

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

TED MILLER

1805 NW GLISAN

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

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

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

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

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

Thank you.

Ted Miller

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

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

Petition for Zoning Change for 3 tax lots

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

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

- 3) 5024 NE Fremont St., 97213

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

Thank you for your consideration of these matters.

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

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

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

September 18, 2016

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

Subject: Alphabet District Proposed Zoning Code Change

Dear City Council,

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

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

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

Sincerely,



Mary Ann Pastene

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

ATTN: Planning and Sustainability Commission

RE: A proposal for a riverside pocket park

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

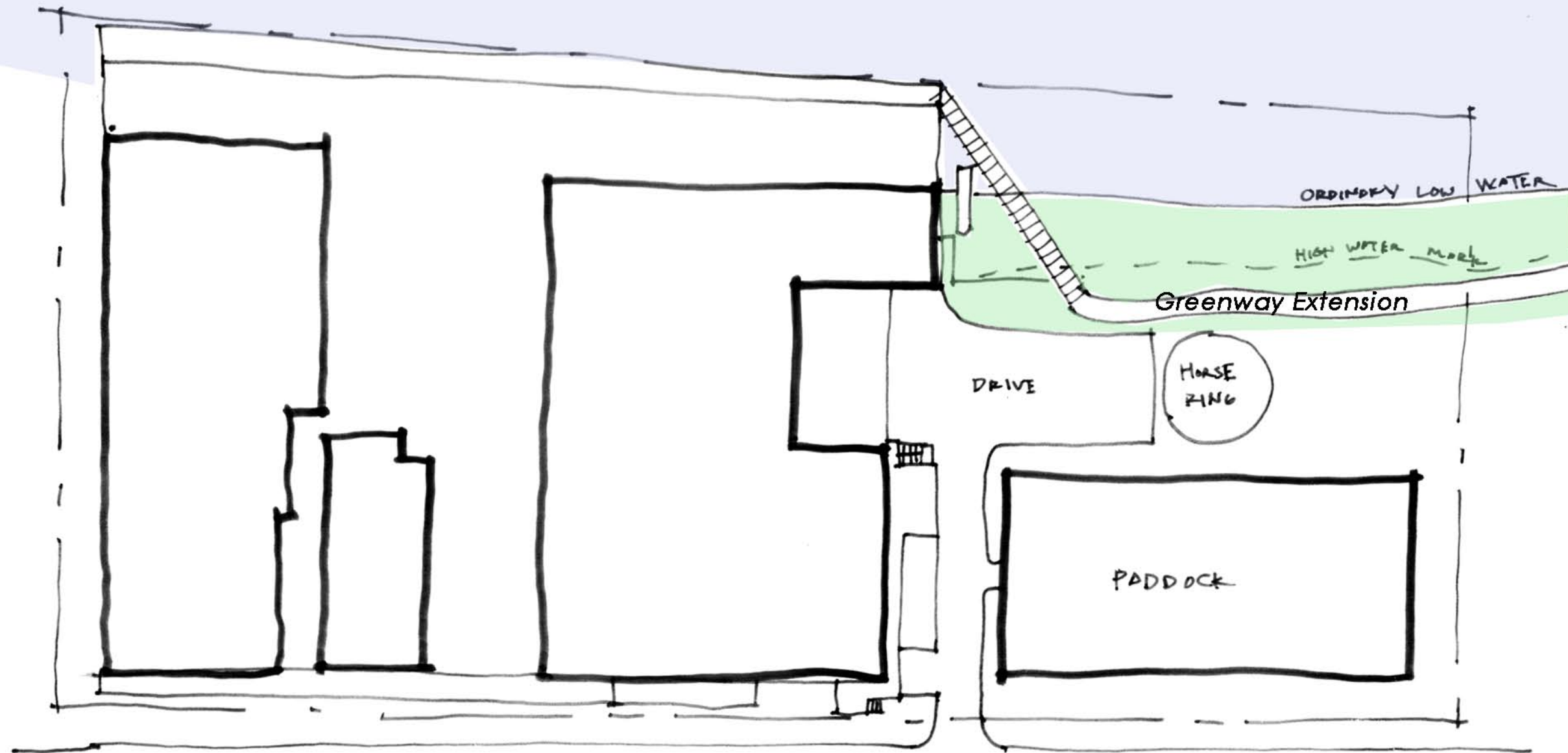
I would like to suggest that the city consider creating a very small Pocket Park on the property bordered by the Mounted Police, Waterfront Pearl, Centennial Mills, and the river. The idea is to create a riparian refuge or enclave similar to Heron Point park on the South Waterfront.

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

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

<https://www.youtube.com/watch?v=nK9QkhOe0L4>.

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



PLAN DIAGRAM OF GREENWAY EXTENSION
 1" = 60'



south waterfront neighborhood

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

the lagoon



the writing ponds



heron ponds wetlands



willamette park



south-portland neighborhood



butterfly park

ROSS ISLAND

TOE ISLAND

HARDTACK ISLAND

EAST ISLAND

ross island bridge



brooklyn neighborhood



the processing plant



the boardwalk



sittwood-meadow neighborhood



oaks bottom wildlife refuge



sittwood bridge



ENVISIONING ROSS ISLAND

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

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

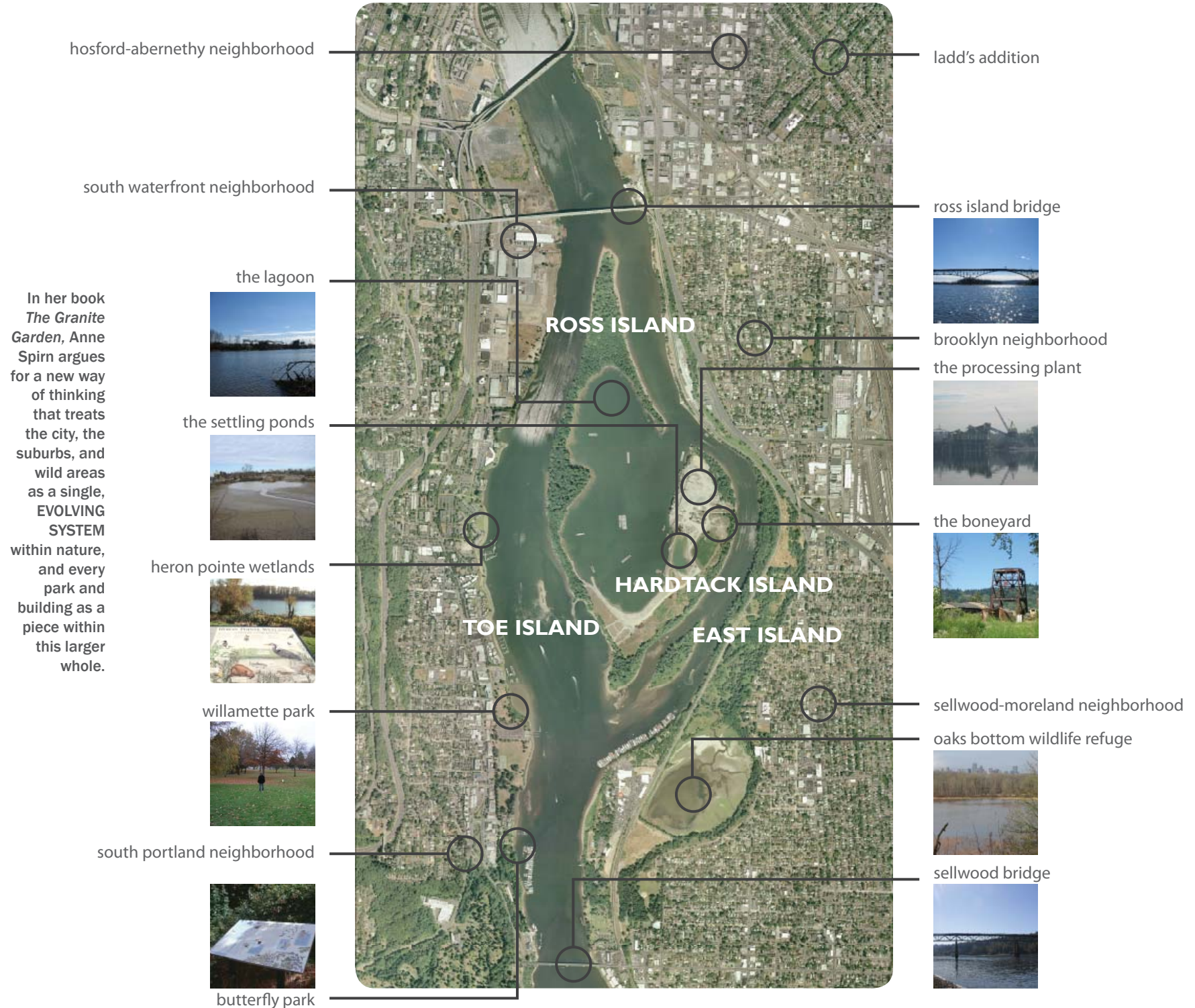
These islands are simply too valuable as habitat to become a 'park' or recreation area, and are too filled with history and memory to become a typical urban wildlife refuge. With this abundant landscape, the question now becomes: **WHAT KIND OF PLACE CAN THIS BE?**

