

From: [Ted Miller](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation--FAR reduction eastern edge of Northwest Portland
Date: Monday, September 19, 2016 2:12:45 PM

TED MILLER

1805 NW GLISAN

My property is a Victorian house at 18th and Northwest Glisan. I bought it over 30 years ago. Shortly thereafter, I applied for and received a national historic landmark listing.

The proposed change to my property's FAR from 4:1 to 2:1 would not affect development plans because I don't have any. The existing landmark designation goes a long way to protect the property from redevelopment by a future owner.

The proposed change in FAR *does* impact my property's value. More importantly, it takes away an asset which is severable from the property. The city code currently allows a property owner to transfer excess FAR to another property owner to be used as a density bonus in a new development. The stated policy goals are to encourage development of low cost housing at the receiving end, and to protect historic properties on the sending side. Historic owners like me are allowed to recover some value for unrealized development potential, in exchange for burdening our property against future redevelopment. The city is given a tool to incentivize it's planning goals. Win/win.

The proposed change is all stick. Changing up the rules like this, when people don't see it coming, hurts folks. There should be a damn good reason for it, and an explanation why these particular few blocks were selected for the downgrade. I guess I haven't heard it.

And I reiterate, the proposed change undermines the incentives in existing City policy regarding bonus and transfer of FAR. Unless the city believes its current policy is a failure, it should forgo this proposed change.

Thank you.

Ted Miller

From: Rick Peterson [<mailto:pfprpeterson@gmail.com>]
Sent: Friday, September 16, 2016 5:42 PM
To: Planning and Sustainability Commission <psc@portlandoregon.gov>
Subject: Fwd: Central City 2035 Comprehensive Plan

----- Forwarded message -----
From: "Rick Peterson" <pfprpeterson@gmail.com>
Date: Jul 11, 2016 7:45 PM
Subject: Central City 2035 Comprehensive Plan
To: <psc@portlandoregon.gov>
Cc:

Petition for Zoning Change for 3 tax lots

- 1) 3430 NE 50th Ave., 97213
- 2) Vacant lot on 50th & NE Fremont St.,
97213

Both parcels are designated as CM1 according to the 2035 Comprehensive Plan, and we are requesting that the zoning be changed on both parcels to CM1.

- 3) 5024 NE Fremont St., 97213

This parcel is currently zoned R-2 and we are requesting a zoning change to CM1, because we would like to develop all three properties as one project. If this parcel were to stay as currently R-2 zoned and developed into 2 units, it would require additional driveways on Fremont, which already has a nearby bus stop, a crosswalk, and is a transit corridor. To access this property as currently zoned would be unsafe and not practical, due to the high volume of vehicle and pedestrian traffic. I hope you will take these concerns seriously when you make your decision.

Thank you for your consideration of these matters.

Rick A. Peterson
Blair J. Peterson
Jason M. Peterson
Sara J. Peterson

Phone contact [971-276-2734](tel:971-276-2734)

Mary Ann Pastene
1704 NW Hoyt Street, Portland, OR 97209
Maryann.pastene@gmail.com • 503-841-6482

September 18, 2016

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

Subject: Alphabet District Proposed Zoning Code Change

Dear City Council,

I own and occupy a single family home in the Alphabet District. My home was built in 1890, is considered a contributing structure and is listed on the National Historic Register. I strongly object to the proposed change in FAR from 4:1 to 2:1. The benefits of increased potential housing outweigh the perceived building massing conflicts. The massing difference would be moderately perceptible, but the amount of potential additional housing would be significant.

A major earthquake would likely render the many old homes and buildings in this neighborhood uninhabitable. This proposed change would significantly alter property owners' ability to subsequently rebuild and provide additional housing at a time when it would be most needed.

The vision of a neighborhood of single family homes and historic "streetcar housing" is out of step with the needs of a growing and dynamic city with a housing emergency. The housing practices of 1890 should not be used to dictate how the neighborhood is designed today.

Sincerely,



Mary Ann Pastene

From: [WAYNE GOSS](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: [User Approved] COMPREHENSIVE PLAN IMPLEMENTATION
Date: Friday, September 16, 2016 11:01:17 AM
Attachments: [ATT00001.htm](#)
[ATT00002.htm](#)
[Greenway Extension Diagram 11X17.pdf](#)
[ATT00003.htm](#)
[Ross-Island-Vision-Plan.pdf](#)
[ATT00004.htm](#)
[Ross Island.png](#)
[ATT00005.htm](#)

ATTN: Planning and Sustainability Commission

RE: A proposal for a riverside pocket park

I was pleased to hear that the PSC is moving forward on a plan for a public trail along the river, and I would presume for the Centennial Mills site. I live at the Waterfront Pearl, so both Centennial and the Public Trails Plan are in my 'hood'.

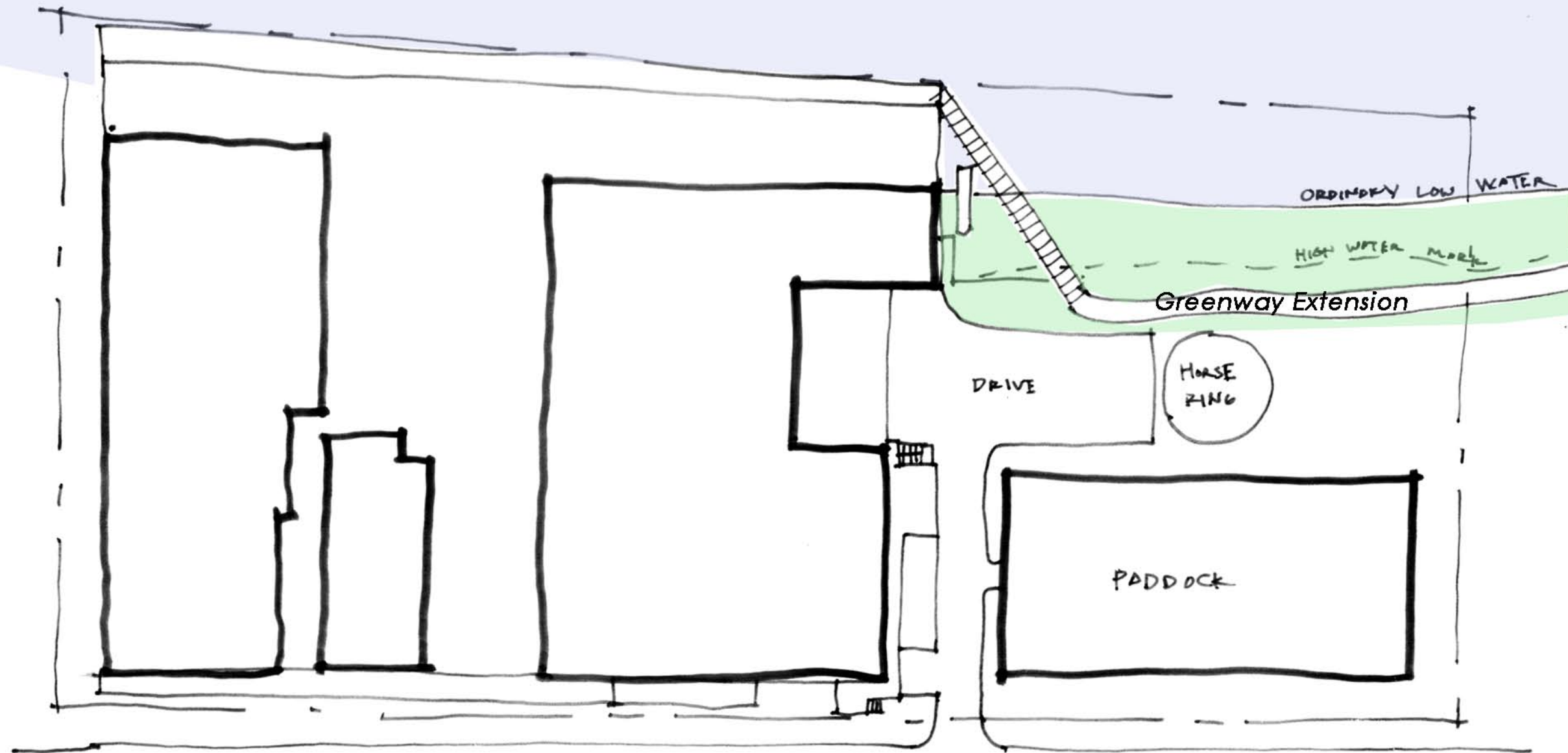
I would like to suggest that the city consider creating a very small Pocket Park on the property bordered by the Mounted Police, Waterfront Pearl, Centennial Mills, and the river. The idea is to create a riparian refuge or enclave similar to Heron Point park on the South Waterfront.

