

WASHINGTON PARK MASTER PLAN UPDATEIF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

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✓ Lisa Calef	3213 SW upper cascade Dr.	
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✓ Anna Goldrich	Hart Arboretum	
✓ Don Moore	Oregon Zoo	

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✓ Carol Mayer Reed	Landscape Architect	
✓ Christine Galan	Neighbor / Ecologist	christiegalan@gmail.com
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Marshall Gannett
2732 SW Fairview Blvd.
Portland, Oregon
March 15th, 2018

Portland City Council
City Hall
1221 SW Fourth Avenue
Portland, Oregon 97204

I am writing to offer comments on the Draft Washington Park Master Plan. Please consider these comments as formal testimony for the related agenda item.

By way of background: I grew up in Portland and have been visiting Washington Park my entire life. During high school and college, I worked at OMSI at its original location near the Zoo. I presently live next to the park, and am intimately familiar with impacts to the surrounding neighborhood. My wife and I hike, run, bike, and birdwatch in the park nearly every day. I am intimately familiar with the park, its users, geography, and seasonal rhythms.

I am glad that the Master Plan is being updated, and think many elements of the plan hit the mark. Particular aspects I like are the proposed improvements to transportation and parking, including bike lanes being added to Kingston Drive. I think these things will improve park-related neighborhood congestion at the north end of the park, which has been horrendous the past year.

There are, however, a few aspects of the plan which I think are misguided. They all stem from the apparent assumption that the park needs additional offerings to enhance the "visitor experience." The extreme popularity of the park suggests that people already find sufficient reasons to visit the park and are finding it a positive experience. Adding more attractions will dilute the intrinsic beauty of the park and existing offerings, and will only exacerbate existing problems related to the heavy use that is only going to increase with population growth. There is also the theme of using the park to highlight non-park-related aspects of Portland (such as justifying food carts as a means to highlight Portland's food culture). Is that really the purpose of a park? Parts of the plan seem to be driven by a desire to make the park a tourist attraction, in contrast to a place for Portland residents to relax.

Some specific aspects that I think are problematic:

Food Carts: I love food carts in general, but they have no place in the park. Food carts will markedly degrade the dignity, beauty, and historic charm of the park. They smell, are unsightly and often noisy, and generate tons of garbage (and litter). Regardless of the table on page 33, I don't see how anyone can argue that food carts help fulfill the master plan goals with a straight face. Is any special place immune from the propensity of Americans to want to be chronically stuffing their faces?

I am not opposed to repurposing the Zoo train depot as a café. I do worry that it will be a source of litter. I think the plan needs to more completely describe the impacts, and explicitly state how the extra garbage and litter will be handled.

Mountain Bike Trails: Mountain bikes have no place in Washington Park. Illegal mountain biking is already a serious problem on the park trail system. I have had many encounters with mountain bikers on the Wildwood Trail and on the Arboretum trails. The short trail proposed will attract mountain bikers who will quickly get bored with the limited offering and expand their activity to other trails (Forest Park is a prime example). I realize that the Mountain Bike lobby puts a lot of pressure on Portland Parks and Recreation, but we need to draw a line in the sand here. Also, the proposed location is an area of unstable, easily-erodible soils prone to landslides.

Canopy Walk: The proposed canopy walk is nothing more than an adult play structure. It offers no particular educational value. The steep terrain of the Arboretum offers ample views of the forest canopy and a few good interpretive signs could serve any educational function. The proposed walk would be expensive, require lots of ongoing maintenance, have liability issues, and negatively affect the forest ecosystem. Let's keep the play structures in the kid's play area.

Lack of Forest/Ecosystem Management: The lack of any discussion relating to restoring and maintaining the ecosystem health in the park is a glaring omission. The plan needs to describe how invasive plants are to be removed and controlled, and how stream function is to be restored and protected. A key part of this is seriously evaluating and considering the impacts from the proposed new developments, and detailing how impacts will be mitigated. This should include specific line items in the budget.

Indoor Garden: Like other proposed "enhancements" I don't think any convincing argument can be made as to how this will improve the visitor experience or add to the park. It will detract from the other offerings, create more impervious area and congestion, and present a considerable maintenance burden.

In closing, I applaud the efforts of all of those who worked to develop the plan, and believe that it addresses many of the current park issues. I feel, however, that the plan's explicit assumption that the park needs additional attractions and activities to improve the visitor experience is extremely misguided. The present extreme popularity of the park supports my assertion. I think the master plan should be guided by a celebration of Washington Park as a place in and of itself, not use the park as a venue for celebrating non-park-related things, like Portland's food culture. Nor should it support use of the park as a venue for mechanized recreation like mountain biking, and commercial enterprises. The master plan should focus on Washington Park as a special place, not as a location to build more infrastructure. Each new thing added, detracts from what is already there. Chop it up enough, and nothing will be left.

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I appreciate the opportunity to offer my thoughts on the draft plan, and look forward to future opportunities as the plan moves forward. Please don't hesitate to contact me should you have any questions about any of my comments.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marshall Gannett".

/Marshall Gannett

To: City Council
Portland Parks & Recreation

March 13, 2018

From: Christie Galen, Champion Committee Member
2732 SW Fairview Blvd.
christiegalen@gmail.com

Subject: **Washington Park Master Plan**

I appreciate all of the efforts that have gone into creating the Washington Park Master Plan but the proposed Master Plan misses the mark for preserving the Park for future generations. As a 3rd generation Portlander I have been coming to the park since before Packy was born. I represented Arlington Heights Neighborhood on the Champion Committee, and attended every meeting and open house and participated in every survey that Parks created. I feel that the public opinion used to justify the Master Plan has been misrepresented by biased surveys that favored development and commercialization of our public open space. There was never a survey option for maintaining and preserving our park; only choices for new development preferences like food carts, bike trails, or a plant conservatory that was actually called a "winter garden" in the survey.

The Washington Park Master Plan (WPMP) says "the fact that we have this park in our city makes the city more livable and desirable." So why ~~would~~ does the Master Plan favor development and commercialization (e.g. food carts, conservatory) over preserving open space and the peace and tranquility of the Park? The north end of the Park has already reached its seasonal carrying capacity; how can the plan propose additional attractions when there is currently not enough space for people to walk through the garden? The WPMP 2016 outreach survey results identify "enjoy nature and be outdoors" as the primary use of the park (86%). Yet the WPMP does not prioritize the preservation and maintenance of forest habitat and Open Space but prioritizes development of structures and commercialization.

The greatest asset and uniqueness of the north end of the park is its proximity to downtown and the fact that people can leave the noise and commercial districts and walk to the park. They come during lunch hour, after work, and on weekends to think, to smell and photograph the roses, to talk, and to picnic. Why does the WPMP prioritize development over open space preservation?

There are many items in Phase 1 of the plan that I like:

Washington Park Identity and better signage

The Plan hits the mark for identity and wayfinding. I think better signage will help visitors find access, venues, bathrooms, water, and food. For instance, there are already four bathrooms on the north end of the park but visitors can't always find them.

Improve Access

The Plan tries to improve transportation issues in the park with more people movers and better circulation. I'm most familiar with the north end of the park and this could help alleviate current peak season issues. But what if it doesn't? There are no contingencies or adaptive management plans included in the WPMP. Any additional attractions like the indoor garden or food carts in the north end of the park would further exacerbate the problem; so why even propose them? People movers on Stearns Canyon Road are not needed; the chute is used frequently by pedestrians and Stearns Canyon Road by bikes; adding noise of a people mover would ruin the experience and impact wildlife; please keep existing pedestrian access only. A people mover from the proposed parking lot to the Rose Garden/Japanese Garden makes more sense.

Peak season and off-season access issues are treated the same way in the Plan but seasonal needs are very different. Would it be possible to incorporate a seasonal approach to circulation and parking? For instance, opening up Rose Garden Way to cars and emergency vehicles during the off-season could reduce non-neighborhood cars traveling through the neighborhood as well as improve neighborhood access in the winter when ice or tree fall or landslides close Burnside, or downed power lines close other access routes; using the proposed parking lot in the soccer field as a dog park in the off-season. The addition of a seasonal management scheme to traffic circulation and parking would be beneficial to the neighborhood.

Restore Views

Restoring views of the city and surrounding mountains is a worthy goal and I'm sure would be appreciated by the public.

Lights Out

Lights out is a great idea and will teach citizens the impact of lights on wildlife and being able to see the night sky. The WPMP needs to include regulations the City will use to enforce Venues to follow a lights out policy.

Natural Area Ecological Improvements

Natural area ecological improvements are needed annually to sustain forest health, storm drainage, fire resiliency etc... This is critical for park preservation as more than $\frac{3}{4}$ of the park is forest habitat (Hoyt Arboretum, City Park, and forest habitat connecting the Zoo to the Rose Garden). The WPMP fails to identify specific natural resource values and priority areas for management, protection, and preservation as well as identify natural resource threats and challenges. The WPMP needs to include a Wildfire Management Plan, an Invasive Species Management Plan, a Stormwater Management Plan, and an annual budget to manage these resources.

And there are items I feel should be more carefully scrutinized:

"Enhancements" Without Impacting Natural Resources

Many "Enhancements" have been included in the WPMP but none have been evaluated for their potential impacts to wildlife and other natural resources. The WPMP should provide standards and a mechanism for minimizing impacts to natural resources and using this opportunity to educate the public. Beyond direct impacts to habitat and stormwater runoff, setting standards for noise, lighting, and windows within the park is essential. Restricting the use of leaf blowers, loud speakers on tour buses and events, generators, and decibels of amplifiers at concerts would minimize disturbance to wildlife and neighbors. All of the venues in the park should reduce these noise and indoor/outdoor lighting impacts. Night lighting impacts wildlife, neighbors, and the ability to view the night sky; exterior lighting should be restricted after dusk in the park and buildings (new and old) should have curtains or treated glass that prevents light leakage into the forest at night. This would support a global effort to reduce light pollution. Reducing noise and light pollution rather than increasing it would make Washington Park a "world class" park and an example to the public.

Parking Issues

Parking will continue to be an issue in Washington Park as long as people drive cars. It's much easier for a family to drive to the Zoo, Rose Garden, Japanese Garden, Forestry Center, Hoyt Arboretum, and the park Memorials than to take public transportation. Incentives from the venues that charge admission could help alleviate parking issues by reducing ticket, food or other costs when people use public transportation. The Venues also have many staff and volunteers that drive. Staff/volunteers should use Uber, Lyft, or public transportation and not park in adjacent neighborhoods. Volunteers and staff for the Japanese Garden have noticeably increased parking issues in lower Arlington Heights.

New Visitor Center at the Rose Garden Store

A visitor center on the north end is unnecessary. Providing a scaled map on a sign beside the Rose Garden Store and restrooms and other wayfinding signs in the park would be sufficient. A visitor center requires long-term management, maintenance, and staffing where as informative signage can be used year-round for free. Almost everyone carries a cellphone and they could be encouraged to photograph a map instead; this would also reduce the need for providing paper maps that are only used once.

