposed Draft Citywide Systems Plan.

We were pleased to have been involved in the development of the Comprehensive Plan, and applaud the exhaustive, far-reaching and forward-thinking efforts put forth by the Bureau of Planning and Sustainability to bring the document to fruition. The Comp Plan will play an integral role in Portland's future, and will continue to guide the city towards innovative, equitable, and resilient land use practices.

Comprehensive Plan Goals and Policies

We are writing today to support the Goals and Policies of the Comprehensive Plan Update Proposed Draft.

OMF staff provided feedback earlier this year on the internal review draft of the document, focusing on Chapter 1: The Plan and Guiding Principles, Chapter 2: Community Involvement, Chapter 3: Urban Form, and Chapter 8: Public Facilities and Services. We are appreciative that so many of our comments and edits have been incorporated into this recent draft. We would like to support a number of specific changes that were made and offer a few suggestions for additional amendments for consideration by the Planning and Sustainability Commission.

An Equal Opportunity Employer

To help ensure equal access to programs, services and activities, the Office of Management & Finance will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities upon request.

Scope and applicability to land use decision-making

We particularly support the changes made to the Public Facilities policies and related policies throughout the document that clearly define the scope and applicability of the goals and policies. These include the following changes (as detailed by Michelle Kunec-North, BPS in a memo dated July 14, 2014):

- Deleting policies to ensure programmatic, operational, and financial decisions were not unintentionally turned into “land use decisions” subject to land use appeal.
- Amending “public facilities” to “public facilities necessary to serve designated land uses” in multiple policies.
- Adding “Provide adequate public facilities to” as clarifying language in several policies to clearly tie them to the provision of public facilities and narrow land use application.
- Added language similar to “... through land use decisions and public facility investments” to tie the policy to decisions subject to the Comprehensive Plan.

From a City management perspective, these changes were important to provide clarity about how these policies will be used in the future – primarily in support of land use decision making and for long term planning for the City’s public facility systems.

BPS staff also made important changes to clarify the applicability of the goals and policies in Chapter 2: Community Involvement. We are supportive of those changes. We also want to assure the Planning and Sustainability Commission and the community that appropriately limiting the scope of the Comprehensive Plan to land use decision-making does not in any way limit the City’s commitment to community involvement and consideration of community impacts in other contexts, nor does it limit the City’s commitment to transparency and accountability.

Recently, OMF has been working with Council offices and bureaus to improve and streamline the “Impact Statement for Requested Council Action”. We are hopeful that this will provide the Council and the community with better and more accessible information about both the financial and budgetary impacts as well as the community impacts of all ordinances, resolutions and reports considered by the City Council.

Bureaus, when implementing capital improvement projects and addressing other infrastructure needs in the community, involve and inform affected neighbors and neighborhoods. Increasingly, more information is being made available online and bureaus are using technology advances to provide more “real-time” information. The City is committed to increasing access for people with disabilities and limited English proficiency. The City Council recently moved the Title II/Title VI ADA and Civil Rights program to the Office of Equity and Human Rights to enhance its ability to advocate for greater accessibility and involvement.

City employees and agencies use multiple strategies to involve and inform the community about potential actions. While Chapter 2 applies to land use decision-making, the City as a whole will learn from and benefit from the data collected, the analysis performed, and the engagement methods and guidance developed in support of these goals and policies.

There are a couple of references in Chapter 2 that could be further clarified to avoid confusion about the applicability of these policies and goals in the future. These include Goals 2E and 2F

which still refer to a broad set of decision-making processes (and could be modified to include “related to land use decisions”) as well as references in Policies 2.14, 2.31, and 2.32 to “individual land use and infrastructure decisions” or “land use and infrastructure projects” which could inadvertently be implied to apply to individual decisions related to the City’s infrastructure that would not otherwise be subject to land use requirements. For example, public involvement in the development and adoption of the Public Facilities Plan and capital improvement plans for the City’s sewer and stormwater infrastructure is necessary and appropriate. Specific decisions regarding repair, replacement, and enhancement of sewer and stormwater facilities should be made by technical experts consistent with the broader plans and adopted budgets.

As written in 2.14, the language seems to require additional review by the Community Involvement Committee “before, during, and at the conclusion of” processes related to individual decisions implementing these plans, as well as other infrastructure decisions including repair and maintenance activities. Language in 2.31 and 2.32 could imply that these same projects also be subject to land use notification and participation requirements. While public notification and involvement may be appropriate, these projects and processes should not be subject to land use regulations and requirements. Minor clarifications to the language of these policies could prevent confusion in the future.

Surplus Real Property

The Facilities Division of OMF’s Bureau of Internal Business Services has been working with the City Attorney’s office and the City’s property owning bureaus to develop a new, consolidated Administrative Rule regarding the disposition of Surplus Real Property. There are Oregon Revised Statutes, City Charter provisions, and some bureau and accounting policies that currently govern sale and disposal of surplus real property. Bureaus have agreed that a comprehensive Administrative Rule, applicable to all City bureaus, is appropriate to provide guidance to bureaus and a commonly understood process for interested parties.

This Administrative Rule will include, among other requirements, how a real property is deemed “surplus” or “excess” by the bureau wishing to explore the disposition of real property, requirements and timelines for offering the real property to other City bureaus for consideration, notification and posting requirements to alert neighbors and community organizations, and procedures for City Council consideration of disposition at a public hearing, with four votes required to declare the property to be surplus and authorized for sale. These are procedures and processes that are appropriately governed as administrative, not land use, actions.

There is one reference to “acquisition of surplus properties” in the Proposed Draft Comprehensive Plan – Policy 8.74. Policies 8.72 and 8.73 provide the criteria by which Portland Parks and Recreation (PP&R) evaluates opportunities to acquire and develop parkland and recreational facilities, consistent with the purpose of the Comprehensive Plan and state land use requirements. We would recommend removing “Policy 8.74 Acquisition of surplus properties” from the Comprehensive Plan to be clear that PP&R’s future decisions to acquire or not to acquire surplus real properties are not subject to land use requirements and therefore not subject to potential land use appeals.

Citywide Systems Plan – Other Essential Facilities and Systems

OMF worked closely with Bureau of Planning and Sustainability staff to draft the “Other Essential Facilities & Systems” chapter of the Citywide Systems Plan. While not a required component under state law, including Civic Facilities & Assets, Technology Systems, and Emergency Response in the Citywide Systems Plan provides a more complete picture of the City’s public assets and reflects the significant investments in facilities and systems that support the delivery of urban services in Portland.

The Portland Police Bureau, Portland Fire and Rescue, OMF-Bureau of Internal Business Services’ Facilities and City Fleet divisions, Portland Bureau of Emergency Management, OMF-Chief Administrative Officer’s Office Public Safety Systems Revitalization Project and Spectator Facilities programs, and OMF-Bureau of Technology Services were all included in the development of this chapter, providing a comprehensive overview of these facilities and systems.

We request one small change to this chapter: Please include, as with Chapter 9. Portland Parks & Recreation, a notation in the page footer that this chapter is “*Not required by ORS 197*”.

In closing

Thank you for the opportunity to provide both content to and feedback on the Proposed Draft Comprehensive Plan and Citywide Systems Plan. These documents present an exciting opportunity to shape future development, address historical inequity, and ensure that Portland remains a prosperous, educated, healthy, equitable, and resilient city.

