

Map App Comments to Council on PSC Recommendation - 9/16-10/16

ID	NAME	COMMENT	DATE	TOPIC	LOCATION	DISTRICT	NEIGHBORHOOD
21573	Doug Klotz	It is logical to fill in the remaining R-2.5 zoning here, to complete the block facing Clinton St. There are is already a duplex on the north side of Clinton, and many of the lots in this area are 4000 s.f. instead of 5000. this rezoning makes sense, especially since the Comp Plan designation has been R-2.5 for decades.	10/16/16	Zoning	residential_os-592-1357	Southeast	Richmond
21572	Adam Herstein	I support the upzoning of these lots. We need greater densities to accommodate all the people moving to Portland. Changing these lots to 2.5 will improve the neighborhood by allowing more people to live here and avoid the replacement of a single house with another single house situation that is common to Richmond.	10/16/16	Zoning	residential_os-1339-3984, residential_os-1339-4277, residential_os-1339-3984, residential_os-932-3489, mixed_use-1074-1209, residential_os-1339-4278, residential_os-1339-1754	Southeast	Richmond
21565	Doug Klotz	Upzoning this gas station site to CM-3 increases the possibility that a large development will come in (perhaps in conjunction with the surrounding property to the northeast, with the funds to pay for any needed remediation in this lot.	10/16/16	Zoning	mixed_use-1074-1209	Southeast	Creston-Kenilworth
21564	Doug Klotz	I support this change, which will bring more neighborhood-oriented, even housing-oriented, development to this stretch of 50th, rather than the scattered auto-repair and other businesses now too prevalent.	10/16/16	Zoning	mixed_use-1072-3028	Southeast	Richmond
21563	Doug Klotz	I will repeat my earlier comments. It is odd that the north side of Powell from McLoughlin to 11th is zoned EX, which allows and encourages housing at a high density, yet the south side is zoned more for drive-in and auto-oriented businesses. If anything, the south side should have the most pedestrian-friendly zoning. It should be CM-2 at least.	10/16/16	Zoning	mixed_use-1073-75	Southeast	Brooklyn Action Corps
21562	Doug Klotz	I will reiterate my earlier comments that the south side of Powell from Milwaukie to 17th deserves a more pedestrian-friendly zone than CE. This is adjacent to the Brooklyn Neighborhood, on a busy bus line, and near to two Max stations. This stretch should be CM-2 and/or CM-3.	10/16/16	Zoning	mixed_use-1073-74	Southeast	Brooklyn Action Corps
21561	Doug Klotz	I support zoning these properties EX. This is near the Clinton Max station, and abuts the Brooklyn neighborhood, so would work well with this zone.	10/16/16	Zoning	cc_employment-1156-3877	Central City	Hosford-Abernethy
21560	Doug Klotz	I support the rezone to EX here, to help continue the Grand Ave. street wall, and bring life to a parking lot "dead zone". This could be a good complement to the planned multi-story building on the east side of Grand.	10/16/16	Zoning	cc_employment-1274-4255	Central City	Buckman
21559	Doug Klotz	I agree with the owners, that this is an appropriate site for CM-3. It is at a transit-rich intersection, a block from a under-construction grocery store, and across from planned multifamily as well as existing multifamily.	10/16/16	Zoning	mixed_use-1168-86	Southeast	Buckman
21558	Alan Kessler	Please replace all CE on Powell with CM3.	10/15/16	Zoning	mixed_use-1073-4109	Southeast	Creston-Kenilworth
21557	Alan Kessler	Please zone CM3 rather than CM2 on Powell. If any street can handle the density, it is Powell Blvd, which has a huge right-of-way and excellent transit access.	10/15/16	Zoning	mixed_use-1166-4144	Southeast	Creston-Kenilworth
21556	Alan Kessler	This corner (the node at Cesar E Chavez and Division) ought to be upzoned to CM3.	10/15/16	Zoning	mixed_use-1110-518	Southeast	Richmond
21555	Alan Kessler	This corner (the node at Cesar E Chavez and Division) ought to be upzoned to CM3. This property currently has a RiteAid store, which is designed as an auto-oriented development. Because that company is merging with Walgreens (which has a store just a few blocks north) it would not be surprising to see this develop soon. It is a prime area to add substantial housing, and help stretch the pedestrian-oriented zone across Division.	10/15/16	Zoning	mixed_use-1110-518	Southeast	Richmond
21554	Alan Kessler	This corner (the node at Cesar E Chavez and Division) ought to be upzoned to CM3. In particular this lot, which has a gas station will need to be given a high-density zone in order to incentivize someone to replace the gas station and clean up the soil.	10/15/16	Zoning	mixed_use-1110-518	Southeast	Richmond
21553	Lynn Feinstein	The only portion of the proposed plan that wouldn't cause too much of an overcrowding and safety issue would be to allow ADUs in the area we live in. That would be a reasonable compromise. On SE Alder there already exists multifamily units next to 2 private residences.	10/15/16	Zoning	residential_os-1334-1653	Southeast	Mt. Tabor

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21552	Lynn Feinstein	<p>My husband and I live in a small pocket of homes built between 1900 and the 1970's. This small "pocket neighborhood" includes families of various demographics. Each house currently occupies a significant percentage of their lots, but we have been able to maintain a significant amount of privacy due to the preservation of many old and established trees. And the significantly varied elevations of the lots.</p> <p>Our opposition to the change from R5 to R2.5 is both from a quality of life and a public safety perspective.</p> <p>From a quality of life perspective: Our neighborhood is what we would consider dense already. While there is privacy attributed to the thoughtful preservation of trees, our residences are already close quarters. we do not see how the types of buildings allowed in R2.5 could be built without significant removal of established trees, which would materially alter the neighborhood character and privacy. Parking is already problematic due to the width and curve of Washington St (the dog-leg Washington, not the main Washington) and the fact that 74th is single lane gravel with no possibility of on-street parking. With the current layout of 74th and dog-leg Washington, getting on the main Washington during busy times is challenging with the current density. We generally feel that any altering of the neighborhood with the addition of homes allowed in R2.5 would reduce our current property values due to the impact of both density increases and aesthetic destruction.</p> <p>From a public safety perspective: Access in and out of our neighborhood is already challenging when on-street parking is maximized. We have often been concerned that emergency vehicles may not be able to get to specific residences given the layout. Adding density will exacerbate this issue. We are close to a church\school. During high activity church and school times, the residents adjacent to the school\church see quite a bit of traffic which at "prime time" is overly congested. Adding density will only increase the tension as well as the probability of an accident We strongly feel that this proposed zoning change is in nobody's interest and hope that this is not approved.</p> <p>Thank you for your time and consideration</p>	10/15/16	Zoning	residential_os-1334-1653	Southeast	Mt. Tabor
21551	Doug Klotz	I support upzoning this section to R-2.5 This will rationalize the patchwork of zoning in this block, creating consistency and allowing for an incremental increase in density in this well served area.	10/14/16	Zoning	residential_os-1339-1778	Southeast	Richmond
21550	Doug Klotz	I support upzoning this section to R-2.5 This will rationalize the patchwork of zoning in this block.	10/14/16	Zoning	residential_os-592-1358	Southeast	Richmond
21549	Doug Klotz	I support upzoning to R-2.5. This makes sense with the existing development and zoning pattern.	10/14/16	Zoning	residential_os-1339-2944	Southeast	Richmond
21548	Alan Kessler	Please upzone this to CM2 or CM3. This is a crucial node on two major transit routes. This is a 20-minute location. It would be a shame to see low-density luxury townhouses go in here and be stuck with that development for the next 50 years, when this location could accommodate many more homes than that. Please review the Richmond Neighborhood Association's testimony to council to understand the preference for CM2 or CM3 and higher density at the nodes.	10/14/16	Zoning	residential_os-1529-4411	Southeast	Richmond
21547	Alan Kessler	It's really a shame that the city is proposing only R1, which is not a particularly dense zoning given the width and transit-friendliness of this stretch of Cesar E Chavez. Please consider upzoning to CM2 or CM3 as is supported by the Richmond Neighborhood Association's testimony to council.	10/14/16	Zoning	residential_os-1340-2400	Southeast	Richmond
21544	Alan Kessler	I want to express my strong support for upzoning this strip to R2.5. This will bring it into symmetry with the zoning on the south side of division, and provide more options than 1-for-1 replacements of old small houses with giant mansions. The strip designated is close to the 4 and the 75 bus lines, and would allow for much needed homes near some of the best public transit in the city.	10/14/16	Zoning	residential_os-1339-1778, residential_os-1339-4278, residential_os-1339-3271	Southeast	Richmond
21543	Alan Kessler	I want to express my strong support for upzoning this strip to R2.5. This will bring it into symmetry with the zoning on the south side of division, and provide more options than 1-for-1 replacements of old small houses with giant mansions. The strip designated is close to the 4, the 14, and the 75 bus lines, and would allow for much needed homes near some of the best public transit in the city.	10/14/16	Zoning	residential_os-1339-3984, residential_os-1339-4277	Southeast	Richmond

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21541	Roger Jones	Along with agreeing with PSC that CM1 is an appropriate zone for all neighborhood commercial on Hawthorne Boulevard east of 50th, it is recommended that the Design "d" overlay be extended to those 8 lots. Neighbors and others need better LU management tools for sensitive uses that somewhat encroach on the predominantly residential context of that area.	10/14/16	Zoning	mixed_use-1281-4289	Southeast	Mt. Tabor
21540	Patrick Burke	This should not be CE, it should be CM1. CE allows drive-thrus, etc. This is transit friendly area (2 buses serve this intersection). There is currently construction to build the Lennox Apartments here. Lennox apartments description from permit: New mixed use building, ground floor retail, 64 units, on-site parking, landscaping and utilities. So please explain why this is being zoned CE?	10/13/16	Zoning	mixed_use-1070-52	Southeast	Creston-Kenilworth
21539	Dani Zeghib	You really want to DECREASE density right ON BURNSIDE, along a MAX line?? Given how out of control housing costs have risen and how many people have been pushed out of housing?? You're trying to do this on NE Glisan too. Why on earth does anyone in the City think this is a good idea? We should be INCREASING density everywhere it makes sense (like on Burnside) and not decreasing it anywhere. I fear Portland is going to become like Boulder CO, where only the affluent will be able to live, and all the workers who serve them will commute from Washington state.	10/13/16	Zoning	residential_os-1220-4215	East	Hazelwood
21537	Patrick Burke	The commercial areas on 52nd Ave in Brentwood-Darlington serve as a perfect example of what happens when the city requires small storefront areas to each have their own separate parking pods. The result is that you get a collection of pot shops, convenience stores, and other undesirable businesses separated by unsightly concrete lots that only contain a few spaces and sit empty most of the time. This area is bicycle and pedestrian friendly in terms of the street layout. It has complete bike lanes, mostly completed sidewalks, and curbed parking on both sides of 52nd. Many locals would choose to walk or bike here if a storefront character emerged and the 1970's era mini-strip malls were replaced. I think the solution the city needs to help dispersed areas like this is to adapt more of a carrot than a stick approach to required parking. Instead of the stick approach of requiring parking for small shops (say less than 5000 sq ft of floor space), try providing bonuses to those developments that add spots and make those spots available for other businesses in the area to use. Without such an approach, dispersed areas like this will continue to be eyesoars instead of community centers. The city also should realize that parking is really not much of a concern in 'Mixed-Use Dispersed' areas like this in the same way it is in the Neighborhood and Civic Corridor areas like Division and Woodstock and likely never will be. The city should be careful not to regulate problems that do not exist. Most of the curbed public spaces on 52nd sit empty throughout the day even when the few businesses nearby are open. The more salient concern in the 'Mixed-Use Dispersed' areas is attracting businesses that add character and act as local access points that bind micro-neighborhoods together.	10/13/16	Zoning	mixed_use-1091-296	Southeast	Brentwood-Darlington
21534	Dani Zeghib	How can the City justify *decreasing* density in some of the few remaining parts of the city that are still affordable to first time homebuyers and lower income renters? Has the city allowed NIMBYism to dictate zoning? There is *absolutely no excuse* for residential areas that have been some of the last bastions of affordability for those who have otherwise been pushed out of closer-in areas to DECREASE density, and to do so demonstrates a real disconnect between what the city SAYS it wants to accomplish, and what it is ACTUALLY facilitating. If the city wants to increase affordability and density without sprawl, there is no reason why areas that are currently R5 to become R7. This reduces allowable density by almost 50% in those areas and pushes working people even farther away from their jobs and schools and childcare. I've heard that the city's rationalization for reducing allowable density is something about school capacity and not wanting to overload schools in certain areas. Really? Portland used to be a model of city planning for urban planners and designers the world over. Making long term zoning decisions based on the capacity of existing schools is short-sighted and backwards. But I suspect that the "school capacity" excuse is just that, and that the real reason has to do with NIMBY. In a time when rents have increased 10-14% year over year and immigration is exploding, the only suitable zoning change in the City of Portland is to increase density, not decrease it.	10/13/16	Zoning	residential_os-413-1175, residential_os-173-928, residential_os-418-1338, residential_os-233-1047, residential_os-1220-4197	East	Lents