Indoor Garden or Greenhouse Conservatory

There is no need for a year-round indoor garden; it is better to showcase our natural forest habitat that already attracts visitors to the park year-around. The proposed glass conservatory is not bird friendly and could impact many migratory and resident avian species that our native forest habitat attracts and supports. Its proposed location in the north end of the park is already too crowded and impacting the neighborhood; no attractions should be added to the north end of the park.

Food Carts on the north end of the park

The north end of the park is nestled into Arlington Heights neighborhood and has a very different character from the south end of the park. Opening up the seasonal Zoo Train Depot Cafe could replace the existing seasonal ice-cream / hot dog cart and serve the needs for people that want some simple food-to-go like coffee, sandwiches, candy, or ice cream without container garbage. It would also be located further from the neighborhood than the proposed carts. But adding food carts to the Rose Garden would add garbage, aromas, noise, and potential fire hazards, and attract crows and rats. They would also compete with the many restaurants and coffee shops located in Goose Hollow, downtown, and NW Portland that are all within easy walking from the north end of the park. A simple sign or map showing the proximity of food options would alleviate any growling stomachs. Proposed people movers / shuttles and walking trails from the Rose Garden provide easy access to existing restaurants. Currently, the majority of eating in the north end of the park is by people sitting on a blanket in the amphitheater or other open grassy areas enjoying a picnic basket; they bring their own food and take their garbage home with them. Food Carts would add a significant amount of noise (e.g. generators, garbage pickup, blowers), garbage, and maintenance.

Canopy Walk

The proposed canopy walk would impact wildlife and existing forest habitat and would require long-term maintenance and staffing. It is unnecessary as our hilly park easily provides excellent views of the canopy. Also, the Leach Botanical Garden (a partner with PP&R) is planning on building a canopy walk; is it really necessary to have 2 canopy walks in Portland?

New off-road cycling trail

Off-road cycling trails do not belong in Washington Park. Forest soils are highly erodible and the area chosen for the cycling path has had numerous landslides on to Hwy 26. Off-road cyclers in Washington Park and Forest Park continue to abuse pedestrian trails, run into pedestrians, and have ridden their bikes straight down hill slopes destroying vegetation, causing erosion, and creating new "trails". They ignore posted signage that does not allow bikes on trails. A single-track trail becomes a double-track trail and then becomes a road-sized trail in no time. If bikes are allowed in Washington Park, how will they be regulated? Off-road cycling promotes habitat destruction and the thrill of speeding through the forest and encourages cyclers to ride where they please; it does not nurture a forest preservation ethic that should be the primary goal of the WPMP. It does not "preserve natural area integrity nor cultivate an educational experience."

Sincerely,



March 15, 2108

Mayor Ted Wheeler and Members of Portland City Council
City of Portland
1221 SW 4th Avenue
Portland, OR 97204

Re: Washington Park Master Plan Approval

Dear Mayor Wheeler and City Commissioners:

I've been a landscape architect in Portland for the last 40 years. I'm a Fellow of the American Society of Landscape Architects. I've worked on numerous parks and open spaces and transportation projects including Director Park, the Vera Katz Eastbank Esplanade and attractions such as OMSI, Oregon Zoo and the Portland Children's Museum.

I was asked by Portland Parks and Recreation to serve on the Champions Committee for the Washington Park Master Plan. I've followed the process and given advice along the way. I generally support the plan and have seen it adapt in keeping with many discussions taking place.

One thing learned in my long career: ambitions, hopes & dreams are unlimited. But physical space is not—it has real limits, boundaries and what we call, "carrying capacity." In fact, I've spent my career matching up client's ambitions, hopes and dreams with physical space and budgets.

Obviously, Portland is experiencing unprecedented "growing pains." Therefore, we must adjust our expectations about reliance upon private automobiles—they clog our roadways and take up a lot of physical space. (Understanding this, I now take my grandchildren to the zoo and Children's Garden using the MAX. For them, riding the train and getting there is half the fun!)

While acknowledging these growing pains, the attractions located in Washington Park remain passionate about asking the city to meet their demands for parking. It's no surprise to me that parking has risen to the top of the master plan issues being debated—in fact I knew it would be!

The transportation components of the master plan are key to the park's long-term success. There is definite carrying capacity to Washington Park, with its topography, sensitive forests & special gardens. So we need to make choices and place value on physical space—we simply can't make more of it, while transportation has options.

The Washington Park Master Plan works to value the land; while seeking to balance demand for use. One example was to eliminate sports fields to gain some additional parking; while another was to relocate tennis courts to gain open space for park arrival and use by visitors.

Three years ago, I studied Japanese Gardens in Kyoto with the U of O. We toured remarkable landscapes & exquisite cultural treasures. In Japan (like other places), when crowds became heavy the experience was significantly diminished. It became more about the people around me & less about the landscape I was there to see. We all experience this at Multnomah Falls.

I'm a member of the Japanese Garden. No doubt, it's expansion establishes it as a world-class example. But it too has a carrying capacity within its own gates. With it's increase in visitors, it will be challenging to ensure a high-quality visitor experience. I'm sure its leadership is planning for ways to meet this internal carrying capacity. Perhaps it plans to encourage visitation during low-demand hours and even rainy days—after all, it's exquisite in all seasons and times of day, for example.

The Japanese Garden has plans to run its own shuttles and find transportation choices to meet its own demands. But I feel it needs to do so without paving more of what I'll call the "100% corner of Washington Park," a shared arrival space between the Japanese Garden and our world class Rose Garden, a valuable central space that's been "depaved" and recovered from a few tennis courts.

In closing, I support the master plan and feel it's poised for adoption. I also encourage the attractions to continue to examine their own ambitions, programs & expansion projects in light of the overall carrying capacity of Washington Park, without expecting Portland Parks & Recreation to pave more of our paradise.

Thank you for consideration of my testimony.

Sincerely,

MAYER/REED, INC.

A handwritten signature in black ink, reading "Carol Mayer-Reed". The signature is written in a cursive, flowing style.

Carol Mayer-Reed, FASLA
Principal and Landscape Architect

Cc: Portland Parks & Recreation

ORIGINAL

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March 15, 2018

The Mayor and Councilors
City of Portland
1220 SW 5th Avenue
Portland, OR 97204

Re: Washington Park Master Plan

Ladies and Gentlemen:

I am writing this letter on my own behalf and not for any client. I ask you to request Portland Parks & Recreation to continue its discussions with the Washington Park nonprofit organizations and other representatives of park users, to revise the access portions of the plan to better meet the needs of park users, and then to return the plan to you for consideration when it is ready. The plan is not ready now. It needs more work.

I was a trustee of the Portland Japanese Garden from 2005 to 2014. I was its president from 2011 to 2013, as the Garden prepared to design, build, and pay for its Cultural Crossings project that brought Kengo Kuma to the United States for his first commissioned design of a public building. Through my connection with the Garden I'm familiar with some of the issues that the park organizations and their visitors deal with.

Please consider the following points before you vote today.

1. The proposed plan implements Goal 8.H of the 2035 Comprehensive Plan and is therefore a land use decision, which the city must make, if at all, only in accordance with its established land use process.

Goal 8.H of the 2035 Comprehensive Plan, which you adopted in 2016, reads:

Goal 8.H: Parks, natural areas, and recreation

All Portlanders have safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities in their daily lives, which contribute to their health and well-being. The City manages its natural areas and

urban forest to protect unique urban habitats and offer Portlanders an opportunity to connect with nature.

Portland Parks & Recreation is asking you to adopt a plan that sets out how Portlanders will access this park, including its natural areas and trails. The parks plan itself contains many references to changing and restricting access to Washington Park, including points 2, 3, 4, and 9 on page 29, point 7 on page 30, and points 1, 2, 3, 5, and 11 on page 31. To the extent that the parks plan affects whether Portlanders will have safe, convenient, and equitable access to Washington Park and its natural areas and trails, the plan is implementing a comprehensive plan goal, and is therefore a land use decision.

2. The parks plan contains some contradictory elements, which you should ask Portland Parks & Recreation to resolve before you vote on it.

On page 13, the parks plan includes this statement: “There are few buildable areas: the soccer field, the archery range, a quiet glade off SW Kingston Drive, part of Hoyt Arboretum, the area around the Holocaust Memorial and the Bear House. Quiet areas in nature are precious to park users and will be preserved. Only the soccer field will be built out for new tennis courts and to consolidate parking.”

Point 4 on page 31 of the parks plan, however, calls for building an indoor garden and event space in a location that is not the soccer field, and point 12 calls for doubling the building area at the maintenance yard, which is not one of the areas that the plan identifies as being buildable. I’m mentioning only a few of the internal contradictions.

Rather than adopt a parks plan that is not quite ready, you should direct Parks & Recreation to clean up the contradictions in the plan so that it is clear what you are being asked to approve before you vote on it.

3. The parks plan states as one goal to limit traffic in the park, but recommends actions that do the opposite.

Page 13 of the current draft includes among its statement of goals these two:

- Provide better accessibility.
- Solve parking challenges.

Page 15 of the current draft states as another goal to “reduce the dominance of cars” in Washington Park.

One way to provide better accessibility, particularly for the elderly and disabled, is to provide parking closer to the park’s main attractions. One way to solve parking challenges is to provide adequate parking. One way to reduce the dominance of cars in the park is to locate

parking closer to the park entrances so that visitors who come by car drive to the park, not through the park.

The plan's proposal to relocate parking from the streets to area 11 as shown on the map on page 31 runs counter to those three goals. Parking will be farther from the Japanese Garden, the Rose Garden, and the train station; the park attractions will be less accessible, particularly to persons who have difficulty walking; and visitors will have to drive through more of Washington Park to get to a parking space.

If the city wishes to reduce what it perceives as the dominance of cars at the north end of Washington Park without reducing the number of visitors, then the parking areas should be as close as possible to where cars enter the park, instead of at nearly the longest possible distance from the park entrances. And in the unlikely event that the city does wish to adopt the parks plan in part to reduce the number of visitors to Washington Park, then the parks plan is inconsistent with Comprehensive Plan Goal 8.H.

Thank you for considering these points. I encourage you to defer your decision until the parks plan is truly ready for your consideration.

Very truly yours,

A handwritten signature in blue ink, appearing to read "D. N. Alterman", followed by a long horizontal flourish line.

Dean N. Alterman

Mayor Wheeler and honored City Commissioners,

I'm Ruth Shelly, Executive Director of Portland Children's Museum. This afternoon I'd like to leave you with four things: a thank you, a reassurance, a concern, and a request.