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

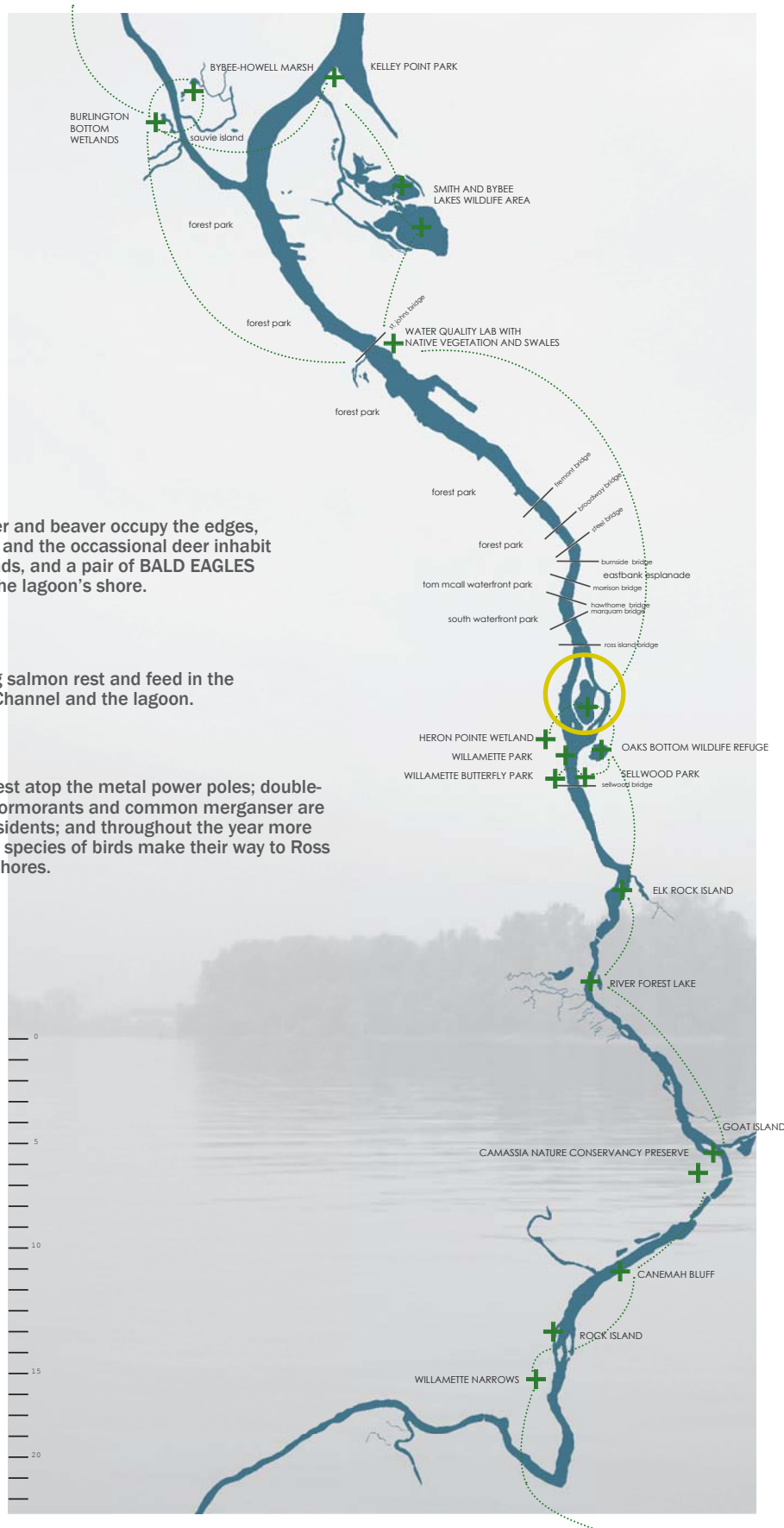
NOW IS THE TIME FOR DREAMING BIG.



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



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



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

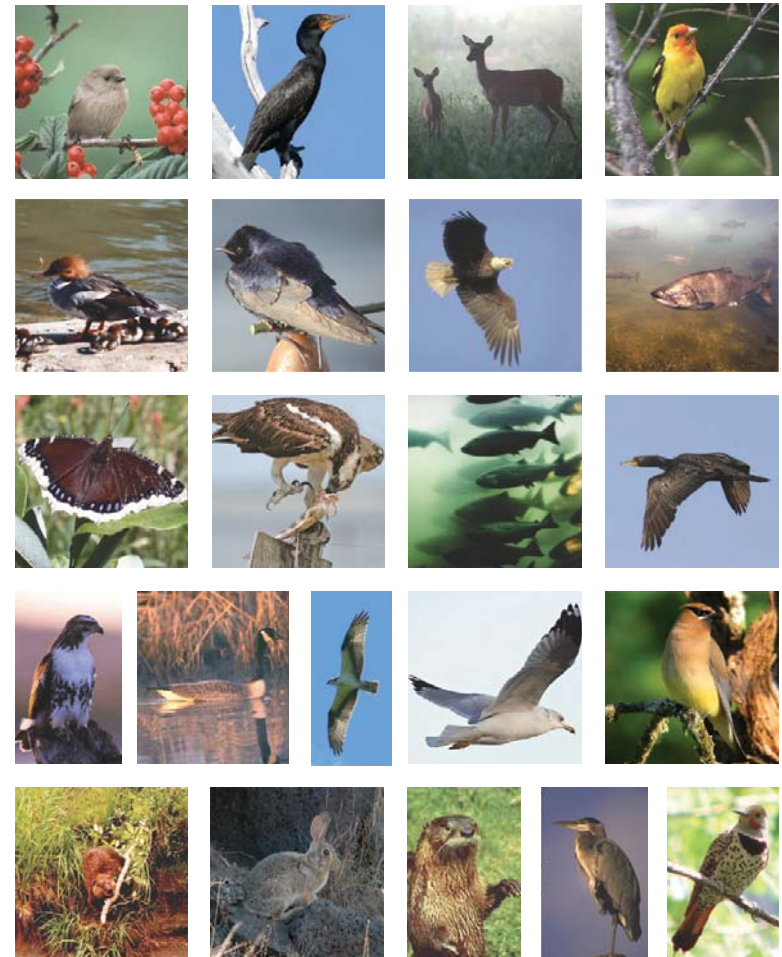
Migrating salmon rest and feed in the Holgate Channel and the lagoon.