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21518	Dani Zeghib	<p>Increasing density is good. It is necessary to address our housing crisis in Portland. Question: why increase density (R5 to 2.5) in this small pocket consisting mostly of low income residents, but decrease density in the more upscale neighborhoods closer to downtown in NE Portland near Williams and Broadway (R2 to R2.5)? Why decrease density in gentrified areas of SE Portland such as SE 62nd near Duke or in Hazelwood, which happens to also be very close to a MAX line, where density should increase rather than decrease?</p> <p>Increasing density is important and necessary, but doing so mostly in lower income areas (or busy corridors where it can't be escaped) is transparent and irresponsible. Portland should be fighting against NIMBYism, not pandering to it.</p>	10/13/16	Zoning	residential_os-1354-3832	North	St. Johns
21517	Dani Zeghib	<p>Lombard is a major truck traffic corridor. Have you been there during the weekday? It is loud from truck traffic. It's not a "single family" residential zone. By decreasing density here, the city is not only further exasperating the affordable housing issue, but they are zoning for a development type that simply doesn't make sense on this busy street. If anything, the area should be upzoned to R1, not downzoned to R2.5.</p>	10/13/16	Zoning	residential_os-190-1291	North	St. Johns
21516	Patrick Burke	<p>The commercial areas on 52nd Ave in Brentwood-Darlington serves as a perfect example of what happens when the city requires small storefront areas to each have their own separate parking pods. The result is that you get a collection of pot shops, convenience stores, and other undesirable businesses separated by unsightly concrete lots that only contain a few spaces and sit empty most of the time.</p> <p>This area is bicycle and pedestrian friendly in terms of the street layout. It has complete bike lanes, mostly completed sidewalks, and curbed parking on both sides of 52nd. Many locals would choose to walk or bike here if a storefront character emerged and the 1970's era mini-strip malls were replaced. I think the solution the city needs to help dispersed areas like this is to adapt more of a carrot than a stick approach to required parking. Instead of the stick approach of requiring parking for small shops (say less than 5000 sq ft of floor space), try providing bonuses to those developments that add spots and make those spots available for other businesses in the area to use. Without such an approach, dispersed areas like this will continue to be eyesoars instead of community centers.</p> <p>The city also should realize that parking is really not much of a concern in 'Mixed-Use Dispersed' areas like this in the same way it is in the Neighborhood and Civic Corridor areas like Division and Woodstock and likely never will be. The city should be careful not to regulate problems that do not exist. Most of the curbed public spaces on 52nd sit empty throughout the day even when the few businesses nearby are open. The more salient concern in the 'Mixed-Use Dispersed' areas is attracting businesses that add character and act as local access points that bind micro-neighborhoods together.</p>	10/13/16	Zoning	mixed_use-1091-299	Southeast	Brentwood-Darlington
21515	Dani Zeghib	<p>This stretch of Columbia Blvd has many historic low density residential homes on smaller lots. People live here, and the lots are too small to be useful for industrial purposes. I understand the need to preserve industrial land, but many properties with certain existing nonconforming uses (such as medium density residential buildings in low density residential zones) are being rezoned to correspond with their existing uses. By further limiting land use in this swath of homes on small lots in this area, the City would further alienate property owners whose homes have been their longer than the proposed zone, and it would provide them even less incentive to maintain and upkeep the buildings on this highly visible stretch of Columbia. A more graceful and less authoritarian solution that would accommodate the needs of both the existing property owners and the city's wants would be to designate that stretch of residential properties as both IG2 and mixed use. This would promote maintenance and upkeep of buildings on the street frontage, in addition to creative alternative uses that could promote small scale manufacturing (e.g. live/work places for makers).</p>	10/13/16	Zoning	Prime Industrial (I)	Northeast	Sunderland

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21504	Dani Zeghib	How can the City justify *decreasing* density in some of the few remaining parts of the city that are still affordable to first time homebuyers and lower income renters? Has the city allowed NIMBYism to dictate zoning? There is *absolutely no excuse* for residential areas that have been some of the last bastions of affordability for those who have otherwise been pushed out of closer-in areas to DECREASE density, and to do so demonstrates a real disconnect between what the city SAYS it wants to accomplish, and what it is ACTUALLY facilitating. If the city wants to increase affordability and density without sprawl, there is no reason why areas that are currently R5 to become R7. This reduces allowable density by almost 50% in those areas and pushes working people even farther away from their jobs and schools and childcare. I've heard that the city's rationalization for reducing allowable density is something about school capacity and not wanting to overload schools in certain areas. Really? Portland used to be a model of city planning for urban planners and designers the world over. Making long term zoning decisions based on the capacity of existing schools is short-sighted and backwards. But I suspect that the "school capacity" excuse is just that, and that the real reason has to do with NIMBY. In a time when rents have increased 10-14% year over year and immigration is exploding, the only suitable zoning change in the City of Portland is to increase density, not decrease it.	10/13/16	Zoning	residential_os-418-1337, residential_os-380-981, residential_os-844-2890, residential_os-1219-4219, residential_os-417-1335, residential_os-417-1336, residential_os-265-1329, residential_os-365-1332, residential_os-58-839, residential_os-714-1399, residential_os-413-1174, residential_os-380-1140	East	Powellhurst-Gilbert
21502	Don Stephens, BAC Board	<p>Comprehensive Plan Implementation Testimony Portland City Council, c/o Council Clerk 1221 SW Fourth Ave., Room 130 Portland OR, 97204</p> <p>Honorable Mayor and City Commissioners: October 11, 2016</p> <p>The Brooklyn Action Corps (BAC) is submitting the following testimony on anticipated zoning to comply with the 2035 Comprehensive Plan for the Brooklyn Neighborhood.</p> <p>(1) Retain current R2.5 zoning for two residences at 1126 SE Reynolds and 1138 SE Reynolds (Proposed Change # 257).</p> <p>(2) As an alternative, only CM1 should be allowed, not CE.</p> <p>?We justify these requests below:</p> <p>Brooklyn is a small neighborhood surrounded by major transportation arteries (SE McLoughlin, SE Powell, and Brooklyn Yards Intermodal). Brooklyn has a high percentage of rental properties (>60%), relative to the surrounding neighborhoods of Sellwood/Moreland, Hosford Abernathy and Creston-Kenilworth. In addition, the MAX Orange Line has brought about the conversion of three Brooklyn homes to a commercial self storage facility on SE 17th. We are protective of the residential nature of our shrinking neighborhood.</p> <p>While we support the proposed up-zoning of the properties along SE Milwaukie from SE Center to SE Holgate (Proposed Change # 1559) from R1 to CM1 as an appropriate change, the BAC is concerned with further encroachment of commercial property into existing residential areas. After the Comprehensive Plan was approved, we became aware of what we feel is the inappropriate inclusion of two residences into the CE zoning of SE Holgate Blvd (Proposed Change # 257). The residences, at 1126 and 1138 SE Reynolds, now zoned R2.5 are not on Holgate and, in fact, have R2.5 residences on the opposite three corners of the intersection of SE Reynolds and SE 12th. None of the adjacent homeowners received notice of this change.</p> <p>CM1 and certainly CE structures are not compatible with the surrounding residential neighborhood and would only further erode the residential area of Brooklyn. With the increasing shortage of residential property in Brooklyn and throughout Portland, these close-in homes should be protected.</p> <p>This testimony was approved by the BAC Board of Directors by a unanimous vote on October 11, 2016.</p> <p>Don Stephens</p>	10/13/16	Zoning	mixed_use-257-930	Southeast	Brooklyn Action Corps
21501	Alan Kessler	Please upzone this to CM3.	10/13/16	Zoning	mixed_use-1074-1209	Southeast	Creston-Kenilworth
21497	Alan Kessler	Please eliminate CE on this corridor and replace with CM3.	10/13/16	Zoning	mixed_use-1073-4109	Southeast	Creston-Kenilworth

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21496	Dani Zeghib	How can the City justify *decreasing* density in some of the few remaining parts of the city that are still affordable to first time homebuyers and lower income renters? Has the city allowed NIMBYism to dictate zoning? There is *absolutely no excuse* for residential areas that have been some of the last bastions of affordability for those who have otherwise been pushed out of closer-in areas to DECREASE density, and to do so demonstrates a real disconnect between what the city SAYS it wants to accomplish, and what it is ACTUALLY facilitating. If the city wants to increase affordability and density without sprawl, there is no reason why areas that are currently R2 to become R5. This reduces allowable density by almost 50% in those areas and pushes working people even farther away from their jobs and schools and childcare. I've heard that the city's rationalization for reducing allowable density is something about school capacity and not wanting to overload schools in certain areas. Really? Portland used to be a model of city planning for urban planners and designers the world over. Making long term zoning decisions based on the capacity of existing schools is short-sighted and backwards. But I suspect that the "school capacity" excuse is just that, and that the real reason has to do with NIMBY. In a time when rents have increased 10-14% year over year and immigration is exploding, the only suitable zoning change in the City of Portland is to increase density, not decrease it.	10/13/16	Zoning	residential_os-282-1330	East	Powellhurst-Gilbert
21493	Dani Zeghib	This area is proposed to get down-zoned from R2 to R2.5. This area between NE Fremont and NE Knott and between Williams and MLK is very close to downtown, near transit, near a hospital and many other amenities, and the City is proposing to *reduce* density. How can the city reduce density--especially in such a close-in and sought after location when they purport to want to increase the availability of affordable housing and increase density in the central city and near transit corridors? If anything, these areas close to downtown should be upzoned to R1 from R2, not downzoned to exclude those people who need access to transit and services the most. Allowing NIMBYism to dictate terms to the City is contrary to everything Portland purports to stand for. Don't downzone. Upzone.	10/13/16	Zoning	residential_os-140-1125, residential_os-140-1124, residential_os-140-1123	Northeast	Eliot
21490	Douglas Challenor	Following are my comments on the proposed zoning changes (R5 to R1) to my neighborhood. I have three points of serious concern with the proposal. 1. Parking – not sustainable: With the description provided for R1, it is difficult to see how the residential parking needs arising from an increase in housing density can be accommodated within the proximity of the new “one to four story condominiums, apartments, duplexes and townhouses” without significant disruption to current residence. - This area is close to the NE60th Street Max Station. As a result we already get people parking in this neighborhood and leaving their car for the work day or in some cases the work week. This already consumes available car parking spaces limiting parking spaces for current residents. Increasing the number of residents and cars in this area will considerably compound this issue. - NE 60th Avenue is a Trimet bus route with a bus stop at NE Wasco & 60th. Maintaining the bus stop on this street restricts this space for residential parking, which will compound the problem of limited space for increased parking needs. This bus stop provides is a key stop for the residents of this neighborhood. - Commercial Vehicle Access: Increased parking density on surrounding streets, e.g. NE Wasco, will make commercial vehicle access to the industrial area increasing more difficult. Many trucks including large semi-trucks use NE Wasco to access the industrial area. Turing in from NE60th will become near impossible with cars parked up to the corners. This will result in traffic congestion and invariably lead to accidents. - Bicycle access – with greater car parking density on NE60th, a main route to the Max station, this will restrict the available width of NE60th, therefore making cycling along this key route more difficult and dangerous. - Egress from side streets (NE Wasco & NE Hassalo) to NE60th will become more dangerous for drivers and cyclists due to increased parking density and cars parking up to street corners. - Egress from current residential drive ways onto streets that have many more cars parked either side of driveways will cause pedestrian issues and possible accidents due to oncoming traffic being obscured by parked cars.	10/13/16	Zoning	residential_os-1474-4421	Northeast	Rose City Park

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		2. Pedestrian Access – increased traffic increasing possibility of accidents: As mentioned above, NE60th is a main route to the Max Station and as such is a well-used pedestrian thoroughfare. The increase in parking will make visibility for pedestrians crossing the cross streets (NE Wasco & NE Hassalo) more difficult and dangerous resulting in more traffic accidents and potential injuries. The proximity to Rose City Park School will mean likely increase in children walking to school. With pedestrian access being constricted by increased car parking density, and more residential traffic, possibility for children being hurt will exist. The above are general concerns for the good of the neighborhood, my third point is of a more personal nature.					
		3. Livability and impact to my property: Having just finished a significant renovation and remodel to the home we have lived in for the last 20 years, it is very worrying that the current aspect/view and available sunlight might be totally obscured by a 4 story dwelling. It goes without saying, the possible negative impact to the value of my property a change of this magnitude may have is also of serious concern to a current tax paying resident. I can be contacted to discuss the points in further detail if required. Regards Douglas Challenor 1304 NE 59th Ave, Portland OR 97213 Telephone: 503 249 3269					
21489	Chris Eykamp	This parcel should be considered for CR instead of CM1; it is surrounded by residential uses, and CR would be a better fit in this context.	10/13/16	Zoning	mixed_use-1133-441	West	Northwest District
21488	Chris Eykamp	Given the amount of existing residential in close proximity to this area, the zoning needs to reflect limit the use and exposure of hazardous materials and high levels of diesel emissions so we don't negatively impact the health of residents.	10/13/16	Zoning	Prime Industrial (I)	Southeast	Brooklyn Action Corps
21486	Chris Eykamp	Increasing density along this corridor only makes sense if the infrastructure is upgraded. Sidewalks are narrow and unpleasant, and the impact of the street is high. This proposal should only be considered in the context of a larger project to improve the street; rezoning before the infrastructure is ready will make future upgrades more difficult. Also, R5 to R1 is a huge change; this should only go forward if residents are supportive.	10/13/16	Zoning	residential_os-1340-2400	Southeast	Richmond
21485	Chris Eykamp	This does not exactly fit the criteria for CR zoning, but does seem to match the larger intent. This might be a good candidate for CR, even if the definition needs to be stretched a little.	10/13/16	Zoning	mixed_use-1087-251	Southeast	Mt. Tabor
21484	Chris Eykamp	This parcel should be considered for CR instead of CM1; it is surrounded by residential uses, and CR would be a better fit in this context.	10/13/16	Zoning	mixed_use-89-806	Southeast	Creston-Kenilworth
21483	Chris Eykamp	I oppose this change; CR zone is an improvement over earlier CM1 proposal, but CR still lacks protections offered by current nonconforming use regulations. CR allows more noise, and would permit the site to be redeveloped to a higher density than currently allowed with no requirement that any commercial function continue. This creates redevelopment pressure that would remove the site from commercial use, which would be a blow to the surrounding residential areas. Please see the HAND testimony about CR zoning for a more thorough discussion of these points. If CR proposal is improved, I would support this change.	10/13/16	Zoning	mixed_use-923-2452	Southeast	Richmond
21482	Chris Eykamp	I oppose this change; CR zone is an improvement over earlier CM1 proposal, but CR still lacks protections offered by current nonconforming use regulations. CR allows more noise, and would permit the site to be redeveloped to a higher density than currently allowed with no requirement that any commercial function continue. This creates redevelopment pressure that would remove the site from commercial use, which would be a blow to the surrounding residential areas. Please see the HAND testimony about CR zoning for a more thorough discussion of these points.	10/13/16	Zoning	mixed_use-922-1714	Southeast	Richmond
21481	Chris Eykamp	I am opposed to changing the zoning when it is not supported by current residents and property owners. If those who are most affected do not support this proposal, it should not move forward.	10/13/16	Zoning	residential_os-1339-4277	Southeast	Richmond
21480	Chris Eykamp	Please see comments opposing this proposal submitted by the HAND Board.	10/13/16	Zoning	residential_os-1338-2395, residential_os-1203-4283	Southeast	Hosford-Abernethy