First, **thank you** for Portland Children's Museum's long and positive relationship with Portland Parks and Recreation. The Museum grew as a Parks program from 1946 until 2001, when Rotary Club of Portland raised \$10 million to move us into the former OMSI building in Washington Park, and we became our own independent nonprofit. Portland Parks & Rec became our landlord and was equally generous with a 30-year lease for \$10. Without this dual support, we would never have grown to the organization we are today, welcoming nearly 300,000 visitors per year and operating a thriving preschool, K-5 public charter school, and research center in a single facility.

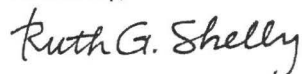
Sadly, that facility is aging. I want to offer **reassurance** that where the Washington Park Master Plan calls for our building to be demolished and replaced by a parking lot, we get it. I want you and everyone gathered here today to understand that Parks is not forcing us to move, only to be prepared that in 13 years, our lease will not be renewed. My board and I agree with Parks' assessment that further capital investment in the 63-year-old building is not warranted, especially with the City's commitment to environmental sustainability and seismic resilience for its structures.

However, this raises a **concern** about current access to and parking within Washington Park. During the next decade, as we seek a new home and launch a capital campaign, it will be critical for Portland Children's Museum to prove itself worthy of financial and community support. However, that effort will be for naught if families can't get to Washington Park or find a place to park, which is a critical issue for our high-occupancy-vehicle audience. A new Transportation Management Plan for Washington Park is of utmost importance in solving these challenges. I look forward to City Council supporting development of the TMP and approving it as an amendment with full integration into the Washington Park Master Plan, so that our present can inform our future.

Finally, a **request**. My board of directors, our staff, and the families we serve are so grateful to Portland Parks and Recreation for the support they have provided for the past 72 years. As partners, we have built a beloved community resource that has a national—in fact, an international—reputation for excellence. We respectfully ask that the City continue its support of Portland Children's Museum through the transition to our new home, so that wherever we land, we will remain partners in success, for the sake of our City's children and families.

Again, **thank you** for your decades of support. Please be **reassured** that we agree with the decommissioning of our building. But thank you also for sharing our **concern** about near-term access to Washington Park, and may our **partnership** continue in making Portland the best place to raise a family. Thank you.

Sincerely,



Ruth G. Shelly
Executive Director
Portland Children's Museum

Statement to Portland City Council, March 15, 2018

Hello. I am Michael Wallace, President of the Arlington Heights Neighborhood Association. Arlington Heights is surrounded by Washington Park on three sides and is therefore most directly affected by activities and development in the park. But more than geography, we are a group with strong ties to the park and consider ourselves stewards of this beautiful sanctuary! We know Washington Park, we love Washington Park, and we *want* a master plan for Washington Park. We have been following the plan's development and evolution and we appreciate Emily Roth and Victor Sanders and all the efforts the city has made to involve our neighbors near and far.

We need a Master Plan. We know Washington Park is changing. We need a Master Plan to guide the evolution of Washington Park, and we fully support the city's explicit planning efforts. The current draft of the Master Plan is divided into three phases—Phase I for the first five years, Phase II for the next ten, and Phase III after that.

We do not support the proposals in Phases II and III that create additional structures, add more pavement, or allow for any but the most basic commercial ventures. This kind of 'capital D' development is detrimental to the very essence of Washington Park.

We applaud the focus of Phase I. Maintaining what is in the park now is crucial for keeping Washington Park in a class of its own! Improvements to safety, wayfinding, and accessibility will further this goal. We are particularly supportive of shifting vehicles out of the center of the park and improving access for people walking through the park. We support the protection and enhancement of natural areas and quiet spaces to allow people to connect with nature. Washington Park is a place for people to walk, to view, to chat with friends, and to experience the nature that is so close to our downtown areas.

We must manage vehicle traffic and transportation, including congestion and parking. We have long recognized that managing traffic and transportation, particularly private vehicles, is the key to improving the overall park experience as we move ahead. A carefully crafted Transportation Management Plan should have been a key part of the Master Plan Update, and we are glad to see that this item is included in the Master Plan's next steps. The Transportation Management Plan should be based on public input, and it should focus on mode shifting—getting people out of private cars and onto public transit. It should be publicly reviewed before it is approved by City Council. This must be done before any additional park construction or infrastructure is considered by City Council.

We must reduce the dominance of cars. We appreciate the plan's proposed efforts to improve vehicle circulation and reduce the dominance of cars in the park. Reducing or eliminating car traffic in the park should be a priority, along with improving pedestrian pathways and trails linking park areas.

We can convert Kingston Drive to a multimodal path. Removing private cars from SW Kingston Drive and converting it to a multimodal bicycle/pedestrian/shuttle path should be in Phase I of the Plan. This would eliminate a \$10 million line item from the Phase I budget. The historic Zoo train ride connecting the north and south ends of the park should be restored. The Zoo train moves 350,000 people within the Zoo annually. When the train route linked the north and south ends of the park, it was popular, it was always full, and it was a significant factor in reducing congestion and traffic at the north end of the park.

The park is for people, not for vehicles. We have yet to realize the long-term visitor impact from the reservoir improvement project and the congestion that this will create. To quote the Master Plan: "The park should be a place where arriving without a car is easy." The park is for people, not for vehicles. Moving cars to the edges of Washington Park, creating a pedestrian and bicycle path separate from cars, and increasing active transportation options ranked as the highest priorities from those who participated in both the in-person and online surveys.

We support sustainable design and environmental conservation. The overriding goal of any plan for Washington Park must be to sustain its viability as a natural area for present and future generations. The Master Plan must prioritize sustainability and conservation over new development. There must be an ecological assessment of the park's natural areas and a plan to restore and preserve them. Park attractions are nothing without their natural setting in the woods. Every feature added to the park must be sustainable and maintainable to enhance the park experience. Managing fire and other potential dangers must be an important part of the plan, well ahead of any development efforts.

We must fund operations and maintenance. We want to stress maintaining the existing integrity of the park and focusing on its natural beauty. The problem of serious ongoing maintenance issues needs focus and resolution. Much of the operations and maintenance work to be done, such as keeping existing trails in good condition, managing ivy, managing fallen trees and erosion, restoring and maintaining stormwater systems, preventing fire and enhancing safety, and providing wayfinding signage, is not glamorous, but it must be carried out. The main goal of the plan must be to demonstrate superior stewardship of existing park resources and infrastructure.

We must maintain the character of the park. We concur that Washington Park stands out "because of its physical beauty, diverse offerings of gardens, museums, zoo, arboretum, memorials, natural areas, trails, and topography." We want to keep this physical beauty intact. We do not need food in the park. Portland has plenty of dining options minutes away from the park boundaries; we do not need food carts or other dining options inside the park. Can you imagine trying to stop and smell the roses with the odor of frying oil wafting through the air? One of the city's goals is to provide opportunities for Portland residents to improve their physical and mental health and well-being, and providing attractive parks is an important way to achieve this goal.

Let me close with a quote from the Oregon Historical Society that captures the original vision for Washington Park. The park provides "a sense of closeness to nature, removed from the clang and cluster of the city below." The spirit of the park is serene. As we plan for the future, let us not bring the city's clang and cluster into the park.

Thank you.

Michael Wallace
President

Arlington Heights Neighborhood Association

Portland City Council March 15, 2018**Washington Park Master Plan**

Good Afternoon Council and Mayor Wheeler, My name is Kristin Shorey. I have been on the Sylvan Highlands Neighborhood Association Board since 2011. I currently serve as President. Our neighborhood shares its long eastern border with the Hoyt Arboretum, the Vietnam Veterans Memorial, the Forestry Center, the Children's Museum and Washington Park. In 2011 and 2012 both Arlington Heights and Sylvan Highlands were invited to participate in a series of 18 strategic planning meetings about the future of Washington Park. These meetings lead to the creation of the Washington Park TMA, which is now the non-profit Explore Washington Park. Collaboration and transparency were further instilled in the stewardship of Washington Park with the addition of two board members on the Explore Washington Park board from Sylvan Highlands and Arlington Neighborhoods as well as two public, at large Board Members. Thank you Commissioner Fritz.

Sylvan Highlands is delighted that this collaborative effort has continued throughout the process of creating a master plan to preserve and improve our beloved neighborhood park. Thank you to Emily Roth and her team for all of their hard work in putting together this comprehensive plan and incorporating many thoughts and ideas expressed by the public.

As the final version of Phase One incorporated public feedback, we believe it is now a solid start to enhancing and strengthening the long term vitality of the natural areas of the park. Sylvan Highlands is delighted with the additions of natural area protection....the dark sky initiative, the removal of invasive species and the addition of native plants. We look forward to seeing the data that will be collected from Explore Washington Park's traffic study. With our changing, unpredictable climate we are very concerned about wild fire so we are especially pleased that a resiliency plan is being put into place.

One of the main goals of both Explore Washington Park and the Master Plan is to get people out of their cars. On page 42 of the Masterplan it states "Moving cars to the edges of Washington Park, creating a pedestrian and bicycle path separate from cars, and increasing active transportation options ranked as the highest priorities from those who participated in both the in-person and online open houses. "

We strongly urge the council and Parks to listen to the wishes of the citizens and adhere to the stated goals of the plan by closing Kingston Blvd to cars and use this existing road and grading for the multimodal path and one way shuttle route. This would allow the existing railway lines to bring back the historic, beloved Washington park train. This alternative solution has many benefits. First and foremost, it is fiscally responsible as it utilizes existing grading and road improvements, with the potential of saving millions of dollars from Phase 1. Secondly, It meets the key goals of reducing cars in the park and encourages other modes of getting through the park; serving bicyclists, pedestrians and the shuttle. And finally, it restores a historical venue and allows several agencies to work together in its implementation. The train is a fun, memorable alternative for getting between the north and south venues of the park.

I have included an email about the current state of the Washington Park rail line from Don Moore, the director of the Zoo, in my submitted written testimony. He states "While the trail concept is appealing, Metro and the Zoo are still a long way from a shared decision to abandon the Washington Park rail line."

We understand the Archery range is important and that the Archery Community would like to be able to keep vehicle access.... what about the shuttle? or can we find another place within the park to set up the archery range? The benefits of closing Kingston drive to cars warrant a thorough look at options for the Archery Range. The success of the shuttle is a testament to the public's ability to adapt and embrace change. Let's keep this momentum going and create a true multimodal option within the park.

We agree with Arlington that the implementation of Phase Two and Three should be addressed later with another round of public input. Sylvan Highlands strongly supports the future building of a parking lot at the south end of the park. The Westgate parking lot, just off highway 26, is a perfect place for people to leave their cars and begin their Washington Park experience. This location could serve as a Shuttle stop as well as an external welcome center and food cart location. The zoo already runs shuttles from here during peak times, it is a natural way to further ease car congestion and encourage a full park experience.

Thank you for your time and consideration in helping us make Washington Park the jewel of the Portland park system.