The City’s commitment to accountability, transparency, community involvement and sustainability remains strong. We appreciate your consideration of our suggested changes to the Comprehensive Plan Goals and Policies and the Citywide Systems Plan. From the perspective of City managers, charged with implementing multiple goals, policies and objectives on behalf of the City Council and Portland residents, businesses and taxpayers, ensuring that the scope and applicability of the Comprehensive Plan goals and policies is focused on land use decisions and not ancillary City decisions, especially those related to financing, budgeting, operations and maintenance, is essential.

Nov 17, 2014

To the Mayor and city commissioners

Re: plan for inner SE industrial zone

I have lived in SE Portland for many years and have valued the protection offered to keep light industry in our neighborhood, which provides good paying blue collar wages. I've spoken to some of the business owners who explained to me their difficult situation, and understand that the fight to preserve this central working class neighborhood has been lost.

There is more to a city than bike lanes and green spaces. I had believed that Portland was different than cities like New York, Seattle, or San Francisco, and would maintain this special and valuable part of our city. I now see that like the rest, your goal is really to get more property taxes; the difference being that Portland government is more sanctimonious by far.

Freda Kerman, MD
1846 SE Ladd Av
Portland, OR. 97214

From: Planning and Sustainability Commission
Sent: Monday, November 17, 2014 11:39 AM
To: Kovacs, Madeline
Subject: FW: Green Thumb Open Space=FOLLOW UP

Julie Ocken
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 Iott [mailto:j_iott@hotmail.com]
Sent: Sunday, November 16, 2014 12:34 PM
To: Planning and Sustainability Commission
Subject: RE: Green Thumb Open Space=FOLLOW UP

Sure, thanks for the reply:

John Iott
4632 SE 79th Ave
Portland OR 97206

thanks

John

From: psc@portlandoregon.gov
To: Cindy.Reyes@portlandoregon.gov; j_iott@hotmail.com
Subject: Re: Green Thumb Open Space=FOLLOW UP
Date: Thu, 13 Nov 2014 22:18:25 +0000
Hello John,

So that we can include your comments in the official testimony record and forward the message to PSC members, can you please email me your mailing address? It is required for all incoming testimony.

Thank you,
julie

Julie Ocken
City of Portland
Bureau of Planning and Sustainability

From: Reyes, Cindy
Sent: Thursday, November 13, 2014 1:55 PM
To: john Iott
Cc: Planning and Sustainability Commission; Hales, Mayor
Subject: RE: Green Thumb Open Space=FOLLOW UP

John,

Thank you for contacting Mayor Hales regarding the Comprehensive Plan. We appreciate your feedback on this important matter. I am forwarding your comments to the Bureau of Planning and Sustainability so that they may also receive your comments.

Again, thank you for contacting Mayor Hales. Please know your comments are noted.

Best,

Cindy Reyes
Constituent Services Specialist
Office of Mayor Charlie Hales | City of Portland
1221 SW 4th Ave., Suite 340 | Portland, OR 97204
E: cindy.reyes@portlandoregon.gov
P: 503-823-4120
www.portlandoregon.gov/mayor

From: john Iott [mailto:j_iott@hotmail.com]
Sent: Sunday, November 09, 2014 1:20 PM
To: Hales, Mayor
Subject: Green Thumb Open Space

Dear Mayor Hales,

My name is John Iott and I live at 4632 SE 79th Ave in Portland. I volunteer regularly with the Portland Fruit Tree Project and have so over the past 5 years renovating and reestablishing the orchard that is part of the Green Thumb site at 57th and Duke. The site, as you may well know, is partially owned by the City of Portland and Portland Public Schools. The Green Thumb site, which I believe is close to 14 acres, host countless volunteer organizations and educational groups that provide essential learning in gardening, entrepreneurial urban agriculture, and adds a hub of activity to the heart of Woodstock.

It has recently come to my attention that the Green Thumb site, as part of the City's Comprehensive plan, is to be zoned for low density housing. I would urge you and all the council members please re-designate and re-zone the Green Thumb site from Low Density Multi-Family Residential with an Alternative Design Density Overlay (R2A) to Open Space (OS) as part of the 2035 Comprehensive Plan. Having the Green Thumb site open to the public and available for multiple recreational use not only by city entities but by agencies such as local nonprofits, public state colleges, and county programs such as alternative community services provides a much needed green, interactive space for changing the urban experience.

Thank you for your time and consideration in this matter,

John Iott
j_iott@hotmail.com
503-235-5889

From: Planning and Sustainability Commission
Sent: Monday, November 17, 2014 11:40 AM
To: Kovacs, Madeline
Subject: FW: [User Approved] PSC Comprehensive Plan Testimony

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

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From: Carol Basch [mailto:palette@ipns.com]
Sent: Sunday, November 16, 2014 11:29 AM
To: BPS Mailbox; Planning and Sustainability Commission
Subject: [User Approved] PSC Comprehensive Plan Testimony

Good Morning

Regarding possible changes to SE Division and SE Caruthers and
“Mixed Use – Urban Center”

Our neighborhood is already being destroyed by large apartment buildings with no parking. As a home owner at 3327 SE Caruthers, who pays property tax, I often need to park two blocks from my home.

The City of Portland is discarding home owners while the developers get rich.

It might be wise to reconsider sprawling onto South Caruthers.

In Frustration
Carol Basch
3327 SE Caruthers Street

carolbaschart@gmail.com
carolbaschart.blogspot.com

From: Planning and Sustainability Commission
Sent: Monday, November 17, 2014 11:57 AM
To: Kovacs, Madeline
Subject: FW: Personal opinion on psc project

Julie Ocken
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: Kate And John [mailto:greensalsa@comcast.net]
Sent: Monday, November 17, 2014 11:54 AM
To: Planning and Sustainability Commission
Subject: Re: Personal opinion on psc project

Sorry Julie,
My address is 3014 se tibbetts, Ptlid 97202.
Kate

Sent from my iPhone

> On Nov 17, 2014, at 11:37 AM, Planning and Sustainability Commission <psc@portlandoregon.gov>
wrote:

>
> Hello Kate,
>
> Thank you for your comments to the PSC. So that I may include your message in the record and
forward it to the PSC members, can you please email me your mailing address as is required for all
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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> -----

>

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

> From: Kate and John [mailto:greensalsa@comcast.net]

> Sent: Saturday, November 15, 2014 9:46 PM

> To: Planning and Sustainability Commission

> Subject: Personal opinion on psc project

>

> To whom it may concern;

>

> The Comprehensive Plan Designation of those single-family residential properties south of SE Caruthers between SE Cesar Chavez Boulevard and SE 35th Place needs to be amended from the CU designation to R-5 to match the current uses of these properties. This is the only part of the entire Richmond neighborhood where this situation exists. The neighborhood has been impacted enough by the Richmond Flats project at 37th and Division! Do not allow the commercial development of SE Division to creep into and erode this great neighborhood.