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ID	NAME	COMMENT	DATE	TOPIC	LOCATION	DISTRICT	NEIGHBORHOOD
21478	Bjorn Warloe	We live to the north of this property. Upzoning it to an increased height and coverage seems out of character with our properties R7 zoning. We believe that the zoning should remain more like what it is now with a 30 foot height limit and more reasonable lot coverage for this neighborhood corner, CM1 is excessive.	10/13/16	Zoning	mixed_use-1055-369	Northeast	Cully
21476	Sue Ludington	AGAINST BIKE LANES ON HALSEY STREET AND GLISAN STREET! Both NE Halsey and NE Glisan have become secondary travel routes as I-84 continues to be heavily clogged (due to the flood of people moving to Portland and working jobs in Beaverton or Hillsboro), particularly during morning and evening commutes. The fact that these streets are nearly always reduced to single lanes in either direction already results in, for example, back-ups of 10-12 blocks or more on Halsey as early as 6:45am. BIKE LANES ARE UNNECESSARY ON HALSEY AND GLISAN and would make a difficult situation for drivers even worse. The parallel streets through residential neighborhoods are TWO BLOCKS AWAY MAX (NE Broadway, NE Hancock, NE Hoyt, NE Everett, etc.); why not put bike lanes on those streets that are less-heavily traveled by cars? I am certainly in favor of encouraging bike travel, but please recognize that not everyone has the luxury to bike to work. Some of us HAVE to drive, and hour-long commutes are bad enough as it is. Please don't make it even harder by 'road-dieting' major city streets that autos have traditionally occupied.	10/13/16	Bike Classifications	TP01-0017041	Northeast	Rose City Park
21475	Sue Ludington	ABSOLUTELY 100% AGAINST BIKE LANES ON SANDY BLVD! Bike lanes are great but they're taking over the city. With more of us being further displaced due to the housing epidemic, we are having to travel farther and farther to get to work. I'm sorry but I will never be able to bike the 38 miles (one way) to my job! In my view, we need to preserve SOME roadways in this city for drivers. Many of us in cars are there because we are going long distances (from east Portland to Washington County, for example), which can already take 35-45 minutes. To be continually slowed down to 25mph on major thoroughfares like Sandy would significantly add to the time it takes to travel by car. Why do "city bikeways" have to be on major streets? Cyclists have a myriad of routes through safer, less car-heavy locations -- I think those should be considered options instead. I do NOT support the addition of bike lanes on Sandy.	10/13/16	Bike Classifications	TP01-0015755	Northeast	Rose City Park
21474	Mt. Tabor Neighborhood Association (MTNA)	MTNA appreciates the City Council adoption of the Mixed Use-Dispersed and Single-Dwelling – 2,500 designations on the Comprehensive Plan Map and retaining the split designation nature of the site. MTNA continues to strongly support the Planning and Sustainability Commission's recommendation for implementing zoning of Commercial Mixed Use-1 (CM1) and R2.5 here. Additionally, we support the recommended zoning code change within Section 33.120.100 Primary Uses that allows retail nurseries as conditional uses in single-dwelling zones. This change is completely appropriate and will be good for the continuing success of a beloved neighborhood business.	10/12/16	Zoning	mixed_use-423-1000	Southeast	Mt. Tabor
21473	Mt. Tabor Neighborhood Association (MTNA)	MTNA requests Commercial Mixed Use-1 (CM1), which is the corresponding new mixed use zone for the current commercial zones of Neighborhood Commercial 1 (CN1) and Office Commercial 1 (CO1) for all properties at this intersection. In August, the Planning and Sustainability Commission recommended Commercial Mixed Use-2 (CM2) for just the property at the NE corner of SE 60th & Belmont St (R221949), while the adjacent commercial properties are recommended for CM1. We encourage City Council to re-consider the CM1 zone to this entire commercial node, as was originally recommended by City Staff Planners, because the intersection at SE 60th and SE Belmont is not just failing, but dangerous: It is the second most dangerous intersection in our neighborhood by Vision Zero data, and it fails to function with current demand loads. Development should follow infrastructure, or at the very least, the two should grow concurrently, but the improvements needed in this area are not even being considered for funding (Project # 70006, "60th Avenue Corridor Improvements"). The existing properties here consume all of the intensity this infrastructure can bear, so at this point high-density CM2 development should not be allowed here.	10/12/16	Zoning	mixed_use-1568-950	Southeast	Mt. Tabor

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ID	NAME	COMMENT	DATE	TOPIC	LOCATION	DISTRICT	NEIGHBORHOOD
21472	Mt. Tabor Neighborhood Association (MTNA)	<p>MTNA supports a zoning map designation of Commercial Mixed Use-1 (CM1) for all of the properties within the Mixed Use-Neighborhood Comprehensive Plan Map designation that are along Hawthorne east of SE 50th to just past SE 51st (for a total of 8 lots).</p> <p>This step down in commercial zoning aligns with the step down in transportation classification – two steps, down, actually, from District Collector past Neighborhood Collector to Local Service Collector – at this notable transition point where Hawthorne passes SE 50th. It also maintains the harmonious relationship between these commercial buildings and the residential node they are in. All properties affected would be able to redevelop and add floors even with this less dense zoning designation, allowing any of them to turn a profit at CM1. The lower intensity commercial zone here limits the effect on the surrounding properties and their solar access.</p> <p>We also request a Design 'd' overlay for these specific lots lining both sides of Hawthorne between 50th and 51st. We acknowledge that affixing the 'd' overlay differs from the Planning and Sustainability Commission recommendation, but ask that this be considered because we also understand that City planners would ideally prefer this overlay for any of those especially sensitive locations, such as this one, where commercial abuts residential.</p>	10/12/16	Zoning	residential_os-1336-2603, mixed_use-1281-4289	Southeast	Mt. Tabor
21470	D. Ben Henzel	<p>Please consider a zone change to the real property located at 4606 SW Corbett Avenue, Portland, OR 97239. This property is included in the Comprehensive Plan with a designation change from R2 to CM2. However, the zoning designation remains at R2. If you look at this property, it is an island of residential zoning all by itself and should be changed to CM@ like all the neighboring properties. Because this property sits adjacent to I-5, the R2 zone underutilizes the property and does not provide quality residential accommodations. Changing the zoning would permit redevelopment consistent with the business character of the neighborhood and could include residential dwellings as well. This is a sensible request and I hope you will give this careful consideration.</p> <p>Thank you, Ben Henzel</p>	10/12/16	Zoning	mixed_use-1146-502	West	South Portland
21424	Nate Young on behalf of Arbor Lodge Neighborhood Assn.	<p>This is a comment on N Greeley between Lombard and Killingsworth.</p> <p>As the city continues to increase density along this corridor, something must be done to address the worsening problem of dangerous traffic along N Greeley. Just a month or so ago, a man was killed by a hit-and-run motorist crossing Greeley at Bryant, just a block away from Chief Joseph School. This is a main crossing for those elementary students and it is concerning that changes are not being made to make the area safer. We would like to see speed bumps and other traffic calming measures instituted. Obviously the curb bump-outs are not enough.</p>	10/12/16	Zoning	mixed_use-706-1402	North	Kenton
21411	Chris Eykamp	<p>This property is an ideal candidate for CR zoning. It is an isolated commercial site, surrounded by residential uses. CM1 offers many fewer protections to neighbors from negative impacts that can arise from unfettered commercial use. Residents in R2 and R1 zones deserve the same protection as residents in R2.5 and R5. Please consider CR zoning for this parcel.</p>	10/11/16	Zoning	mixed_use-330-2280	Southeast	Hosford-Abernethy
21410	Jen Eykamp	<p>This proposal makes no sense; why designate this small group of parcels for a different development intensity than what surrounds it? These parcels have poor access to light-rail. I have heard from neighbors living in this cluster who oppose the changes.</p>	10/11/16	Zoning	residential_os-1203-4283	Southeast	Hosford-Abernethy
21409	Jen Eykamp	<p>I oppose this change; CR zone is an improvement over earlier CM1 proposal, but CR still lacks protections offered by current nonconforming use regulations. CR allows more noise, and would permit the site to be redeveloped to a higher density than currently allowed with no requirement that any commercial function continue. This creates redevelopment pressure that would remove the site from commercial use, which would be a big blow to the surrounding residential areas. Until CR offers the same protections to surrounding residential uses as existing non-conforming use does, I oppose this change.</p>	10/11/16	Zoning	mixed_use-914-3087	Southeast	Hosford-Abernethy
21408	Chris Eykamp	<p>I oppose this change -- the proposal is based on proximity to Rhine St. transit station, but walking distance is much farther than "as the crow flies" distance. Sewer infrastructure on these properties will not support increased development intensity. Property owners oppose this change. This is a bad proposal.</p>	10/11/16	Zoning	residential_os-1203-4284	Southeast	Hosford-Abernethy
21407	Greg LeBlanc	<p>Most of the street, aside from five lots, are detached single family homes on 5,000 SF lots. My home has been there since 1900 and most of the other homes date back to the 1920's. With an R2.5 zoning change, the street will be populated by skinny homes, which are out of character with the street. I ask that you please keep the zoning R5.</p>	10/11/16	Zoning	residential_os-1339-1778	Southeast	Richmond

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ID	NAME	COMMENT	DATE	TOPIC	LOCATION	DISTRICT	NEIGHBORHOOD
21406	Neil Heller	I support the CM-2 zoning proposed here. These lots are a good place to allow for expansion of the Mixed Use area due to their close proximity to daily/weekly goods and services and frequent transit.	10/11/16	Zoning	mixed_use-1531-35	Southeast	Richmond
21405	Neil Heller	I support the CM-2 zoning proposed here. These lots are a good location for Mixed Use as it provides housing close to weekly needs and transit.	10/11/16	Zoning	mixed_use-1530-4412	Southeast	Richmond
21377	erik matthews	please consider zoning these lots to CM-2. this stretch of se 39th is unlikely to take advantage of the R-1 zoning being proposed. these lots would likely sit vacant for some time. it is far more likely they will be put to a higher and greater use as CM-2, which is consistent with the zoning across the street to the east as well as the south. map-wise, it just looks odd with this small R-1 peninsula jutting in to what should be CM-2 for consistencies sake. thank you, erik matthews	10/9/16	Zoning	mixed_use-895-1609	Southeast	Richmond
21376	Ted Stonecliffe	This segment should be extended all the way to PCC Sylvania so that a future road diet could potentially be made to SW Capitol Hwy and SW 49th Ave between SW Barbur Blvd and the entrance to PCC.	10/9/16	Street Classifications	TP01-0002131	West	West Portland Park
21375	Ted Stonecliffe	Although I like using this road rather than SW Taylor's Ferry Rd, it is on private property and therefore I don't think it should be relied on as a city facility such as a bikeway designation.	10/9/16	Bike Classifications	TP01-0037689	West	Mc Unclaimed #11
21374	Ted Stonecliffe	This section of SW Capitol Hwy is very dangerous for bicycles even with the sharrows that are in both directions. A separated multi-use path would be preferred treatment in this segment before it is designated a major bikeway.	10/9/16	Bike Classifications	TP01-0006150	West	Hillsdale
21373	Ted Stonecliffe	Without improving SW Capitol Hwy to include bike lanes or a separated multi-use path, I am not in favor of designating this segment as a major city bikeway. I would prefer SW 37th to SW 36th to SW Barbur Blvd.	10/9/16	Bike Classifications	TP01-0007667	West	Multnomah
21372	Ted Stonecliffe	SW Luradel Street should be designated a city bikeway since it is a clear connection between SW Barbur Blvd and SW Capitol Hwy.	10/9/16	Bike Classifications	TP01-0008108	West	West Portland Park
21371	Ted Stonecliffe	I like the idea of building a city bikeway within the Right of Way of SW Stephenson Street between SW 35th Ave and SW 49th Ave, but I don't know if it is feasible from SW 47th Ave to SW 49th. I believe the City Water Bureau owns property there on the south side of 47th Street and there is a residence blocking this alignment on the west side of SW 47th Ave. I also think it is better for bicycle traffic to use SW Vacuna Street all the way from SW 53rd Ave to SW 39th Ave and not deviate over to SW Vesta Street between 49th and 45th. SW Capitol Hwy between SW Lesser Rd and SW 49th Ave needs bike lanes if it is to be a safe bicycling street since the posted speed limit is 30 mph. A better path for the bikeway would be using SW 58th Ct and a short connecting trail to SW Coronado St; the bikeway would go on SW 55th to Vacuna Street.	10/9/16	Bike Classifications	TP01-0001294	West	West Portland Park
21370	Jean Boesl	This would seem to be a good move, allowing for more density but at a less intrusive pace. Yards create green spaces, too; not just parks. By limiting the amount of building footprint, we get to keep a bit of green space and the amount of traffic is less also. I would suggest rethinking keeping the (d) overlay, however. It doesn't seem to benefit an R5 zone and some of it seems pretty restrictive.	10/9/16	Zoning	residential_os-1220-4197	East	Hazelwood
21369	David Thompson	This proposal is inappropriate and will cause a serious safety hazard. * The road is not wide enough to support additional walking traffic. There is a blind corner at the proposal location and walkers will be seriously in danger. * Because of the narrow road, no place for additional cars to park exists. Additional cars could prevent emergency vehicles from reach over 20 homes located below the alleged path. * The proposed pathway will disturb the delicate ecosystem. Many wild animals and plant species live in the proposed path location and the construction of the path will damage their home.	10/9/16	Trails	trail - 241	West	Maplewood