Kristin Shorey, President

Sylvan-Highlands Neighborhood Association

From: Don Moore <Don.Moore@oregonzoo.org> Date: Wed, Mar 14, 2018 at 5:05 PM

Subject: Washington Park Zoo Train Update To: Don Moore <Don.Moore@oregonzoo.org> Hi,

As you may know, there have been some recent Facebook posts, emails and media interest about the future of the lower section of the zoo rail line that runs from Oregon Zoo through Washington Park to the International Rose Test Garden. Given that interest, I thought you might appreciate a brief update that I shared with Metro Councilors in December 2017:

The train has not made the run through Washington Park since 2014. That year, the zoo discovered that some of the wooden retaining walls and supporting structures along the route were at the end of their life spans. There are some problem culverts and drainage areas along the line as well.

With safety as our top priority, the zoo discontinued use of the lower section train route. Technical consultants estimated the cost of repairs at greater than \$1.5 million. The zoo developed a phased ten-year repair schedule but this work has been on hold as other zoo-wide campus needs have taken priority. In 2015 and 2017, landslides at the lower end of the route and next to the station reinforced the need to address slope stability along the route.

Over the past two years, Portland Parks & Recreation has been developing a master plan for Washington Park. One priority has been linking the two ends of the park with better hiking and biking routes. The gentle grade of the old train route provides an enticing option. Initial drafts of the Washington Park master plan proposed a conversion of the rail line to a divided biking and hiking trail and conversion of the Rose Garden train station to a café.

While the trail concept is appealing, Metro and the zoo are still a long way from a shared decision to abandon the Washington Park rail line. Instead, we have discussed options with Parks Director Mike Abbate and planning staff. At this time, we are exploring the feasibility of combining the two uses within the current rail line right-of-way. The final Washington Park master plan, due to be considered for approval by Portland City Council March 15, reflects this.

Through the years, the Washington Park and Zoo Railway created countless family memories and the in-zoo railway continues as a cherished part of a zoo visit today. That's why the Oregon Zoo ensured that over the past few years, even while the zoo was under construction, visitors continued to have opportunities to ride our train.

That said, the zoo's primary focus at this time is on fulfilling its promise to voters by improving habitats for polar bears, primates and rhinos. Completing the habitat improvements is critical to the zoo's mission and our commitment to the people of the region. The size and complexity of those important projects require the zoo team's attention at this time.

We will keep you apprised as we evaluate options for the Washington Park train route and the station.

Please let me know if you have any questions. Thanks,

Don

Don Moore, PhD Director

Oregon Zoo | 4001 SW Canyon Rd. | Portland, Oregon 97221 503-220-2450

Sundeleaf MACKENZIE

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March 15, 2018

Mayor Wheeler
Commissioner Dan Saltzman
Commissioner Amanda Fritz
Commissioner Nick Fish
Commissioner Chloe Eudaly
1221 SW 4th Avenue
Portland, Oregon 97204

Re: Washington Park Master Plan

Dear Mayor & Commissioners:

I strongly support the testimony of Arlington Heights and Sylvan Highlands Neighborhood Associations. Our neighborhood has been asking for a master plan for Washington Park for decades and Parks has produced one. I have also strongly supported public involvement in planning for the park. You might remember I came before City Council in 2014 appealing the lack of public notice and involvement in the decision to expand the commercial presence of the Japanese Garden within Washington Park. In the past, any special interest group that brought money to the table has been able to build within the park in spite of public objections and the resultant loss of public open space.

The Bureau of Parks has come a long way in improving their public outreach for the Washington Park Master Plan. Public notification has been comprehensive and there have been opportunities for public input. That said there is room for improvement in allowing for public input. Much of the proposed development in the Washington Park Master Plan particularly in Phases II & III arose out of the survey for the Plan and open houses held to discuss the Plan. There is considerable public objection to the proposed development in the later phases of the Plan.

The survey that circulated online and at the public forums had many multiple choice questions where one could select which 10 or so development options were preferred, but there were never options for "no development", "maintain green spaces", or "none of the above", or "blank". I, and many others I have spoken to, all had similar frustrations with the survey. We could either not answer the questions, or select the least damaging options. Most of us wrote additional comments at the end. So the starting premise for the Master Plan was always "how to develop" not if development was good idea in the park.

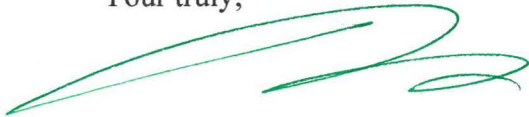
By "development" I mean stand alone attractions that would likely require an admission fee, increase paving, have traffic impacts, and cause removal of natural green spaces.

The proposed new development within the Master Plan is driving much of the \$94 million price tag for the execution of the plan. The neighborhoods surrounding and adjacent to Washington Park are extremely Park rich. Over 90% of these neighborhood households are within a ½ mile walking distance to a Park. Meanwhile most of East Portland and parts of North Portland are severely park deficient. Less than 70% of households in those neighborhoods have access to a park within a ½ mile. The Bureau of Parks has a \$430 million maintenance backlog. The Bureau of Parks was also asked for across the board 5% budget cuts this year. It is impossible to reconcile the high cost of the Master Plan build out with the realities of Parks' budget and park needs citywide.

Lastly, I support the need for a comprehensive Transportation Management Plan as called for in Phase I of the Master Plan. This should have a component for public review and input. One of the concerns with the Japanese Garden commercial expansion was the impact on traffic, parking, circulation, and emergency vehicle access in and around the park. You will recall that representatives of the Japanese Garden Society testified the transportation impacts from their expansion would be minimal. They presented a traffic study to support that view. Neighbors objected that the traffic study was completed in November and did not reflect the future reservoir improvements. Consultants often develop reports that support the goals of their clients.

Because of all the above it is essential that there be continued public involvement in execution of the Washington Park Master Plan and the Transportation Management Plan. Our parks are paid for by the public. The main purpose of Parks should be for the citizens' benefit and recreation.

Your truly,



Hilary S. Mackenzie

Moore-Love, Karla

From: mvogelpnw@gmail.com on behalf of Mary Vogel <mary@plangreen.net>
Sent: Thursday, March 15, 2018 4:59 PM
To: Council Clerk – Testimony
Cc: Moore-Love, Karla
Subject: Washington Park Master Plan
Attachments: WashingtonParkMP Testimony3-15-18.docx

Please accept the attached as my written testimony on the WPMP.
 Note my footnote about the crash into my person on Presidents Day.

Washington Park Master Plan Testimony 3-15-18 by Mary Vogel

I'm Mary Vogel speaking for myself and my planning consulting business, PlanGreen I live downtown where I'm also on the Downtown NA Land Use and Transportation Committee and also active in Oregon Walks. I've led a number of trips to Washington Park for Sierra Club and Oregon Mycological Society. Since I gave up a car a few years ago, the Park has become extremely important for my mental, spiritual and physical health and I walk there nearly every weekend.

On one of those weekends, President's Day, Feb. 19, I was hit by a car as I was coming back from the park^[1]—so I am especially interested in the Neighborhoods' proposal to REMOVE PRIVATE CARS from SW Kingston Drive. Just like the driver who hit me (making a right on red from SW Vista onto SW Park Place), I've found that many drivers on SW Kingston don't watch for crossing passengers—or they expect pedestrians to yield the road to them and not vice versa.

So I agree wholeheartedly that removing private cars from SW Kingston Drive and converting it to a multimodal bike/pedestrian/shuttle path should be included in Phase I of the Plan to eliminate a \$10.2 million line item from the Phase I Budget. I suggest you put some of that money into moving the archery range to a new location, re-opening the Zoo Train (N-S), and perhaps creating more habitat for wildlife and a more enjoyable environment for those of us seeking to use the park for more passive recreation activities by removing invasive species and re-planting native species—that are now proposed in Phase I.

I've been sending comments on this plan since I first read about it while visiting the Park. After taking the online survey, I was dismayed that it seemed that NONE of my input had been taken into account. Many thanks to my neighbors from Arlington Heights and Sylvan Highlands Neighborhood Associations who served on committees and fought for these things, I am now pleased with the additions of: 1) natural area protection, 2) the dark sky initiative, 3) removal of invasive species and the addition of native plants and 4) a resiliency plan. I have long thought that Washington Park should do much better by

our NATIVE wildlife—though I must admit that I really enjoyed watching the nesting Bard owls—until a veritable army of crows chased them off.

I agree with Arlington Heights NA that the implementation of Phase 2 and 3 should be addressed later with another round of public input. I do NOT support most of the proposed development in those phases—especially not the off-road cycle track or anymore linear gardens with food carts.

[1] It was the middle of a sunny day and I was wearing a jacket as red as the stoplight the driver was making his right turn on. He claims he didn't see me even though I was already 6-7 feet out in the intersection. I remember thinking as I was experiencing the impact "why couldn't they have just waited one more second and I would have been past them. Now my whole life may be changed forever." Thankfully, it's not.

Mary Vogel, CNU-A



Bringing services nature provides to community design & planning
 A Woman Business Enterprise/Emerging Small Business in Oregon
 503-245-7858
mary@plangreen.net
<http://plangreen.net>

PlanGreen Blog: [Sustainable Stormwater Management - a Review](#)

PlanGreen Facebook events and commentary

PlanGreen LinkedIn [Toward Green Infrastructure in Japan Using Portland. . .](#)

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Moore-Love, Karla

From: Rick Bartko <bartkorick747@gmail.com>
Sent: Thursday, March 15, 2018 1:52 PM
To: Moore-Love, Karla
Subject: Fwd: Item 258 - 2018 Washington Park Master Plan

----- Forwarded message -----

From: Rick Bartko <bartkorick747@gmail.com>
Date: Thu, Mar 15, 2018 at 1:29 PM
Subject: Fwd: Item 258 - 2018 Washington Park Master Plan
To: Shirley Craddick <shirley.craddick@oregonmetro.gov>, Jan Zweertz <jmzweerts@gmail.com>

----- Forwarded message -----

From: Rick Bartko <bartkorick747@gmail.com>
Date: Thu, Mar 15, 2018 at 1:28 PM
Subject: Re: Item 258 - 2018 Washington Park Master Plan
To: Amanda Fritz <amanda@portlandoregon.gov>, Chloe Eudaly <chloe@portlandoregon.gov>, Dan Saltzman <dan@portlandoregon.gov>, Mayor Ted Wheeler <ted@tedwheeler.com>, Nick Fish <nick@portlandoregon.gov>

Mayor Wheeler and Commissioners Saltzman, Fish, Fritz and Eudaly

Please consider the request by numerous members of the community who are advocating for the preservation and enhancement of the Zoo train corridor. The revitalization of the inactive railway segment will provide a unique and appealing attraction that will further enhance what is already a world class recreational and educational experience.

A commitment by the City and Metro to preserve the railway will send a clear message to future donors that this valuable addition to the Park is worthy of ongoing support by both the public and private sectors.

The railway transportation industry has had a vital role in the economy of the Pacific Northwest for well over one hundred years. The railway component of the Park infrastructure has the potential to provide countless "teachable moments" if mindfully curated and exhibited going forward.