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

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

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

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

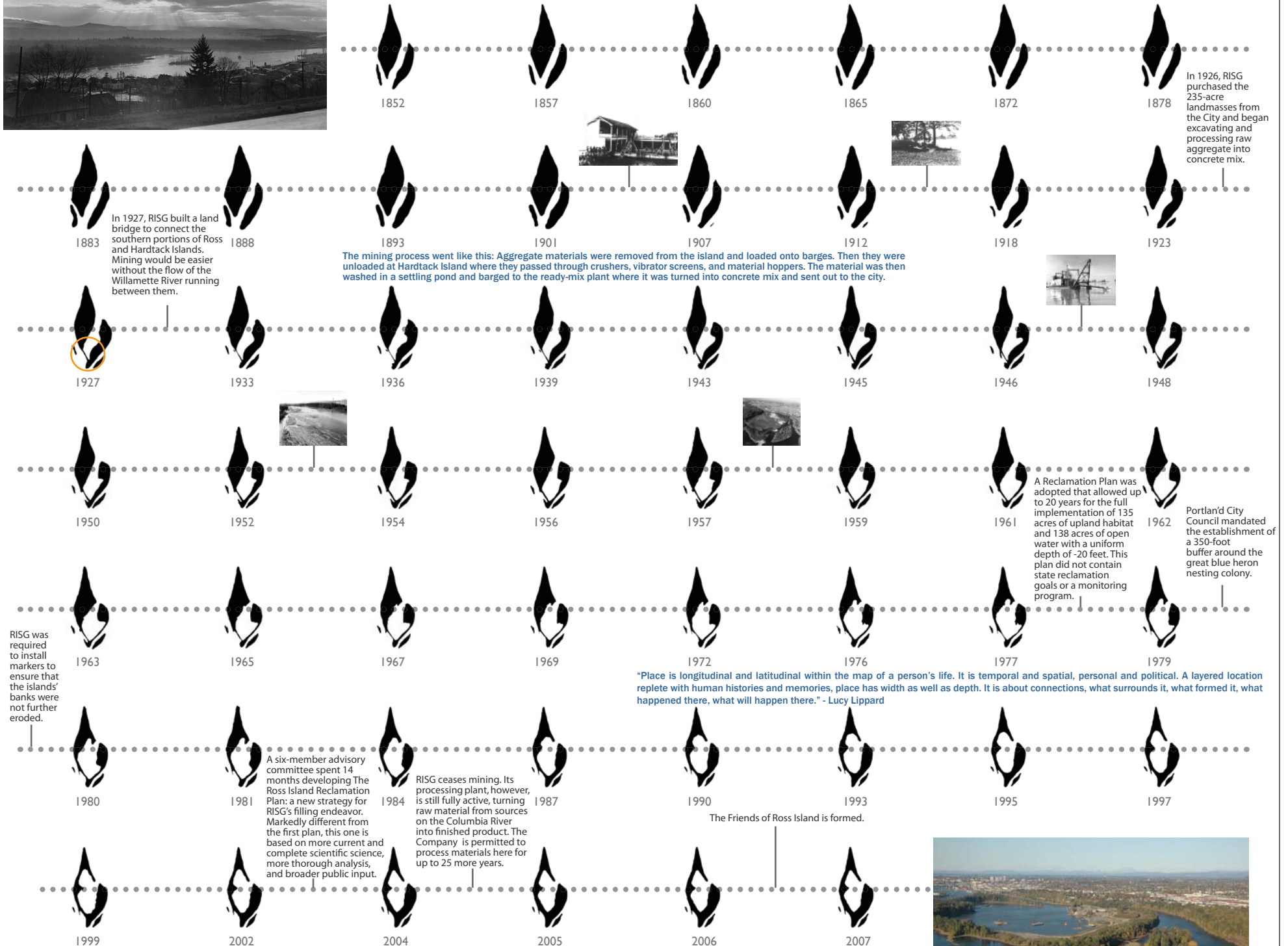


Ross Island is full of stories to tell. In fact, this site is a full-blown commemoration of multiple histories.

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



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



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



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

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

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

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



the company is

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

mum habitat. In order to comply with this new agreement,



the company must complete all

restoration efforts by 2013.



Because the lagoon is more than 130 acres in size

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

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

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



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

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

such as pressures from recreational activities,



Willamette River contamination issues,



nearby development pressures,



and other ongoing habitat degradation.

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

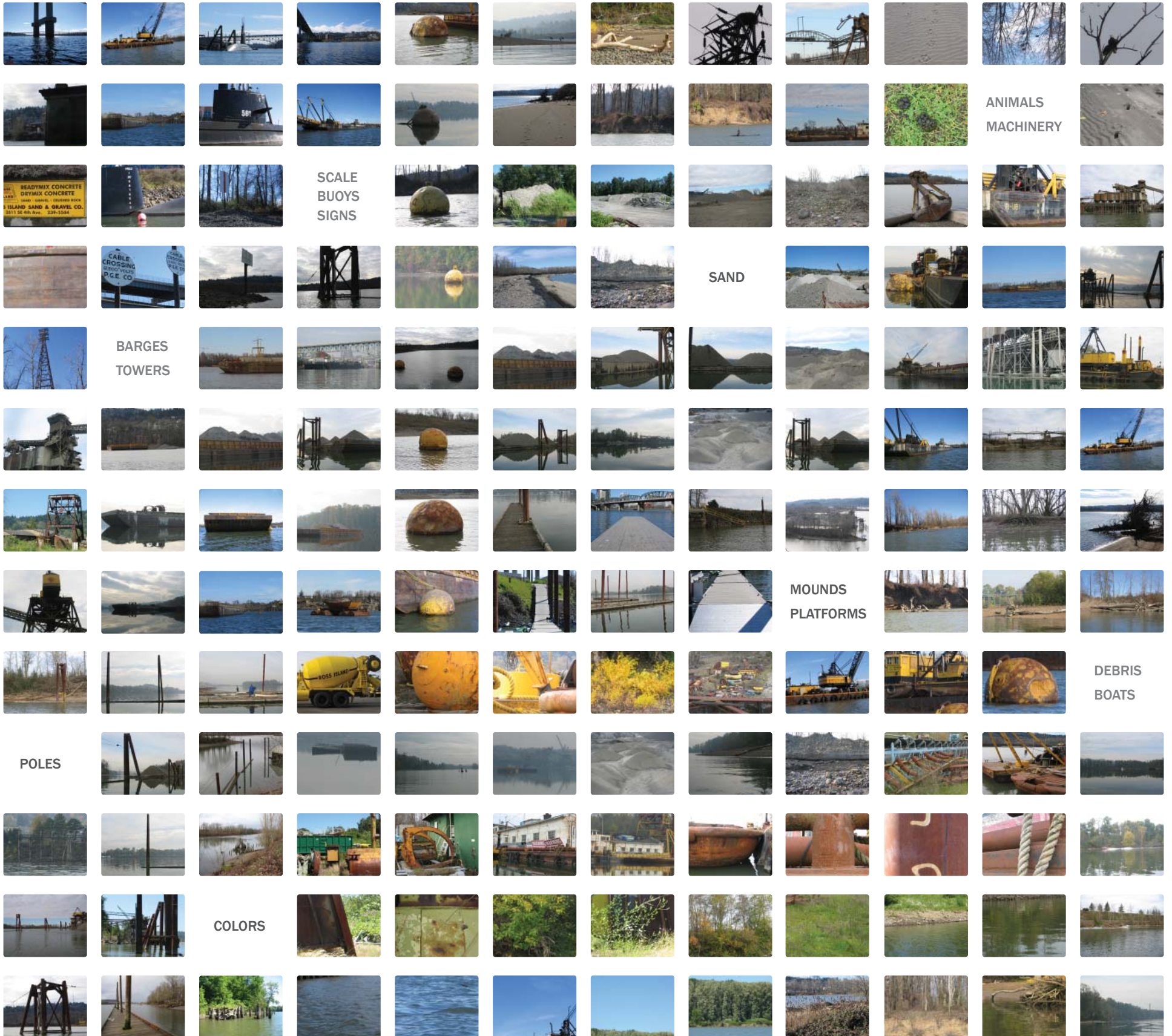
the City in the fall of 2007, what happens to the rest of the islands remains uncertain. And as it stands,

the future of these valuable islands hangs in the balance.



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

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



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

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



painting of ross island by brian borello, 2003. oil on paper 8" x 11". image courtesy of pulliam-deffenbaugh gallery, portland.