The recommended restoration area would be minimal and just along the shoreline. Tampering with the river bottom would be a challenge for a variety of reasons (steel for dismantled Liberty Ships, sediment that might contain pollutants, etc.). The site has a number of interesting features:

1. Historical. It is a short distance from the historic Albers Mills building, a site where some Liberty ships were dismantled. This park has little information or signage and most people walking by think that the steel and concrete is a pile of old junk. It might make sense to upgrade this area just south of WFP and link it to the proposed pocket park. (see link below about Liberty Ships and Albers Mills)

<https://www.youtube.com/watch?v=nK9QkhQe0L4>.

2. Link to Tanner Springs. The south border of Centennial Mills is the egress of Tanner Springs into the Willamette. The proposed pocket park connects historically with the Tanner Springs park. There is an arched concrete tunnel that directs the springs to the river. I have seen bright green effluent come out the tunnel. I'm hoping this is drainage from a natural source.



PLAN DIAGRAM OF GREENWAY EXTENSION
1" = 60'





Ord. 188177, Vol. 1.4.O, page 5321



Ord. 188177, Vol. 1.4.O, page 5322

ENVISIONING ROSS ISLAND

Ross, Hardtack, Toe, and East Island sit smack in the middle of the Willamette River, just one mile south of the city's downtown core. Although these islands, (which are colloquially known as Ross Island) once measured a mile and a half long by a quarter mile wide, over 75 years of sand and gravel mining have carved them into a freshwater lagoon encircled by a thin arc of upland forest. After a lifetime of resource extraction, Ross Island is an **ALTERED LANDSCAPE**. Rusted pilings, abandoned machines, and corroded barges are scattered everywhere, and piles of loose sand and rocks line the hulking skeleton of mining equipment. But despite the aggressive digging and the discarded parts, Ross Island teems with wildlife: great blue herons nest on the northern tip; beaver and river otter occupy the edges; deer and raccoons inhabit the upland territory; and juvenile salmon migrate through the eastern river channel. All told, these islands are a complex **CONTEMPORARY LANDSCAPE** where multiple histories, industrial activities, and wildlife habitats overlap and intertwine.

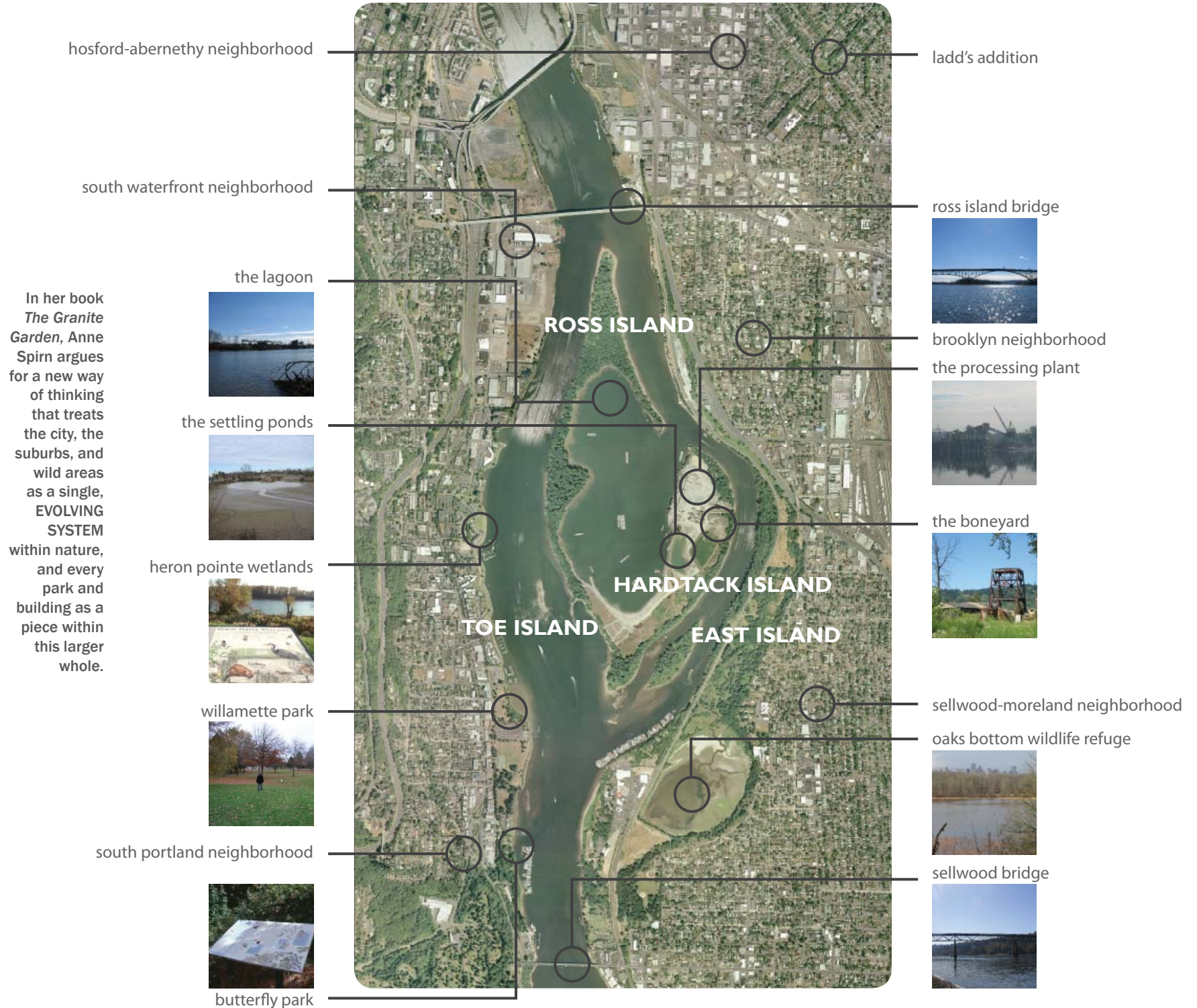
Ross Island's proximity to the heart of downtown makes it an even more compelling and important place. Although few Portlanders have actually set foot on it, the island is an **ICON** in our collective consciousness. Somehow we all care about it. Even those of us who don't know much about it, or who only see it for a fleeting moment from the highway, the bridge, or the trail. And though most of it is privately owned, we all sense that it is somehow ours – Portland's own wild island in the midst of its bustling metropolis.

These islands are simply too valuable as habitat to become a 'park' or recreation area, and are too filled with history and memory to become a typical urban wildlife refuge. With this abundant landscape, the question now becomes: **WHAT KIND OF PLACE CAN THIS BE?**

We are the Ross Island Vision Team – a self-appointed, ad hoc group who shares an enthusiasm for Ross Island – and this document offers our vision for its future. Though it is impossible to know the exact shape these islands will take, we hope this document will guide the types of futures that are possible here. Most importantly, we hope that our vision inspires others to see the deep potential in this incredible resource.

NOW IS THE TIME FOR DREAMING BIG.