Respectfully,

--
Rick Bartko
Division Midway Alliance
Board Member/Treasurer
Trimet Division Transit Project
Community Advisory Committee - Co-Chair
Budget & Policy Committee CAC representative

rickb@divisionmidway.org
cell: (951) 264-2222

--

Rick Bartko

Division Midway Alliance

Board Member/Treasurer

Trimet Division Transit Project

Community Advisory Committee - Co-Chair

Budget & Policy Committee CAC representative

rickb@divisionmidway.orgcell: [\(951\) 264-2222](tel:(951)264-2222)

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Rick Bartko

Division Midway Alliance

Board Member/Treasurer

Trimet Division Transit Project

Community Advisory Committee - Co-Chair

Budget & Policy Committee CAC representative

rickb@divisionmidway.orgcell: [\(951\) 264-2222](tel:(951)264-2222)

Moore-Love, Karla

From: Christie Galen <christiegalen@gmail.com>
Sent: Thursday, March 15, 2018 1:34 PM
To: Council Clerk – Testimony
Subject: WPMP hearing
Attachments: Galen_WPMP comment_2018.docx

Please include this testimony in today's hearing.
Thank you,
Christie Galen

Sent from my mobile phone

>
>

To: City Council
Portland Parks & Recreation

March 13, 2018

From: Christie Galen, Champion Committee Member
2732 SW Fairview Blvd.
christiegalen@gmail.com

Subject: **Washington Park Master Plan**

I appreciate all of the efforts that have gone into creating the Washington Park Master Plan but the proposed Master Plan misses the mark for preserving the Park for future generations. As a 3rd generation Portlander I have been coming to the park since before Packy was born. I represented Arlington Heights Neighborhood on the Champion Committee, and attended every meeting and open house and participated in every survey that Parks created. I feel that the public opinion used to justify the Master Plan has been misrepresented by biased surveys that favored development and commercialization of our public open space. There was never a survey option for maintaining and preserving our park; only choices for new development preferences like food carts, bike trails, or a plant conservatory that was actually called a "winter garden" in the survey.

The Washington Park Master Plan (WPMP) says "the fact that we have this park in our city makes the city more livable and desirable." So why would does the Master Plan favor development and commercialization (e.g. food carts, conservatory) over preserving open space and the peace and tranquility of the Park? The north end of the Park has already reached its seasonal carrying capacity; how can the plan propose additional attractions when there is currently not enough space for people to walk through the garden? The WPMP 2016 outreach survey results identify "enjoy nature and be outdoors" as the primary use of the park (86%). Yet the WPMP does not prioritize the preservation and maintenance of forest habitat and Open Space but prioritizes development of structures and commercialization.

The greatest asset and uniqueness of the north end of the park is its proximity to downtown and the fact that people can leave the noise and commercial districts and walk to the park. They come during lunch hour, after work, and on weekends to think, to smell and photograph the roses, to talk, and to picnic. Why does the WPMP prioritize development over open space preservation?

There are many items in Phase 1 of the plan that I like:

Washington Park Identity and better signage

The Plan hits the mark for identity and wayfinding. I think better signage will help visitors find access, venues, bathrooms, water, and food. For instance, there are already four bathrooms on the north end of the park but visitors can't always find them.

Improve Access

The Plan tries to improve transportation issues in the park with more people movers and better circulation. I'm most familiar with the north end of the park and this could help alleviate current peak season issues. But what if it doesn't? There are no contingencies or adaptive management plans included in the WPMP. Any additional attractions like the indoor garden or food carts in the north end of the park would further exacerbate the problem; so why even propose them? People movers on Stearns Canyon Road are not needed; the chute is used frequently by pedestrians and Stearns Canyon Road by bikes; adding noise of a people mover would ruin the experience and impact wildlife; please keep existing pedestrian access only. A people mover from the proposed parking lot to the Rose Garden/Japanese Garden makes more sense.

Peak season and off-season access issues are treated the same way in the Plan but seasonal needs are very different. Would it be possible to incorporate a seasonal approach to circulation and parking? For instance, opening up Rose Garden Way to cars and emergency vehicles during the off-season could reduce non-neighborhood cars traveling through the neighborhood as well as improve neighborhood access in the winter when ice or tree fall or landslides close Burnside, or downed power lines close other access routes; using the proposed parking lot in the soccer field as a dog park in the off-season. The addition of a seasonal management scheme to traffic circulation and parking would be beneficial to the neighborhood.

Restore Views

Restoring views of the city and surrounding mountains is a worthy goal and I'm sure would be appreciated by the public.

Lights Out

Lights out is a great idea and will teach citizens the impact of lights on wildlife and being able to see the night sky. The WPMP needs to include regulations the City will use to enforce Venues to follow a lights out policy.

Natural Area Ecological Improvements

Natural area ecological improvements are needed annually to sustain forest health, storm drainage, fire resiliency etc... This is critical for park preservation as more than $\frac{3}{4}$ of the park is forest habitat (Hoyt Arboretum, City Park, and forest habitat connecting the Zoo to the Rose Garden). The WPMP fails to identify specific natural resource values and priority areas for management, protection, and preservation as well as identify natural resource threats and challenges. The WPMP needs to include a Wildfire Management Plan, an Invasive Species Management Plan, a Stormwater Management Plan, and an annual budget to manage these resources.

And there are items I feel should be more carefully scrutinized:

"Enhancements" Without Impacting Natural Resources

Many "Enhancements" have been included in the WPMP but none have been evaluated for their potential impacts to wildlife and other natural resources. The WPMP should provide standards and a mechanism for minimizing impacts to natural resources and using this opportunity to educate the public. Beyond direct impacts to habitat and stormwater runoff, setting standards for noise, lighting, and windows within the park is essential. Restricting the use of leaf blowers, loud speakers on tour buses and events, generators, and decibels of amplifiers at concerts would minimize disturbance to wildlife and neighbors. All of the venues in the park should reduce these noise and indoor/outdoor lighting impacts. Night lighting impacts wildlife, neighbors, and the ability to view the night sky; exterior lighting should be restricted after dusk in the park and buildings (new and old) should have curtains or treated glass that prevents light leakage into the forest at night. This would support a global effort to reduce light pollution. Reducing noise and light pollution rather than increasing it would make Washington Park a "world class" park and an example to the public.

Parking Issues

Parking will continue to be an issue in Washington Park as long as people drive cars. It's much easier for a family to drive to the Zoo, Rose Garden, Japanese Garden, Forestry Center, Hoyt Arboretum, and the park Memorials than to take public transportation. Incentives from the venues that charge admission could help alleviate parking issues by reducing ticket, food or other costs when people use public transportation. The Venues also have many staff and volunteers that drive. Staff/volunteers should use Uber, Lyft, or public transportation and not park in adjacent neighborhoods. Volunteers and staff for the Japanese Garden have noticeably increased parking issues in lower Arlington Heights.

New Visitor Center at the Rose Garden Store

A visitor center on the north end is unnecessary. Providing a scaled map on a sign beside the Rose Garden Store and restrooms and other wayfinding signs in the park would be sufficient. A visitor center requires long-term management, maintenance, and staffing where as informative signage can be used year-round for free. Almost everyone carries a cellphone and they could be encouraged to photograph a map instead; this would also reduce the need for providing paper maps that are only used once.

Indoor Garden or Greenhouse Conservatory

There is no need for a year-round indoor garden; it is better to showcase our natural forest habitat that already attracts visitors to the park year-around. The proposed glass conservatory is not bird friendly and could impact many migratory and resident avian species that our native forest habitat attracts and supports. Its proposed location in the north end of the park is already too crowded and impacting the neighborhood; no attractions should be added to the north end of the park.

Food Carts on the north end of the park

The north end of the park is nestled into Arlington Heights neighborhood and has a very different character from the south end of the park. Opening up the seasonal Zoo Train Depot Cafe could replace the existing seasonal ice-cream / hot dog cart and serve the needs for people that want some simple food-to-go like coffee, sandwiches, candy, or ice cream without container garbage. It would also be located further from the neighborhood than the proposed carts. But adding food carts to the Rose Garden would add garbage, aromas, noise, and potential fire hazards, and attract crows and rats. They would also compete with the many restaurants and coffee shops located in Goose Hollow, downtown, and NW Portland that are all within easy walking from the north end of the park. A simple sign or map showing the proximity of food options would alleviate any growling stomachs. Proposed people movers / shuttles and walking trails from the Rose Garden provide easy access to existing restaurants. Currently, the majority of eating in the north end of the park is by people sitting on a blanket in the amphitheater or other open grassy areas enjoying a picnic basket; they bring their own food and take their garbage home with them. Food Carts would add a significant amount of noise (e.g. generators, garbage pickup, blowers), garbage, and maintenance.

Canopy Walk

The proposed canopy walk would impact wildlife and existing forest habitat and would require long-term maintenance and staffing. It is unnecessary as our hilly park easily provides excellent views of the canopy. Also, the Leach Botanical Garden (a partner with PP&R) is planning on building a canopy walk; is it really necessary to have 2 canopy walks in Portland?

New off-road cycling trail

Off-road cycling trails do not belong in Washington Park. Forest soils are highly erodible and the area chosen for the cycling path has had numerous landslides on to Hwy 26. Off-road cyclers in Washington Park and Forest Park continue to abuse pedestrian trails, run into pedestrians, and have ridden their bikes straight down hill slopes destroying vegetation, causing erosion, and creating new "trails". They ignore posted signage that does not allow bikes on trails. A single-track trail becomes a double-track trail and then becomes a road-sized trail in no time. If bikes are allowed in Washington Park, how will they be regulated? Off-road cycling promotes habitat destruction and the thrill of speeding through the forest and encourages cyclers to ride where they please; it does not nurture a forest preservation ethic that should be the primary goal of the WPMP. It does not "preserve natural area integrity nor cultivate an educational experience."

Sincerely,

Christie Galen

Moore-Love, Karla

From: Joel Yasskin <joel@yasskindesigns.com>
Sent: Thursday, March 15, 2018 1:32 PM
To: hilary@sundeleafmackenzie.com; mbw4971@gmail.com
Cc: Council Clerk – Testimony; Moore-Love, Karla
Subject: Fwd: Washington Park MP Testimony Submission
Attachments: Testimony_WP_MP_JYasskin.pdf

Dear County Cleark, et al.:

I won't be there to make oral testimony, but either Hilary Mackenzie or Michael Wallace are welcome to stand in my place to recite any portion of my testimony they wish, and clerk, please submit my written testimony. It was also emailed to you a few minutes ago.

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

Subject: Washington Park MP Testimony Submission
Date: 2018-03-15 13:27
From: Joel Yasskin <joel@yasskindesigns.com>
To: karla.moore-love@portlandoregon.gov, cctestimony@portlandoregon.gov
Reply-To: joel@yasskindesigns.com

See attached

Thank you.