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ID	NAME	COMMENT	DATE	TOPIC	LOCATION	DISTRICT	NEIGHBORHOOD
21368	James Francis	<p>To the planning board {zone change}</p> <p>No no no the neighborhood is already beyond its density for quality of life and property R5 to 2.5 will change the MT Tabor area to extreme and will not fix the housing problem.</p> <p>In our area we have apartments condos and where the builders could build and put in housing it already has been done with zone change somehow. This area was set up for the MT Tabor housing area. We the old timers made this area popular and desirable. You making these massive zone changes will make more problems than solutions ie power sewer water along with the roads in the are not wide enough for 2.5 housing.</p> <p>If you didn't allow the collage {Portland community collage} to take the already built building with some parking and replace it with more collage buildings and needed parking {77th division} you had it removed instead and across the street in the residential area you want to change the zoning. It seems the rule are not fair for everyone just for the builders who want the area.</p> <p>On the other side the collage {warner pacific collage} wanted to build more parking and classrooms after removing some old dilapidated homes the zoning said no to close to the MT Tabor park. My area is next to them and the park why don't we fall under the same rule. This is a main reason many of us bought homes here and pay the tax that reflexes it.</p> <p>You people are looking in the wrong area the water bureau is located on68th and division and back is on theMT Tabor park has 20 30 acres and no trees to cut and sewer water and power available. Very buildable area. They need to be relocated to not a such a desirable location and that would solve you housing problem without affecting the existing home owners.</p> <p>Remember NO family want to raise a family without a yard and no parking. This is still a family area not a down town condo area. I straw poled the area neighbors they all said NO.</p> <p>The proposed area is not fair to anyone it should be all of MT Tabor or none.</p> <p>If charley hales can change his area because of the same reason ie doesn't fix the housing issues we should have the same courtesy.</p> <p>I voted to put these officials in place to stop these bad decision and to have a sustainable solution to the problems ie {water bureau site} empty lots ect. Not to change for the builders.</p> <p>Changes like this should go to a vote to the home owners in the affected area not by the builders or even the BDS offices.</p> <p>There is many more points</p> <p>NO NO NO leave the zoning to R5</p> <p>James Francis 7414 se Sherman st Portland Oregon 97215 10/9/16</p>	10/9/16	Zoning	residential_os-1337-3623	Southeast	Mt. Tabor
21367	Marsha Hanchrow	<p>The proposed zone change for these 3 lots (1524, 1534, 1604 SE 38th) is an improvement on the existing. R-5 makes little sense in the busy environment, and CM-2 fits the current character of the area. If these develop as multi-family residential, the residents will be enviably close to 2 of the best transit lines in town. Since the adjacent residential lots will be zoned R-2.5, CM-2 development here will not be a major transition in scale.</p>	10/8/16	Zoning	mixed_use-1530-4412	Southeast	Richmond
21366	Marsha Hanchrow	<p>CM-2 is appropriate zoning for this cluster of lots (1523, 1535, 1605, 1613, and the multi-family 1621-1627, and apartments at 1600-1604 SE Chavez). Chavez at Hawthorne is already a mixed commercial and residential node, and the current comp plan zoning of CM-2 is the right one for the variety of development that could and should happen here.</p>	10/8/16	Zoning	mixed_use-1531-35	Southeast	Richmond
21365	Doug Klotz	<p>With the Recommended Draft, I continue to support upzoning the areas chosen by PSC in reviewing the Residential and Open Space project, for upzoning in conformance with the Comprehensive Plan designations. The one block higher density corridor created behind the corridor zoning, will create the stepdown in density that neighbors are asking for, while encouraging the provision of new housing units within short walking distance of shopping, services and transit on the major corridors of Hawthorne, Division, Lincoln and Chavez. I support these upzonings.</p>	10/8/16	Zoning	residential_os-1339-3984	Southeast	Richmond
21364	Doug Klotz	<p>With the Recommended Draft, I continue to support upzoning the areas chosen by PSC in reviewing the Residential and Open Space project, for upzoning in conformance with the Comprehensive Plan designations. The one block higher density corridor created behind the corridor zoning, will create the stepdown in density that neighbors are asking for, while encouraging the provision of new housing units within short walking distance of shopping, services and transit on the major corridors of Hawthorne, Division, and to a lesser extent, Chavez. I support these upzonings.</p>	10/8/16	Zoning	residential_os-1339-4277	Southeast	Richmond

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ID	NAME	COMMENT	DATE	TOPIC	LOCATION	DISTRICT	NEIGHBORHOOD
21363	Elizabeth Moore	<p>RE: Proposed rezoning Concordia neighborhood from R5 to R2.5. This is the area between 22th Ave. on the west, 33rd Ave. to the east, north of Killingsworth and south of Jarrett.</p> <p>Good Afternoon. My name is Elizabeth Moore. I own and reside at 5706 NE 25th Ave. Portland, Oregon. I speak for myself as a home owner and eighteen year resident in the Concordia neighborhood area to be impacted by the proposed Comp Plan 2035. Thank you for the opportunity to address this city council in regard to the proposed rezoning for my neighborhood. I am here today to oppose the zoning change from R5 to R2.5 in this area of Concordia.</p> <p>I have attended the City Residential Infill Proposal sessions, attended the open houses that the city has hosted, attended the Concordia Neighborhood Association meetings and LUTC meetings. I have heard from divergent organizations and have concluded at this point that the intentions of the City of Portland to provide housing affordability are just that. For if we daylight the word "affordability" in Portland you will find only minimal opportunities to become just another renter with little security of rental costs and occupation. Where the popularity of the tear down/ build two expensive homes have been rightly challenged, the urgency or "moral obligation" of providing housing for the influx of thousands in the form of "middle housing" as one group states, has become the new embrace. I have not heard that this proposal is anything more than additional apartment rental units built with impunity in all residential R5 neighborhoods. And as such would be questionable as "affordable" given the extreme lee way given to property corporations to set rates and evictions. The Concordia Neighborhood Association never canvassed my neighborhood but none the less made recommendations to the city council representing the neighborhood through a letter supporting a land use that does not represent my interests nor do I suspect the majority of my neighbors effected by this proposal.</p> <p>I am concerned with families that are not building equity and stability in our Portland neighborhoods when the only choice is to be renters. I would ask that you consider the missing middle class when the obvious consequence of the removal of our modest homes leave the possibly of homeownership in these neighborhoods out of reach for middle income families. Most of our homes were built in the late 1920's and would be excluded from the limited protection of the new demolition restrictions. We are fortunate to have an abundance of large trees in our area that should never be available for barter.</p> <p>This neighborhood would be impacted not only by proposed changes to the existing R5 but by further zone change to R2.5. It is an outrage that you would destroy this middle class single residential area in our neighborhood with</p>	10/8/16	Zoning	residential_os-1366-2341	Northeast	Concordia
21362	Doug Klotz	Parts of this section, such as 915 SE 35th Ave., already have a four-story building on them, and several others are also multi-story. CM-2 is appropriate in this area.	10/7/16	Zoning	mixed_use-1110-534	Southeast	Sunnyside
21361	Alan Kessler	I support CM2 at this location, it will help to develop the node at Hawthorne and Chavez.	10/7/16	Zoning	mixed_use-1516-4396	Southeast	Richmond
21360	Alan Kessler	I support CM2 zoning here (1524, 1534, and 1604 SE 38th Ave..) this helps develop the node at Hawthorne and Chavez.	10/7/16	Zoning	mixed_use-1530-4412	Southeast	Richmond
21359	Alan Kessler	I support zoning these lots, at 1523, 1535, 1605, 1613, 1621-1627, and 1600-1604 SE Chavez, as well as 3829 SE Market, as CM-2, to match the Comp Plan designation on the lots, and help build a commercial node at Chavez and Hawthorne.	10/7/16	Zoning	mixed_use-1531-35	Southeast	Richmond
21358	Doug Klotz	I support rezoning 3905 and 3915 SE Main to CM-1. This is a natural expansion of the commercial zoning at this node.	10/7/16	Zoning	mixed_use-1417-4379	Southeast	Sunnyside
21357	Doug Klotz	I support the zoning of these four parcels at Chavez and Lincoln as CM-1. These four are already in commercial, and most have been for over 70 years. Especially intriguing is the appearance of a bicycle shop, located on one of the busier Bike Boulevards in the City, SE Lincoln street. I support this zoning.	10/7/16	Zoning	mixed_use-216-916	Southeast	Richmond

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ID	NAME	COMMENT	DATE	TOPIC	LOCATION	DISTRICT	NEIGHBORHOOD
21350	Peggy Capps	This makes no sense and contradicts the zoning changes just a few blocks away. You'll allow only four stories, up to five, in the heart of the Hollywood business district where there are towers (although those were a mistake and should have been severely restricted to four stories originally), and yet you'll allow a building of 6 stories go up right next to a residential area. Your planners either need to visit here or reach out to the people who live here to understand the reality of what these zoning changes actually mean and the impact they have on the livability and safety of the incumbent residents. Also, you cannot NOT require parking in an area that already feels the pressures of poor planning. Hollywood needs a residential and business parking program, and we'd appreciate it if the city would stop prioritizing the rich influence and focusing all of its energies on NW 23rd. If you want to talk about equity, you should look at the diversity of users, renters, and homeowners in Hollywood and start giving transit users and pedestrians equal and safe access to streets, sidewalks, and essential amenities like grocery stores.	10/7/16	Zoning	mixed_use-1066-1244	Northeast	Hollywood
21348	Peggy Capps	Absolutely not. If you actually visit this area, you would see that this is not close to the Central City, nor is it a bustling corridor. It is a heavily residential area that has suffered a kind of "scope creep" by the invasive Providence hospital corporation and the inconsistencies of city policy. Six stories is far too high for buildings. It will take away southern sun exposure and destroy the livability of the neighborhood that is already there. If Providence and/or the city wants to continue to build, it needs to be in a way that is congruent with current buildings and character—i.e., small homes and quaint apartment dwellings. Also, the "no parking" is unreasonable without further policy. Providence needs to stand by their commitment to health, not to mention their good neighborhood agreement, and restrict car use by their obese smoking employees, and the city needs to listen to the residents who have asked for a residential parking program, not to mention better design on 47th to slow down the dangerous traffic on the streets. This zoning will continue to eat away at one of Portland's historic, charming, and unique neighborhoods, where people have lived for decades. Incumbents have rights to quiet neighborhoods and safe streets. Providence and the city must play by these rules or looks somewhere else to build.	10/7/16	Zoning	mixed_use-1048-21	Northeast	Hollywood
21344	Lesley McKinley	Neighborhood identity in many parts of Portland is defined by its business district or "main street". Brentwood-Darlington's annexation promised something of the sort on 52nd Ave but those promises were not kept. So we are left with very limited and scattered business areas which creates a disconnected feeling, a lack of community gathering space, and a lack of cohesive design and appropriate services for this increasingly young neighborhood filled with families and children. With an over abundance of pot shops, vape shops and convenience stores, neighbors are crying out for more diversity in commercial space. This particular area is small to be sure, and other neighborhoods with robust, walkable and enticing main streets might laugh at this opportunity, for us it would be a kernel of hope to see a coffee shop, a gift shop, a series of shops, We are a diverse neighborhood of 13,000 people. That's bigger than the town I grew up in. It's Brentwood-Darlington's desire to have some things we can call our own. Some places that are unique to the fabric and character of our neighborhood. Without these places, we have to leave our neighborhood for almost every service. It has had the cumulative effect of creating stereotypes about our neighborhood since few Portlanders have reason to venture this way, and a self-esteem issue for our residents. It impacts our ability to form an identity, it impedes unity, and it shows the neglect of this area. And it's something we will push back on much more vocally from here on out.	10/7/16	Zoning	mixed_use-1087-235, mixed_use-1087-230, mixed_use-1087-229, mixed_use-1091-299, mixed_use-1096-420	Southeast	Brentwood-Darlington
21342	Bernice Gevurtz	I strongly object to the Woods Creek proposal. Those of us who live here will lose the privacy of our green space, have to contend with strangers in our back and front yards and deal with the resulting traffic and parking congestion on streets that barely provide 2-way transportation.	10/7/16	Trails	trail - 48	West	Maplewood
21338	Adam Herstein	I support zoning these lots, at 1523, 1535, 1605, 1613, 1621-1627, and 1600-1604 SE Chavez, as well as 3829 SE Market, as CM-2, to match the Comp Plan designation on the lots, and help build a commercial node at Chavez and Hawthorne.	10/7/16	Zoning	mixed_use-1531-35	Southeast	Richmond
21337	Adam Herstein	I support the CM-2 zoning proposed on these lots, at 1524, 1534, and 1604 SE 38th Ave.. This is appropriate for this location, near a major transit node and busy shopping area.	10/7/16	Zoning	mixed_use-1530-4412	Southeast	Richmond