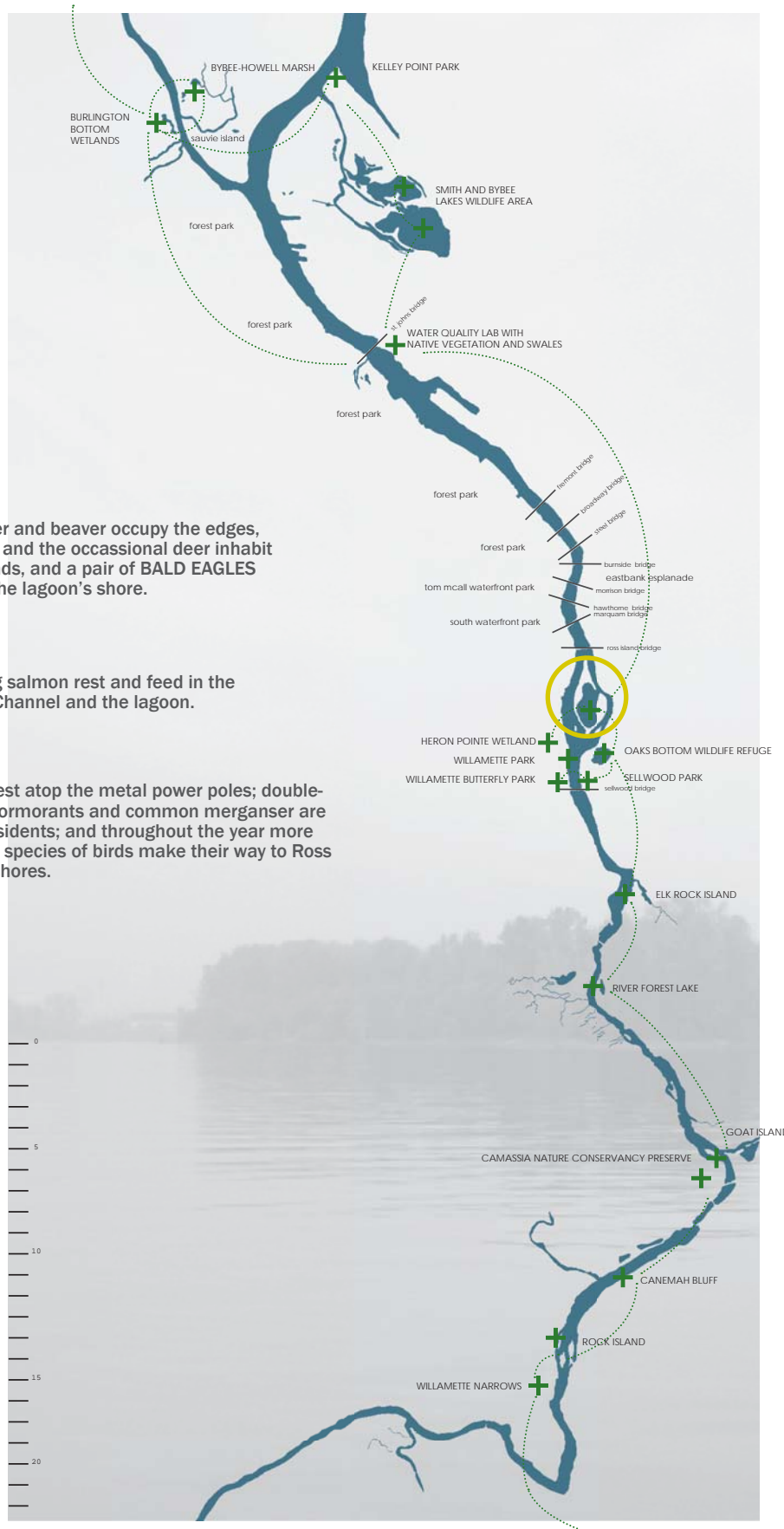
Just one mile south of downtown Portland, the Ross Island complex is literally surrounded by the city. Bordered on the west by the South Waterfront development and on the east by the 160-acre Oaks Bottom Wildlife Refuge, this landscape is A UNIQUE MIX of urban and natural environments.



In her book *The Granite Garden*, Anne Spirn argues for a new way of thinking that treats the city, the suburbs, and wild areas as a single, EVOLVING SYSTEM within nature, and every park and building as a piece within this larger whole.

Ross Island is integrally connected to the landscape around it – the city, the neighborhoods, the parks, and the natural areas – and we must **CONSIDER THE ISLANDS IN THIS CONTEXT.**

Ord. 188177, Vol. 1.4.O, page 5324



River otter and beaver occupy the edges, raccoons and the occasional deer inhabit the uplands, and a pair of BALD EAGLES lives on the lagoon's shore.

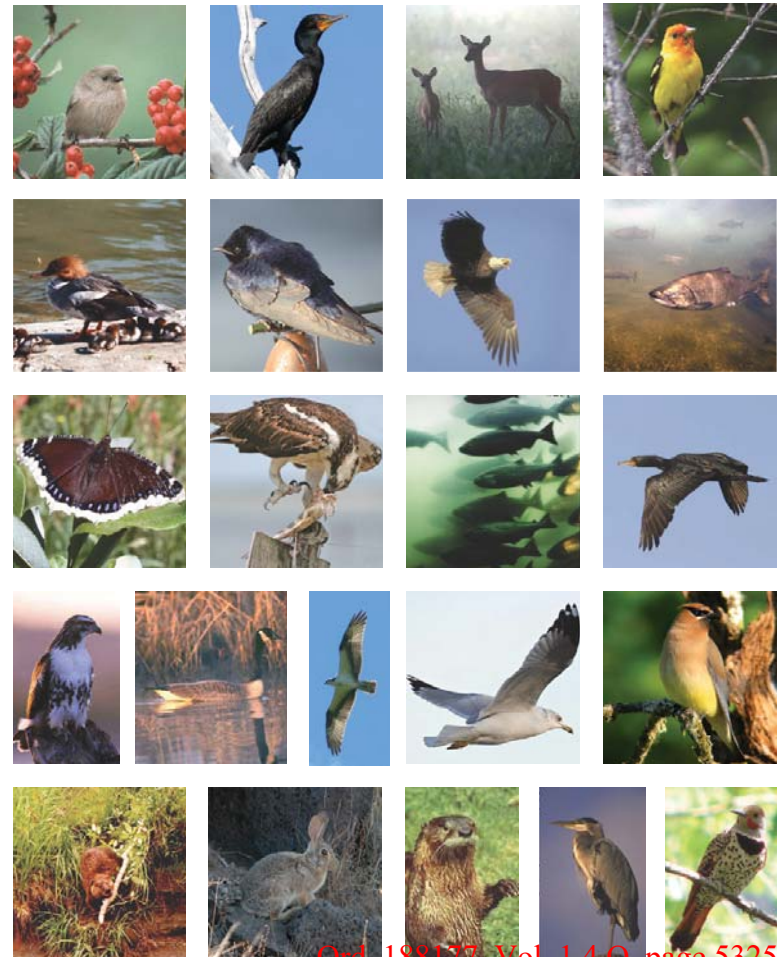
Migrating salmon rest and feed in the Holgate Channel and the lagoon.

Osprey nest atop the metal power poles; double-crested cormorants and common merganser are winter residents; and throughout the year more than 100 species of birds make their way to Ross Island's shores.

Despite over 75 years of constant mining and a boneyard of discarded parts, THIS ISLAND TEEMS WITH WILDLIFE.

But in order for these animals to thrive, they must be able to safely travel along migration routes and between shelters, food sources, and nesting sites. This makes the islands a vital **ECOLOGICAL STEPPING STONE** in a connected chain of habitats along the Willamette River, and improving or degrading any one of these habitat 'hot spots' has repercussions far beyond the boundaries of that place.

The Ross Island complex becomes even more critical to migrating fish and wildlife when we realize that Portland's urban waterfront areas have **HARDENED EDGES**, ones that are suitable for commerce but not for habitat. This means that every inch of Ross Island's 6.5-mile long shoreline matters. A lot.