--
Sincerely,

Joel Yasskin

Designer, Artist, Writer



--
Sincerely,

Joel Yasskin

37348=

Designer, Artist, Writer

YASSKIN DESIGNS



March 15, 2018

RE: Testimony about Washington Park Developments

TO: Mayor Ted Wheeler, Commissioner Dan Saltzman, Commissioner Amanda Fritz,
Commissioner Nick Fish, Commissioner Chloe Eudaly

From: Joel Yasskin:

- Landscape designer 10 years, including Oregon, California, Hawaii, China, and Spain.
- Fulltime researcher of Japanese gardens and urban design in Kyoto Japan—six months/Kyushu Japan—4 months.
- Fulltime research of Chinese gardens and urban design in China: Guangdong, Zhejiang, Henan, Sichuan, Yunnan, Beijing, Anhui, and Taiwan—12 months.
- Fulltime research of landscape and urban design in Europe: Italy, Spain, Paris, Greece—six months.
- Three years of landscape, ecological, and urban design graduate and undergraduate studies.
- Graduate studies in sustainability and permaculture design.
- MA writing, BA history; minor Business
- Fine arts undergraduate studies and practice and research in East Asia and Europe

Stop the Urban Invasion of Portland Parks

Dear Mayor, Commissioners, et al.:

It is no exaggeration to say that Portland is facing an imminent crisis of corruption and subsequent decay—too often the result of an increasingly fractured society. It is obvious that priorities are not straight when many millions of dollars are put into pet projects that are more play sets for the wealthy, elitist technocrats and plutocrats, and their elitist friends than they are in service of the community at large. The master plan states in its mission and goals that preserving nature is its top priority, in so many words. That is obviously not the case, however, and a mirage: cloak and dagger, if you will, play on words. The fact is that Washington Park has flourished without problems and belovedly so for decades without any further urbanization. The plan touts Olmsted's principles—but seems to forget his primary principle was to alleviate the poor masses from the oppression of urbanity, as they lacked/lack the resources: energy, money, and time to find recreation outside the city bustle. Wealthy people with big yards, vacations, and

money for the best physical and mental therapy would not understand this it seems, pouring more and more millions into projects that waste money and do not really serve the main population. Increasing tourism can be done in other ways, including expanding and improving green park areas. There is absolutely no need to urbanize the park any further. In fact, the exact opposite is needed.

If anything, the park needs to be de-urbanized. Reduce traffic, remodel the Japanese Garden back to being a primarily park-like garden atmosphere—instead of its current abhorrent domination of so-called cultural activities, which are in reality primarily to produce income and puff up the images and egos of the garden's leaders. The people need sanctuary park-like garden space in a city that is deteriorating in multiple-ways, beyond even what the mayor realizes: clearly so, as this proposal has made its way to the table.

Tourism and such activities as the Japanese Garden wants to provide can be done—outside the park—in office settings downtown, in the Pearl, and elsewhere not far away. This is done in many cities—preserving the sanctity of what is a civic-cultural landmark of the city—Washington Park and the Japanese Garden. The Japanese Garden was given the former zoo space, or offered it very cheaply for sure, to build a traditional Japanese Garden as a healing and sanctuary space: not as an a bustling Omsi-like atmosphere to boost its revenue. Its aggressive architectural expansion already done and proposed—which is in fact not so beautiful, for which many arguments can be easily made—is an affront to the city and the park, including the Rose Garden. There are plenty of venues and business district spaces, as said to carry out such needs, especially considering modern technology that allows for ease of satellite communications. In addition, these other growing business districts in Portland can be expanded in places of greater need than Washington Park. Consider doing something under the Burnside Bridge or near the Chinese Garden to build up that area—and kick out the epidemic of drug addiction, including scores of thousands of used hypodermic needles discarded littered in public areas. At least have respect for the people living around Washington Park who pay high property tax and may have generations of family living there.

Also for this reason of advanced satellite communications capacity, there is no need for “visitors center,” especially in Washington Park. Everything of this nature can be Google searched at will. In fact, most visitors do not want to deal with a visitor's center. They just want to Google quickly and get on with their journey. A complete waste of time, space, resources, and damage to the ecology and park atmosphere building that center would be. The same goes for an event stage. There is already an event stage at the Rose Garden, a very beautiful one. Firstly, maintenance all Portland Parks for beauty and safety, including paths. Also, put money towards dealing with this

drug epidemic, namely heroine and methamphetamine. Stop it at its source. Stop the supply, and stop allowing loitering and littering of our city streets. Imprison them if need be to sober them up. Use money wisely.

Nearly any architect in Japan could have designed the cultural village equally or better than what was done there. The architecture is nothing more than a typical Japanese urban residential or office design with extended roofs. The huge patio is totally unnecessary. At least 80% of it needs conversion into actual greenery—"garden" space. That village is not a garden and is not harmonious with the other garden. It is not progress or keen artistic intellectual thinking but rather degradation to the concept of a garden—virtually absent of garden, more of a stomp on the garden. It is an egotistical way of saying "Our office and revenue producing event activities are more important than the garden." The café is obviously ill-designed, almost totally uninteresting and not relaxing. A million other designs are possible. It looks like an Ikea commercial.

One of many more faults in the overall design, and among the worst, is the whole entryway set up. It looks like a movie theater entrance. People enter mainly from the parking lot and barely see the waterfall pond. Few people use the actual entrance to the waterfall pond that leads to the ticket booths. This makes the feature wasteful. The road along the waterfall pond's side with orange traffic control devices and so on is also a grotesque juxtaposition. The zigzag path of virtual nothingness is a waste of time and boring and unnatural. There are just too many problems with the whole entryway set up that make it jarring and really a failure considering what could have been, despite a few beautiful elements to its design. When so much money and expertise—and opportunity—are wasted—it is a total tragedy, really: especially considering the garden was more enjoyable before this. Best would have been to merely extend the garden, even with some contemporary elements/style, but "garden", out to where the village is and down the slope to the parking lot. This would have been far more magnificent. Any building should have been secondary to the garden. The castle wall example could have been along the slope as a whole piece, i.e. a whole wall, bridge, or some structure—integrated into the garden, not some thing sticking out like a piece of an archeological puzzle. It is just too horrible: not matter how many famous names you put on it—a big major mistake in many ways, of course not all ways. The waterfall area on the second floor of the office event building has benches on the walls. These are ridiculous and odd. Best to put benches on the patio—for the people to sit and enjoy, and add some plants. This fad of no plants and huge stone patios is it seems some kind of new Japanese style that says, "I am a man"?

There is still hope for the Japanese Garden if they convert at least 80% of the paved area into garden, including trees that camouflage the buildings, and must include water flowing on the main ground floor plaza area in at least one spot. The fancy waterfall on the second-floor patio is a fancy lunch area for the few executives who work there? Better to spend that money on a waterfall and such on the main plaza level. The entire problem with the front slope entrance could be remedied by moving the ticket booth way over to the side, while making the entire entrance more open and natural with stone bridges and waterfalls and streams coming down the whole slope, using Macleay Park as inspiration, for example. The reality is that the whole so-called architectural masterpiece there lacks imagination for the most part; it is primarily just imitation of modern Japanese architecture practiced for decades. A true landscape architect should have been in charge of the project in collaboration with other landscape architects and designers, with architects as a subcategory merely to provide some camouflaged buildings. It is a huge loss of opportunity—unless someone wants to donate more millions to fixing this virtual disaster.

I completely agree with Mr. Wallace's statement that objects to the building of more structures or installing more concrete.

"We do not support the proposals in Phases II and III that create additional structures, add more pavement or allow for any but the most basic commercial ventures. This kind of 'capital D' development is detrimental to the very essence of Washington Park."

- Michael Wallace"

Doing so is contradictory to the primary missions stated in the plan and thus makes the plan hypocritical and dishonest. We have never needed a visitor center since Oregon's number one industry has been tourism for decades now. Improve the lives of the regular citizens instead. Like most landscapes, the first thing is to maintain what already exists. This would include improving the paths and access to the paths, i.e. safety, reducing mud pits, signage, etc. There is no need for an "event stage" when the Rose Garden has one already. The tennis courts do not need removal. Waste of time and money. If removed, must install greenery--not parking or some dirty food carts. Look at 10th Ave downtown SW food truck area--a filthy pigsty. Stop the urbanization of Washington Park--is the number one duty of the city and its people. Increase the existing park aspects or do nothing at all. F. Law Olmsted's primary position was to improve and increase green spaces to give the city masses relief from urban environments. This cannot be an urbane entertainment district for middle and upper class tourists and the children of the same who live in Portland. Regardless of class, easy access to actual natural environments is

healthful to the well-being of all people. Urbanizing our parks is the worst thing that can happen to our city, which will then cease to be Portland any longer.

Our parks and streets are already too full of people, dogs, transients, trash, and drug addicts, and criminals too. The mental health of the city depends on natural sanctuary, which has proven important to human psychological well being for eons. It is absolutely foolish what they have done at the Japanese Garden--except that in reality--the true goals is financial profit and ego boosting. Their cultural village is designed to make profits foremost, pretending to be a nonprofit operation. They can take these activities outside of Washington Park. This is a slippery slope. It appears some new house or houses were built at the rim of lower Macleay Park, as well. Before we know it, Macleay will be rimmed with houses looking down on people seeking respite from urbanity.

Even architects who love buildings object to this construction. Wake up Portland planners wasting millions of dollars. It's unimaginable there is so much money to waste, also on the Japanese Garden. So many other needs in the city.

Sincerely,

Joel Yasskin

Designer, Artist, Writer
MA, BA



37348-

March 13, 2018

Dear Mayor Wheeler and Portland City Commissioners,

My name is Don Moore and I am the Oregon Zoo director. We have appreciated the opportunity to work with Portland Parks & Recreation staff and management, the other cultural institutions in the park and our transportation management association--Explore Washington Park-- on this revision to the Washington Park Master Plan. Thank you for the opportunity today to share our perspectives on the plan as it currently stands.

As you are surely aware, the Oregon Zoo is a treasured, world-renowned destination and a primary destination within the park. Over the past decades we have gone from being a modest-sized community zoo to a world-class education and conservation leader among zoos and aquariums across the globe. We are the largest paid attraction in Oregon, visited by more 1.5 million adults and children every year. We attract the greatest number of visitors to Washington Park and drive its parking revenue--used to fund this plan revision as well as needed management and repairs throughout the park. We are a significant economic contributor to Portland and the metro region because we are a cultural destination. Specifically, our recent economic impact analysis showed that Oregon Zoo has a direct and indirect spending impact in this community of \$101 million per year, which includes visitor spending on local food, fuel and hotels.

