



July 11, 2017

Council Clerk  
City of Portland  
1221 SW Fourth Avenue, Rm. 130  
Portland OR 97204

RE: Rebuttal Information for Land Use File  
LU 16-159330 LDS EN  
(Hearing Continued from 6/22/17)

To the Clerk:

The Hayhurst Neighborhood Association voted to submit this rebuttal letter at our July 10, 2017 meeting. We challenge the February 2017 Hayhurst School Safe Routes to School Map placed in the record last week.

Stephanie Beckman, with the Bureau of Development Services, placed a map of the Safe Routes to School (SRTS) for Hayhurst Elementary into the record during the week of July 3-7, 2017. This SRTS map was dated February 25, 2017. We had not been notified about the existence of this updated map until it was placed in the record.

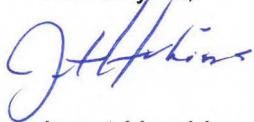
Hayhurst NA testifiers who presented information at both the March 8, 2017 public hearing and June 22, 2017 appeal hearing placed the Safe Routes to School map dated January 17, 2014 into the hearing record. We ask that the City Council consider the January 2014 as the most relevant to neighborhood concerns regarding the safest way for children and parents to access Hayhurst Elementary by walking. The January 2014 map highlights SW 48<sup>th</sup> Ave between SW Cameron Road and SW Iowa St as a Safe Route to School. Preserving SW 48<sup>th</sup> Ave as a SRTS is a high priority for our neighborhood association.

The two Safe Routes to School maps (January 2014 & February 2017) are included as attachments to this letter. The February 2017 SRTS map has serious deficiencies, including showing SW Cameron Road as a SRTS with no designated south bound access points to the school from SW Shattuck to SW 45<sup>th</sup>. Cameron Road is dangerous street for pedestrians because it has no sidewalks and only narrow shoulders that leave little safe walking space. In addition, many cars travel above the posted 30 MPH and PBOT has conducted traffic studies over the years to deal with speeding issues. We

feel that this route will put school children and parents at serious risk for pedestrian crashes.

We notified Janis McDonald, with the Safe Routes to School office, on July 6, 2017 to ask that the February 2017 map be corrected. Ms. McDonald responded by saying the new map had mistakenly used an older bicycle route for the neighborhood versus the accurate Hayhurst School SRTS route. Another validation of SW 48<sup>th</sup> as a SRTS is that the current 2017 Southwest Portland Bike/Walks Map (May 2017) shows 48<sup>th</sup> as a safe route. Ms. McDonald stated via email that the Hayhurst SRTS map would be "recreated." With this in mind, we request that City Council disregard the map submitted by Ms. Beckman, dated February 2017, and use the January 2014 Hayhurst School Safe Route to School map as the only reference point for their deliberation