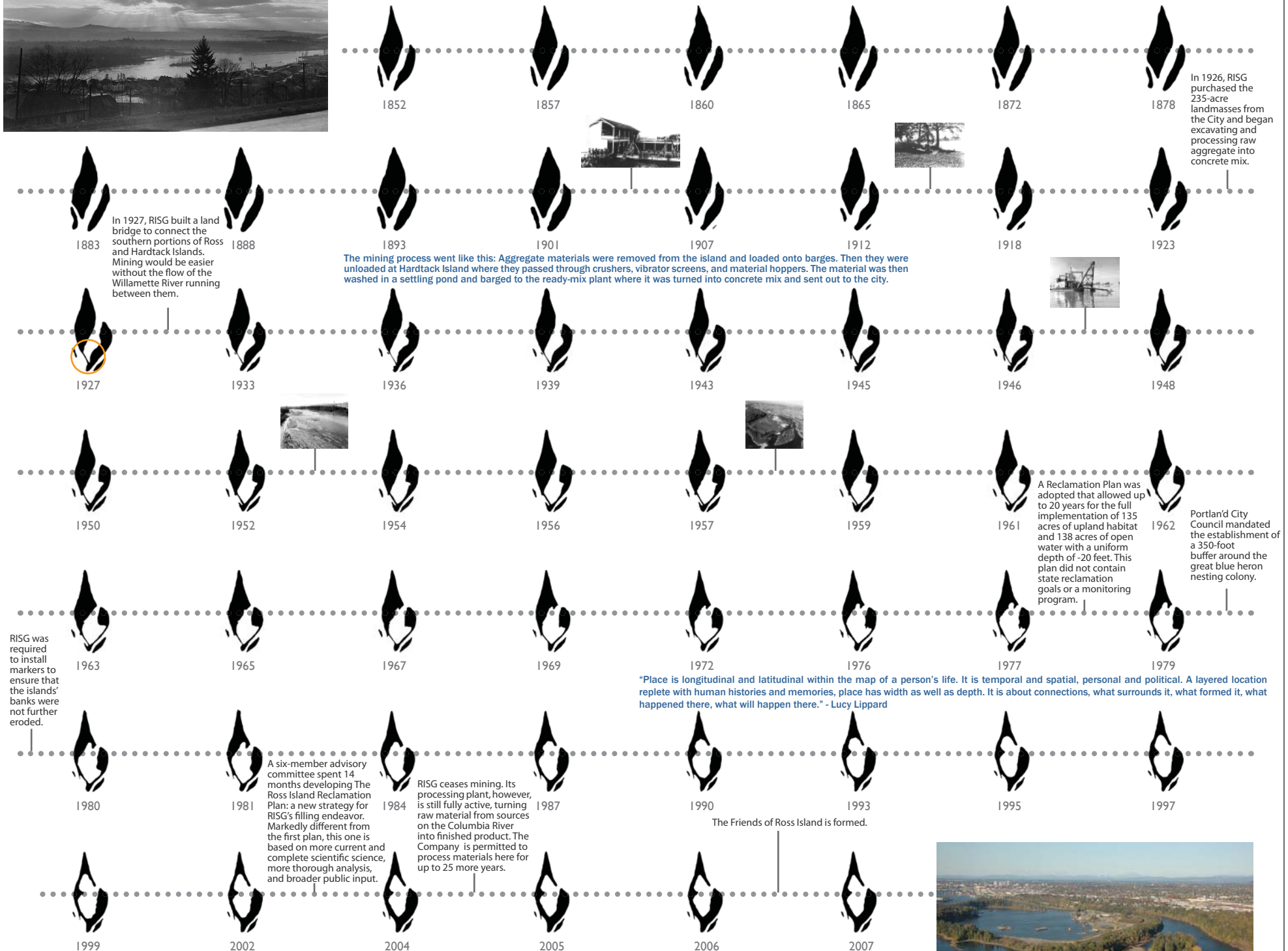


Ross Island is full of stories to tell. In fact, this site is a full-blown commemoration of multiple histories.

Once surrounded by a braided watercourse loaded with sand and gravel brought down from the Cascade Mountains, Ross Island has seen its river get straightened and its uplands get flooded. It has served as a homestead to Sherry Ross, the site of Blue Ruin's whiskey distillery, and a destination for picnickers and frolicking school children. It has housed a dance hall, a public bath, and a string of restaurants and saloons. There was even a bloody murder on its riverbank, and all of this before it was converted into a sand and gravel mine and later valued as an urban wildlife refuge.



"The land we inhabit is an accumulation of past events." - Aaron Betsky




Each landscape has story upon story laid over and running through it; every place has a narrative tale. These memories are what give a site the power of place. And to better understand our place in the physical world, each one of them is worth telling.



* In addition to constructing nearly half of Portland's buildings, the concrete produced from Ross Island's raw material was used to build the city's sidewalks, bridges, highways, driveways, and homes.

This means that for 75 years, Ross Island has been dug out, carved away, stripped, and DISASSEMBLED in order to build the city. But now that the Big Pipe Project is underway, it is city's turn to build the island. Producing, distributing, and receiving, these two are engaged in a rhythm of exchange: a relationship where raw material is shuffled around and cultural values are shifted.

What once came out is now going in. What was once sacrificed is now treasured. What was once taken apart is now RE-ASSEMBLED.

Now that Ross Island Sand and Gravel has ceased mining, *  the company is

bound by a Reclamation Plan to restore large portions of the excavated lagoon and uplands for opti-

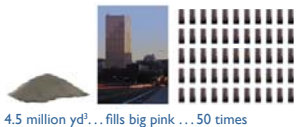
mum habitat. In order to comply with this new agreement,  the company must complete all

restoration efforts by 2013.  Because the lagoon is more than 130 acres in size

(and as deep as 125 feet) it will take ten years and approximately 4.5 million cubic yards of clean fill

to create the 118 acres of upland forest, 22 acres of riparian wetlands, and 14 acres of shallow water

habitat that is required. This is enough material to fill Big Pink, Portland's largest skyscraper, 50 times!



4.5 million yd³... fills big pink ... 50 times

Even after this restoration is complete, the islands still face many challenges,

such as pressures from recreational activities, 

Willamette River contamination issues,

 nearby development pressures,

 and other ongoing habitat degradation.

In addition, although the Ross Island Sand and Gravel Company donated 45 of Ross Island's acres to

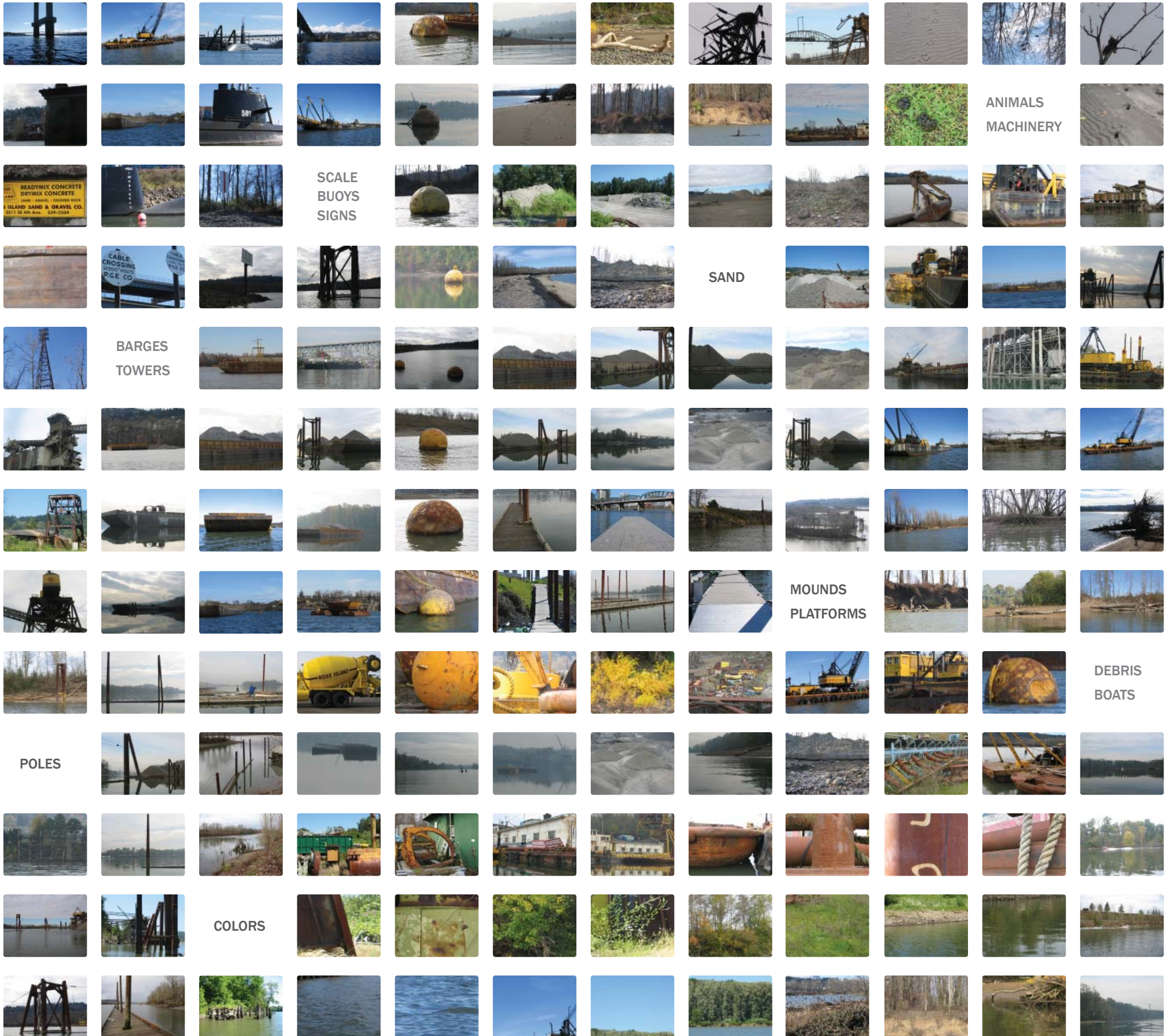
the City in the fall of 2007, what happens to the rest of the islands remains uncertain. And as it stands,

the future of these valuable islands hangs in the balance. 



- The Reclamation Plan is designed to accomplish the following goals:
- + establish riparian floodplain conditions along the interior lagoon shoreline
 - + establish an emergent wetland for a wide range of fish and wildlife
 - + provide for diverse aquatic conditions, including a range of lagoon depths
 - + plant and maintain native plant species in upland areas
 - + provide continued protection for the heron rookery and bald eagle nests

Landscape has all the features of language. It contains the equivalent of words and parts of speech – patterns of shape, structure, material, formation, and function. All landscapes are combinations of these. Like the meanings of words, the meanings of landscape elements are only potential until CONTEXT SHAPES THEM. Landscape is scene of life, cultivated construction, carrier of meaning. It is language. – Anne Spirn



The following principles were developed by the Ross Island Vision Team, and we believe that they should guide all future Ross Island restoration, management, and public access decisions:

- 1 First and foremost, restore and manage Ross, Hardtack, East, and Toe Islands to ensure their long term ecological functions.
- 2 Consider the islands in their context: as part of a watershed, part of a wildlife system, and part of a city.
- 3 Nurture a mutually beneficial relationship between humans and the islands that improves ecological values and encourages sensitive interactions.
- 4 Cultivate a stewardship ethic that builds public, private, and community partnerships to support the islands' restoration and ecological health.
- 5 Preserve, reveal, and interpret the islands' natural, cultural, and industrial histories.
- 6 Evoke the island's unique qualities and iconic nature.
- 7 Employ an artistic approach to the islands' restoration and management.
- 8 Establish a long term, phased adaptive management plan for the islands.
- 9 Respect the fact that East, Hardtack, and a portion of Ross Island are in private ownership.



painting of ross island by brian borello, 2003. oil on paper 8"x11". image courtesy of pulliam-deffenbaugh gallery, portland.