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ID	NAME	COMMENT	DATE	TOPIC	LOCATION	DISTRICT	NEIGHBORHOOD
21335	Lesley McKinley	Neighborhood identity in many parts of Portland is defined by it's business district or "main street". Brentwood-Darlington's annexation promised something of the sort on 52nd Ave but those promises were not kept. So we are left with very limited and scattered business areas which creates a disconnected feeling, a lack of community gathering space, and a lack of cohesive design and appropriate services for this increasingly young neighborhood filled with families and children. With an over abundance of pot shops, vape shops and convenience stores, neighbors are crying out for more diversity in commercial space. This particular area is small to be sure, and other neighborhoods with robust, walkable and enticing main streets might laugh at this opportunity, for us it would be a kernel of hope to see a coffee shop, a gift shop, a series of shops, We are a diverse neighborhood of 13,000 people. That's bigger than the town I grew up in. It's Brentwood-Darlington's desire to have some things we can call our own. Some places that are unique to the fabric and character of our neighborhood. Without these places, we have to leave our neighborhood for almost every service. It has had the cumulative effect of creating stereotypes about our neighborhood since few Portlanders have reason to venture this way, and a self-esteem issue for our residents. It impacts our ability to form an identity, it impedes unity, and it shows the neglect of this area. And it's something we will push back on much more vocally from here on out.	10/7/16	Zoning	mixed_use-1091-300, mixed_use-1087-231, mixed_use-1087-236, mixed_use-1091-296	Southeast	Brentwood-Darlington
21330	Zoe Lynn Powers	I support the use of this corner for commercial uses, and hope that it continues to bring value to the neighborhood and park. Currently the space is vacant, and I hope this spurs new options for tenants.	10/6/16	Zoning	mixed_use-1024-381	North	Piedmont
21328	Doug Klotz	The building at 5000-5018 SE Hawthorne faces 50th at the corner of Hawthorne, and forms a part of the Gateway to Hawthorne Blvd. It also helps enclose the plaza and create a feeling of place at the intersection. It is appropriate for CM-2 zoning, like the other buildings at this corner. The Mt. Tabor Association seemed more concerned about buildings further east, yet this one was changed as well. It should be proposed as CM-2.	10/5/16	Zoning	mixed_use-1281-4289	Southeast	Mt. Tabor
21327	james moreland	I own the property at 2703-2723 se division st and have for many years. I love the improvements being done on division st and would like to be able to participate in some store front higher density. My property is between commercial zoned properties, but does not appear to be included in coming changes to the zoning. Is there a way to include it so it matches other cm zoned abutting properties?	10/4/16	Zoning	Main Street Corridor (m)	Southeast	Hosford-Abernethy
21326	Adam Herstein	This lot grouping should be zoned CM2 to match the lots at the other three corners of Chavez/Division.	10/4/16	Zoning	residential_os-1529-4411	Southeast	Richmond
21325	Marianne Fitzgerald	The Markham Pedestrian/Bike Bridge is high priority for accessing schools, transit and services from the Ashcreek and Crestwood Neighborhoods to Barbur and beyond. It's location needs to tie into--and be built with--the SW Corridor Light Rail Project station area at SW 53rd.	10/3/16	Trails	trail - 12	West	West Portland Park
21324	Marianne Fitzgerald	The portion of this trail on Taylors Ferry Road is a dangerous place to walk and really needs sidewalks and bike lanes for safety. It's a key connection to SW Capitol and West Portland Crossroads and needs much more formal infrastructure to make it safe to access transit, shops and services.	10/3/16	Trails	trail - 18	West	West Portland Park
21323	Marianne Fitzgerald	Trail Segment 3832 should not be added to the major trails plan. It uses a substandard roadway that ends in a dead end on private property. It would be more useful if it connected to key destinations such as the transit stops and shops along Barbur Blvd. Please reroute it south on SW 63rd to Barbur Blvd. to make it more useful to users. Do not adopt it as is without further discussion with people in the neighborhood.	10/3/16	Trails	trail - 8	West	Ashcreek
21322	Andreas Gute	Dear planning commission, I highly object to the proposal to change the base zoning from R5 to R2.5 in this neighborhood. Main reasons: 1.) Due to the proximity of Hawthorne BLVD parking, traffic and noise levels are already a problem. An additional increase of density would further elevate those problems. 2.) The plan does not regulate appropriately the issue of parking for the increase of housing density. A mandatory requirement for off street parking for new developments needs to be added. The number of required off street parking spaces needs to be equivalent to the average number of cars per household. 3.) The initial communication I received at planning stage stated different plans. I am surprised that this proposal now changed since I would have objected already during planning phase. I appreciate a written feedback how my concerns are reviewed, addressed and implemented. Best regards Andreas Gute	10/3/16	Zoning	residential_os-1336-2603	Southeast	Mt. Tabor

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21316	Doug Klotz	I support the application of the new CR zone for this store, which has been in commercial use for decades, since it was built at the end of the old Clinton streetcar line. The CR zone limitations will ensure that impacts of any business here are limited, and also allow neighborhood-serving businesses here.	10/2/16	Zoning	mixed_use-923-2452	Southeast	Richmond
21315	Doug Klotz	I support this change to CM-2. This will put the convenience store at 2505 Chavez all in the same zone, and also put the house at 25335 Chavez in the same zone, to complete the block face.	10/2/16	Zoning	mixed_use-591-1371	Southeast	Richmond
21314	Alan Kessler	I happen to be a member of the Richmond Neighborhood Association, though these comments are on my own behalf. In our meetings, I have noticed substantial consensus around the idea of putting "density at the nodes," and Division at 39th is given as the prime example. There is no reason to timidly upzone the four lots only to R1 here, when the underlying map supports CM-2. Please zone this CM-2.	10/2/16	Zoning	residential_os-1529-4411	Southeast	Richmond
21313	Marsha Hanchrow	For lots 2301, 2311, 2325, 2335 & 2347: These 5 lots are crying to be zoned CM-2 like all their commercial-node neighbors to the east and south. Please allow what is becoming a vibrant district to extend to the north on this side of the street.	10/2/16	Zoning	residential_os-1529-4411	Southeast	Richmond
21312	Aaron Kawamoto	To whom it may concern, Yes, Portland is a fast growing community. I will make ONE request. Do not plan to change base zones near ELEMENTARY SCHOOLS. My house is 2 blocks from Woodstock elementary. A change in base zones would increase the amount of residents, therefore increasing the amount of cars and traffic from new morning/afternoon commuters. There's already an issue in this area with a lack of stop signs. And subsequently more automobile collisions. The Children who walk to school would be in potentially more danger from the increase of autos. So please take special consideration of NOT changing base zones for at least a FOUR to FIVE BLOCK radius around elementary schools. Sincerely, Aaron K.	10/2/16	Zoning	residential_os-1342-2416	Southeast	Woodstock
21311	Paul Janssen	I oppose the zoning change to this property and the proposed development by Winkler Development. The zoning change proposed for this property has not been properly vetted. The proposed development will add approximately 70 units and well over 100 people, where currently there is 1 house. The entrance to SW Rec Center will be additionally congested, parking for the SW Rec Center will be more difficult as well. California St is the proposed entrance street to this development and there is a blind spot for traffic coming from the South on 45th. There is a proposed crosswalk at the same intersection which is again at a blind spot on the hill, adjacent to the SW Rec Center and adding in 70-80 more cars. This development does not fit the current neighborhood design or feel. The bus lines near this development are not comprehensive; a person cannot get to downtown Portland directly. Neighbors were not appropriately notified of this development and zone change, as it seemed to be added to the Comp Plan without typical public involvement. Traffic safety assessments have not been done. Other properties within blocks of this development have been denied zone changes as they were told 45th was not an advanced enough street, however this proposed development and zoning change does not make any improvements to 45th. Maplewood Elementary School is at capacity now, with MANY infill, new homes coming in and currently being built, bringing more families to the neighborhood. This development will allow more. The school is at capacity, needs urgent improvements and upgrades, and does not even have adequate play areas for kids today. There is NO covered area for kids to play outside in rainy weather today. Multnomah Village Neighborhood Association has opposed the re-zoning of this property as it could negatively impact Gabriel Park and the SW Rec Center (located in their neighborhood boundaries). Maplewood Neighborhood Association has also voted to oppose the zoning change to this property as well and has submitted this stance to the City. Is the City actually listening to the neighbors that live here or simply going along with the developer (who does not live in the neighborhood) on what they say should happen there? Additional onsite evaluations and assessments need to happen for streets, buses, parks, rec center, schools, crosswalks, safety and neighborhood continuity before any up-zoning is approved on this property. None of this has been done. Please re-think this property and proposed changes.	10/1/16	Zoning	residential_os-795-2360	West	Maplewood

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21309	Neil Heller	I think that 2301, 2311, 2325, 2335, and 2347 SE Cesar Chavez Blvd should all be up-zoned to CM-2. This would be cohesive with what is proposed across the street and offer the opportunity for a logical transition into the R-1 to the north.	9/30/16	Zoning	residential_os-1529-4411	Southeast	Richmond
21305	ellisha lee	Yes, let it be a natural sanctuary amidst the worst polluter in USA. Thank you.	9/30/16	Zoning	residential_os-472-873	Southeast	Brentwood-Darlington
21304	Ellisha Lee	It would be great if this location becomes mix-use (or move the 52nd Hardware to Ogden and have a better parking space for its business partners with gigantic trucks). Thank you :)	9/30/16	Zoning	mixed_use-1091-299	Southeast	Brentwood-Darlington
21303	Ellisha Lee	I love 52nd Hardware but it does attract gigantic trucks to be driven on small streets such as 57th and Rural. It would be great if the city helps them to move to a larger streets with a proper parking space for its business partners to move the gigantic trucks more easily. Even Ogden would be a better location.	9/30/16	Zoning	mixed_use-1283-4318	Southeast	Brentwood-Darlington
21302	Ellisha Lee	It would be great to have businesses (Mix use) on 52nd Ave with proper traffic light system safe for walkers, cyclists and drivers. Thank you so much :)	9/30/16	Zoning	mixed_use-1096-420	Southeast	Brentwood-Darlington
21301	Ellisha Lee	I would really hope that, amidst the fast urban growth, 6745 SE 60th Ave stays as a farm land (Community gardens, Fruit Tree Project, and LGL). This is and will be one of only few Oasis in Brentwood-Darlington area, as the rest will be packed with houses and apartments. Everyone enjoys this rural yet not rural setting in the city. I would also hope that the Cell Towel, after 2018 when it's lease is over from PPS, is removed from the current location which is right next to homes and community gardens. It should not be located literally few steps away from homes. Maybe relocated to a shopping area or near train station where nobody resides for 24 hours. Also, it would be best to install speed bumps on 57th from Duke to Ogden as lots of kids who enjoy the community garden setting bikes and walks on the road and few insensitive drivers go super fast on that small road. Thank you so much for all your work! :)	9/30/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21251	Steve Gutmann	I think that 2301, 2311, 2325, 2335, and 2347 SE Cesar Chavez Blvd should all be up-zoned to CM-2. The entire intersection around Division and Chavez is currently a major missed opportunity. It could, and I think should, be a dense area with a range of services. Tom's restaurant on the corner is a nice spot, but it's surrounded by a vast surface parking lot that I think should either be redeveloped completely or used more efficiently -- perhaps by putting 2-3 stories of housing above a layer of shared (patron and resident) parking. This entire intersection is currently devoid of significant pedestrian activity, and redeveloping the above-enumerated lots, plus the restaurant parking lot, as dense housing or as mixed-use property would begin the process of converting this into a vibrant commercial & residential center.	9/29/16	Zoning	residential_os-1529-4411	Southeast	Richmond
21248	Frederick Carl Liebhardt	I am the property owner at 1624 SE Harold Street and am writing to suggest to the board that our property should remain Residential High Density. The impact the change in density for our property could negatively impact the long term value. Other properties on our street have been developed to the RH zoning standards and I feel our property should have the same opportunity. While it would have been nice to keep the area single family homes - the overall character of our street is no longer the quaint neighborhood it used to be. I would be remiss if I did not attempt to make the most of what little property we own. Thank you for your consideration. Frederick Liebhardt	9/29/16	Zoning	residential_os-366-982	Southeast	Sellwood-Moreland Imp
21243	Al Brown for the Argay Terrace N.A.	As Land Use Chair for the Argay Terrace Neighborhood Association, the Association continues to support this Comp Plan and future zoning change. 9/29/16	9/29/16	Zoning	residential_os-688-1398	East	Argay
21241	Al Brown for Argay Terrace N.A.	The Argay Terrace Neighborhood Association continues to endorse this Comp Plan and future zoning change. 9/29/16	9/29/16	Zoning	employment-290-810	East	Argay