HOW: A PHASED APPROACH

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

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

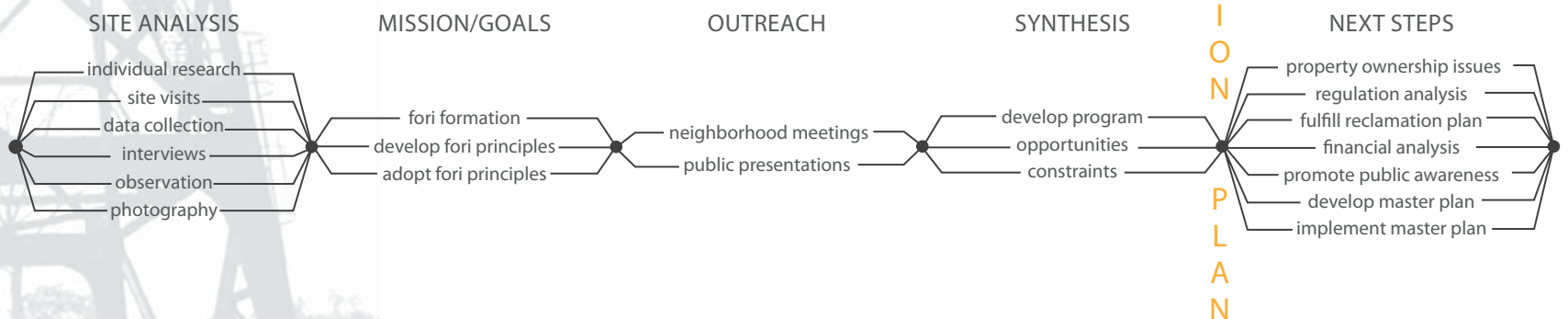
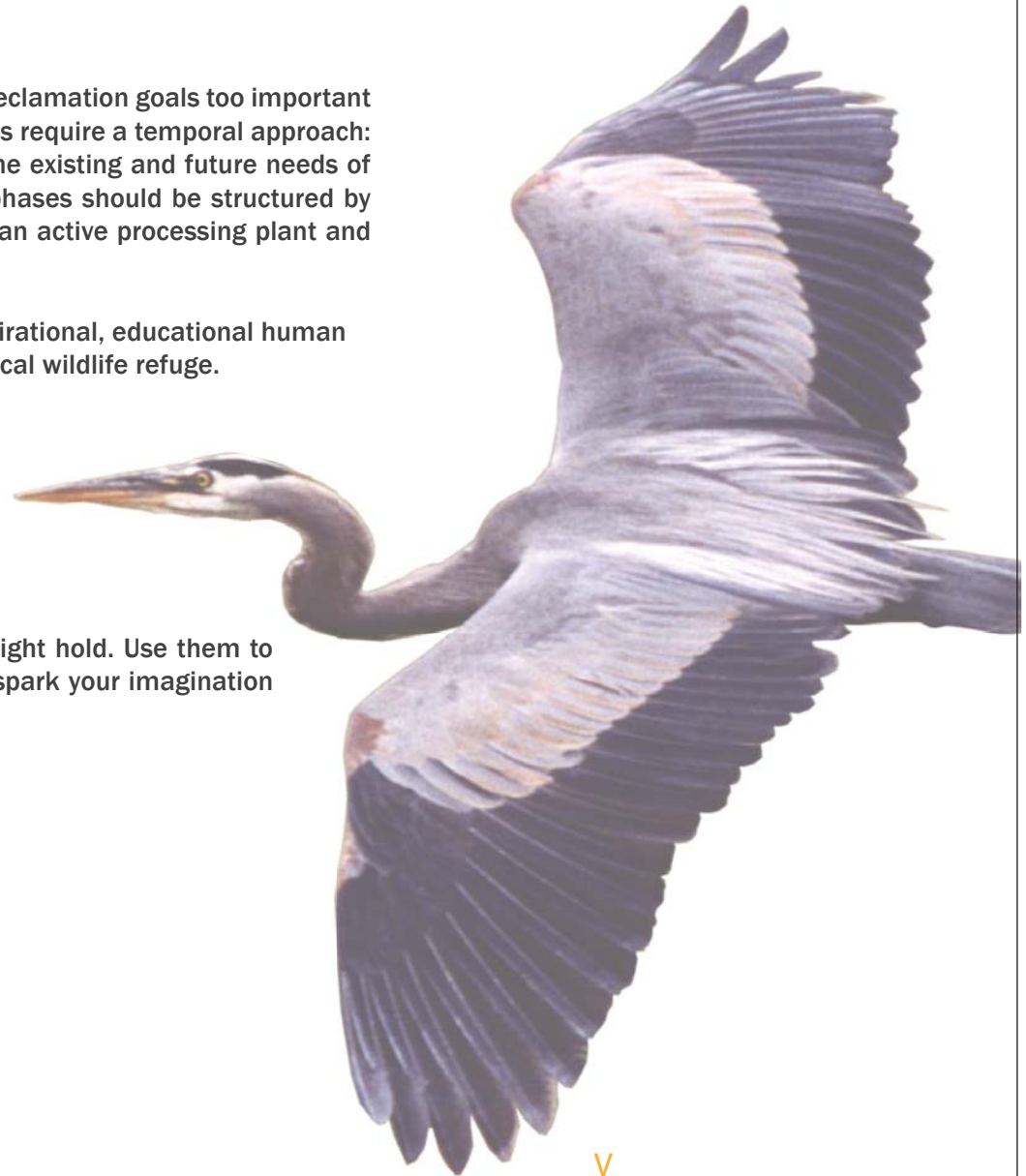
WHERE: PLACES TO EXPERIENCE ROSS ISLAND

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

WHAT: A PLAN FOR THE FUTURE

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

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



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

continued restoration

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

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



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

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

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

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

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

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



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

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

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

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

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



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



markers

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

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



viewpoints

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



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

the boneyard

the settling pond

the lagoon

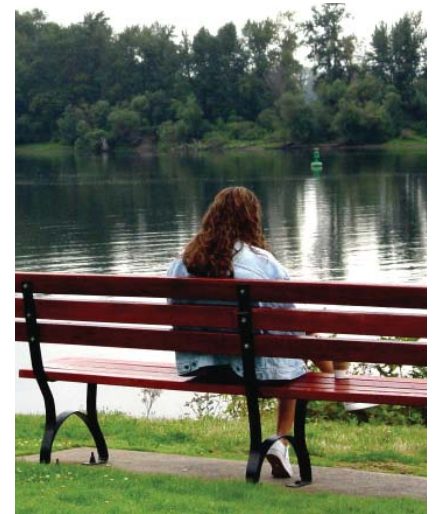
the processing plant

the sand stockpile

deciduous woodland

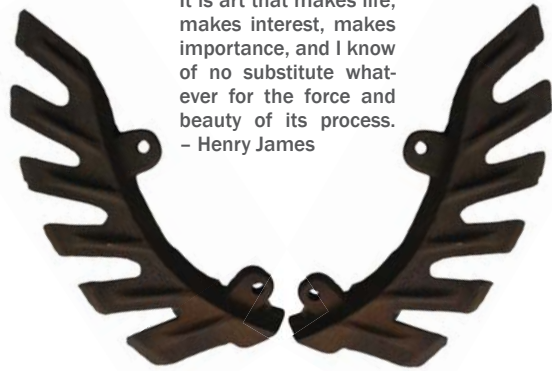


'getting a new perspective': can existing structures can be used to see the island from a bird's eye view?



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

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



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

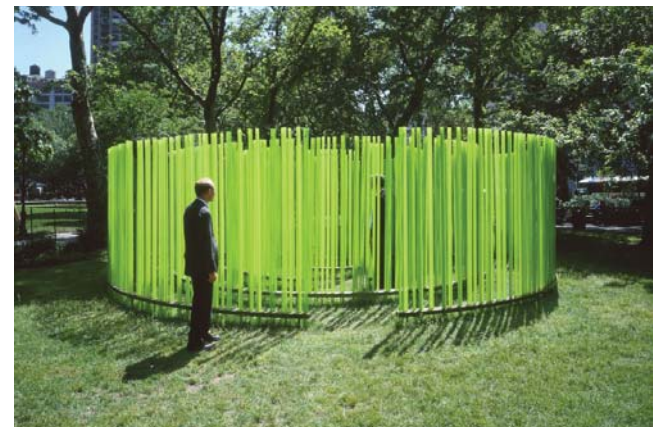
artistic interventions can be on the shore, in the water, or on the islands themselves, can be big and bold, fleeting and



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



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



adaptive reuse

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

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

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



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



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

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

ROSS ISLAND VISION TEAM

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

GRAPHIC DESIGN Christina Frank, Melissa Medeiros

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



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

City Council

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

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

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

Please don't crush my dreams

Bob Schatz

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

Hello,

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

Thanks for your help,

Devin Thompson
Home Owner, N Marine Dr.

September 14, 2016

City Council Members,

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

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

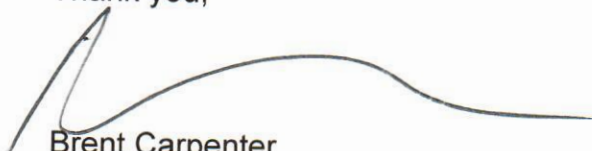
Sitting on the Cesar Chavez corridor, the property is well suited for mixed used as residential and office space. My wife and I own two successful businesses that both need space to grow. My wife's company employs three agents and one full-time assistant, and my company scales to hire dozens of freelancers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

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

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

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

Thank you,

A handwritten signature in black ink, appearing to be 'Brent Carpenter', written over a horizontal line.