HOW: A PHASED APPROACH

Ross Island is simply too big, its industrial activities too complex, and its reclamation goals too important to be treated with a single intervention at a single time. Rather, the islands require a temporal approach: a sequential method that responds to the Reclamation Plan schedule, the existing and future needs of fish and wildlife species, and the ongoing industrial processing. These phases should be structured by the site's circumstances, and should inform the island's transition from an active processing plant and reclamation site to a new, post-industrial urban landscape.

This approach for establishing healthy, protected animal habitat and inspirational, educational human experiences will help transform the islands into a very urban, very ecological wildlife refuge.

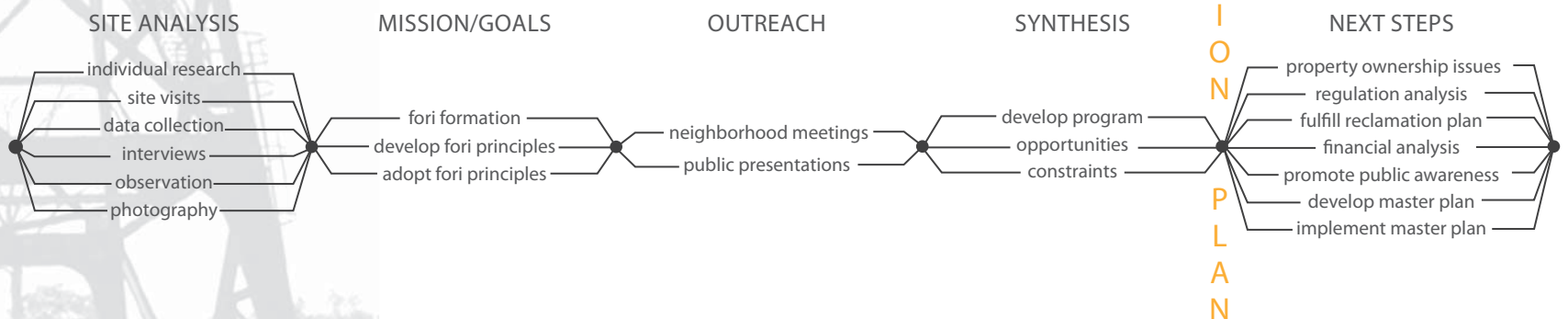
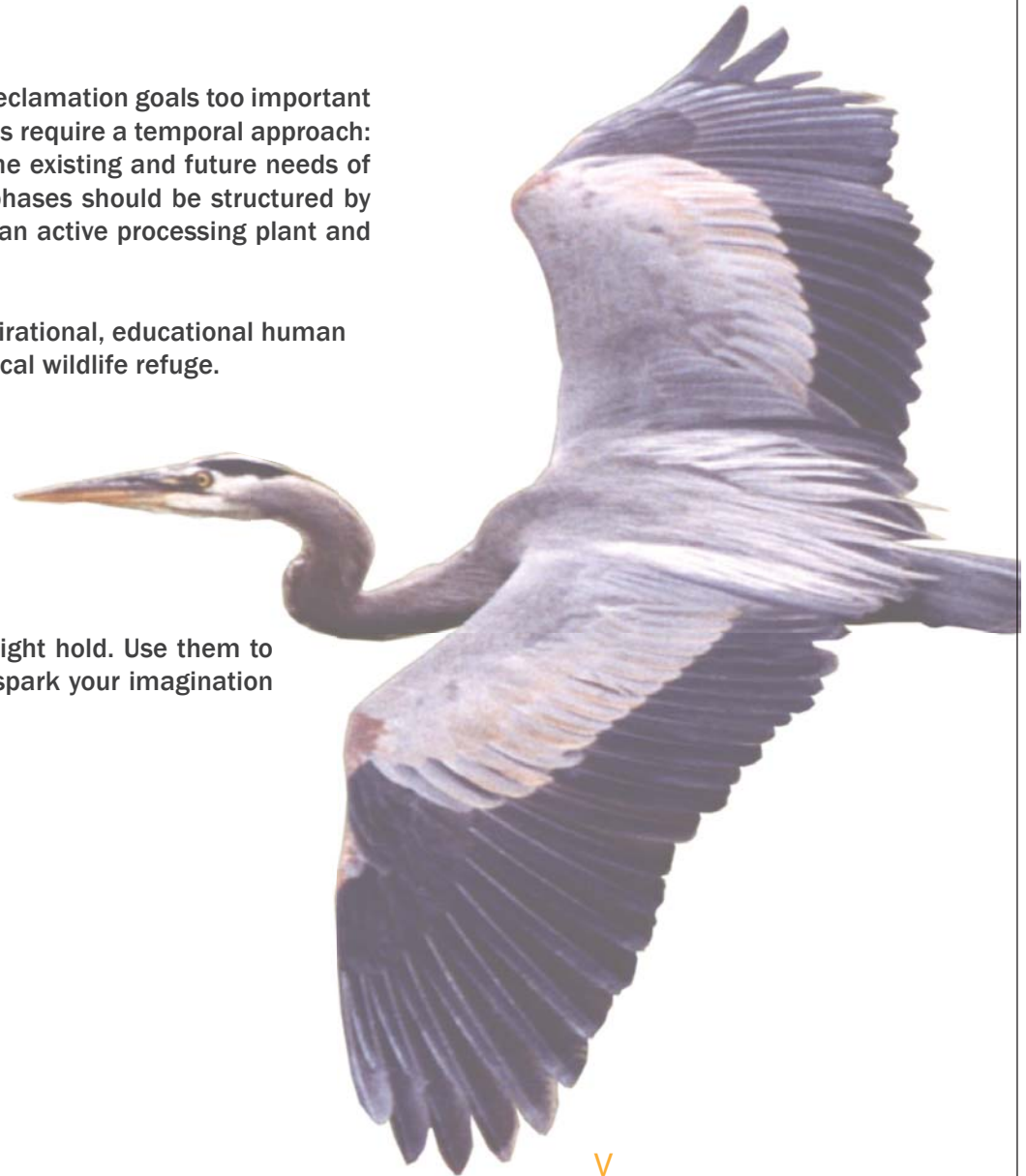
WHERE: PLACES TO EXPERIENCE ROSS ISLAND

- + the surrounding city
- + the surrounding water
- + the islands themselves

WHAT: A PLAN FOR THE FUTURE

The following images represent a vision for what Ross Island's future might hold. Use them to look beyond the practical constraints of Ross Island 2007. Use them to spark your imagination for what Ross Island could be in 10, 50, or even 100 years.

- + continued restoration
- + program
- + public art
- + landings
- + markers
- + viewpoints
- + adaptive reuse



A conscious declaration of our present-day definition of nature, a nature which, unlike that of the eighteenth and nineteenth centuries includes not only plants and rocks, rivers and mountains, butterflies and burrs, but also humankind, may permit A DESIGN THAT MAKES LIFE POSSIBLE FOR THE WHOLE RANGE OF LIFE FORMS. – Diana Balmori

continued restoration

Even after Ross Island's Reclamation Plan is fulfilled, ongoing restoration will be needed to protect and enhance the islands' valuable habitat.

- + remove invasive species such as ivy and blackberry
- + improve habitat for terrestrial species
- + create nesting boxes for targeted species like wood ducks, purple martins and kestrels
- + remove trash and debris from habitat areas
- + direct human activity away from sensitive ecological areas and important nesting areas
- + control bank erosion
- + perform species diversity monitoring



As important as what happens to the physical land of Ross Island is what happens to the people who experience it.

There are already a number of events that exist on this portion of the river, but the HAPPENINGS imagined in this vision plan are of a different sort. Although there may certainly be occasions when volunteers can pull weeds; people can come to paddle, stargaze, and bird watch; and students come to learn, this plan also encourages people to **MAKE OFFERINGS**: to toss seeds, plant trees, or build cairns. By choosing from a range of raw materials and engaging in a programmatic offering-of-the-day, people can express their feelings of respect and care.