>

> We need to proceed with this development gradually to study both the effects and modify plans to problem solve difficulties that may arise from how Se division has been developed thus far. It is dizzying the pace with which building is taking place. There is little offered families or people of varied socioeconomic status in the developments offered. The development that has taken place thus far is sighted on making investors' the most money with outrageous rents and little consideration for the infrastructure to support increased traffic or parking needs. Time needs to be spent absorbing and accommodating for the changes the development thus far will have in the Division area.

>

> Finally, the industrial area in the inner SE near the river needs to be preserved as true integrated use is conscientious of livability includes the ability of people to live near where they work. Increased density of living without considering where they work is short-sighted and truly not an integrated plan.

>

> Kate Morris

>

From: Planning and Sustainability Commission
Sent: Monday, November 17, 2014 3:51 PM
To: Kovacs, Madeline
Subject: FW: PSC Comprehensive Plan Testimony

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

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From: Anna Holly [mailto:annalisholly@gmail.com]
Sent: Monday, November 17, 2014 3:44 PM
To: Planning and Sustainability Commission
Subject: Re: PSC Comprehensive Plan Testimony

Yes, it is 3727 NE Cleveland. Very recently moved from living on Division and 24th where the change is so very dramatic!

On Mon, Nov 17, 2014 at 11:38 AM, Planning and Sustainability Commission <psc@portlandoregon.gov> wrote:
Hello Anna,

Thank you for your comments to the PSC. So that I may include your message in the record and forward it to the PSC members, can you please email me your mailing address as is required for all 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
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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: Anna Holly [mailto:annalisholly@gmail.com]
Sent: Sunday, November 16, 2014 12:02 AM
To: Planning and Sustainability Commission
Subject: PSC Comprehensive Plan Testimony

I've just been informed of yet another imposition on a treasured piece of Portland and wish to express my discontent.
The Comprehensive Plan Designation of those single-family residential properties south of SE Caruthers between SE Cesar Chavez Boulevard and SE 35th Place needs to be amended from the CU designation to R-5 to match the current uses of these properties. This is the only part of the entire Richmond neighborhood where this situation exists. The neighborhood has been impacted enough by the Richmond Flats project at 37th and Division. Do not allow the commercial development of SE Division to creep into and erode this great neighborhood.
Thank you,
Anna

From: Planning and Sustainability Commission
Sent: Monday, November 17, 2014 11:36 AM
To: Kovacs, Madeline
Subject: FW: psc comprehensive plan testimony

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

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From: celia kane [mailto:celia.kane@gmail.com]
Sent: Saturday, November 15, 2014 2:36 PM
To: Planning and Sustainability Commission
Subject: Re: psc comprehensive plan testimony

If it is my mailing address that you need, it is 1805 SE 33rd Ave Portland 97214
-Celia

On Fri, Nov 14, 2014 at 9:09 AM, Planning and Sustainability Commission
<psc@portlandoregon.gov> wrote:
Hello Celia,

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 the Commissioners, can you please email me your mailing request as 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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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: celia kane [mailto:celia.kane@gmail.com]
Sent: Friday, November 14, 2014 5:15 AM
To: Planning and Sustainability Commission
Subject: psc comprehensive plan testimony

Hello Dear People at the Planning department.

Would you please put a pin at the "your opinion matters" box at 33rd and Division. As a resident of the neighborhood between Division and Hawthorne, I am only grateful that my property value will increase with the recent work done in the commercial areas. It is certainly not helping the livability of the long term residents in this area. We are the ones who have maintained our properties in such a manner that makes the area pleasant to live in. I am not sure how much gas I wasted waiting for construction vehicles on Division St for the past two years. I am familiar with the process that the Richmond Neighborhood Group went through to protest the building of large apartment buildings that have no parking spaces and I am aware that at the end of the long process that Judah Gold led us through, the owners of the property at 37th and Division simply brought a few nasty big lawyers into the meeting and threatened to sue the City of Portland over the matter. I know that I really do not have a voice in my neighborhood anymore. You have sold us out to big investors. All that I wait for is when I can sell my house and gain financially from your exploitation. I will move to a place where I feel that my voice can be heard in my community. In the meantime, please try to recover some small shred of the principles that have made Division and Hawthorne a pleasant place to live and enforce zoning laws.

Try to maintain that involved active spirit of Portland Oregon. I have lost it.

-Celia Kane

From: Planning and Sustainability Commission
Sent: Friday, November 14, 2014 10:02 AM
To: Kovacs, Madeline
Subject: FW: PSC Comprehensive Plan Testimony

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

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From: Rich Mackin [mailto:richmackin@gmail.com]
Sent: Friday, November 14, 2014 9:22 AM
To: Planning and Sustainability Commission
Subject: Re: PSC Comprehensive Plan Testimony

My mailing request? Do you mean mailing address? If so:
Rich Mackin
2522 SE 35th Ave
Portland, OR 97202
If you mean mailing request, I'm not sure what that is.

On Fri, Nov 14, 2014 at 9:19 AM, Planning and Sustainability Commission
<psc@portlandoregon.gov> wrote:
Hello Rich,

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 the Commissioners, can you please email me your mailing request as 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

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From: Rich Mackin [mailto:richmackin@gmail.com]
Sent: Friday, November 14, 2014 9:17 AM
To: Planning and Sustainability Commission
Subject: PSC Comprehensive Plan Testimony

I have lived in inner SE Portland since 2003 (with one year away). I've been living just off Division on SE 35th Ave. for 3 years. I'm very frustrated by the turn of events which has transformed my neighborhood into what seems to be a nonstop construction zone and parking catastrophe. The construction does not seem to be based on the needs or wants of people in this area and seems focused on outside commercial interests and profit.

The Comprehensive Plan Designation of those single-family residential properties south of SE Caruthers between SE Cesar Chavez Boulevard and SE 35th Place needs to be amended from the CU designation to R-5 to match the current uses of these properties.

The neighborhood has been impacted enough by the Richmond Flats project at 37th and Division. Please do not allow the commercial development of SE Division to creep into and erode this great neighborhood.
Thank you,

Rich Mackin

From: Planning and Sustainability Commission
Sent: Friday, November 14, 2014 10:27 AM
To: Kovacs, Madeline
Subject: FW: PSC Comprehensive Plan Testimony

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

From: Megan Burns [mailto:megandanielle89@gmail.com]
Sent: Friday, November 14, 2014 10:24 AM
To: Planning and Sustainability Commission
Subject: Re: PSC Comprehensive Plan Testimony

No problem, 2537 se 33rd place 97202

Sent from my iPhone

> On Nov 14, 2014, at 10:07 AM, Planning and Sustainability Commission <psc@portlandoregon.gov> wrote:

>

> Hello Megan,

>

> Thank you for your message to the Planning and Sustainability Commission. So that I may include your comments in the record and forward them to the Commission, 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: Megan Burns [mailto:megandanielle89@gmail.com]

> Sent: Friday, November 14, 2014 10:07 AM

> To: Planning and Sustainability Commission

> Subject: PSC Comprehensive Plan Testimony

>

> The Comprehensive Plan Designation of those single-family residential properties south of SE Caruthers between SE Cesar Chavez Boulevard and SE 35th Place needs to be amended from the CU designation to R-5 to match the current uses of these properties. This is the only part of the entire Richmond neighborhood where this situation exists. The neighborhood has been impacted enough by the Richmond Flats project at 37th and Division. Do not allow the commercial development of SE Division to creep into and erode this great neighborhood.