Brent Carpenter
PO Box 14336
Portland, OR 97293

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

September 9, 2016

Members of the Portland City Council:

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

632 SE Haig Street
Portland, OR 97202

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

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

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

Thank you for taking our concerns into consideration,

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

503.341.2724

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

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

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

Thank you,

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

I meant to write

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

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

Regarding project #70071:

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

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

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

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

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

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

James Ashley-Walker

8144 SE 62nd Ave
Portland OR 97206

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

Regarding project #70071:

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

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

James Ashley-Walker

8144 SE 62nd Ave
Portland OR 97206

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

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

But here is the reality:

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

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

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

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

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

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

Thank you.

Respectfully,

Rachel Hill

--

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

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

Dear People.

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

Best regards,

Helen Richardson
2515 NE 16th Ave

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

Portland City Council,

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

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

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

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

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

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

Thank you,

Rebecca Mode

506 N.E. Thompson Street

Portland, Oregon 97212

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

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

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

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

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

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

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

Thank you,

Brian Hall

[2606 SW Water Ave](#)

[Portland, OR](#)

97201

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

City of Portland,

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

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

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

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

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

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

To Whom It May Concern,

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

I approve.

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

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

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

Yours,
Kane MacAniff

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

Dear City Council,

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

Jonathan Walker
4411 SE Division ST

--

Jonathan Walker
Jonwalker@gmail.com

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

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

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

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

Regards,

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

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

Hello,

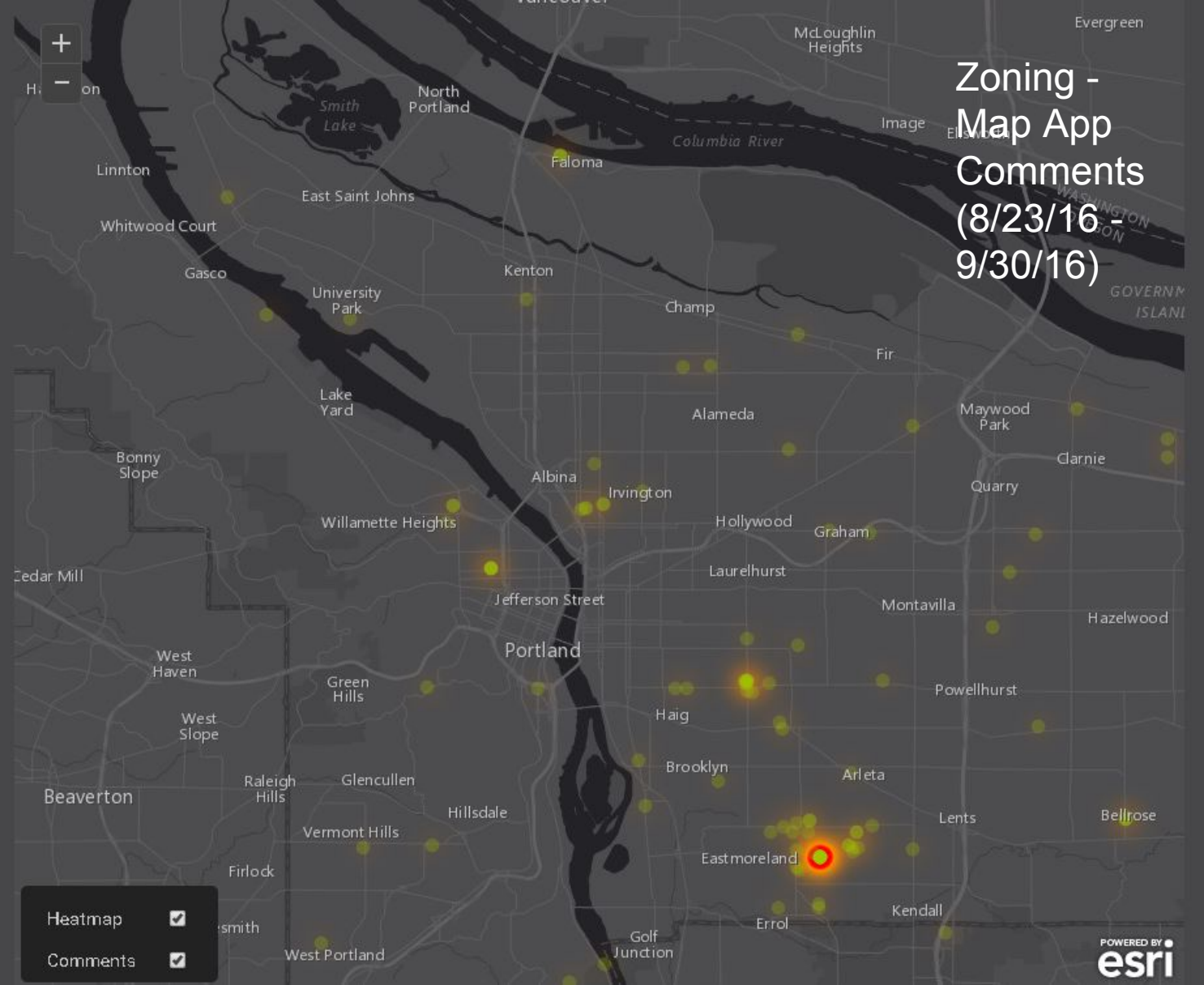
I ask that the Commissioners and the Mayor vote to reject Amendment S9 and keep the Kmart site at 122nd and Sandy Blvd. Mixed Employment in the final 2035 Comprehensive Plan; as recommended by the Portland Bureau of Planning and Sustainability.

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

Please help our neighborhood.

Kind regards,
Emily

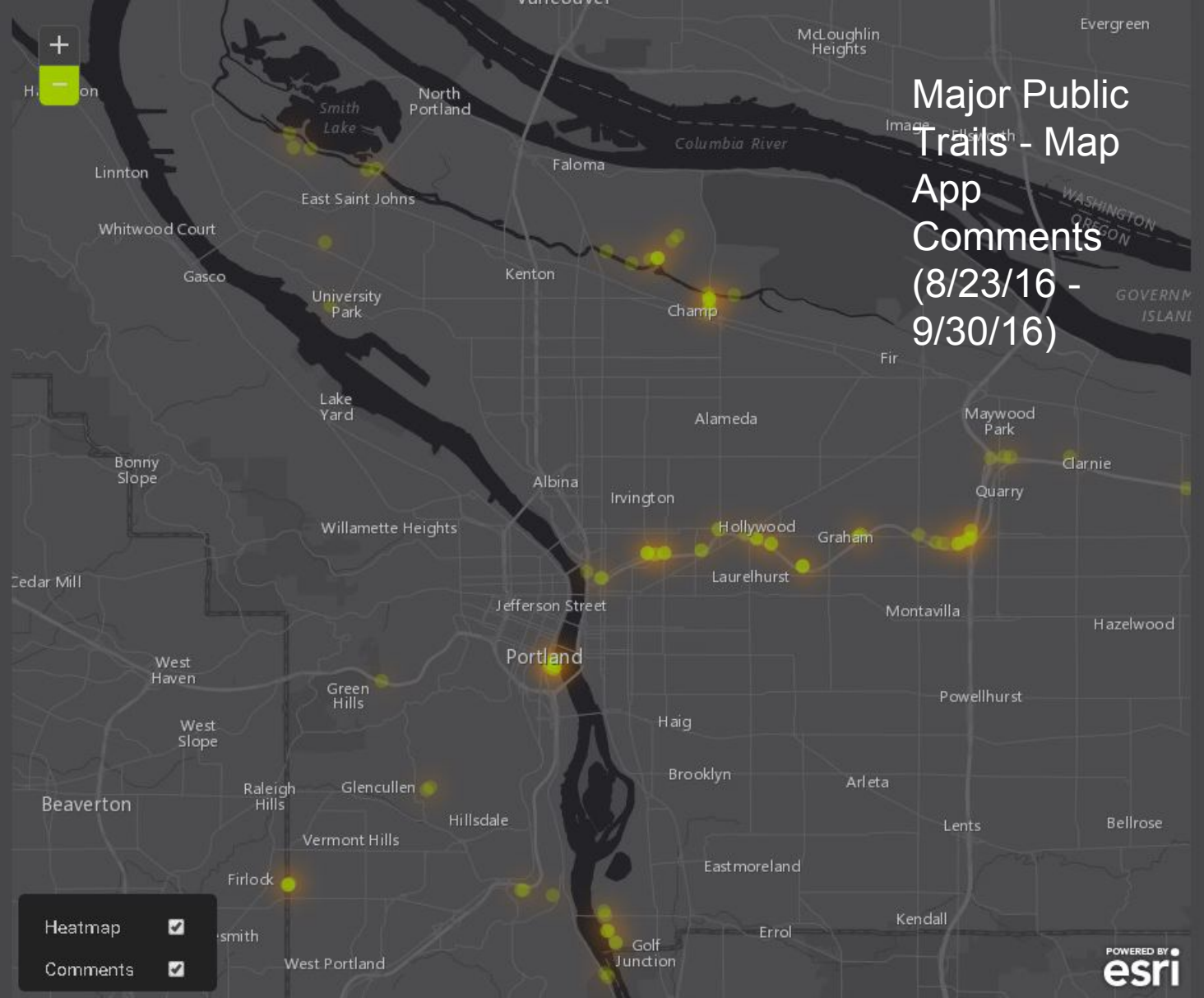
Zoning - Map App Comments (8/23/16 - 9/30/16)