By participating in the restoration of the islands, by celebrating its seasons and cycles and by learning its history and marking the passage of time, we will connect to this place in a deeper, more lasting way. In essence, **WE HEAL AS THE ISLANDS ARE HEALED**. And as we begin to change our relationship with the land, our community's relationship to the land shifts as well. Best of all, this culture of stewardship gets passed on to future generations.

- + plant a willow stake along the wetland cove
- + build a cairn in the mound field
- + toss native plant seeds
- + mark what you saw on the habitat sighting board
- + measure your arm's length against a bird's wingspan
- + go on the visitor's center floating tour
- + ross island paddle trips
- + river walks along the springwater trail

- + spring bird walks
- + a midsummer night's paddle
- + the annual salmon festival
- + willamette river ferry service
- + 'splash day' clean-up events along the willamette river
- + volunteer 'ivy pull' days
- + 'seed the future' native species planting parties
- + 'headwaters to ocean' floating classroom trip

- + the portland paddle
- + the annual portland swim challenge
- + the annual providence bridge pedal
- + the annual great blue heron week events
- + the annual wild in the city outings
- + the procession of the species
- + the dragon boat races
- + kinetic sculpture events



Thousands of Portlanders enjoy the river both in and around Ross Island, and with ongoing development at the South Waterfront, many more are on their way.

Some folks feel that the island should be entirely off limits to humans, that it should be a place for wildlife and wildlife alone. Others think that intimately experiencing a place encourages us to protect it more carefully. This issue of access is still open for discussion. Should there be access at all? And if there should, how? Where? When?

When considering access to the island, the real question becomes: **CAN WE LOVE ROSS ISLAND WITHOUT LOVING IT TO DEATH?**

Can an old barge find new life as a visitor's center, docked at the island and filled with information for paddlers?

Can it help people experience what it feels like to be in a nest?



FLOATING DOCKS are barges or piers that are arranged in the lagoon. Can they be employed as viewing platforms, picnic spots, plant production docks, or floating bird blinds?



markers

Marking is a strategy that can highlight and recall the islands' various features. It can help secure sensitive animal habitats, designate human access points, and relay stories. It can delineate the island's changing edge, can tell us where material is going to and coming from, and can even let others know where we've been.

MARK v. to fix or trace out the bounds or limits of; to set apart by a line or boundary



viewpoints

Ross Island can be enjoyed from a number of different places in and around Portland, and if we are to avoid the impacts from overuse and *loving it to death*, we must take advantage of these less direct ways of experiencing it.



If you climb up the tower that overlooks the boneyard, you get a 360 degree, panoramic view of the entire Ross Island site.

the boneyard

the settling pond

the lagoon

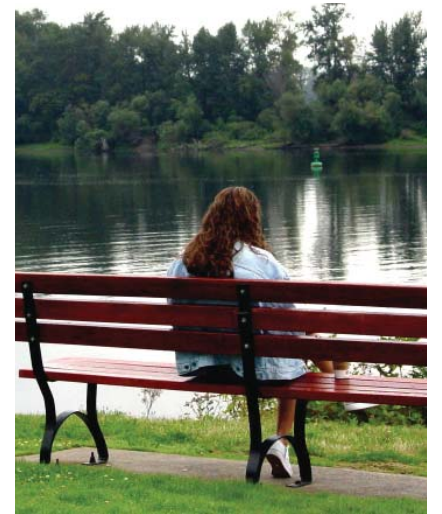
the processing plant

the sand stockpile

deciduous woodland

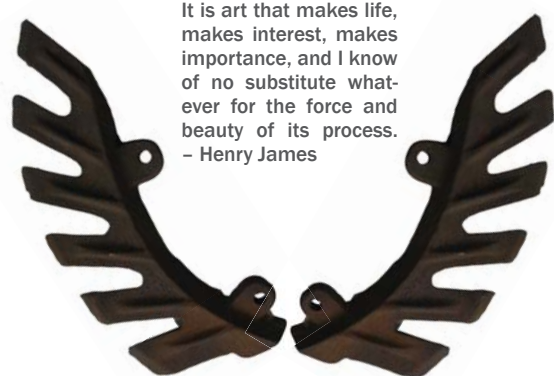


'getting a new perspective': can existing structures can be used to see the island from a bird's eye view?



Art in the landscape can communicate information in ways that a sign or a book cannot. It can give us new perspectives and allow us to experience our environment as we never have before. And it can touch our subconscious with beauty, connecting us with the natural world in profound and lasting ways.

eco-revelatory design n. design with the intent of revealing and interpreting ecological phenomena, processes and relationships



It is art that makes life, makes interest, makes importance, and I know of no substitute whatever for the force and beauty of its process.
- Henry James

artistic interventions can be on the shore, in the water, or on the islands themselves, can be big and bold, fleeting and



momentary, humble and subtle, can provide habitat for endemic and migratory species, reveal natural processes, illustrate natural history and information about species inhabiting the island, can



tell the story of the islands' cultural history and remind us of how our city was built, can create a buffer or barrier between people and animals, and can celebrate the seasons and the natural world



adaptive reuse

Michael Boland defines adaptive reuse as “a process that changes a disused or ineffective item into a new item that can be used for a different purpose.” Catherine Howett says it is a form of **RECYCLING OR RECONFIGURING** that allows a manufactured site’s “abstract structures to remain and function in new ways.” In either case, on Ross Island this adaptation is already in full swing.

The island is a complex landscape where industrial activities and wildlife habitats **OVERLAP AND INTERTWINE**: osprey live atop the historic power poles; a family of swallows built their nests in the eaves of an abandoned dredge; wintering waterfowl use the rusted barges as a place to perch; and throughout the boneyard, vegetation sprouts from voids in the corroded machinery.

For a place like this, adaptive reuse is an embedded pattern, an already existing language. It reveals the interplay between what once was and what could be, and by acknowledging – and even highlighting – this dynamic, we can **HONOR HISTORY** while supporting a vibrant ecology.



can mining relics be transformed into art pieces, viewing towers, and suitable scaffoldings for animal habitat and vegetation?



We envision the Ross Island complex as **A NEW KIND OF URBAN WILDLIFE REFUGE**: one that hybridizes active industry and dynamic wildlife habitat. One that honors its cultural history and is structured by its pre-existing patterns and materials. One that invites people to participate in its processes, and highlights the exchanges that have long defined its character. One that even goes so far as to heal its altered landscape without erasing the trace of what altered it.

If designed thoughtfully, with bold gestures and fresh ideas, Ross Island can truly be a contemporary, urban ecological park that weaves truth, healing, and discovery into **A FERTILE AND MEANINGFUL PLACE**.

ROSS ISLAND VISION TEAM

Mike Houck • Urban Greenspaces Institute
Christina Frank • Landscape Designer
Melissa Medeiros • Landscape Designer
Bob Sallinger • Audubon Society of Portland
Mike Faha • Greenworks PC
Travis Williams • Willamette Riverkeeper

GRAPHIC DESIGN Christina Frank, Melissa Medeiros

PHOTO CREDITS Mike Houck, Christina Frank, Melissa Medeiros, Bob Sallinger, Mike Faha, Jim Cruce, Audubon Society of Portland



Ord. 188177, Vol. 1.4.O, page 5339

From: [Bob Schatz](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Zoning change will ruin my lifelong goals
Date: Thursday, September 15, 2016 8:38:58 AM

City Council

The planning bureau is recommending converting my EX zoned property to EG1. I purchased this land in 2007 with the goals to build new mixed use buildings with commercial use on the ground floor and apartments above. The recession put a hold on my plans to now and I am currently designing the buildings for this site. Developing this land with apartments was my retirement goal and when developed I am planning to own the apartments the rest of my life and hopefully hand them down to my children in time.

If you proceed with this zone change, I will not be able to continue with my plans because apartments will be prohibited and since I don't know anything about developing or renting or managing industrial buildings I will be forced to sell my property and search out comparable land to what I purchased.

I have voiced my opinion many times about this and I have heard so many others voice their opinions that the meetings run out of time before everyone is heard. It is obvious to me that this change is upsetting many property owners. I would find it acceptable if you would make the change but let the current property owners continue to use and develop the land as they purchased it if they wish.

Please don't crush my dreams

Bob Schatz

From: [Devin Thompson](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Thursday, September 15, 2016 8:22:18 AM

Hello,

I've recently been receiving pamphlets and information regarding our property's (551 N Marine Dr.) proposed zoning change (from CM to CM2). First of all I think it's a great step for the city and am hopeful for the positive changes it could promote. I do have a question regarding property taxes and how these re-zoning changes will affect them, if at all or what impacts could be expected? It seems like there are endless possibilities/scenarios relating to this question but I haven't come across any info. as of yet.