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21238	Jan Brittan	<p>Dear Portland City Council members,</p> <p>The proposed changes by the PSC to property in the SW Woods Creek development raises concerns for the following reasons:</p> <p>1) The proposed trail goes through land that is established as a greenspace and is currently privately owned and maintained.</p> <p>2) The proposed trail passes through the front yard of 7525 SW 64th Pl which is privately owned and includes the location of a fire hydrant and large multi-use utilities control box.</p> <p>3) The space is inadequate to provide public parking for visitors to the trail.</p> <p>4) Owners of the greenspace (Woods Creek HOA) are strongly opposed to this proposal due to the loss of privacy and increased traffic and noise. The trail would butt up against the decks of several homeowners' homes. The HOA CC&Rs clearly state that the greenspace "is owned and maintained by the HOA...for the benefit of all owners in Woods Creek".</p> <p>Respectfully, Jan Brittan, President Woods Creek HOA</p>	9/29/16	Trails	trail - 48	West	Maplewood
21230	Garlynn Woodsong	NW Everett and NW Glisan streets should be classified as Community Corridors all the way to NW 24th Ave, to acknowledge their role in providing multimodal connections between destinations.	9/29/16	Street Classifications	TP01-0002757, TP01-0002613	West	Northwest District
21228	Garlynn Woodsong	NW 18th & 19th Aves should probably be classified as Neighborhood Main Streets, given the nature of how much of the capacity of this role they are already serving, not to mention their huge potential to do more in this regard, including potentially hosting a streetcar line.	9/29/16	Street Classifications	TP01-0002361, TP01-0002362	West	Northwest District
21226	Garlynn Woodsong	This trail should be connected via a new bicycle/pedestrian bridge directly to NW Gillihan Rd on Sauvie's Island.	9/29/16	Trails	trail - 408	North	St. Johns
21225	Garlynn Woodsong	Building this off-street trail connection from NE Cornfoot Rd west to OR 99E and beyond should be a top priority for the City in terms of network completion. There is not currently a single high-quality or safe bicycle connection between these two areas north of Lombard, which represents a major gap in connectivity in the regional bicycle/pedestrian system's networks.	9/29/16	Trails	trail - 365, 157, 159, 688	Northeast	East Columbia
21221	Garlynn Woodsong	The Canyon Road Bicycle/Pedestrian Trail should be added as a Major Public Trail from Jefferson Street to connect to the western City Limits, as is appropriate given its status as a link in a major regional, state and national trail. Construction of the trail from the Zoo to downtown should be coordinated with ODOT, and from Sylvan to the existing trail adjacent to the MAX line with ODOT and Washington County.	9/29/16	Trails	trail - 291	West	Arlington Heights
21218	Garlynn Woodsong	The Canyon Road Bicycle/Pedestrian Trail should not be classified as just a regular City Bikeway. West of downtown as it travels up Jefferson Street, it should be classified as a Major City Bikeway all the way to the western City Limits, as is appropriate given its status as a link in a major regional, state and national trail. Construction of the trail from the Zoo to downtown should be coordinated with ODOT, and from Sylvan to the existing trail adjacent to the MAX line with ODOT and Washington County.	9/28/16	Bike Classifications	TP01-0004509, TP01-0037738, TP01-0039926, TP01-0001593	West	Sylvan-Highlands
21216	Garlynn Woodsong	The Rose Quarter to the Gorge (Sullivan's Gulch) Trail should not be downgraded from Major City Bikeway to just a regular City Bikeway east of NE 102nd Ave. Rather, it should retain its Major City Bikeway status all the way to the eastern City Limits, as is appropriate given its status as a link in a major regional, state and national trail.	9/28/16	Bike Classifications	TP01-0037643, TP01-0037649	Northeast	Madison South
21214	Garlynn Woodsong	Funding this new bicycle/pedestrian connection across the Willamette on the existing railroad bridge leading from the Peninsula Crossing Trail to US 30 on the west bank of the Willamette should be prioritized for project development, funding, and construction ASAP.	9/28/16	Bike Classifications	TP01-0036253	North	Northwest Industrial
21213	Garlynn Woodsong	This trail should be connected via a new bicycle/pedestrian bridge directly to NW Gillihan Rd on Sauvie's Island.	9/28/16	Bike Classifications	TP01-0031339	North	St. Johns
21212	Garlynn Woodsong	Building this off-street trail connection from NE Cornfoot Rd west to OR 99E and beyond should be a top priority for the City in terms of network completion. There is not currently a single high-quality or safe bicycle connection between these two areas north of Lombard, which represents a major gap in connectivity in the regional bicycle/pedestrian system's networks.	9/28/16	Bike Classifications	TP01-0037652, TP01-0037651	North	East Columbia

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21210	Garlynn Woodsong	A safer crossing needs to be found from south of Lombard to north of Columbia between NE 27th and NE 33rd Aves. It's not safe to put bicyclists in the shared right-hand exit ramp from Columbia Blvd eastbound to NE 33rd Ave southbound on their journey from north to south across this major barrier system. The northbound direction is at least downhill, so bicyclists have momentum on their side when taking the shared lane on the NE Columbia Blvd westbound to NE 33rd Dr northbound ramp. Still, a separate facility (new bridge, tunnel, and ramp combination, perhaps) would be the gold standard for getting across the combination of NE Lombard St, the RR tracks, and NE Columbia Blvd for bicyclists, pedestrians, and other vulnerable road users.	9/28/16	Bike Classifications	TP01-0012089, TP01-0012063	Northeast	Sunderland
21207	Garlynn Woodsong	This is a gap in the network. A Major City Bikeway pointed at downtown from the other side of a freeway overpass should not dead-end, effectively, into a Local Service Bikeway. This is a safety hazard, when that Local Service Bikeway is in the shape of an arterial with high traffic and zero bicycle infrastructure. This Major City Bikeway should connect directly to another Major City Bikeway, for network continuity.	9/28/16	Bike Classifications	TP01-0027565, TP01-0017714, TP01-0017266	Southeast	Kerns
21205	Garlynn Woodsong	What does it mean that NE Alberta Street is a Local Service Bikeway, and how will the City implement this policy? Will the speed limit be lowered to 20mph, as on Greenways, and sharrows painted in the lanes?	9/28/16	Bike Classifications	TP01-0013792	Northeast	Vernon
21204	Garlynn Woodsong	If a way cannot be found to connect Sumner from NE 14th PI to NE 13th Ave, and a way can be found to connect NE Emerson from NE 13th Ave to NE 14th PI, then this Local Service Bikeway should be shifted from NE Sumner St to NE Emerson St to N Haight to NE 37th Ave. This would require improving NE Emerson St from NE 26th to NE 29th Ave sufficient to allow comfortable bicycle passage, something that the neighbors are enthusiastic about working with the City to plan and fund.	9/28/16	Bike Classifications	TP01-0010683	Northeast	Concordia
21203	Garlynn Woodsong	If a way cannot be found to connect Sumner from NE 14th PI to NE 13th Ave, and a way can be found to connect NE Emerson from NE 13th Ave to NE 14th PI, then this Local Service Bikeway should be shifted from NE Emerson St to N Haight to NE 37th Ave.	9/28/16	Bike Classifications	TP01-0013277, TP01-0013303	Northeast	Vernon
21201	Lawrence Burke	Given the current housing shortage in the PDX area, I do not support the current proposal to change the zoning in our area from R5 to R7. I think it would be best to leave the zoning as it is.	9/28/16	Zoning	residential_os-413-1175	East	Lents
21200	DAVID WIESE	Zoning should be increased for this area not lowered. More density in the inner city areas. Leave R2. in place.	9/27/16	Zoning	residential_os-140-1124	Northeast	Eliot
21199	DAVID WIESE	Leave the zoning at R2.5 The train has left the station. Big buildings up and down the street. Do not take away my right to do the same. This inner city location needs more housing.	9/27/16	Zoning	residential_os-140-1124	Northeast	Eliot
21198	Suzannah Stanley	This site is split-zoned. Lots R226842, R226843, and R226844 are owned consecutively with this lot and should be rezoned similarly.	9/26/16	Zoning	mixed_use-1074-1209	Southeast	Creston-Kenilworth
21197	Jacob Sherman	Locating R2.5 near the many different amenities that Woodstock offers is common sense. I support the change to R2.5!	9/24/16	Zoning	residential_os-1342-3896, residential_os-1342-2158	Southeast	Woodstock
21194	Jacob Sherman	Situating R2.5 density near the amenities on Woodstock makes sense. I support this change!	9/24/16	Zoning	residential_os-1342-1927	Southeast	Woodstock
21193	Jacob Sherman	Like the areas to the east and west, this should be a neighborhood Main Street, not a corridor.	9/24/16	Street Classifications	TP01-0018112, TP01-0025229, TP01-0018116, TP01-0018122, TP01-0025224	Southeast	Woodstock
21184	Jacob Sherman	Knapp-Ogden Greenway is a great project and should get built ASAP, especially since this area lacks a lot of basic bicycle and pedestrian infrastructure.	9/24/16	Bike Classifications	TP01-0023694	Southeast	Brentwood-Darlington
21182	Jacob Sherman	This area lacks access important transportation infrastructure and good access to amenities; as such, the city should not be promoting density here and I am in favor of the newly proposed R5 designation. R2.5 didn't work with the last Comp Plan, let's not repeat the same mistakes twice! There are other parts of the city -- even some nearby-- with significantly better bicycle and pedestrian infrastructure, let alone paved roads and nearby commercial areas, promote in-fill in those areas rather than here. Multiple staff from PBOT have said that we will never get sidewalk for example, so it seems counter-intuitive to try and put more people in an area with substandard infrastructure. Downzone this area to R5, which is the same designation as the surrounding areas!	9/24/16	Zoning	residential_os-365-1332	Southeast	Brentwood-Darlington
21181	Jacob Sherman	Despite it's zoning, this parcel has functioned as open space for decades. Now is the time to ensure its use matches it's zoning, and to protect this important open space from future development, especially since it provides vital habitat for birds and insects alongside ample opportunities for education and community building. Preserve Green Thumb!	9/24/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington

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21180	Jean Blackmore	This area should remain R5, consistent with its current status.	9/23/16	Zoning	residential_os-714-1399	Southeast	Brentwood-Darlington
21179	Jean Blackmore	The Green Thumb Learning Labs should be zoned Open Space. This is a vital resource in this neighborhood and a real asset to our children and neighborhood schools. There is no other space in our neighborhood to duplicate this resource.	9/23/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21178	Kelsey Sweedler-Devlin	Preserving the Green Thumb Learning Gardens Lab is essential to the neighborhood's community strength. It is also vital to preserve the positive environmental impact of providing a place for our pollinators to thrive. Please designate this as an Open Space and preserve this important resource for future generations.	9/23/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21177	Lesley McKinley	This is up the street from Woodmere Elementary and this area just greatly benefited from a new, safer intersection upgrade. Many students from Lents are in the PPS boundary and must cross 82nd to get to Woodmere on 78th and Duke. This entire area could be mixed use. We are desperate in Brentwood-Darlington for businesses to walk to and we need affordable housing. Many of the areas on this side of 82nd are huge car lots. They could be put to better use as mixed use housing and retail space.	9/23/16	Zoning	mixed_use-980-48	East	Lents
21176	Lesley McKinley	This is very tough and after reading the comments here I understand peoples concerns about restoring the zoning to R5, but adding more homes will not decrease the cost of living in Brentwood-Darlington. We are on a trajectory that will not likely be reversed. What I would like to see instead is density on our section of 82nd and a Jade like district that is in line with the great diversity that exists here. Our section of 82nd is neglected, with poor infrastructure and little that serve pedestrians. Why not put affordable housing there? We watch East Portland and the Jade District being invested in, and we see no investment. We have East Portland issues. We are a neighborhood of 13,000. But we do not have a main street style business district. We do not have wide open streets with good TriMet service or easy access to the Max. We don't even have sidewalks. There is a multi family unit going in on 72nd, one of our only streets with complete sidewalks and that to me makes sense for density. Skinny houses are not the answer for Brentwood-Darlington. They are the answer for the inner core. It is my belief that after reading and researching this issue, R2.5 has not accomplished what it was meant to in Brentwood-Darlington and it should be restored to R5. That being said, the City must begin to invest in our neighborhood in equitable ways that serve all. We do have space along 82nd for innovative retail and housing. We do have space on some of our arterials for multi family dwellings. We need our city to recognize that of course we do not want gentrification, however investing nothing in this area by way of basic infrastructure is only hurting long term residents, the huge influx of young families with children who walk in the streets without safe paths to schools, and is a disincentive for small businesses and potential employers and investors who could work with our community that is historically underserved. We need basic infrastructure in Brentwood-Darlington. We want to preserve some of the rural feel that makes this place special. And we need real investment in our future.	9/23/16	Zoning	residential_os-365-1332	Southeast	Brentwood-Darlington
21175	Jane Ridley	The neighborhood benefitted greatly from having a grocery store on this site, to change to anything else would change the fabric of the neighborhood for the worse. The store was not just selling groceries, it was a casual community meeting point for all in the neighborhood, as well as those families using the park.	9/23/16	Zoning	mixed_use-1128-338	West	Southwest Hills
21174	Laura Thomas	This change sounds reasonable for the area as long as it is not too hard to reach 4:1 FAR through bonuses. SE 72nd Avenue is an underutilized commercial street that could provide additional important services to nearby residents. This area already benefits from the Mercado and a few other businesses off of SE Harold, but would benefit from redevelopment.	9/22/16	Zoning	mixed_use-1107-496	Southeast	Mt. Scott-Arleta
21173	Karl Dickman	Just three years ago, I purchased my house for \$189,000, moving out of an apartment that rented for \$645/month. A few months ago, an identical house on my block sold for \$305,000, and the very same apartment rents for \$1050/month. In the midst of such out-of-control price increases, I am flabbergasted that Portland would consider making the problem worse by limiting housing supply. The proposed zoning change will hurt everyone. It will hurt middle class renters who will see more and more of their paychecks sucked away by rent. It will hurt family's just starting out by putting home prices out of their reach. It will hurt the homeless, who need to find housing they can afford to put their lives back on track. At a time when more housing is so desperately needed, banning more housing is exactly the wrong choice.	9/22/16	Zoning	residential_os-365-1332	Southeast	Mt. Scott-Arleta