In 2008, our community made a significant investment by granting their Oregon Zoo a \$125 million public bond, which is enabling us to remodel more than 40 percent of our campus. Through this community investment, we have replaced aging and outdated facilities with stunning new award-winning habitats, a state-of-the-art veterinary medical center, an amazing new education center in which we have dozens of conservation education partners, and "green" infrastructure that saves water and energy. We are honored and humbled by the enthusiastic support we receive from our community to remain a world leader in conservation and education.

Today, our greatest challenge is access. People struggle to get to the zoo. We have the capacity on grounds to welcome many more visitors and share our important conservation message and educational opportunities for our area youth, but are constrained by limits of Washington Park's current transportation and parking systems. Our patrons are mostly families with young children. Those of you who have raised kids, as I have, know that traveling with little ones involves strollers, diaper bags, snacks, coats and other assorted paraphernalia. As a conservation organization, and as a service of Metro, we are deeply committed to use of transit but the practical truth is that it isn't feasible for many

visitors to Washington Park to come by MAX or bus, especially if they are coming from outside of Portland's city limits.

While the master plan identifies improved access as a primary goal, the zoo along with the other cultural institutions-- in discussions with the Board of Explore Washington Park -- agree that **the master plan as it stands is incomplete**. It has not adequately addressed or resolved our access challenges.

We are here to affirm that a key next step is development of a Washington Park Transportation Management Plan. The planning process will be managed by our transportation management association staff with final approval by the Explore Washington Park board. The TMP will analyze a wide array of options for expanding park-wide access including improved parking lot efficiency, expansion of parking capacity offsite, improved shuttle service from offsite locations and increased incentives to choose MAX and other transit service.

In the master plan, Portland Parks & Recreation proposes that once completed and approved by the Explore Washington Park board, the Transportation Management Plan would be adopted by this council as an addendum to the master plan and will prioritize and direct the transportation improvements to the park.

Today we request that if City Council approves this master plan, you also commit to supporting Explore Washington Park and your cultural institution partners in Washington Park in the development of the Transportation Management Plan and that, upon its completion, it will not just be added on but will be fully integrated into the master plan.

This is a critical next step that is essential to create a fully viable vision for Washington Park that maintains and increases access for our growing population to the park and its world-class cultural institutions.

Thank you,



Don Moore, PhD
Director

Moore-Love, Karla

From: Greg Blaumer <g.blaumer@comcast.net>
Sent: Thursday, March 15, 2018 11:58 AM
To: Council Clerk – Testimony
Subject: Washington Park Master Plan

Do not allow this master plan to be approved for the below reasons:

Too expensive – given the return of investment.

Too expensive considered that “soft costs” of many more millions of dollars (buried at the end of the powerpoint presentation) will way exceed the original planned budget.

Washington Park does not need a “Disneyland experience” as the plan suggests. Washington Park is currently a very congested area in the summer months. This new plan will make the traffic problems more problematic and serious.

Suggesting dedicated bike lanes for Fairview as planned will dramatically congest traffic more in this area – causing serious access limitations.

The planned shuttles for the new plan will cause even more traffic limitations.

This plan is serious flawed. Please do not allow this plan to progress as planned.

I live on 3005 SW Hampshire St – near Washington Park and the Hoyt Arboretum. Please leave these two iconic places as they are and fix and repair the current Washington Zoo Train!!!!

Thank you

Greg
Gregory Blaumer
G.Blaumer@comcast.net

Moore-Love, Karla

From: Lisa Christy <lchristy@japanesegarden.org>
Sent: Thursday, March 15, 2018 11:35 AM
To: Council Clerk – Testimony
Subject: Council Mtg 3-15-18: Written Testimony for Submission
Attachments: Council Testimony - Drake Snodgrass for PJG, 3-15-18.pdf; Council Testimony - Steve Bloom for PJG, 3-15-18.pdf; Council Testimony - Addendum for Lost Revenue Projection.pdf; Council Testimony - Cathy Rudd for PJG, 3-15-18.pdf; Council Testimony - Cynthia Haruyama for PJG, 3-15-18.pdf

Please accept these five documents as written testimony for today's City Council meeting.

Best,
Lisa Christy

Lisa Christy
Director of Marketing & Communications
Portland Japanese Garden
503-328-0050 (d)
503-544-1762 (m)
japanesegarden.org



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CITY COUNCIL MEETING, THURSDAY, MARCH 15

TESTIMONY FROM DRAKE SNODGRASS
BOARD TREASURER OF PORTLAND JAPANESE GARDEN

- Thank you Commissioners and Mr. Mayor.
- My name is Drake Snodgrass. I'm a local business owner and lifelong Oregonian. I'm also a volunteer board member at the Portland Japanese Garden.
- As the Board Treasurer, I'm concerned about the current vision of the Washington Park Master Plan.
- Specifically, how it will impact the Japanese Garden's revenue stream.
- From what I've seen, the Master Plan only addresses about half of the Park's access problems for the future. And to be frank, it does not have very good solutions for the North Side of the Park where the Japanese and Rose gardens are located.
- With our recent expansion, our community came together to invest \$37 million in the Park – in Portland – on the assumption that people would have full, easy access to the Japanese Garden.
- Not only does this plan not make it easier, it actually makes getting to the Garden much more difficult by moving parking a quarter mile away. That doesn't sound like much *until you factor in the elevation*. It's about 200 feet of difference – that's like walking up 20 flights of stairs (flights of stairs range between 8 & 12 feet in height)
- Ouch.
- The Japanese Garden is a nonprofit and we rely on our admission revenue to sustain the organization. Its purpose is to create a place of cultural understanding; a place where people can connect to nature, and a place to experience peace.
- I think that's something we all could use a little more of.
- This place is good for the community. And it's good for our local economy too.
- We work with local business for goods used in the café, the gift store, and in the Garden itself.
- We also employ 103 full time employees year round with full benefits. That number goes up in the summertime. And all of these jobs are above minimum wage.
- So let me illustrate how this could truly impact us.
- Taking away the parking along SW Kingston would take out over 60 spots, not counting ADA parking.
- Those 60 spots are responsible for as much as 36% of our admission revenue.

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TESTIMONY FROM DRAKE SNODGRASS (CONTINUED)

- Can you imagine having your budget cut by 36%?
- Even if we only lose half of that, it would still be 18% of our admission revenue. Over a million dollars: gone.
(Please see addendum for calculations)
- That could be 25 jobs we no longer provide.
- We are asking Council to delay approval of this Master Plan until it is complete, it realistically solves the access challenges in the Park, and it ensures access through a variety of solutions to places where people already want to go to.
- Thank you so much.



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CITY COUNCIL MEETING, THURSDAY, MARCH 15**TESTIMONY FROM STEVE BLOOM
CEO OF PORTLAND JAPANESE GARDEN**

- Thank you Commissioners and Mr. Mayor.
- My name is Steve Bloom and I'm the CEO of the Portland Japanese Garden. I'm here to speak on behalf of the people who visit our Garden and preserving their experience.
- First, I want to say Thank You to Council for approving the paid parking in Washington Park. It has paid for the Free Shuttle that runs in the summer months throughout the Park and has been so important to our summer visitors.
- I'm very proud to say that our visitors use the shuttle more than any other attraction. In 2017, 61% of the shuttle riders were visiting the Japanese Garden!
- In 2017 we had 450,000 people come to the garden.
- 42% of those visitors came in June, July & August.
- Not surprisingly, that is when we see the highest percent of tourists – people who are significantly more likely to take public transit and shuttles.
- And they are the reason why we saw an incredible statistic: only 51% of our overall visitors came by car.
- Let me repeat that: overall last year, only 51% of our total visitors came by car.
- So why should we be concerned about parking at all?
- Because we are open every day, all 12 months of the year. And in those other 9 months, we are serving this community.
- In emails to our members, Commissioner Fritz's office has referenced that 66.5% of people who visit the Washington Park gardens area are tourists. However, it's important to recognize that, for the Japanese Garden, this is not a representative figure of our year-round attendance.
- Nearly 60% of our visitors year-round are local.
- More significantly, over half of them are ages 65 and older.
- For many, walking might be ok. But walking up and down and back up hills is not.
- Taking transit may be ok. But 3 or 4 different busses and shuttles is not.
- You talk about the future and we want to be right there with you.
- We just built and opened a \$37 million expansion to help us serve this community for the next 50 years. So please help us do that by ensuring that the people who want to come to the Japanese Garden will still be able to get there.

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TESTIMONY FROM STEVE BLOOM (CONTINUED)

- One last point: Although we saw increased visitation last year, it did not mean we served everyone who wanted to come. We had countless stories of people coming, circling the parking lot over and over, then giving up and leaving.
- That worries me as I think about the future
- Last year people had a special reason to come – we had an exciting Grand Opening – and thank you to all of you for being present during all our important milestones!
- We worked with a world-renowned architect, got tons of national and international press. People had extra motivation to not give up, and come.
- But what happens next?



PROJECTIONS OF POTENTIAL LOST REVENUE

	2017 PAID ADMISSION	2018 PAID ADMISSION PROJECTION	2018 ADMISSION REVENUE PROJECTION	lost parking: % of daily visitation	new revenue projection
JAN	4,180	7,022	\$95,508	58%	\$40,113.56
FEB	8,566	8,792	\$119,590	58%	\$50,227.73
MAR	15,643	21,118	\$278,713	58%	\$117,059.64
APR	37,038	42,000	\$539,595	29%	\$383,112.77
MAY	44,252	48,736	\$718,707	29%	\$510,281.99
JUN	44,718	49,190	\$759,262	29%	\$539,076.09
JUL	61,312	66,770	\$990,782	29%	\$703,455.22
AUG	60,083	66,214	\$991,504	29%	\$703,967.59
SEPT	42,367	47,844	\$645,133	29%	\$458,044.12
OCT	35,611	41,971	\$544,856	58%	\$228,839.51
NOV	20,434	23,717	\$302,773	58%	\$127,164.47
DEC	11,152	13,622	\$173,766	58%	\$72,981.68
	385,356	436,998	\$6,160,189		\$3,934,324
				potential lost revenue \$\$ =	\$2,225,865
				potential lost revenue % =	36%

NOTES

- o 69 parking spots along SW Kingston – minus 9 for ADA and misc reserved/unusable = 60 spots
- o Parking turns over approx. every 2 hours
- o Winter Revenue Considerations:
 - Dates: October – March
 - Public hours of operation: 10:00am – 4:00pm (6 hours)
 - Average Daily Visitation in Winter = 621
 - 6 hours of operation @ 2 hours per visit = 3 turnovers
 - 60 parking spots x 3 parking turnovers = 180 spots
 - 180 parking spots * 2 visitors per car = 360 visitors
 - 360 daily visitors / 621 total daily visitors = 58%
 - 58% lost visitation
- o Summer Revenue Considerations
 - Dates: April – September
 - Public hours of operation: 10:00am – 7:00pm (9 hours)
 - Average Daily Visitation in Summer = 1837 total
 - 9 hours of operation @ 2 hours per visit = 4.5 turnovers
 - 60 parking spots x 4.5 parking turnovers = 270 spots
 - 270 spots * 2 visitors per car = 540 visitors
 - 540 daily visitors / 1837 total daily visitors = 29%
 - 29% lost visitation
- o Additional Caveats
 - Does not include the additional lost parking down by Rose Garden
 - Does not include lost visitation during Member Hours (8a-10a daily)
 - Does not factor in lost memberships