Thanks for your help,

Devin Thompson
Home Owner, N Marine Dr.

September 14, 2016

City Council Members,

My name is Brent Carpenter, and I'm testifying today about our property at 3905 SE Main Street. My wife and I strongly support the Planning and Sustainability Commission's recommendations to change the zoning of our property to CM1.

3905 SE Main sits on the intersection of SE Main and Cesar Chavez. Those familiar with the intersection know that the three other corners embrace Fred Meyer, US Bank and Da Lat Restaurant. Our property is the only one on the intersection that is not zoned commercial.

Sitting on the Cesar Chavez corridor, the property is well suited for mixed used as residential and office space. My wife and I own two successful businesses that both need space to grow. My wife's company employs three agents and one full-time assistant, and my company scales to hire dozens of freelancers for projects.

If our property zoning changes, we will move our small businesses into one of the units allowing our businesses to thrive and hire additional employees and freelancers.

We support it. The Mayor supports it. BDS supports it. The Planning and Sustainability Commission supports it. It's well-reasoned and sensible.

We respectfully ask you today to support the zoning change for 3905 SE Main St. to CM1.

Thank you,

A handwritten signature in black ink, appearing to read 'Brent Carpenter', with a long, sweeping horizontal stroke extending to the right.

Brent Carpenter
PO Box 14336
Portland, OR 97293

From: [Thomas Soule](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Wednesday, September 14, 2016 10:02:04 AM

September 9, 2016

Members of the Portland City Council:

Yesterday we received a “Notice of a Proposed Zoning Map Change” regarding changes that may affect uses of our property:

632 SE Haig Street
Portland, OR 97202

The change mentioned has to do with a New Major Public Trail. Our review of the Proposed New Zoning Map shows a trail coming up from the Willamette River, crossing both the southbound and northbound lanes of SE McLoughlin Blvd (Hwy 99E) as well as land owned by the Oregon Department of Transportation and then onto our lot, passing through our house to the eastern edge of our lot. There is no indication of how the proposed trail might intersect with any other portion of Major Trails nor, indeed, any indication of where the trail goes from there. The house, which is clearly indicated on the map, was completed approximately ten years ago.

We understand from the above-mentioned “Notice” that “No actual trail acquisition or construction is proposed at this time” but, just the same, understand that the value of our property (house and land) may be *immediately* compromised. Toward the end of making reasonable decisions regarding that particular fact, we would like to be informed as to *when* such a trail might be due for construction and, just as important, *how* the construction might be implemented. Bringing a trail up from the Willamette River seems as though it would be a considerable undertaking as would the devising of a way for foot traffic to traverse the several lanes of SE McLoughlin Blvd. We do not however, for a minute, think that building a trail up that hill could not be done, should the City set its mind to it, and likewise can, of course, imagine a foot bridge over the highway. Would the bridge also go over our house? Or, when speaking of “trail *acquisition*”, are we to assume that the City will purchase our house (and land) so that the last (approx.) thirty feet of the trail can be completed? Or that we might be compensated in some other way?

We also have another concern. Our location above the existing Springwater Trail makes our neighborhood a place where there is frequent visitation from the homeless population that lives on that trail as well as under the off-ramp from the Ross Island Bridge to Highway 99E. Unless something radical is done for the homeless in Portland, a trail coming up from the river will become a thoroughfare for such visitation – in fact, the *only* such path up from (and down to) the river for a considerable distance both north and south.

Thank you for taking our concerns into consideration,

Thomas and Michelle Soule
632 SE Haig Street
Portland, OR 97202

503.341.2724

From: [Robert McDonald](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Proposed Code Chnages,
Date: Tuesday, September 13, 2016 10:30:15 AM

Name: Robert and Connie McDonald
Address: 7416 SE Sherman Street
Portland, Oregon 97215

Regarding the proposed zoning change including our property at the above named address from the present R5 to R2.5. We respectfully and strongly disagree with this proposal. My wife and I have lived in this location for approximately 16 years. Within that time frame, I cannot begin to estimate how many times we have dealt with not only abandoned cars but also vehicles parked on our street including directly in front of our home for weeks at a time. Some of this problem has been generated by a house located directly behind ours whereby the off site owner has operated an illegal "rent by the room" operation for this house for many years. Additionally and for the most part, one in the same problem has been generated by numerous individuals residing in two apartment complexes located at the intersection of SE Division and 75th. We have enough problems in this neighborhood now with density of population issues. Please do not add to this problem with this proposal.

Thank you,

From: [Jim Ashley-Walker](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Re: Comprehensive Plan Implementation
Date: Tuesday, September 13, 2016 12:15:43 AM

I meant to write

"It may even be possible to cross Holgate & Foster in one go".

On 12 September 2016 at 23:34, Jim Ashley-Walker
<jamesmarionberryashleywalker@gmail.com> wrote:

Regarding project #70071:

I read a comment that suggested moving the greenway to SE 62nd Ave. I would strongly agree with and recommend this. It would connect up much better to the proposed bike facilities on SE Harney Drive, and hence to the Springwater trail. The current map shows no connection there, and has the 60s greenway very close to the 70s greenway. Many people need a north-south connection to Springwater. There are bike lanes on some main streets heading down there - 45th & 52nd - but some people are scared of high-traffic streets even if there is a bike lane. I see a number of bikes on 62nd already, more than other 60s streets.

Also, it would connect up much better to Brentwood Park and Lane school, which are major destinations in the area.

62nd is straight for much of its route, and the whole way from Raymond to Clatsop.

It may even be possible to cross Powell & Foster in one go.

I do admit a vested interest - I live on SE 62nd and am solely a bike commuter. The previous comment mentioned the already-existing traffic calming on SE 62nd between Duke and Flavel. South of Flavel, the street is in desperate need of traffic calming. It is a wide, good surface with few cross streets, some traffic seems to flout the stop sign and the speed limit and use the street as a cut-through street, and like many parts of SE which have seen too little investment, we have no sidewalks. There are many people here jogging and walking dogs on a street that is currently unsafe but could be lovely.

Thanks you for your time, I hope to be more involved in this process at the upcoming hearings.

James Ashley-Walker

8144 SE 62nd Ave
Portland OR 97206

From: [Jim Ashley-Walker](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Monday, September 12, 2016 11:34:10 PM

Regarding project #70071:

I read a comment that suggested moving the greenway to SE 62nd Ave. I would strongly agree with and recommend this. It would connect up much better to the proposed bike facilities on SE Harney Drive, and hence to the Springwater trail. The current map shows no connection there, and has the 60s greenway very close to the 70s greenway. Many people need a north-south connection to Springwater. There are bike lanes on some main streets heading down there - 45th & 52nd - but some people are scared of high-traffic streets even if there is a bike lane. I see a number of bikes on 62nd already, more than other 60s streets.

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Thanks you for your time, I hope to be more involved in this process at the upcoming hearings.

James Ashley-Walker

8144 SE 62nd Ave
Portland OR 97206

From: [Rachel Hill](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Zoning change feedback for 9515 N Lombard
Date: Monday, September 12, 2016 10:19:37 PM

I live on a street that has been designated a truck route. I understand that part of the rationale to downzone this street is to encourage less people to live here.

But here is the reality:

- the street is scaled for small scale commercial and as Portland densifies, this becomes an even more appropriate use. The corresponding residential zoning is not a single family designation.

- by doing this you sacrifice those of us who live here. The property becomes less valuable, as truck traffic makes it less desirable to those wanting to live in a single family home; but impossible to do anything other than that with it. The houses will become rentals, not cared for and fossilized in bad land use decisions.

- Portland IS changing. Allow for our street to have the flexibility to change with it. Currently it is mainly residences (many lower income) who already are having to deal with the intense diesel fumes from the truck route. A better use, eventually would be new construction that can deal with the air quality issues as this street becomes MORE busy and LESS residential. It doesn't make any sense to downzone.

- Address the truck traffic (this is a different but related issue). I understand it's complicated, but the Truck Strategy that was done over a decade ago is not reflective of today's issues. The Port says that only 3% of the truck traffic comes from them (Brooke Berglund - Port Authority). If that is the case, you are making land use decisions based on an unhealthy situation of cut-through truck traffic. This is NOT what you should be re-zoning towards. Efforts should be made to address the illicit truck traffic, not respond to it with the Comp Plan.

Don't cement us in a incongruous zoning and transportation situation.

I would like to testify but I work long hours and the one time I came, I wasn't able to even speak. Please read this and consider what I'm saying. I live here.

Thank you.

Respectfully,

Rachel Hill

--

rachel hill
hill.rachel@gmail.com
Portland, OR
503.849.8337

From: gsgam@comcast.net
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Monday, September 12, 2016 3:22:56 PM

Dear People.