>

> Sincerely,

> Megan Burns

From: Planning and Sustainability Commission
Sent: Friday, November 14, 2014 12:07 PM
To: Kovacs, Madeline
Subject: FW: PSC Comprehensive Plan Testimony

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

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From: Jenna Sather [mailto:jenna@pantyliness.com]
Sent: Friday, November 14, 2014 11:23 AM
To: Planning and Sustainability Commission
Subject: Re: PSC Comprehensive Plan Testimony

Hi Julie -

Of course. Our mailing address is: PO Box 86409 zip 97286.

Thank you!

On Nov 14, 2014, at 10:01 AM, Planning and Sustainability Commission wrote:

Hello Jennifer,

Thank you for your message to the Planning and Sustainability Commission. So that I may include your comments in the record and forward them to the Commission, 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: Jenna Sather [mailto:jenna@pantyliness.com]
Sent: Friday, November 14, 2014 8:38 AM
To: Planning and Sustainability Commission
Cc: Larry Crane
Subject: PSC Comprehensive Plan Testimony




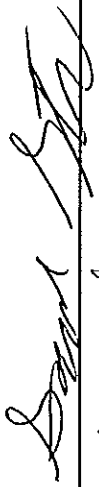

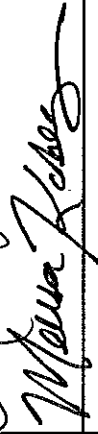



To Whom It May Concern:

We're residents of the Richmond Neighborhood and we're very concerned over the rapidly changing quality of life for families of this area. Please consider the dangers that come with letting big developments dictate neighborhoods. The Comprehensive Plan Designation of those single-family residential properties south of SE Caruthers between SE Cesar Chavez Boulevard and SE 35th Place needs to be amended from the CU designation to R-5 to match the current uses of these properties. This is the only part of the entire Richmond neighborhood where this situation exists. The neighborhood has been impacted enough by the Richmond Flats project at 37th and Division. Do not allow the commercial development of SE Division to creep into and erode this great neighborhood.

Thank you!
Sincerely,
Jennifer Crane

Petition to change zoning of "Green Thumb" (6801 SE 60th Ave.) from High-Density Residential (R2a) to Open Space

As a 12.8 acre site that provides year-round opportunities for urban agriculture and education to hundreds of school-aged children, neighborhood residents, university students, and others from around the city each year, we, the undersigned, support the Brentwood-Darlington Neighborhood Association (BDNA) in strongly urging the Planning and Sustainability Commission to change the zoning of "Green Thumb" from R2a to Open Space in order to best reflect the past and current uses of the site, and to preserve this valued community asset from undesirable future development.

Printed Name	Email	Address	Zip Code	Signature
1 Robert Hutton	bob@portlandfruit.org	5428 NE 35th Pl Portland, OR	97211	
2 Elizabeth Schultz	elizabeth@superawesome@gmail.com	10932 SE SALMON PORTLAND, OR 8433 SE 21st ave PDX, OR 97202	97216	
3 April Jamison	apriljamison@gmail.com	637 NE TILLAMOOK ST PORTLAND, OR	97202	
4 Gareth Stacke	Garethstacke@gmail.com	5245 N. VANCOUVER AVE Portland, OR	97217	
5 Amanda Hyman-Smith	amanda@portlandfruit.org	5208 NE 15th AVE Portland OR	97211	
6 Melissa Kobetsky	m.a.kobetsky@gmail.com	413 NE Garfield Avenue Portland	97211	
Maria Ximena Ospina-Todd	ximenaospinatodd@gmail.com	2522 SE 21st Ave Portland, OR 97202	97202	
7 Babrett Zimmerman	Babretts@portlandfruit.org	5620 NE Alberta St Portland, OR	97218	
8 Kathryn Kelker	Kathy@portlandfruit.org			
9				

Charlie Hales, Portland Mayor
mayorcharliehales@portlandoregon.gov

November 14, 2014

André Baugh, PSC Chair
psc@portlandoregon.gov

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

Re: Request for PSC Timeline Changes
2035 Comprehensive Plan

The Multnomah Neighborhood Association requests that the Planning and Sustainability Commission change the timeline as shown in Figure 1. The timeline modifications allow citizens to comment on the **complete** 2035 Comprehensive Plan before it goes to City Council. This permits the citizens to comment on the adopted definitions from the Campus Institutional Project and the Mixed Use Zone Project before they are incorporated into the Comprehensive Plan. These changes, as shown in Figure 1, revise the City's timeline as follows:

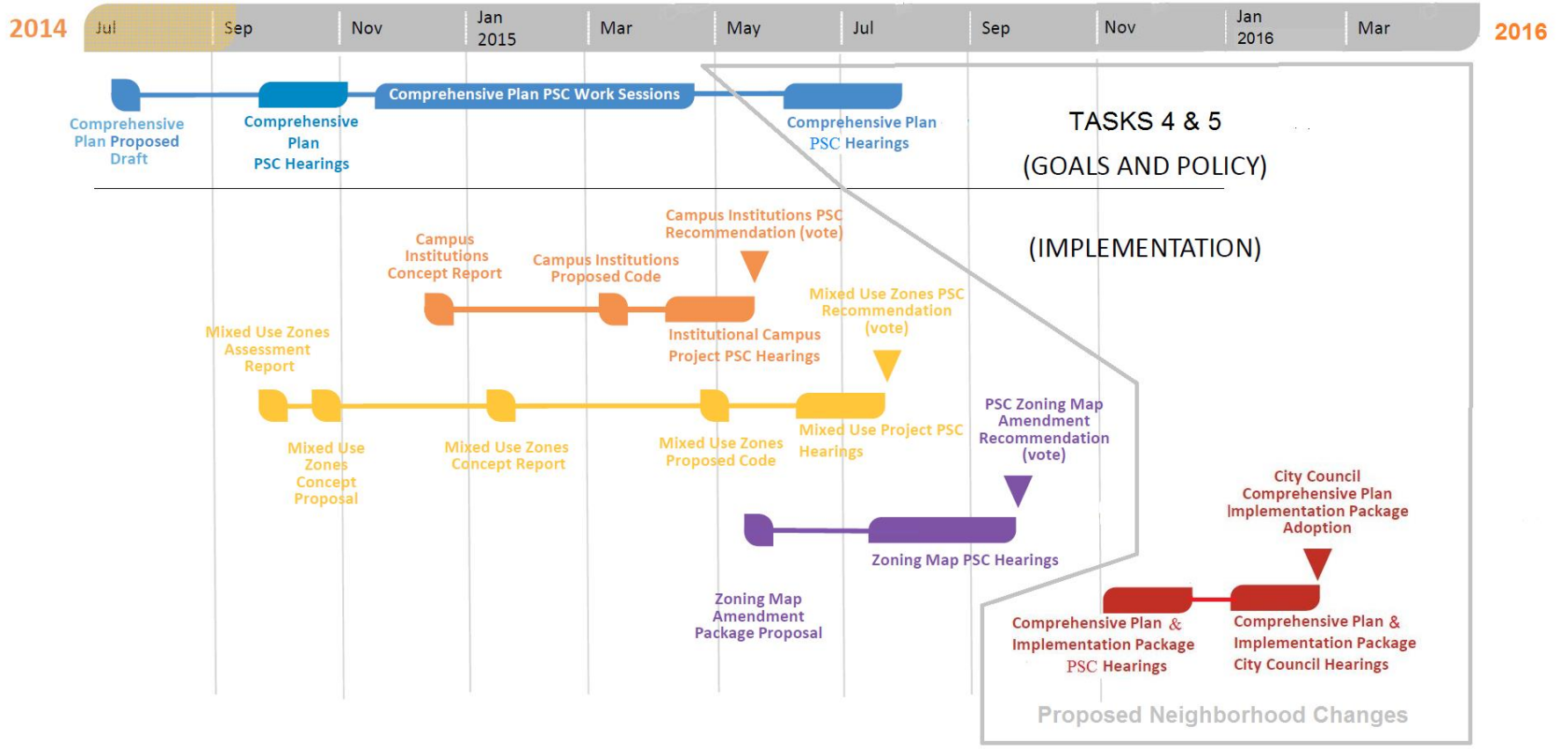
- 1) Remove the PSC vote in March 2015.
- 2) Change the July 2015 City Council hearings on the Comprehensive Plan Goals and Policies to PSC hearings which allows citizens the chance to comment on revisions made by the PSC before the Goals and Policies are incorporated into the Comprehensive Plan.
- 3) The November 2015 City Council hearings would be changed to PSC hearings to allow citizens an opportunity to comment before the Comprehensive Plan and the Implementation Package move forward to City Council.
- 4) Reschedule the City Council hearings on the Comprehensive Plan and Implementation Package to February 2016.