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21172	Laura Thomas	I am disappointed to see the zone change from R2.5 to R5. I would love to see density encouraged in my neighborhood by allowing increased density and smaller lots. Our area is ripe for redevelopment, and this is an area that could support higher density through smaller houses ("skinny houses rather duplexes or apartments). It feels counterintuitive to not increase density in the area at this time, as we are not too far from Downtown and have good access to Downtown/Close-in Eastside Portland via TriMet and bike routes. Woodstock is also a thriving commercial strip within walking distance. This is my favorite "20 minute" neighborhood to have lived in over my life in Portland. Based on our historically large lot sizes, we are an ideal area to add more residents. Plus, if density were increased we could potentially support more commercial development along SE 52nd Avenue, SE 72nd Avenue, and SE 82nd Avenue.	9/22/16	Zoning	residential_os-365-1332	Southeast	Mt. Scott-Arleta
21171	Doug Loutzenhiser	For the 6400 NW Front Avenue property, does the Prime Industrial overlay replace or supplement the existing River overlay?	9/22/16	Zoning	Prime Industrial (I)	North	Northwest Industrial
21170	Ryan Lund	This proposed change #809 would likely increase road and pedestrian traffic at NE 112th and Halsey/Weidler. This is already a difficult intersection because of the weird angle of Halsey and lots of people confused about how to get to the bank safely. If a zoning change is inevitable, it should also come with a traffic change at the triangle. Put in a roundabout. But I am not sold on the need to make an extension of mixed use on 112th to line up with the boundaries on 110th and 113th just south of Halsey. 110th has an existing distinction between residential and commercial where 110th and 111th meet. 113th doesn't go through to Halsey. On 112th there is no such distinction, and it would not be apparent to anyone but a real estate speculator looking from 112th or looking from Halsey that mixed use would be more appropriate than current residential use in the area of the proposal.	9/21/16	Zoning	mixed_use-809-713	East	Hazelwood
21169	Brian Jamison	I am in full support of this re-zoning. I believe it will revitalize the area and provide enormous benefit to the neighborhood.	9/21/16	Zoning	mixed_use-274-858	Southeast	Brooklyn Action Corps
21168	Kathie Leck	Regarding the planned bike green way on SE Knapp, as a cyclist I STRONGLY recommend it be moved north to Ogden or Rural. Crossing 52nd at Knapp is difficult because Knapp does not continue directly across the street and crossing 45th at Knapp is very dangerous because it is at the top of the hill. Cars travelling north on 45th will not see the cyclist until the last few seconds (and same for the cyclist's view). I ride this way every day to work so I know what I am talking about.	9/21/16	Bike Classifications	TP01-0024906	Southeast	Woodstock
21167	Brian bauman	It is not appropriate to modify the zone designation south of buffalo east of Maryland. It appears the modification is arbitrary and only being considered to increase the property value of the land on which the fire station sits as the other lots have recently been redeveloped	9/20/16	Zoning	mixed_use-1015-609	North	Arbor Lodge
21166	Elizabeth Moore	The March 23, 2016 comment for this property was not made by the owner. Please remove this comment.	9/20/16	Zoning	residential_os-1366-2341	Northeast	Concordia
21165	Carla Dietz	A proposed designation of this route as the bicycle bypass of the Esplanade is a much safer alternative than allowing bicycles to weave among pedestrians, baby carriages, dog walkers and the elderly on the Esplanade. For the sake of everyone's safety and liability concerns, making the Esplanade pedestrian only and rerouting bicycles (skateboards, segways, etc.) to Harbor Way is a much preferable solution.	9/19/16	Trails	trail - 302	Central City	Downtown
21164	Carla Dietz	As a resident of RiverPlace, I use the Esplanade on a daily basis to walk, dine, shop and relax. Because of the number of people who use the Esplanade for these same purposes, I find dodging bicycles and skateboarders presents a dangerous situation for everyone. A more appropriate designation for the Esplanade would be pedestrian only, especially since a bike route has been laid out on Harbor Way which easily connects to the route along Naito.	9/19/16	Trails	trail - 306	Central City	Downtown
21163	Cheryl and Steve Brischetto	The proposed area for the trail on our property also has three large utility boxes for our neighborhood and a fire hydrant- all necessary. There is the sidewalk across the street that can be used as part of any trail rather than the public area on our property.	9/19/16	Trails	trail - 48	West	Maplewood
21162	Felicia Williams, President, Downtown NA	Our Downtown Neighborhood Association Board of Directors has formally adopted a position recommending AGAINST using the RiverPlace Esplanade directly in front of the harbor as bicycle trail because of the pedestrian, bicycle, and retail conflict that currently exists and will be exacerbated by increased bicycle traffic. Moving bicycle traffic to the street on the other side of RiverPlace is a win-win situation for all involved. This is the only time our Board has ever taken a position limiting bicycle access to a part of our neighborhood and we only chose to do so because the current conflict between bikes and pedestrians has created a dangerous situation for seniors and people with disabilities.	9/19/16	Trails	trail - 306	Central City	Downtown

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ID	NAME	COMMENT	DATE	TOPIC	LOCATION	DISTRICT	NEIGHBORHOOD
21161	Rani Boyle	This connector is a crucial alternative to biking along the Riverplace esplanade, where biking conflicts with pedestrian and retail activity in a limited amount of space. Improvements to this route are necessary to successfully redirect bike traffic.	9/19/16	Trails	trail - 302	Central City	Downtown
21159	Rodney Moore	While I support the proposal to move bicycle traffic on to Montgomery St and Harbor Way, I object to the zoning change affecting my unit and the two parking spaces I own. There is no need to extend the Public Trail alignment into the 5th floor of a condominium building or to parking spaces located under that building which are behind locked gates. Your map needs to be more carefully aligned with the actual trail usage.	9/19/16	Trails	trail - 302	Central City	Downtown
21158	John Voekel	NE 7th would provide a much more direct and less expensive major city bikeway than NE 9th, as noted in this petition: https://www.change.org/p/mayor-charlie-hales-please-support-ne-7th-greenway-pdx The route is direct and much of the infrastructure is already installed. Please reconsider these classifications.	9/18/16	Bike Classifications	TP01-0017514	Southeast	Kerns
21157	Eryn Kehe	This is a great change. So glad this open space will be preserved for urban farming.	9/17/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21156	Eryn Kehe	I am supportive of this change. It matches the pattern of development in the neighborhood.	9/17/16	Zoning	residential_os-365-1332	Southeast	Mt. Scott-Arleta
21155	Esme D. Miller	I am having a hard time understanding the proposed downzoning of Brentwood, especially along Duke St., where we have better infrastructure than on some of the side streets, and transit service on the #19 that is near to meeting Trimet's definition of frequent service, and is likely to expand in coming years. I am seeing the impact of the housing crisis on my family on my neighbors. Looking at the zoning map, I don't see that we are planning to build enough housing for everyone who lives here, much less everyone who will move here in coming years. Much lip service is given to equity in this city, but actions speak louder than words, and in our zoning code it seems as if we intentionally planning to create displacement, homelessness, and human suffering. Please allow Duke St, and Brentwood generally, to contribute to the desperate need for housing in this city!	9/17/16	Zoning	residential_os-365-1332	Southeast	Mt. Scott-Arleta
21154	Esme D. Miller	I am having a hard time seeing the logic in downzoning Brentwood, especially along Duke, where we better infrastructure than on some of the side streets, and service on the #19 that is already close to Trimet's definition of frequent service and will likely expand in the future. I am seeing the toll that the housing crisis is taking on my family and on my neighbors, and it seems like our zoning map is intentionally planning for too little housing to meet the needs of everyone who lives here, much less everyone who will move to Portland in the coming years. There is great lip service given to equity in this city, but in our zoning map it looks like we are intentionally planning to create displacement, homelessness, and human suffering.	9/17/16	Zoning	residential_os-365-1332	Southeast	Mt. Scott-Arleta
21153	Cheryl and Steve Brischetto	We have an additional comment. There is a full sidewalk across the street from us that can be used to access any trail without needing to touch our front yard. Has anyone who drew this actually looked at the sight? The lines drawn make no sense. The road is public and anyone could access a proposed trail by using the road and save us and the city expense of arguing in court over this.	9/17/16	Trails	trail - 48	West	Maplewood
21152	Cheryl and Steve Brischetto	The area of your proposed trail is also in our neighborhoods green space, which is protected property as part of our development for environmental concerns. This would also disqualify this area for a public trail.	9/17/16	Trails	trail - 48	West	Maplewood
21151	Cheryl and Steve Brischetto	Your proposal for a major public trail would take a small part of our front yard, and we are opposed to that. It would seem from the map that you can keep the public access on the public street without a need to come into our front yard.. We will continue to oppose this plan and reserve the right for future comment.	9/17/16	Trails	trail - 48	West	Maplewood
21150	Mark Haines	I agree with the changes proposed	9/15/16	Zoning	mixed_use-1543-4432	Northeast	Rose City Park

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21149	Devin Thompson	Currently the speed limit along the west end, leading to I-5, is 40 mph and often well exceeded. This is a problem from the current businesses, and residents exiting and entering the road. Expanding the limits of the zoning code is a good idea but the speed limit should be lowered for safety and the new use(s). Ideally from NE Bridgeton Rd. , west to Vancouver way/I-5 interchange from 40 to 30/35mph. Additionally , given the rapid increase of traffic (I-5 north back ups multiple days per week); the 4-way stop at N Marine way/ N Marine Dr./N Vancouver way needs a engineered (Traffic lights?) overhaul to accommodate the new higher traffic patterns.	9/15/16	Zoning	mixed_use-1542-1218	North	Bridgeton
21148	Michael Priestley	I have read the mailed notice consisting of four pages plus a two sided insert. I have logged onto the site map through Map App yet the definitions of what changes are happening and to precisely where is not clearly defined. The font used both in the mailer and on the web leave me wondering whether I am to read the Base zone of IG2 as uppercase "I"(eye) or lowercase "I"(el)? Overlay Zone indicates existing is "h" (clearly lower case) and proposed as "I". Again is this lowercase I (el) since the "h" is lowercase or is this an uppercase "I" for Industrial? Furthermore where do I find the definitions and what precisely are the impacts to my property? Despite my efforts to decipher this information provided I find myself poorly informed by these materials provided and find them ambiguous as well as incomplete information. Is my property being impacted and if so just exactly how?	9/15/16	Zoning	Prime Industrial (I)	Northeast	Cully
21147	Karen Freedman	Riverplace Esplanade is a shaded pedestrian walkway fronting retail shops and restaurants. Large numbers of persons of widely varying ages, mobility and visual impairment status, and leashed pets use this walkway year-round. Retail and restaurant viability is enhanced by pedestrian traffic. Cyclists riding through the area are not there to access the facilities and they rarely yield to pedestrians.	9/14/16	Trails	trail - 302	Central City	Downtown
21146	andre koshuba	I have build multi family units on this property recently, so i dont understand why would you guys want to put an effort to change this zoning, as it has been recently developed already!!	9/14/16	Zoning	residential_os-1220-4186	East	Powellhurst-Gilbert
21145	Esther Crowell-Duncan	In complete favor of this change, our city NEEDS to maintain the Open Spaces!!! Rezone this garden space so that it will always be green space and an area that our community can come together to grow food and plants. Since I can remember (neighborhood member since 1977) has been Green Thumb gardens... Please hear our voices and keep it green by changing the zoning!!! Brentwood-Darlington deserves to be heard!	9/14/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21144	Dana Plambeck	It is very important for our neighborhood that this area becomes a dedicated open/green space. The Learning Garden and their farm stand are such a gem and an asset to our community.	9/13/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21143	David Messenheimer	Rezoning this to R7 makes sense. This area is cut off from local amenities, and adding more infill here will only add more traffic as more new residents will be car dependent. Let's keep the lots consistent. At the end of the day, it's only a few blocks.	9/13/16	Zoning	residential_os-58-839	Southeast	Reed
21142	Susan Shinnick West	We have lived here for 22 years and seen the increase of danger on the RP Esplanade from the inherent conflict of speed between cyclists and lollygagging pedestrians. I am concerned about more accidents and liability issues from this issue. I moved my elderly mother to PDX for a safe old age. She was sideswiped many times and scared of the Esplanade. I had to leave work and walk wither to protect her on her daily walks. I paddled for years and paddlers, especially from the two blind boats continually complained of the danger. Many elderly residents feel driven off of their Park neighborhood. Please protect them and direct cyclists around this Esplanade to the wonderful new bike path on Harbor Way. Thank you!	9/13/16	Trails	trail - 306	Central City	Downtown
21141	Harold West	The RiverPlace Esplanade is the prime and successful pedestrian area of Portland. With the increase in cyclists, this is currently dangerous for cyclists and pedestrians, with angry conflicts going on daily. Paddlers, elderly, blind, ADA, children, dogs and residents make it dangerous for cyclists. Please direct cyclists to the new bike path on Harbor Way, by way of Montgomery.	9/13/16	Trails	trail - 306	Central City	Downtown
21140	Harold West	Thank you for the new bike path that runs Montgomery and Harbor Way. It's faster and safer than the RiverPlace Esplanade, which is obstructed by pedestrians.	9/13/16	Trails	trail - 302	Central City	Downtown
21139	Leah Witte	I support the planned rezoning to Open Space for this space. The community garden and learning Lab are great resources for the neighborhood.	9/13/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21138	Meg Van Buren	As a youth Mentor I have witnessed the life-changing value of the Green Thumb Open Space for many youth from disenfranchised and marginalised communities in our neighborhood. Please support the equity commitment of Portland, and leave this valuable community asset as it is. With confidence and gratitude, BDNA Board member.	9/13/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21137	Paulette Copperstone	Please continue to keep the Green Thumb Gardens as they are. They are a wonderful community resource for a very underserved community.	9/13/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington