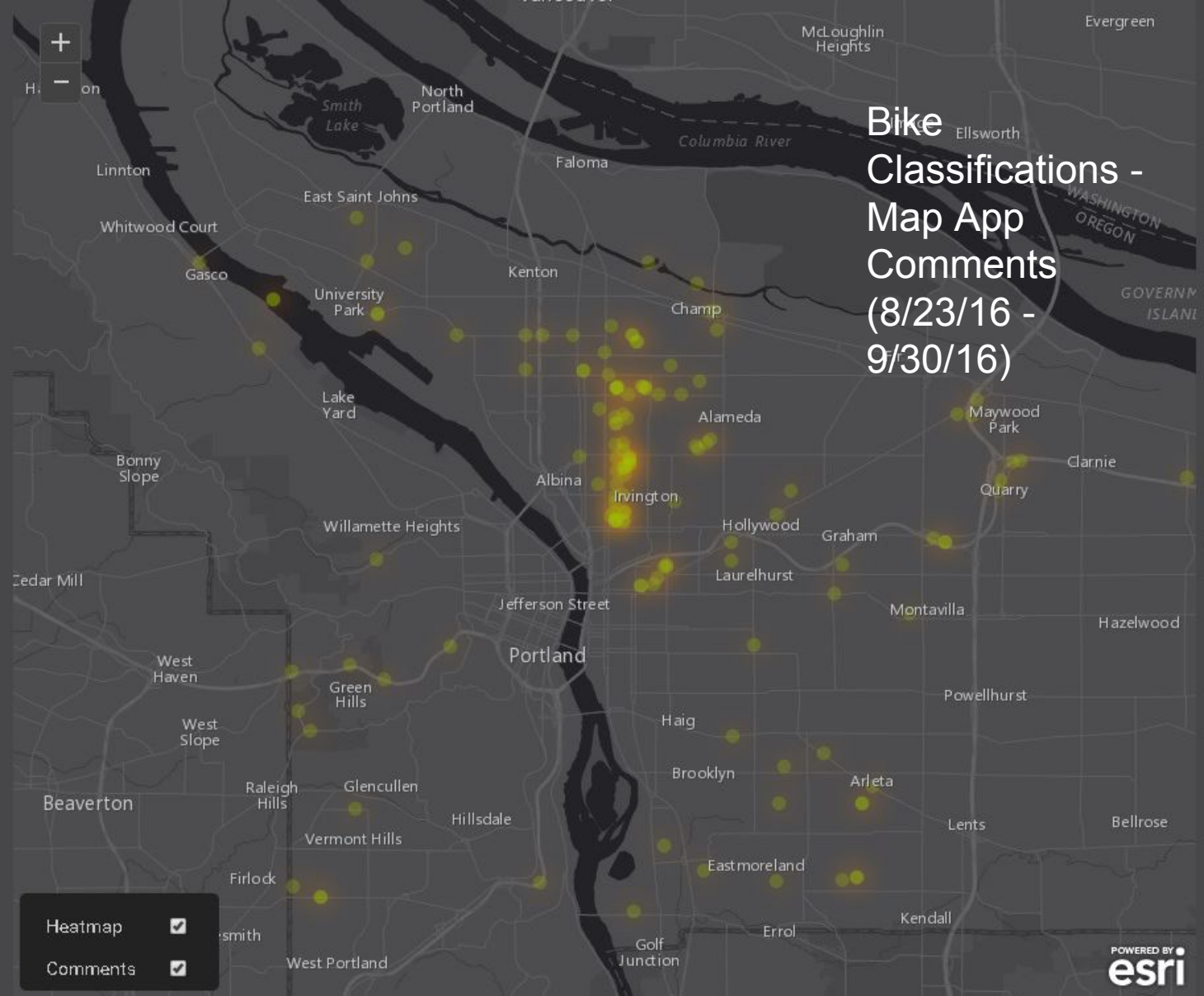
Heatmap

Comments

Major Public Trails - Map App Comments (8/23/16 - 9/30/16)



- Heatmap
- Comments



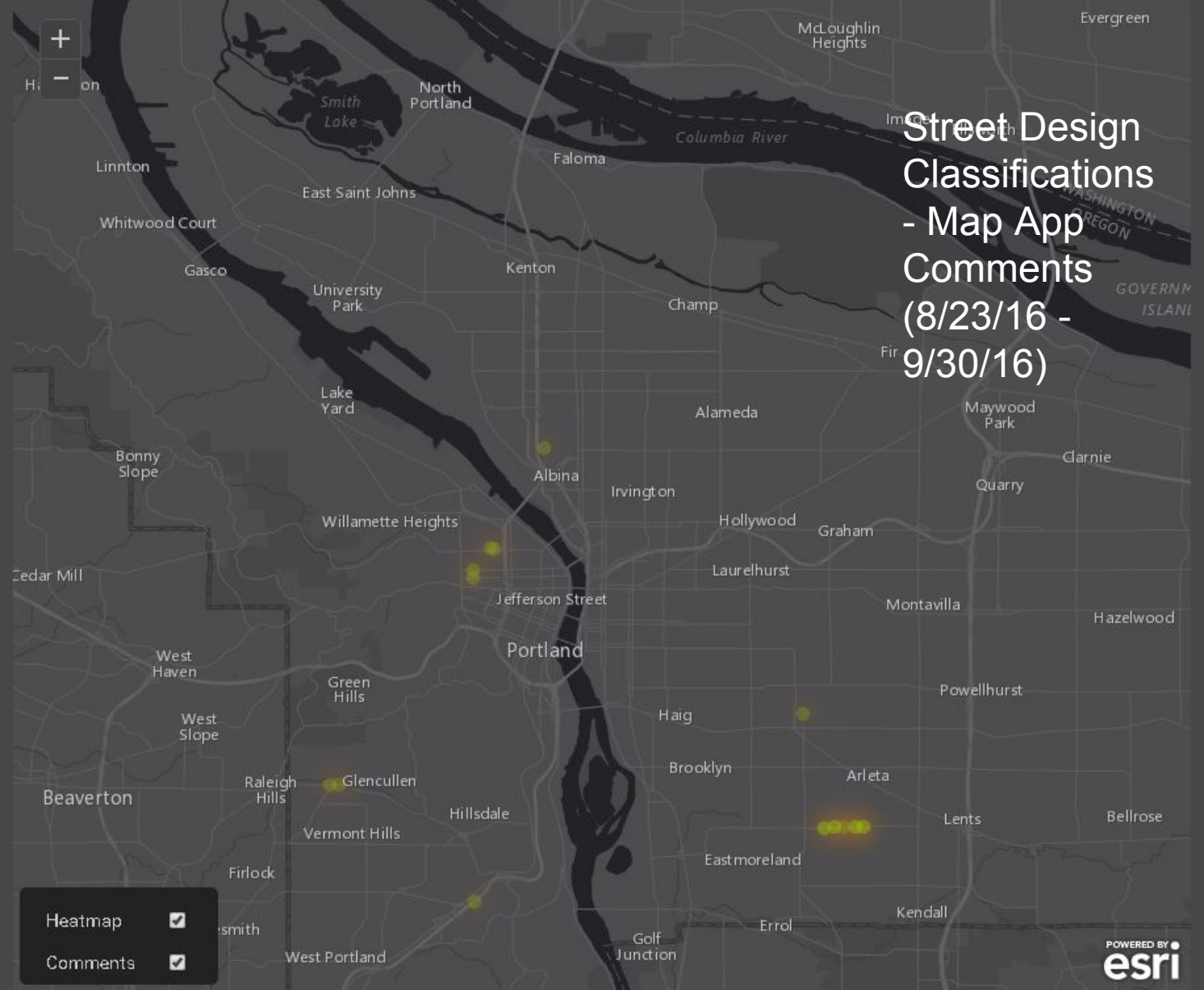
Bike Classifications - Map App Comments (8/23/16 - 9/30/16)