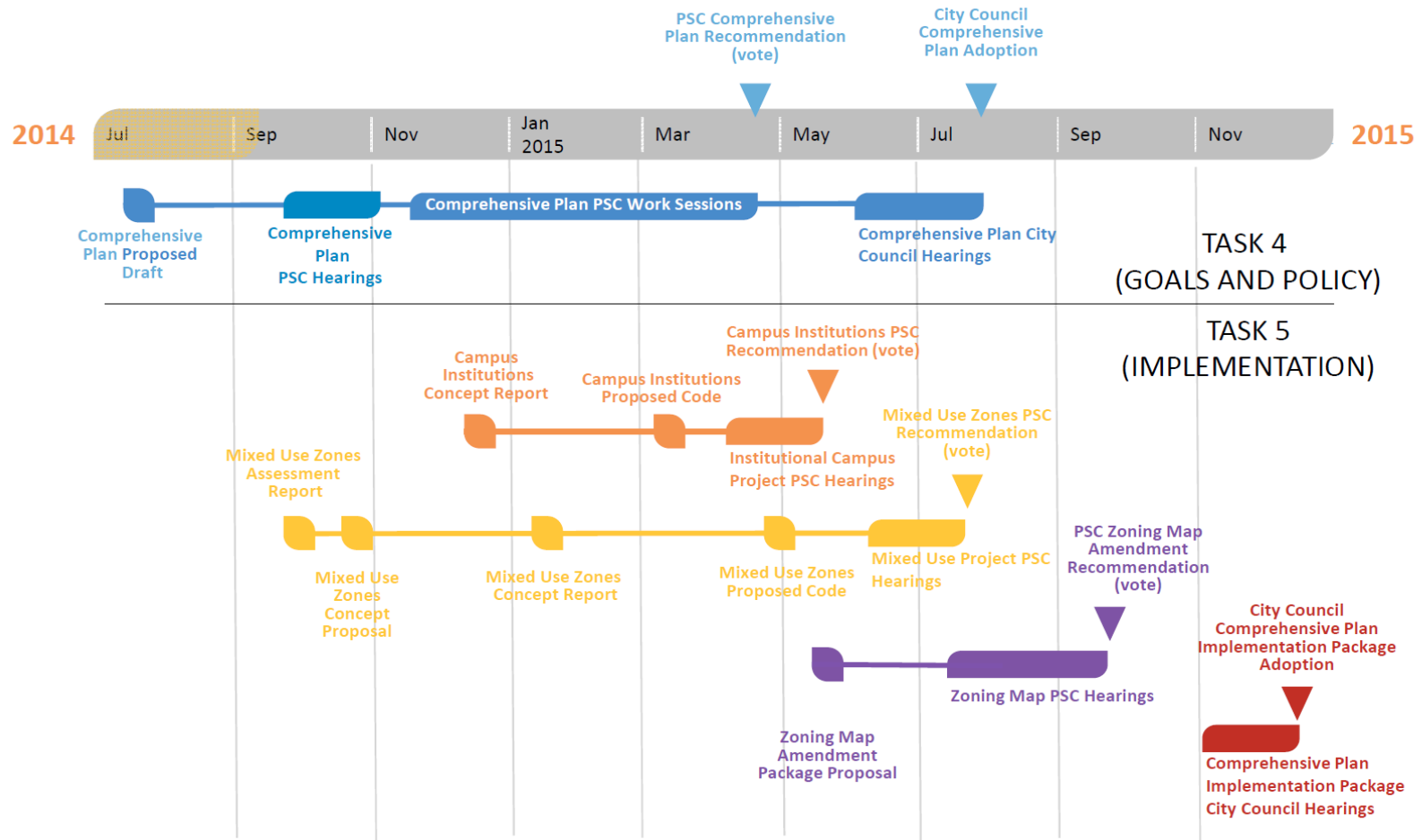
The modified timeline would need to be slightly condensed to meet the December 31, 2015 deadline or an extension would need to be requested. Extending the deadline of Task 4 would require State approval from the DLCD. It is our understanding that the DLCD would grant these timeline changes and extension requests. The timeline changes would make the process to adopt the 2035 Comprehensive Plan consistent with the provisions of Goal 1 Citizen Involvement of the Oregon's Statewide Planning Goals and Policies OAR 660-015-0000(1).

Please add this to the record.

Thank you,
Carol McCarthy
Multnomah Neighborhood Association Chair
mnachair@gmail.com

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: Friday, November 14, 2014 10:00 AM
To: Kovacs, Madeline
Subject: FW: PSC Comprehensive Plan Testimony

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

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

From: Peggi Jeung [mailto:peggijane@gmail.com]
Sent: Friday, November 14, 2014 6:49 AM
To: Planning and Sustainability Commission
Subject: PSC Comprehensive Plan Testimony

Hello,

As a resident of the Richmond neighborhood, I have been deeply concerned with the direction the city has allowed the development of this area to move in. Although I support neighborhood development, the course the city has taken not only negatively impacts the existing residents, but also those who will choose to move here.

The Comprehensive Plan Designation of those single-family residential properties south of SE Caruthers between SE Cesar Chavez Boulevard and SE 35th Place needs to be amended from the CU designation to R-5 to match the current uses of these properties. This is the only part of the entire Richmond neighborhood where this situation exists. The neighborhood has been impacted enough by the Richmond Flats project at 37th and Division. Do not allow the commercial development of SE Division to creep into and erode this great neighborhood.