I am very pleased about the CR zone that has been created and will apply to the parcel at NE 15th and NE Brazee. The limits on size and business hours will help to ensure the peaceful nature of my neighborhood. Thank you for the time and effort all the people involved have put into this project.

Best regards,

Helen Richardson
2515 NE 16th Ave

From: [Rebecca Mode](#)
To: Camile.Trummer@portland.gov; [Adamsick, Claire](#); [Grumm, Matt](#); [Bhatt, Pooja](#); [Shriver, Katie](#); [Dunphy, Jamie](#); [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Sunday, September 11, 2016 2:38:50 PM

Portland City Council,

I strongly oppose the Portland City Council adopting the PSC recommended zoning map and zoning code changes for my property at 506 N.E. Thompson Street, Portland OR 97212.

This down zoning of my property from R2 to R2.5 is inappropriate for my lot of 9,375 square feet. The current R2 zoning allows this property to add more units on the existing lot with the existing duplex. If this property changes to R2.5 the most that can be built, without lot division, and therefore tax reassessment, would be an Accessory Dwelling Unit (ADU). This could only happen if duplexes are allowed an ADU, as proposed in the residential infill project. Currently, it is not allowed to build an ADU on lot with a duplex.

This down zoning violates amendment P45 "Encourage and enable Middle Housing". Down zoning will add more costs due to lot division and tax reassessment (from the lot division), thus making it too expensive for a home owner to add housing on their existing lot.

The Eliot Land Use committee initiated this proposal with the assumption that everyone who wished to add housing to their property wanted to demolish their existing dwelling. This is simply not true and creates huge financial burden to anyone wanting to add housing and keep their existing home on larger lots such as my own.

The Eliot Land Use committee did nothing to explain the hardships of this proposal to individual property owners affected. Some Eliot residents who were privy to this information from the start (not myself) were allowed to be removed from this proposal, even though they are also in the Eliot Conservation District. This is inequitable and dishonest. Some neighbors were fearful after reading the Eliot newspaper claiming if existing zoning code stayed home owners would be required to build to current density requirements in case of fire or damage. They did not explain in Portland you have 5 years to build to your previous density if you wish.

My lot is perfect for keeping R2. It is large and close to public transit, parks, grocery stores and everything many residents value living in Portland. Down zoning this property takes so many great possibilities out of its future.

Thank you,

Rebecca Mode

506 N.E. Thompson Street

Portland, Oregon 97212

From: [Kathy McElwee](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, September 09, 2016 3:43:07 PM

I live at 1409 SE 52nd Avenue and understand from your mailing that you are proposing changing the zoning to R2.5.

The neighborhood that I live in has small houses on small lots. There are not really any driveways, so people park on the street. To double in density of our block would require that all of our 190x homes be razed to make way for condos. And parking will not get any better with denser housing. I know that Portland has a need for more housing, but destroying the historical neighborhoods that make Portland unique makes no sense. There is plenty of space for expansion beyond 82nd St, and bus lines go there. Restaurants and shops will follow residences to the east. Please leave our historic neighborhoods alone.

Kathleen R McElwee
1409 SE 52nd Ave
Portland, OR 97215

From: [Brian](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Fwd: Comprehensive Plan Implementation
Date: Friday, September 09, 2016 2:15:15 PM

I am writing regarding the proposed planning changes to my home address of [2606 SW Water Ave Portland, OR 97201](#) from CX to CM3. I believe that this density is inappropriate for the infrastructure available in the neighborhood. The streets are narrow and steeply sloped.

Most of the streets lack sidewalks. PBOT and ODOT's collective poor planning have turned our neighborhood into a dangerous makeshift cut through linking OHSU and the south water front area. In addition the construction allowed at the International school without adding any traffic connections to the neighborhood from Naito parkway or SW Harrison has led to gridlock during the morning pick up and drop off at the school. This is primarily because the school lacks adequate parking facilities. I believe that CM1 is a better land use zoning for the area due to the infrastructure constraints. Also any new construction in the area needs at least one parking space per housing unit. This is because our neighborhood streets now serve as free parking for the new OHSU facilities constructed and under construction at the tillikum crossing. OHSU needs to build the parking garage that they planned to and abandoned construction of during the recession. Mass transit has improved in the neighborhood with the opening of the orange line however all errands still require a car.

Thank you,

Brian Hall

[2606 SW Water Ave](#)

[Portland, OR](#)

97201

From: [Casey Ward](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, September 09, 2016 11:27:33 AM

City of Portland,

This is the third time I object to this new plan change. You are making the zoning of my property's adjacent site mixed use, allowing almost all types of businesses, yet downgrading my zoning and restricting the use of my property.

I ask you to not change the zoning to my house, it was a factor in purchasing the property, that it could later be redeveloped.

It is counter-intuitive, to city progress, to reduce housing density in this area of the state. This is not a rural district, this area of Portland is in demand and future development allows for Portland to meet the housing demand. The housing demand that has been declared a stated of emergency.

I keep this email short because I think I am wasting my time. This city has proven time and time again, its ability to waste resources and disregard the desires of its citizens. As such I may be moving out of this city (and with it my tax dollars), and possibly out of state; out of your predatory grasping claws.

Casey Ward
5742 SE 136th Avenue
Portland Oregon 97236
(503)849-8237

From: [Kane MacAniff](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Friday, September 09, 2016 12:29:15 AM

To Whom It May Concern,

In response to rezoning initiatives that include my property (4705 SE Haig Street, Portland, OR) changing from R5 to R2.5:

I approve.

As interest and property values increase, it is proper that my neighborhood densifies in response. The east side beyond Caesar Chavez is somewhat sparse for neighborhood-serving commercial streets, which makes the area around Powell and Foster especially suited for the next stage of development.

As both streets are thick with nonlocal traffic I have some concern about the viability of neighborhood-oriented development, but that uncertainty is a burden for property owners and developers to bear and address on their own, as they are. (I also approve of plans to reduce traffic lanes on Foster and refocus the area on neighborhood businesses)

I'm one of those who moved to Portland in the last decade. In a way that I didn't in other metropolitan areas, I trust the actions of zoning and other local government land use bodies here because - as in this case - whenever I look into them I find competent civic stewardship and not parochial politics.

Yours,
Kane MacAniff

From: [Jon Walker](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation - Zoning 44 block of SE Division ST
Date: Thursday, September 08, 2016 4:42:56 PM

Dear City Council,

I believe it is a mistake to zone almost all of inner SE Division ST CM2 while leaving just a few piece of property R1. As the owner of 4411 SE Division ST I strongly encourage you to zone the entire street from 20th to 50th CM2, including my property. The city needs more density and building along major corridors is the right place for it. Leaving a few random properties R1 breaks up flow off people walking on the street to make use of local businesses and reduces safety at night. More people using the street means more eyes on it. It also means people who own these homes have all the disadvantages of living on a dense commercial corridor but without the advantages of being able to build more density if they want. It bad policy and unfair.

Jonathan Walker
4411 SE Division ST

--

Jonathan Walker
Jonwalker@gmail.com

From: [Josh Piper](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Implementation
Date: Thursday, September 08, 2016 3:56:24 PM

Overall, I'm cautiously supportive of the proposed zoning changes for the Woodstock area. The glaring red flag that jumps out at me is the new R2.5 zone slated for south of Woodstock Blvd., between Chavez and 52nd Ave. Many of the named streets are not passable due to not being paved. The increased density will bring increased vehicle and bicycle traffic, which existing street infrastructure won't be able to support. This will only serve to make Woodstock Blvd. more congested, as well as increasing traffic escaping south to SE Glenwood St. (the first E-W passable street south of Woodstock Blvd.

Any change to the zoning in this area needs to be accompanied by a partnership between BDS and BoT to bring the street infrastructure up to modern standards.

Thanks for the opportunity to provide feedback. Overall the communication of these proposed changes has been very good.

Regards,

Joshua E. Piper
5406 SE Knight St.
Portland, OR 97206

From: [Emily Duncan](#)
To: [BPS Comprehensive Plan Testimony](#)
Subject: Comprehensive Plan Testimony
Date: Thursday, September 08, 2016 10:25:21 AM

Hello,

I ask that the Commissioners and the Mayor vote to reject Amendment S9 and keep the Kmart site at 122nd and Sandy Blvd. Mixed Employment in the final 2035 Comprehensive Plan; as recommended by the Portland Bureau of Planning and Sustainability.

I ask that the Commissioners and the Mayor vote to reject Amendment F72. Keep Mixed Employment to the west half of the Rossi and Giusto farm properties fronting NE 122nd Avenue. In addition, re-designate the eastern half of the Rossi and Giusto farm properties and all existing farm property (including the Garre properties) from R-3 to R-5 single family.

Please help our neighborhood.

Kind regards,
Emily