Thank you,



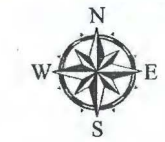
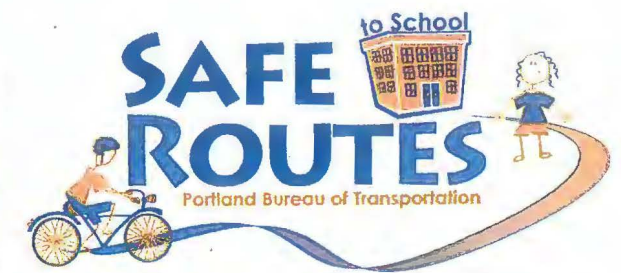
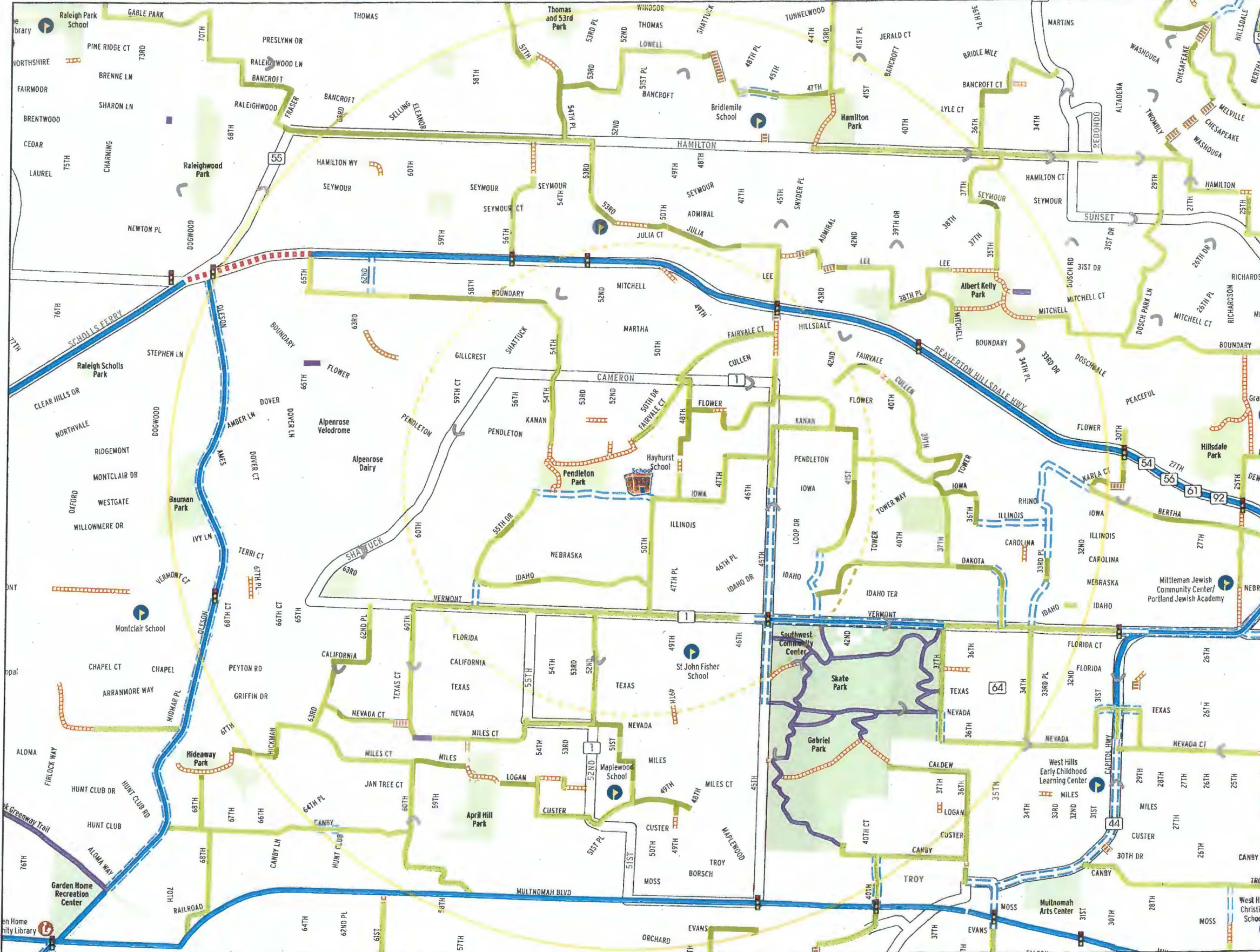
Janet Hawkins, Chair  
Hayhurst NA  
4675 SW Cullen Blvd.  
Portland OR 97221  
503-453-2903

c. Janis McDonald, SRTS Office



# Hayhurst Elementary

5037 SW Iowa St



- Recommended routes to school
- Recommended routes with sidewalk

- Streets with sidewalk
- Off-street paths (no motor vehicles)
- Pedestrian paths (no motor vehicles or bikes)
- Bike lanes (Painted lanes on higher traffic streets. Adult supervision is recommended for younger children.)