Peggi Jeung
2605 SE 43rd Ave.
Portland, Or

--

From: Planning and Sustainability Commission
Sent: Thursday, November 13, 2014 9:36 AM
To: Kovacs, Madeline
Subject: Fw: Transportation heirarchy

From: Garrett Downen <downen@gmail.com>
Sent: Thursday, November 13, 2014 9:21 AM
To: Planning and Sustainability Commission; Transportation System Plan
Subject: Re: Transportation heirarchy

[Resubmitting with full address, per request.]

Hello --

I write in support of the current transportation hierarchy, and in support of it continuing to serve as a guiding principle for the City's prioritization of transportation investments.

As a proud Portland resident who uses multiple modes of transportation, I feel strongly that the current hierarchy (walking, then bicycling, then transit, then freight, then carshare/taxi/commercial transport, then private automobiles) best serves safety, health, and the overall needs of a rapidly growing city.

Additionally, when gauging how much parking is necessary to reserve for private vehicles, I encourage the City to consider the trend toward carshare and the medium-term likelihood of prevalent autonomous vehicles as factors that are likely to reduce per capita demand for parking. Regardless of those trends, please prioritize other uses (in line with the transportation hierarchy), and minimize the public subsidy of land for provide automobile parking.

Thank you,

Garrett Downen
Montavilla neighborhood resident
134 NE 72nd Ave
Portland, OR 97213

From: Planning and Sustainability Commission
Sent: Thursday, November 13, 2014 12:47 PM
To: Kovacs, Madeline
Subject: Fw: Division street

From: Erich Koeller <e.koeller@live.com>
Sent: Thursday, November 13, 2014 9:58 AM
To: Planning and Sustainability Commission
Subject: Division street

I live at 3112 se 35th 97202 and I am very concerned about the over-development and over crowding on Division.
I am also concerned about parking. The older homes have very tiny driveways and garages or none at all.
I think it is unreasonable to think that people in the apts and condos will not have cars.
Most business have no parking either. It's important to provide adequate parking for them so they don't overflow into side streets

I am also disheartened by the number of lots that have been subdivided and very expensive huge houses built on them .
Modest homes have been torn down and these homes would provide affordable homes for average people.
Also by making lots sizes so small we are losing greenery and trees

Erich Koeller

COMPREHENSIVE PLAN TESTIMONY

Thank you for attending the Mixed Use Zones Public Workshop. The scope of the Mixed Use Zones Project is limited. Some of your comments related to these new zones may refer to underlying Comprehensive Plan policy. This sheet will be submitted as legal testimony for the Comprehensive Plan Update. Please turn this in at your table.

Name: Richard Petersen - 
pete@sterling.net

Address: 5225 NE Wistaria Drive Pkcl 97213

Legal Testimony - stop tall buildings - nothing over 45'!
My neighbors, between 50th & 54th on Wistaria Drive, & I support


the exist height [45'] restriction - w/o variance - for Sandy Blvd adjacent to our neighborhood. There should be no building constructed higher than 45'. This height was established in the Hollywood-Sandy

Blvd plan. We felt then, & continue to believe, that this will allow

sufficient flexibility for a developer w/o destroying proportionality of structures. Anything larger is out of scale, dominates adjacent residential structures, & destroys livability of our neighborhood.

the 45' restriction will preserve access to light & air as well.

Please avoid turning our neighborhood, & Portland, into a version of Clark County where there was never a variance that could not be purchased.

We know the "variable" limit will lead to going up. This is especially true where the developer is irresponsible. We have first-hand experience w/ a developer  at 50th & Sandy who fails to abide by even existing rules & limits

COMPREHENSIVE PLAN TESTIMONY

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Name: Milt Jones

Address: 425 SW Bancroft
Portland, OR 97239

Legal Testimony

• It is necessary when
development corridors and
mixed used zones are
planned and developed
to keep associated traffic
and parking out of
adjacent residential
neighborhoods



COMPREHENSIVE PLAN TESTIMONY

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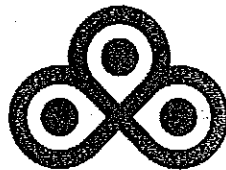
Name: LORI BOISEN

Address: 14127 SE CENTER
97236

Legal Testimony

Please add notification to Business Associations
to Mixed Use Development areas.

And please, please do not accept PRIVATE
balconies as OPEN/PUBLIC spaces. A balcony
is not the same as an open area. Children
need places to play



COMPREHENSIVE PLAN TESTIMONY

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Name: Jon Denney

Address: 5050 SE Stark St, Portland 97215

Legal Testimony

Consolidate RH zoning into
the Mixed Use zone
development process.

Please consider the value of an
East County Columbia River
Crossing.



COMPREHENSIVE PLAN TESTIMONY

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Name: MARK HUSH

Address: 1120 NW Couch St #350
Portland, OR 97209

Legal Testimony

CONCENTRATE DENSITY ALLOW GREATER
FAIR AND HEIGHT IN THE
OVERLAY AREAS. SCENE IS
MORE IMPORTANT IN OUTLYING
AREAS. HAVE GREATER HEIGHT
ALLOWING FOR ~~FOR~~ MORE FLEXIBLE
DESIGN ALTERNATIVES, SET BACKS,
STREET TREATMENT, ETC..
HAVE MECHANISM FOR VOLUNTARILY
DESIGN REVIEW IN EXCHANGE FOR
ADDITIONAL FAIR & HEIGHT



COMPREHENSIVE PLAN TESTIMONY

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Name: MICHAEL MOLINARO

Address: 4007 SE TAYLOR 97214

Legal Testimony

REDUCE HEIGHT LIMITS FOR "BAD" DESIGN

KEEP 45' HEIGHT LIMIT.



COMPREHENSIVE PLAN TESTIMONY

Thank you for attending the Mixed Use Zones Public Workshop. The scope of the Mixed Use Zones Project is limited. Some of your comments related to these new zones may refer to underlying Comprehensive Plan policy. This sheet will be submitted as legal testimony for the Comprehensive Plan Update. Please turn this in at your table.

Name: Linn Davis

Address: 3539 SE 42nd Ave, Portland

Legal Testimony

I wanted to put in a final pitch for affordable housing prioritization in all zoning changes — this ought to be encouraged in any way possible, more even than green features and design concerns. If we lose our affordable housing, we ^{will} have lost our primary equity fight, and we will be hard pressed to ever get it back.

With this as a primary driver, other concerns that ought to be emphasized include: 1) more substantial incentives for historic preservation (another social asset we will never get back), 2) pedestrian-level interactivity, 3) ~~encourage~~ zoning that encourages more varied and



less monolithic new development (all these new blank beige ^{apartment} boxes are terrible!), and 4) MORE density than is currently proposed, but specifically focused along major arterials — if we don't allow even greater density there, then ~~that~~ we will either have to eat up more farm and forest land at the edge or we will have to change the character of Portland's lovely, leafy neighborhoods.

The sooner we ~~propose that~~ allow ~~ing~~ density on streets like Division and ENCOURAGE it on Powell, ~~the more~~ ~~the better~~ the better we will be able to preserve farmland outside Gresham and preserve the character of streets like Clinton. We — as a relatively low-density inner city — need to take far more drastic steps toward greater (FOCUSED) density than are currently being proposed, in order to protect our region from far worse consequences in the long-term.