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ID	NAME	COMMENT	DATE	TOPIC	LOCATION	DISTRICT	NEIGHBORHOOD
21136	Helmut Gieben	I support the designation of this segment along SW Harbor Way and SW Montgomery St as a Major Public Trail, because it provides an alternative for bicyclists travelling along the waterfront so they don't have to ride through the crowded commercial area along the RiverPlace Esplanade. Directing bicycles to this route would encourage more pedestrian-oriented activities like street artists on the RiverPlace Esplanade, making it a more lively and attractive waterfront destination and helping create a vibrant waterfront commercial district for Portland.	9/13/16	Trails	trail - 302	Central City	Downtown
21135	Jian Shi	We are very excited about this change of our property from residential 2000 to CM1. This will increase our capacity and provide more opportunities for us to develop this site.	9/13/16	Zoning	mixed_use-323-937	East	Hazelwood
21134	Helmut Gieben	This particular segment of the Esplanade would be ideally suited for a pedestrian-oriented designation. This is the only part of downtown Portland's river front that has shops and restaurants opening directly onto the Esplanade. While it is wonderful that bicyclists can ride the entire waterfront, there is currently no place on the waterfront where the elderly, families with small children, or other more vulnerable members of the community can go to enjoy the waterfront without fear of being hit by bicycles. Designating a pedestrian zone here would address the current inequity, and provide the same kind of safety for pedestrians that bicyclists seek with designated bike lanes on public roads. Having a small percentage of Portland's waterfront designated as a truly pedestrian-oriented waterfront commercial area would increase the diversity of uses and experiences along the waterfront and thereby increase use of the waterfront as a public resource. It would also provide economic benefits such as jobs and revenues that a bike trail can't match.	9/13/16	Trails	trail - 306	Central City	Downtown
21133	Amanda Valley	The Learning Gardens located in this Green Thumb open space is critically important for our neighborhood. there are camps for kids provided there in the summer and it lends an incredible sense of community pride. Please do not damage this landmark of our neighborhood.	9/13/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21132	Chris Samples	The Green Thumb is an important learning opportunity for the children attending school in this area. It provides invaluable lessons in sustainability as well as a connection to real food. It also serves a community that has been historically underserved. Please do not change it from open space.	9/13/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21131	Sarah Johnson	This space is an important asset to the neighborhood and community. The Green Thumb is a working public garden with programs for Lane Middle School students, teaching this at risk group of kids valuable skills in planting, maintaining, growing, and harvesting food. This space should remain open space and not be rezoned.	9/13/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21130	Jon Matych	It is extremely important to keep this an open space for our community. It is actually a big reason why we decided to move into this neighborhood. Making this area more congested than it already is wouldn't best serve our community.	9/13/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21129	Zoe Pillen	We must keep this an open space for the community. It is part of what makes our neighborhood so special. I want my children neighbors and friends to be able to enjoy this space as a community for years to come.	9/13/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21128	Kendall Palmer	Creating a commercial space for development fits the current setting and I hope will improve upon the opportunity for our community to have space and places to visit within our neighborhood.	9/12/16	Zoning	Centers Main Street (m)	Southeast	Brentwood-Darlington
21127	Kendall Palmer	It is imperative that the Green Thumb program continue. The green space is used by multiple groups and by community members and most importantly out children. Please do not allow any form of residential infill to touch this incredible space.	9/12/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21126	Xea Westcott	This space hosts several valuable educational and community programs which are essential for our future generation. It would be tragic for our neighborhood to lose this space, the trees, the community gardens, the educational gardens and the farm stand.	9/12/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21125	Elisha Lee	NEED UNDERGROUND PARKING please. Please learn the mistakes from Division St. It's a nightmare to park.	9/12/16	Zoning	mixed_use-1505-4305	Southeast	Mt. Scott-Arleta
21124	Elisha Lee	OPEN SPACE is perfect for this area. We need this natural area as is. Thank you so much.	9/12/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21123	Casey Barrett	This needs to stay as it is. It's a value to the neighborhood and an asset to the local kids who use it during school.	9/12/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21122	Rob Hanifin	Th Green Thumb should be permanently designated as open space. It is an asset to this neighborhood and to the city as a whole.	9/12/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21121	Stephanie Brown	This area needs to remain green space. It's got a community garden, something we don't have a lot of south of Woodstock. Please leave it as an important learning and community asset.	9/12/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21120	Ellen Zientek	This community garden and learning lab is INVALUABLE to the residents and students of our neighborhood. It should be permanently designated as an open space and protected from possible development.	9/12/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21119	Melissa Long	You must keep the Green Thumb as Open Space. It is ine of the main assets of Brentwood Darlington, a historically underserved neighborhood.	9/12/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington

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21118	Kristen Layton	Keep green thumb community gardens a designated open space! Green spaces are dwindling. Don't take it away. We need more green space, fewer businesses. It's an educational asset for the neighborhood and city. It should be protected for our future.	9/12/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21117	Carrie Collenberg-Gonzalez	The Green Thumb space should remain an open space. It serves the diverse neighborhood of Brentwood-Darlington by providing an open and natural space to families who need it most. It is a true community asset, it is used and cherished, and should be protected.	9/12/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21116	Danielle Olson	The green thumb space is an educational asset to our community. Used by everyone from the school children to the seasoned master gardeners and even those who hate to garden and come to visit and buy from the Wednesday farm stand. Our community doesn't need any more houses. We need this space to to serve its current purpose of beauty and function. It needs to permanently remain an open space.	9/12/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21115	Kara Messenheimer	The Green Thumb area should remain a designated open space. This is a value and an asset to the area and neighborhood. It's also not an area of much accessibility or transportation access so it's not worth changing the open space into anything else.	9/12/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21114	Mark Gunderson	Looking at the area surrounding our property. That is about tone change from R10 to R20 I struggle with why our property would be included. Our property is on top of the hill. The lot directly adjacent to us has been excluded. We would like this zoning reconsidered. We will testify further.	9/12/16	Zoning	residential_os-174-925	West	Ashcreek
21113	Lesley McKinley	This is an extremely valuable community space in Brentwood-Darlington, an educational zone, and meeting space for students, citizens, world visitors, and educators. It should be designated as open space permanently. We spent a great deal of time circulating a petition to have this designated as open space with resounding support. We will fight any attempt to have this zoned residential or for housing. It is a gorgeous and perfect place that exemplifies our storied history as a rural place and ties us to our roots and history. It would be an grave injustice to the people of this neighborhood and would further cement the feeling that they have little voice in what is done to them by city government.	9/12/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington
21112	David Messenheimer	This area is heavily lacking in infrastructure, without a sidewalk in sight. The are area is far from commercial centers and does not have much access to public transit. These lots are traditional large lots, with modest homes. Retaining R5 zoning will mean increases in traffic the area that is already feeling substantial increases. On top of that much of this area lies on a ridge, and density here does not make a lot of sense. Perhaps current homeowners with development plans can be grandfathered in. But this is not a good location in Portland for increased density.	9/12/16	Zoning	residential_os-714-1399	Southeast	Brentwood-Darlington
21111	David Messenheimer	Developers have been left alone to run roughshod over this area of the city (which in most cases has resulted in preventing local families from buying fixer-upper, starter homes). There have been minimal to no updates to the completely inadequate infrastructure (sidewalks/streets). I am in support of this zoning change, as the area is too far from easy non-car access to the corridors in Lents and Woodstock. This is not the location for the city to be pushing further density, when the current infrastructure is so sub-standard.	9/12/16	Zoning	residential_os-365-1332	Southeast	Brentwood-Darlington
21110	David Messenheimr	The Green Thumb space is a huge community asset, and should be designated as open space due to the value that it provides for not only the immediate neighborhood, but all of Portland. Adjacent school children use it learn about gardening/farming, and people from all over the city come to learn and garden there.	9/12/16	Zoning	residential_os-802-3950	Southeast	Brentwood-Darlington

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ID	NAME	COMMENT	DATE	TOPIC	LOCATION	DISTRICT	NEIGHBORHOOD
21109	Rebecca Mode	<p>Portland City Council,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you, Rebecca Mode 506 N.E. Thompson Street Portland, Oregon 97212</p>	9/11/16	Zoning	residential_os-140-1125	Northeast	Eliot
21107	Casey Ward	<p>Upgrading this site to mixed commercial is a bad idea. This is in the middle of a neighborhood and allowing this site and the site to the west to this flexible of a zoning will cause local housing rate to drop. As this site was built in 1905, and the site to the west is undeveloped, they will quickly be developed to large commercial uses that do not fit within a residential setting.</p> <p>Think about the housing and not the business, this is a neighborhood not an industrial complex.</p>	9/9/16	Zoning	mixed_use-990-395	East	Pleasant Valley

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ID	NAME	COMMENT	DATE	TOPIC	LOCATION	DISTRICT	NEIGHBORHOOD
21105	Casey Ward	<p>City of Portland,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Casey Ward 5742 SE 136th Avenue Portland Oregon 97236 (503)849-8237</p>	9/9/16	Zoning	residential_os-282-962	East	Pleasant Valley
21104	Philip Selinger	The revision from previously proposed CM2 to CM1 for my property is much appreciated, especially with two older houses in this mid-block which might have been at risk. This also improves compatibility / transition with the R5 properties to the south. Thnx.	9/8/16	Zoning	mixed_use-1581-223	West	Northwest District
21103	Liza Langford	<p>My husband and I reside at 2348 NW Roosevelt. We raised our family here. Our street is unique in that there are five houses on the block, just West of ESCO Steel Mill, even though the zoning is general industrial. The houses are from 1903 and were part of the street of dreams for the Lewis and Clark Expedition of 1905. The best use of this little sliver of 4000 square foot lots is for them to remain single family dwellings. There is a serious housing shortage, especially closer in near the city. The character of these homes is that they are modest and affordable compared to those South of Vaughn. It gives some of us the opportunity to live near Northwest Portland, at a reasonable cost. We have invested in these homes and improved them significantly over the last three decades, and making it impossible to obtain mortgages, by restricting the zoning to prohibit residential dwellings will keep us from being able to refinance or sell our homes for what they are worth.</p> <p>Because homes in this area are renting for close to \$3000 a month, it makes more sense to rent these homes out, then to refinance or sell, should you restrict our abilities to continue to obtain mortgages.</p>	9/8/16	Zoning	Prime Industrial (I)	North	Northwest District
21102	Liza Langford	<p>My husband and I have raised our family in this house and have lived here for 29 years. I had to obtain a variance that recognized that the best use of this property was residential, when I applied for our first mortgage. Initially the bank refused to give us a mortgage due to the zoning, but once I obtained the variance we haven't had any problem qualifying for loans. In the future, will this variance still be good when I apply for a mortgage or new buyers attempt to apply for a mortgage to purchase the house? Can someone tell us our development options so we know how to maximize the profit from the sale of this property when we retire. We think it is worth at least \$600,000 presently, as a residence, how will the comprehensive plan affect the resale value of our home?</p>	9/8/16	Zoning	Prime Industrial (I)	North	Northwest District
21101	Jonathan Walker	<p>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.</p>	9/8/16	Zoning	Main Street Corridor (m)	Southeast	Richmond