- Streets with more traffic (Adult supervision is recommended for younger children).
- Difficult intersection (use caution)

- Traffic signal (Better crossing of a busy street).
- TriMet bus line and route number
- Stairs
- Steep hill
- School
- Distance from school
  - 1/2 Mile
    - 20 minute walk or 10 minute bike ride
  - 1 Mile
    - 40 minute walk or 20 minute bike ride

The City of Portland Safe Routes To School program strongly encourages parents to walk and/or bike with your students initially, to explore the safest path from your home to your school. If you see safety problems along the identified recommended routes, please contact Gabe Graff, City of Portland Safe Routes to Schools Coordinator at 503.823.5291 or [Gabriel.Graff@portlandoregon.gov](mailto:Gabriel.Graff@portlandoregon.gov).

District: Portland

1/17/2014







**Parsons, Susan**

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**From:** Janet C Hawkins <janetchawkins@msn.com>  
**Sent:** Thursday, July 13, 2017 3:25 PM  
**To:** Council Clerk – Testimony  
**Cc:** Randi Sachs; Hurwitz Brynna; Jeff King  
**Subject:** LU 16-159330 LDS EN Rebuttal Comments  
**Attachments:** HNA rebuttal 7\_13\_17.docx

Hello - Please place the attached letter from the Hayhurst NA in the hearing file for LU 16-159330 LDS EN.

Thank you,  
Janet Hawkins, Chair  
Hayhurst NA  
503-453-2903

Sent from my iPhone

Mayor Ted Wheeler  
Portland City Council  
Portland City Hall  
1221 SW Fourth Avenue  
Portland, OR 97204  
July 13, 2017

Dear Mayor Wheeler and Members of the Portland City Council:

This letter is the Hayhurst Neighborhood Association's (HNA) submittal to rebut Mike Robinson's July 6, 2017 memo placed into the record for LU 16-159330 LDS EN.

We have been asked by the City Council to brief so we will be.

The HNA agrees that the approval criteria need to be followed. Code section 33.654.110.B.1.c. requires consideration of the terrain, natural resources, and trees on the site when making a determination about street connectivity (see Phil Healy memo previously submitted into the record by the HNA).

As demonstrated through the existing conditions map in the subdivision plans and in the HNA's expert testimony there are significant terrain challenges (12 -15% slopes) and natural resources (seeps and springs outside of the environmental zone) on this site.

The applicant continues to parse language and provide elaborate explanations to try to write away the natural resources on the site. For instance, they use the term "wet areas" instead of seeps and springs throughout Mr. Robinson's July 6th memo.

In addition, there have been findings made by City staff and the Hearings Officer that there will be significant changes required to the terrain (17' fills and 220' or 6' wall constructed) in order to build the through street section. This is all evidence in the record that the requirements of code section 33.654.110.B.1.c. have not been met.

The applicant goes to great lengths to argue that the small section of road is necessitated, but that it will not be used. The HNA is submitting a public records request (submitted separately) to try and understand why this is so important to City staff and to the applicant.

City staff has even spent time altering the Safe Routes to School maps without any public input, instead of meeting with the neighborhood to address the actual issues associated with SW 48<sup>th</sup> Avenue.

Creating a through street onto a roadway (SW 48th Avenue) that is not adequately surfaced and does not meet City engineering standards is not a benefit to the neighborhood.

The combination of these factors builds to a determination that the construction of a through street is not only not a requirement of the code, but that it will be detrimental to the neighborhood. We believe that our City Council will follow the code and protect natural resources.

Again, the HNA is not opposed development and has never been. The HNA's desire is simply for the city to follow and enforce the code. We urge you to follow the code and deny this application, in its current form, for subdivision.

Janet Hawkins

Chair, Hayhurst Neighborhood Association