COMPREHENSIVE PLAN TESTIMONY

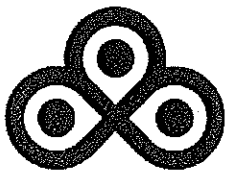
Thank you for attending the Mixed Use Zones Public Workshop. The scope of the Mixed Use Zones Project is limited. Some of your comments related to these new zones may refer to underlying Comprehensive Plan policy. This sheet will be submitted as legal testimony for the Comprehensive Plan Update. Please turn this in at your table.

Name: *John Doe*

Address: *456 Main St, Anytown, IL*

Legal Testimony

I am in support of the Mixed Use Zones project and believe it will benefit the community. I am in support of the Comprehensive Plan Update and believe it will benefit the community.



COMPREHENSIVE PLAN TESTIMONY

Thank you for attending the Mixed Use Zones Public Workshop. The scope of the Mixed Use Zones Project is limited. Some of your comments related to these new zones may refer to underlying Comprehensive Plan policy. This sheet will be submitted as legal testimony for the Comprehensive Plan Update. Please turn this in at your table.

Name: Mike Warwick

Address: 535 NE Thompson

Legal Testimony

Preliminary proposals are going in good direction but some height & step back limits should be applied to Rk zone. Further yet incorporate Rk into this mixed use zone.



November 12, 2014

Mrs. Marty Stockton, City Planner
City of Portland
1900 SW Fourth Avenue, Suite 7100
Portland, OR 97201

Re: Lawrence Properties-SE Belmont/City of Portland comprehensive plan

Dear Marty:

Thank you for meeting with me and Scott MacLean of NAI Norris, Beggs and Simpson to discuss the properties I own located along SE Belmont Street. As we discussed, I would like to have the City of Portland rezone the following properties to a mixed use zone as part of the Comprehensive Plan:

- 4311 SE Belmont
- 4325 SE Belmont
- 4335 SE Belmont
- 4411 SE Belmont
- 4435 – 4437 SE Belmont
- 823 SE 45th

I began purchasing these properties along SE Belmont in the early 1970's through the 1980's. At the time I began purchasing the properties, the zoning in place was a commercial manufacturing zone. There was a printing business located at 4411 SE Belmont as well as a multi-family residential building at 4435-4437 SE Belmont. I had envisioned converting some of these properties to a more commercial use over time. However, in the early 1980's, the City of Portland rezoned the properties from a commercial zone to R1 residential zoning.

At the time of the rezone, I met with the City of Portland and have correspondence showing that I was given assurances that if properties currently had uses that did not comply with the R1 zone and that the City would not modify the zone (see attached note). After receiving this assurance from the City, I assumed that the zoning for these properties would be left unchanged so that non-conforming uses were not created. However, when I went to redevelop one of the properties several years later, I discovered that the zoning had in fact been changed to R1, contrary to what the City had told me in my meeting with them on February 12, 1980.

The R1 zone severely restricted my potential redevelopment of the property to exclusively residential. It also made it impossible to finance a multi-tenant property that did not comply with the zone. After much effort and work on my part, I was able to get a small portion of the property rezoned to a mixed-use/commercial designation. However, I discovered that the mixed-use/commercial required a substantial amount of residential development and because of this I was unable to refinance the existing apartment building. I could not afford the additional cost to do the development. All this information is carefully detailed in the notes that

Mr. Marty Stockton
October 28, 2014
Page 2

I provided you. Based on my history with the properties, and the challenges I've had with the City of Portland regarding zoning, I believe as the City moves forward with the Comprehensive Plan, this would be an excellent time to correct the zoning mapping error that was initially done on these properties.

I would like to have the property listed above all rezoned from R1 to a mixed use zoning. I think it's important that the mixed use zoning continue to have a 45' maximum height, as my initial plans for the property included gable roofs, which I think would be appropriate along SE Belmont. I believe this zoning would be appropriate for the neighborhood given SE Belmont's active mass transit lines and bicycle thoroughfares.

I look forward to your help as we move through the Comprehensive Plan to have these properties rezoned to the mixed use commercial zone. Please let me know if you have any questions.

Sincerely yours,

Chuck Lawrence,
c/o Scott Maclean, NAI Norris, Beggs and Simpson
121 SW Morrison Street, Suite 200
Portland, OR 97204

CL/SDM/cf
stockton.docx



- 1 4311 SE Belmont
- 2 4325 SE Belmont
- 3 4335 SE Belmont
- 4 4411 SE Belmont
- 5 4435-4437 SE Belmont
- 6 823 SE 45th

At the conclusion of the recess, those present were: Mayor McGready, presiding, and Commissioners Ivancic, Jordan, and Schwab, II.

MC GREADY

We had Jerry Miller last. Now we start with Charles W. Lorenz, followed by Sam Wellborne, followed by Warren Chung. Incidentally, has Donald Morton come into the room? We missed him earlier. Yes, sir. Mr. L-A-U-R-E-N, is that correct?

LAWRENCE

L-A-V-W-R-E-N-C-E.
Staff did their best to translate some of the signatures.

MC GREADY

Mayor McGready, Council members. I am Charles W. Lawrence, at 4130 S.E. Belmont. I represent my own interests. I have a duplicate letter that I would like to present to each of you at this time. It has to do with properties that I own on S.E. Belmont.

LAWRENCE

I purchased these properties several years ago as M3. I went to a lot of trouble to find the properties in the beginning. I paid extra money for the property at that time. I went to a lot of trouble to make double sure that this zone was with the property. I have title insurance, I checked with the Planning Commission and the tax people. From there I proceeded to develop the properties. I spent a lot of money and time.

I have been using the property for several years for uses in the M3 zone. Without any warning, I found out from this proposed Comprehensive Plan map that this property has been downgraded into A1.5, medium density apartments. I feel that this is unfair, and I appeal to you to leave the zoning as M3.

Time does not allow me to go into all of the hardships that this will impose upon me at this time.

MC GREADY

Thank you, sir. Council, I think it is appropriate that we do have some response on these. I hate to take any of the time for us or for staff, but I do think it will help us in recalling these cases when we come up with the idea of potential amendments. Why would you recommend downzoning an M3 zone to, what did you say?

LAWRENCE

MC GREADY

HARRISON

To A1.5, medium density apartments.

It is A1.5.

We have a policy of breaking up strip developments along the major streets. We have tried to implement that policy by looking for locations which were zoned for commercial or light manufacturing use which are not used for those uses or which are currently used for some kind of residential use. If the property is used for a commercial use or light manufacturing use then we have made a mapping error and we would like to correct that and maintain the commercial

Feb. 12th 1980

1
12/19/80
pccg

At the time the Arterial Streets Classification Policy was adopted, there was also incorporated into it a document that said auto-oriented uses should be discouraged on streets that had that situation. That is, they were major city transit streets and not also major city traffic streets. We followed that strategy throughout the city. Those streets which were both major city traffic

One of the principal givens that we had was the adopted Arterial Streets Classification Policy, which Council adopted in 1977. In that document Belmont Street is designated as a major city transit street and it is not also designated as a major city traffic street.

Excuse me. One of the what? adopted Arterial Streets Classification policy. One of the principal ones, though, was the We tried to work with all the givens we could in the development of the comprehensive plan. Mike Harrison would be.