Heatmap

Comments





Street Design Classifications
- Map App
Comments
(8/23/16 -
9/30/16)



Heatmap

Comments



ID	Name	Date	Comment	Feature	Neighborhood
21310	Neil Heller	9/30/16	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.	residential_os-1529-27389	Richmond
21305	Elisha Lee	9/30/16	Yes, let it be a natural sanctuary amidst the worst polluter in USA. Thank you.	residential_os-472-5425	Brentwood-Darlington
21304	Elisha Lee	9/30/16	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 :)	mixed_use-1091-4848	Brentwood-Darlington
21303	Elisha Lee	9/30/16	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.	mixed_use-1283-21840	Brentwood-Darlington
21302	Elisha Lee	9/30/16	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 :)	mixed_use-1096-4970	Brentwood-Darlington
21301	Elisha Lee	9/30/16	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! :)	residential_os-802-8540	Brentwood-Darlington

21251	Steve Gutmann	9/29/16	<p>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.</p> <p>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.</p> <p>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.</p>	residential_os-1529-27389	Richmond
21248	Frederick Carl Liebhardt	9/29/16	<p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you for your consideration. Frederick Liebhardt</p>	residential_os-366-5534	Sellwood-Moreland Imp
21243	Al Brown for the Argay Terrace N.A.	9/29/16	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	residential_os-688-5951	Argay
21241	Al Brown for Argay Terrace N.A.	9/29/16	The Argay Terrace Neighborhood Association continues to endorse this Comp Plan and future zoning change. 9/29/16	employment-290-5361	Argay

21201	Lawrence Burke	9/28/16	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.	residential_os-413-5728	Lents
21200	DAVID WIESE	9/27/16	Zoning should be increased for this area not lowered. More density in the inner city areas. Leave R2. in place.	residential_os-140-5677	Eliot
21199	DAVID WIESE	9/27/16	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.	residential_os-140-5677	Eliot
21198	Suzannah Stanley	9/26/16	This site is split-zoned. Lots R226842, R226843, and R226844 are owned consecutively with this lot and should be rezoned similarly.	mixed_use-1074-5762	Creston-Kenilworth
21197	Jacob Sherman	9/24/16	Locating R2.5 near the many different amenities that Woodstock offers is common sense. I support the change to R2.5!	residential_os-1342-8486	Woodstock
21196	Jacob Sherman	9/24/16	Locating higher density near the many amenities that Woodstock offers is common sense. I support this change to R2.5!	residential_os-1342-6728	Woodstock
21194	Jacob Sherman	9/24/16	Situating R2.5 density near the amenities on Woodstock makes sense. I support this change!	residential_os-1342-6496	Woodstock
21182	Jacob Sherman	9/24/16	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!	residential_os-365-5885	Brentwood-Darlington

21181	Jacob Sherman	9/24/16	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!	residential_os-802-8540	Brentwood-Darlington
21180	Jean Blackmore	9/23/16	This area should remain R5, consistent with its current status.	residential_os-714-5952	Brentwood-Darlington
21179	Jean Blackmore	9/23/16	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.	residential_os-802-8540	Brentwood-Darlington
21178	Kelsey Sweedler-Devlin	9/23/16	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.	residential_os-802-8540	Brentwood-Darlington
21177	Lesley McKinley	9/23/16	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.	mixed_use-980-4597	Lents

21176	Lesley McKinley	9/23/16	<p>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</p>	residential_os-365-5885	Brentwood-Darlington
			<p>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.</p>		

21175	Jane Ridley	9/23/16	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.	mixed_use-1128-4887	Southwest Hills
21174	Laura Thomas	9/22/16	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.	mixed_use-1107-5046	Mt. Scott-Arleta
21173	Karl Dickman	9/22/16	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.	residential_os-365-5885	Mt. Scott-Arleta

21172	Laura Thomas	9/22/16	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.	residential_os-365-5885	Mt. Scott-Arleta
21171	Doug Loutzenhiser	9/22/16	For the 6400 NW Front Avenue property, does the Prime Industrial overlay replace or supplement the existing River overlay?	Prime Industrial (I)	Northwest Industrial
21170	Ryan Lund	9/21/16	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.	mixed_use-809-5264	Hazelwood
21169	Brian Jamison	9/21/16	I am in full support of this re-zoning. I believe it will revitalize the area and provide enormous benefit to the neighborhood.	mixed_use-274-5409	Brooklyn Action Corps

21167	Brian bauman	9/20/16	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	mixed_use-1015-5159	Arbor Lodge
21166	Elizabeth Moore	9/20/16	The March 23, 2016 comment for this property was not made by the owner. Please remove this comment.	residential_os-1366-6911	Concordia
21157	Erym Kehe	9/17/16	This is a great change. So glad this open space will be preserved for urban farming.	residential_os-802-8540	Brentwood-Darlington
21156	Eryn Kehe	9/17/16	I am supportive of this change. It matches the pattern of development in the neighborhood.	residential_os-365-5885	Mt. Scott-Arleta
21155	Esme D. Miller	9/17/16	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!	residential_os-365-5885	Mt. Scott-Arleta

21154	Esme D. Miller	9/17/16	<p>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.</p> <p>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.</p>	residential_os-365-5885	Mt. Scott-Arleta
21150	Mark Haines	9/15/16	I agree with the changes proposed	mixed_use-1543-28205	Rose City Park
21149	Devin Thompson	9/15/16	<p>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.</p>	mixed_use-1542-5771	Bridgeton

21148	Michael Priestley	9/15/16	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?	Prime Industrial (I)	Cully
21146	andre koshuba	9/14/16	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!!	residential_os-1220-12997	Powellhurst-Gilbert
21145	Esther Crowell-Duncan	9/14/16	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!	residential_os-802-8540	Brentwood-Darlington
21144	Dana Plambeck	9/13/16	It is very important for our neighborhood that thus area becomes a dedicated open/green space. The Learning Garden and their farm stand are such a gem and an asset to our community.	residential_os-802-8540	Brentwood-Darlington
21143	David Messenheimr	9/13/16	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.	residential_os-58-5390	Reed
21139	Leah Witte	9/13/16	I support the planned rezoning to Open Space for this space. The community garden and learning Lab are great resources for the neighborhood.	residential_os-802-8540	Brentwood-Darlington

21138	Meg Van Buren	9/13/16	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.	residential_os-802-8540	Brentwood-Darlington
21137	Paulette Copperstone	9/13/16	Please continue to keep the Green Thumb Gardens as they are. They are a wonderful community resource for a very underserved community.	residential_os-802-8540	Brentwood-Darlington
21135	Jian Shi	9/13/16	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.	mixed_use-323-5489	Hazelwood
21133	Amanda Valley	9/13/16	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.	residential_os-802-8540	Brentwood-Darlington
21132	Chris Samples	9/13/16	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.	residential_os-802-8540	Brentwood-Darlington
21131	Sarah Johnson	9/13/16	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.	residential_os-802-8540	Brentwood-Darlington
21130	Jon Matych	9/13/16	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.	residential_os-802-8540	Brentwood-Darlington
21129	Zoe Pillen	9/13/16	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.	residential_os-802-8540	Brentwood-Darlington