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CITY COUNCIL MEETING, THURSDAY, MARCH 15**TESTIMONY FROM CATHY RUDD****IMMEDIATE PAST PRESIDENT OF PORTLAND JAPANESE GARDEN**

- Thank you Mayor and Commissioners for listening. My name is Cathy Rudd. I'm a member of the Portland Japanese Garden and former Board president.
- I'm speaking today because I'm concerned about the impact that this Master Plan will have on our community.
- Commissioner Fritz, when we met on Monday, you asked me to consider parking in a Smart Park downtown and taking public transportation.
- Honestly, it sounded very reasonable. So I mapped it out and here's what I found.
- Coming from the west-side, I would drive past the Garden and into downtown to the Smart Park at 10th and Yamhill – that's about 20 minutes from my house.
- From there, I'd walk to the MAX stop, 1 block away. Then I'd take the MAX to the Providence Park station. That takes another 10 to 15 minutes.
- I'd get off the MAX and wait for Bus #63. Now, that bus only runs once an hour. However, my understanding is that there could be a Washington Park shuttle that would come more frequently. Say, every half hour?
- Assuming it does, that would take roughly another 30 minutes.
- That would take me to the Japanese Garden where I would take their shuttle to get up the hill – which usually takes 5 to 10 minutes.
- So already I've been in transit for over an hour.
- By the time I'm ready to leave, I would have to buy a new fare and do the whole process in reverse.
- When I added it up, for me and my husband, we would pay \$15 for Parking and transit AND we've spent more time in transit than we have at the Garden.
- And then I thought about my 90 year old mom who has a hard time walking up and down stairs and how difficult all those transfers would be for her.
- I thought about the members who come in the morning – just before work – to get a little dose of tranquility before they start their day.
- I thought about the impact that this Plan would have on all of our community and it felt like the opposite of what Portland is about.



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TESTIMONY FROM CATHY RUDD (CONTINUED)

- Commissioner Fritz, you mentioned in our meeting that Parks like Yellowstone are eliminating parking inside their parks.
- But the difference between our own Washington Park and places like Yellowstone or Zion National Park is that – first and foremost – Washington Park serves a city. Our City. Portland, and the people who live in and around it.
- One of the best things about Portland is the easy access we all have to beautiful green spaces like Washington Park.
- Easy access to green spaces keeps our citizens healthy and active. It keeps this city livable. Easy access creates community. Please don't treat us like a group of tourists.
- Please keep Portland special.

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CITY COUNCIL MEETING, THURSDAY, MARCH 15
**TESTIMONY FROM CYNTHIA HARUYAMA
DEPUTY DIRECTOR OF PORTLAND JAPANESE GARDEN**

- Thank you Mr. Mayor for listening and especially thank you to all the Commissioners, not only for listening today, but who all took time these past couple of weeks to speak with us.
- My name is Cynthia Haruyama. I'm the Deputy Director at Portland Japanese Garden. I am also the Board president of Explore Washington Park.
- Over the past 18 months during this master plan process, the Portland Japanese Garden, the other cultural organizations, TriMet, and Explore Washington Park, have all been repeatedly voiced our concerns that the Washington Park Master Plan was not addressing what our community is most concerned about – access to the places within Washington Park that they want to get to.
- As recently as February 5, three Cultural Organizations – including the Zoo & the Japanese Garden – submitted a letter to Portland Parks & Rec reiterating the same concerns which had not been addressed.
- TriMet told us that under the current iteration of the Master Plan that they would not be able to service the Park
- These were all internal conversations because we each respect Portland Parks and all the hard work they've put into this process.
- The 11th hour answer from Parks was to add an amendment to the Master Plan that would be tasked with addressing some of these issues in a future planning process
- Yet we still see this as a problem, as the cart having been put before the horse
- The #1 problem in Washington Park today – and presumably for the next 30 years – is access. How people get to places within the 400-acre Park that they actually want to visit. So it seemed backwards to do anything but solve access first.
- We are happy to see that in the last two weeks – since we publically voiced our disapproval of the Master Plan – that Portland Parks & Rec has addressed some of the concerns of the Zoo and TriMet by committing to further planning
- It's noteworthy to us that no such commitments or amendments have been made to address our concerns about access to the Japanese Garden and Rose Garden
- The fact that these conciliations from Portland Parks are coming within the last two weeks of the process illustrates the point even more strongly that this Master Plan is incomplete

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TESTIMONY FROM CYNTHIA HARUYAMA (CONTINUED)

- 44% of the projects in the Master Plan are now contingent upon that future planning process
- Other critical parts of the Plan, such as year-round shuttles to move people from the parking area or bring people in from the edges of the Park to the Rose and Japanese Gardens, do not have any cost estimates in the Plan
- We already know how expensive it is to run shuttles in Washington Park for about a third of the year: \$577,000. The kind of shuttle service that this Master Plan requires would cost at least another \$1 million every year with current technology or an unknown amount of capital investment and maintenance costs if automated shuttle vehicle become a reality someday.
- That's not a viable solution.
- We ask that Council accept the Master Plan today as a work-in-progress but delay approval of the Master Plan until it is complete and provides viable solutions to enable our community to access the many special places within Washington Park
- Thank you.



Moore-Love, Karla

From: NANCY LOEB <nancyloeb@yahoo.com>
Sent: Thursday, March 15, 2018 10:47 AM
To: Council Clerk – Testimony
Subject: master park plan

I strongly support the concerns of the Japanese garden about the congestion the added venues will exacerbate on Kingston and the intersection of Kingston and Fairview. Ambitions for destinations and the potential revenue it would bring in needs to be tempered with the degradation of the area for both residents and the current venues as well as visitors experiencing the effect. Please reconsider the added venues in this bottleneck area.

sincerely,

Nancy Loeb
3104 SW Cascade Drive
Portland

Moore-Love, Karla

From: Deborah Neft <debbieannneft@gmail.com>
Sent: Wednesday, March 14, 2018 6:07 PM
To: Council Clerk – Testimony
Subject: Washington Park

Please don't ruin our wonderful park.

Moore-Love, Karla

From: Shannon Thomas <shannon.bell.thomas@gmail.com>
Sent: Tuesday, March 13, 2018 3:57 PM
To: Council Clerk – Testimony
Subject: Washington Park Master Plan - Thursday 3/15/2018

I am a long-time Arlington Heights resident, avid park and trail user and Hoyt Arboretum volunteer. I would like to provide written testimony as you consider approval of Parks vision for the future of Washington Park as outlined in their Master Plan.

While I can appreciate some aspects of the plan, particularly with regard to improved connectivity and way-finding, I am very concerned about plans to add additional attractions and expanded venues at the north end of the park, as part of the Master Plan Concept. This area is hugely over-burdened in its current state and will become even more so once the Reservoirs are accessible to the public and likely to become another Trip Advisor top 10 attraction in this area. An Indoor garden/event space/cafe and expanded covered amphitheater facility to accommodate more events and perhaps even larger events is not manageable for the north end of the park or the surrounding neighborhood.

Since their re-opening, the Japanese Garden has actively promoted the Garden worldwide to attract more visitors. As long as the Portland area continues to grow and remain an attractive destination for tourists, visitor volume and traffic to the existing venues will continue to increase. Congestion, parking limitations and ever increasing visitor volume have significantly diminished the visitor experience at north end venues, particularly for those who seek out the park as a quiet refuge from the city or expect a zen like experience for the \$14.95 entry fee to the Japanese Garden. Even with the Master Plan's efforts to improve access and circulation and minimize impacts to the surrounding neighborhood, these proposed year-round attractions are overkill and the area would suffer from being over-run with more and more visitors and more events. Adding more "attractions" to the mix would forever change the character of the park and does not reflect or honor the historic vision of the park as natural open space.

Neighbors have endured years of dump trucks, cement trucks, construction vehicles and noise, traffic congestion, limited neighborhood access and diminished residential parking due to the Japanese Garden expansion project and Reservoir project in addition to ever increasing visitor traffic from year to year. Our streets were designed to support a neighborhood, not an ever expanding park or "world class destination". More construction projects at the north end of the park and more venues to attract more visitors would have a devastating impact on the park and surrounding neighborhood.

Parks set out on a mission to "develop Washington Park" into a "world class destination", which implies that it is a plan with the tourist in mind, rather than the local constituency that supports it through their tax dollars and appreciates the Park for what it is. Why has this been approached as a development opportunity rather than a preservation and improvement opportunity? Please take the time to step back and re-evaluate their vision. Also, I feel that there is little public awareness of this plan beyond the immediate neighborhood. All of Portland should be made aware of the Washington Park Master Plan as citizens, park users, and tax payers. This plan deserves a level of scrutiny beyond the limited community outreach thus far and a 3 question online survey.

Any plan for Washington Park should prioritize the preservation of natural space over new development and added attractions. We need to take a less is more approach to improving our historic and beloved Washington Park. I ask that council members deny their approval of the WPMP.

Sincerely,

Shannon Thomas
 216 SW Parkside Dr
 Portland 97205
shannon.bell.thomas@gmail.com

503.784.9517 c

37348=

Shannon

shannon.bell.thomas@gmail.com
503.784.9517 c

March 6, 2018

AUDITOR 03/14/18 AM 9:58

Mike Abbaté
Portland Parks & Recreation
1001 SW 5th Avenue #22
Portland, OR 97204

Dear Mr. Abbaté,

TriMet supports Portland Parks & Recreation efforts creating the Washington Park Master Plan Update. We value the many Washington Park cultural resources including the Oregon Zoo, Portland Children's Museum, Portland Japanese Garden, World Forestry Center, Hoyt Arboretum and International Rose Test Garden, as well as the many trails, green spaces and memorials. The master plan will help improve and protect them for generations to come. We also understand the importance of improving access and partnering with the neighborhoods.

TriMet is committed to delivering high quality, safe transit service to and through Washington Park, providing access to the many destinations and serving the nearby neighbors. Currently, we provide transit connections to and through the park via the Blue and Red MAX lines and Bus Line 63. We look forward to working with you, your staff and other stakeholders as we refine routing details and capital improvements, which ensure great transit access to and through the Park, specifically related to the Les AuCoin Plaza and our bus service.

Sincerely,



Inessa M. Vitko

TriMet Customer Experience & Explore Washington Park Board Member

CC: Emily Roth, Portland Parks & Recreation
Brett Horner, Portland Parks & Recreation
Bernie Bottomly, TriMet Public Affairs
Dave Unsworth, TriMet Capital Projects
Steve Witter, TriMet Capital Projects