I see. Are you familiar with this strip that he is talking about? That was prior to this. We have had two subsequent drafts since then, but the media has been very cooperative. We have been working through business organizations. We have a mailing list of approximately 6,000. That includes individuals, business organizations, civic organizations, neighborhood organizations, that have received copies of every draft that we have put out.

But that was prior, how many maps did we have? When we started this process a couple of years ago there were at least two mailings to every address in the city announcing the process of the development of the discussion draft, and massive mailings and notification in the media during the six months public review of the discussion draft. Twice in the early process of developing this we did make a massive mailing to every property owner in the city.

What was the procedure, the notification procedure? A gentleman mentioned how they handled it in the County and then we had a presentation from Mr. Keele how they handled it in the past. What was the procedure, the notification procedure? A gentleman mentioned how they handled it in the County and then we had a presentation from Mr. Keele how they handled it in the past.

Thank you.

HARRISON

IC CREADY

HARRISON

HARRISON

IC CREADY

HARRISON

IC CREADY

HARRISON

IC CREADY

WARRANCE

IC CREADY

and major city transit we kept in either the mixed use designation or the C2 zone. Those streets which were only major city transit streets we put into the new C3 zone, the transit oriented zone. This particular section of Belmont being a major city transit street and having that designation in the Arterial Streets Classification Policy, we removed from the list of allowable uses by changing the zone, the auto oriented uses.

Madam Mayor?

Commissioner Ivancie.

I think we are changing a lot of basic zoning in the City of Portland based on someone's theory about traffic streets and various classifications of streets. It is true that the Council adopted a policy and arterial streets plan, hoping that some of these things would be designated as transit ways. But the reality of the situation doesn't always face what we have proposed, and if we are changing zones based on some concept I am not so sure those two are going to go together.

Now, what you say is correct but is it true with reality as far as what is happening out there?

It is true in most instances. We have tried to use the best data we can. We looked at plans going down to, in this particular case, the apartment zone, on our information about the land and land use. Some of it is outdated. We worked to try to get this as refined as possible through the last two years. There are some parcels in some areas, which I am sure still need some fine tuning. But, we are trying to make the proposed zoning in the comprehensive plan designations consistent with the Arterial Streets Policy to help reinforce it into the future.

But the policy, a lot of that policy is conceptual. In other words, if you look at Belmont Street, there are a lot of buses on Belmont but you have a lot of automobiles and truck traffic also.

Yes, this is why we introduced in the proposed zoning for the region the idea of the pre-existing use, where those uses that had been established under the old zoning are allowed to remain in a very different way from a non-conforming use. But what we are trying to get to is reinforce that arterial streets policy by saying here in the future through zoning we are not going to allow the establishment of any more heavily auto oriented uses. So the existing uses that are there now, we feel are protected even with expansion capabilities up to 100% of their site area and no non-conforming use stigma in terms of lending or anything else like this. Now, where we may have gone one step far from existing data or something, where there is an existing commercial or manufacturing use that went

WATSON

IVANCIE

WATSON

IVANCIE

MC CREADY

IVANCIE

to the apartment zone where that doesn't apply. These are the things that we need to fine tune on the map now.

What did you want to do there on your property? You are M3 now, you say?

Yes, sir.

And you have developed it now as M3?

Yes. It is currently being used for light manufacturing and this would seriously hinder me from getting a business loan or what the property is going to be worth.

No, that is the thing that he is talking about, that you can even increase or expand up to 100% and the way it is designed it will not impair your ability to get loans.

It is not like what we have existing now that if you have a fire and a certain percentage is destroyed you can't rebuild.

That part is not a problem if you have already developed it in the manner that it is zoned presently. Not only would you be allowed to continue that, you would be allowed to expand it a 100% and your loan ability is secured.

Is it my understanding, then, that the zone will be left, may be termed differently but it will still be the old M3 zone?

LAWRENCE

No, it wouldn't be the old M3 zone but the existing use which you have developed it to. Where it would be impaired, if I understand this correctly from the briefings I have had, is if you had vacant property sitting there that you had not developed. Isn't that correct? You would not be able then, if this overlay zone is designed correctly, you would not be allowed to develop it now as M3. What they are trying to do is, as in the exchange between Frank and the staff, is that they have transit oriented streets, they have traffic oriented streets, and they are trying to get out of the realm of theory and philosophy and tried to create, aim for the future for what the design of the arterial streets plan shows.

MC CREADY

They never will get out of theory unless there is a plan, a long range plan, in yours and, well, in my life time you won't see any change but in your's you're apt to see a lot. Well, Comte, as I understand the LCDC approach, a lot of their concerns originally were in the suburban areas of the city and in the country areas where the suburban areas moved in to the farm land. But Portland is not like much of the rest of the state. We are very dense here. I think we are about, what is it, 22 people? I am trying to think of the density of the city compared to most areas of the state. We are pretty dense, and if Portland is trying to draft a zoning code based on greater density relative to transit, I am not so sure that matches the original goal of LCDC.

IVANCIE

We have been dense for 50 or 60 years and

Mayor McCreedy, members of the Council. Mr. Chung is here. Okay, Sam Weiborn, not here. Mr. Warren Chung, followed by Richard Leonard, followed by Kenneth H. Koenen. Has Mr. Norton contact you. Sam Weiborn, followed by by Okay, you give him yours. And sir, he will a copy of his letter? I'll give you mine. Surely, and he'll check on this. Do you have

MC CREADY

LAWRENCE

MC CREADY

LAWRENCE

Thank you. It doesn't get empty for a long time. It sounds like you're all right as long as to sell it. I don't want the improvements I made on the property to be a liability when I get ready that, and people need to have those kinds of things spelled out. People do need to know that. He explored all those avenues when he bought it and got his title insurance and all I think it is important to have these various Whenever what ever plan we adopt is adopted, up anywhere. When I get ready to sell it so I don't fool I will have to have a list of all these things

MC CREADY

LAWRENCE

Except if it is vacant for a year, if it is that it? Is that it? Is vacant for a year, they lose the use.

SCHWAB

MC CREADY

SCHWAB

The use goes with the land. If the use is grandfathered, they could continue the use. All right, but if I did sell it...

LAWRENCE

your loan. developed your property it would not impact are talking about is that if you have jump in zoning but the bottom line on what for property. That does sound like a pretty interesting property. That does sound like a pretty interesting property. That does sound like a pretty interesting property.

MC CREADY

LAWRENCE

MC CREADY

Thank you. Does that answer your question? or whatever, in the future. But we can get into that in the amendments, but I don't think the reality matches that. so much. I know it is your approach conceptually in this state. I don't follow the rationale in this state. I don't follow the rationale in this state. I don't follow the rationale in this state. I don't follow the rationale in this state.

IVANCIE

MC CREADY

IVANCIE

I am speaking for much of this proposed zoning change in the city. They are going on the theory that we have to become more dense to match some state-wide goal. But Portland is a lot different than most cities. I don't follow the rationale in this state. I don't follow the rationale in this state. I don't follow the rationale in this state. I don't follow the rationale in this state.

MC CREADY

And we're getting denser. You're just digging yourself deeper. Speak for yourself, Frank. Frank, I wouldn't touch that line with a ten foot pole.