21128	Kendall Palmer	9/12/16	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.	Centers Main Street (m)	Brentwood-Darlington
21127	Kendall Palmer	9/12/16	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.	residential_os-802-8540	Brentwood-Darlington
21126	Xea Westcott	9/12/16	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.	residential_os-802-8540	Brentwood-Darlington
21125	Elisha Lee	9/12/16	NEED UNDERGROUND PARKING please. Please learn the mistakes from Division St. It's a nightmare to park.	mixed_use-1505-21821	Mt. Scott-Arleta
21124	Elisha Lee	9/12/16	OPEN SPACE is perfect for this area. We need this natural area as is. Thank you so much.	residential_os-802-8540	Brentwood-Darlington
21123	Casey Barrett	9/12/16	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.	residential_os-802-8540	Brentwood-Darlington
21122	Rob Hanifin	9/12/16	Th Green Thumb should be permanently designated as open space. It is an asset to this neighborhood and to the city as a whole.	residential_os-802-8540	Brentwood-Darlington
21121	Stephanie Brown	9/12/16	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.	residential_os-802-8540	Brentwood-Darlington
21120	Ellen Zientek	9/12/16	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.	residential_os-802-8540	Brentwood-Darlington
21119	Melissa Long	9/12/16	You must keep the Green Thumb as Open Space. It is ine of the main assets of Brentwood Darlington, a historically underserved neighborhood.	residential_os-802-8540	Brentwood-Darlington
21118	Kristen Layton	9/12/16	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.	residential_os-802-8540	Brentwood-Darlington

21117	Carrie Collenberg-Gonzalez	9/12/16	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.	residential_os-802-8540	Brentwood-Darlington
21116	Danielle Olson	9/12/16	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.	residential_os-802-8540	Brentwood-Darlington
21115	Kara Messenheimer	9/12/16	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.	residential_os-802-8540	Brentwood-Darlington
21114	Mark Gunderson	9/12/16	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.	residential_os-174-5477	Ashcreek
21113	Lesley McKinley	9/12/16	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.	residential_os-802-8540	Brentwood-Darlington

21112	David Messenheimer	9/12/16	This area is heavily lacking in infrastructure, without a sidewalk in sight. The 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.	residential_os-714-5952	Brentwood-Darlington
21111	David Messenheimer	9/12/16	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.	residential_os-365-5885	Brentwood-Darlington
21110	David Messenheimer	9/12/16	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 to learn about gardening/farming, and people from all over the city come to learn and garden there.	residential_os-802-8540	Brentwood-Darlington

21109	Rebecca Mode	9/11/16	<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>	residential_os-140-5678	Eliot
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			<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>		
21107	Casey Ward	9/9/16	<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>	mixed_use-990-4945	Pleasant Valley

21106	Casey Ward	9/9/16	<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>	residential_os-282-5514	Pleasant Valley
21104	Philip Selinger	9/8/16	<p>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.</p> <p>Thnx.</p>	mixed_use-1581-4772	Northwest District

21103	Liza Langford	9/8/16	<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. 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>	Prime Industrial (I)	Northwest District
21102	Liza Langford	9/8/16	<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>	Prime Industrial (I)	Northwest District

21101	Jonathan Walker	9/8/16	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.	Main Street Corridor (m)	Richmond
21100	Nathan Ward	8/31/16	It appears that R330575, at 0.16 acres (7,140 sq. ft.), matches the lot dimension standards of R10 (6,000 - 17,000 sq. ft.) rather than R20 (12,000 - 34,500 sq. ft.) according to section 33.610 table 610-2.	residential_os-962-6882	Mc Unclaimed #11

ID	Name	Date	Comment	Feature	Neighborhood
21238	Jan Brittan	9/29/16	<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> <ol style="list-style-type: none"> 1) The proposed trail goes through land that is established as a greenspace and is currently privately owned and maintained. 2) The proposed trail passes through the front yard of 7525 SW 64th PI which is privately owned and includes the location of a fire hydrant and large multi-use utilities control box. 3) The space is inadequate to provide public parking for visitors to the trail. 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>Respectfully, Jan Brittan, President Woods Creek HOA</p>	trail - 50	Maplewood
21226	Garlynn Woodsong	9/29/16	This trail should be connected via a new bicycle/pedestrian bridge directly to NW Gillihan Rd on Sauvie's Island.	trail - 414	St. Johns
21225	Garlynn Woodsong	9/29/16	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.	trail - 371	East Columbia
21224	Garlynn Woodsong	9/29/16	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.	trail - 162	East Columbia

21223	Garlynn Woodsong	9/29/16	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.	trail - 164	East Columbia
21222	Garlynn Woodsong	9/29/16	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.	trail - 708	Sunderland
21221	Garlynn Woodsong	9/29/16	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.	trail - 297	Arlington Heights
21165	Carla Dietz	9/19/16	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.	trail - 308	Downtown
21164	Carla Dietz	9/19/16	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.	trail - 312	Downtown

21163	Cheryl and Steve Brischetto	9/19/16	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.	trail - 50	Maplewood
21162	Felicia Williams, President, Downtown NA	9/19/16	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.	trail - 312	Downtown
21161	Rani Boyle	9/19/16	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.	trail - 308	Downtown
21159	Rodney Moore	9/19/16	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.	trail - 308	Downtown
21153	Cheryl and Steve Brischetto	9/17/16	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.	trail - 50	Maplewood

21152	Cheryl and Steve Brischetto	9/17/16	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.	trail - 50	Maplewood
21151	Cheryl and Steve Brischetto	9/17/16	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.	trail - 50	Maplewood
21147	Karen Freedman	9/14/16	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.	trail - 308	Downtown
21142	Susan Shinnick West	9/13/16	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!	trail - 312	Downtown
21141	Harold West	9/13/16	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.	trail - 312	Downtown
21140	Harold West	9/13/16	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.	trail - 308	Downtown

21136	Helmut Gieben	9/13/16	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.	trail - 308	Downtown
21134	Helmut Gieben	9/13/16	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.	trail - 312	Downtown

ID	Name	Date	Comment	Feature	Neighborhood
21217	Garlynn Woodsong	9/28/16	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.	TP01-0039926, TP01-0037738, TP01-0001593, TP01-0004509	Arlington Heights, Sylvan-Highlands, Southwest Hills
21215	Garlynn Woodsong	9/28/16	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.	TP01-0037649, TP01-0037643	Parkrose Heights, Madison South
21214	Garlynn Woodsong	9/28/16	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.	TP01-0036253	Northwest Industrial
21213	Garlynn Woodsong	9/28/16	This trail should be connected via a new bicycle/pedestrian bridge directly to NW Gillihan Rd on Sauvie's Island.	TP01-0031339	St. Johns
21211	Garlynn Woodsong	9/28/16	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.	TP01-0037651, TP01-0037652	Sunderland, East Columbia

21209	Garlynn Woodsong	9/28/16	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.	TP01-0012063, TP01-0012089	Concordia, Sunderland
21207	Garlynn Woodsong	9/28/16	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.	TP01-0027565, TP01-0017266, TP01-0017714	Kerns
21205	Garlynn Woodsong	9/28/16	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?	TP01-0013792	Vernon
21204	Garlynn Woodsong	9/28/16	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.	TP01-0010683	Concordia
21202	Garlynn Woodsong	9/28/16	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.	TP01-0013303, TP01-0013277	Vernon

21183	Jacob Sherman	9/24/16	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.	TP01-0023694	Brentwood-Darlington
21168	Kathie Leck	9/21/16	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.	TP01-0024906	Woodstock
21158	John Voekel	9/18/16	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.	TP01-0017514	Kerns

ID	Name	Date	Comment	Feature	Neighborhood
21230	Garlynn Woodsong	9/29/16	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.	TP01-0002757	Northwest District
21229	Garlynn Woodsong	9/29/16	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.	TP01-0002613	Northwest District
21228	Garlynn Woodsong	9/29/16	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.	TP01-0002361	Northwest District
21227	Garlynn Woodsong	9/29/16	NW 18th & 19th Ave 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.	TP01-0002362	Northwest District
21192	Jacob Sherman	9/24/16	Like the areas to the east and west, this should be a neighborhood Main Street, not a corridor.	TP01-0018112	Woodstock
21190	Jacob Sherman	9/24/16	Like the areas to the east and west, this should be a neighborhood Main Street, not a corridor.	TP01-0025229	Mt. Scott-Arleta
21189	Jacob Sherman	9/24/16	Like the areas to the east and west, this should be a neighborhood Main Street, not a corridor.	TP01-0018116	Mt. Scott-Arleta
21187	Jacob Sherman	9/24/16	Like the areas to the east and west, this should be a neighborhood Main Street, not a corridor.	TP01-0018122	Mt. Scott-Arleta
21185	Jacob Sherman	9/24/16	Like the areas to the east and west, this should be a neighborhood Main Street, not a corridor.	TP01-0025224	Mt. Scott-Arleta

Comments by Type (8/23/16 to 10/1/16)

