

PSC Staff

#42009 | March 12, 2019

Testimony to on the **82nd Avenue Study, Draft Report Draft**

Testimony cards attached.

Testimony is presented without formatting.

Portland Planning and Sustainability Commission Public Hearing

Date: 3-12-19
 Name: TERRY PARKER (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: P.O. Box 13503
 City: PORTLAND Zip: 97230503 Phone: 503 284-8742
 Email Address and/or Fax No.: Parkert202@gmail.com
 What agenda item do you wish to comment on? 82ND AVE STUDY
 Site Address, if different from above: _____

(check if written comments are included on back)

Portland Planning and Sustainability Commission Public Hearing

Date: 3-12-19
 Name: DOUG KLOTZ (Please print legibly)
 Authorized Spokesperson representing: _____ (if applicable)
 Address: 1908 SE 35th Pl.
 City: Portland Zip: 97214 Phone: 503-233-9161
 Email Address and/or Fax No.: dougurb@gmail.com
 What agenda item do you wish to comment on? 82nd Ave. Study
 Site Address, if different from above: _____

(check if written comments are included on back)

Portland Planning and Sustainability Commission Public Hearing

Date: 3/12/19
Name: Peter F Fry (Please print legibly)
Authorized Spokesperson representing: Fubonn Market (if applicable)
Address: 303 NW Uptown Terrace #1B
City: Portland Zip: 97210 Phone: 503-703-8033
Email Address and/or Fax No.: peter@finleyfry.com
What agenda item do you wish to comment on? 82nd Avenue Study
Site Address, if different from above: 2850 SE 82nd #1.

(check if written comments are included on back)

Michael Liu

#42008 | March 12, 2019

Testimony to on the **82nd Avenue Study, Draft Report Draft**

See PDF.

Testimony is presented without formatting.



富康超級市場

FUBONN SUPERMARKET

TEL: 503-517-8877

503-517-8899

2850 SE 82nd AVE SUITE #1, PORTLAND, OR 97266

FAX: 503-517-8885

March 12, 2019

Planning and Sustainability Commission
c/o Bureau of Planning and Sustainability
1900 SW 4th Avenue
Portland, Oregon 97201-5380

RE: 82nd Avenue Study and Plan

Thank you for the opportunity to comment.

Our family owns and operates the Fubonn Supermarket located at the Fubonn Shopping Center in the heart of Portland's Jade District. The Fubonn Shopping Center is Oregon's largest Asian themed shopping center.

The shopping center is located at 2850 SE 82nd Avenue since 2005. The shopping center employs over 120 people, housed 29 (or more) businesses, and serves over a million people annually. The full-service supermarket supplies fresh, delicious Asian food products. The small shops throughout the shopping center provide unique Asian goods and services.

We support the plan. We are invested in 82nd Avenue. We have built apartment buildings near our shopping center

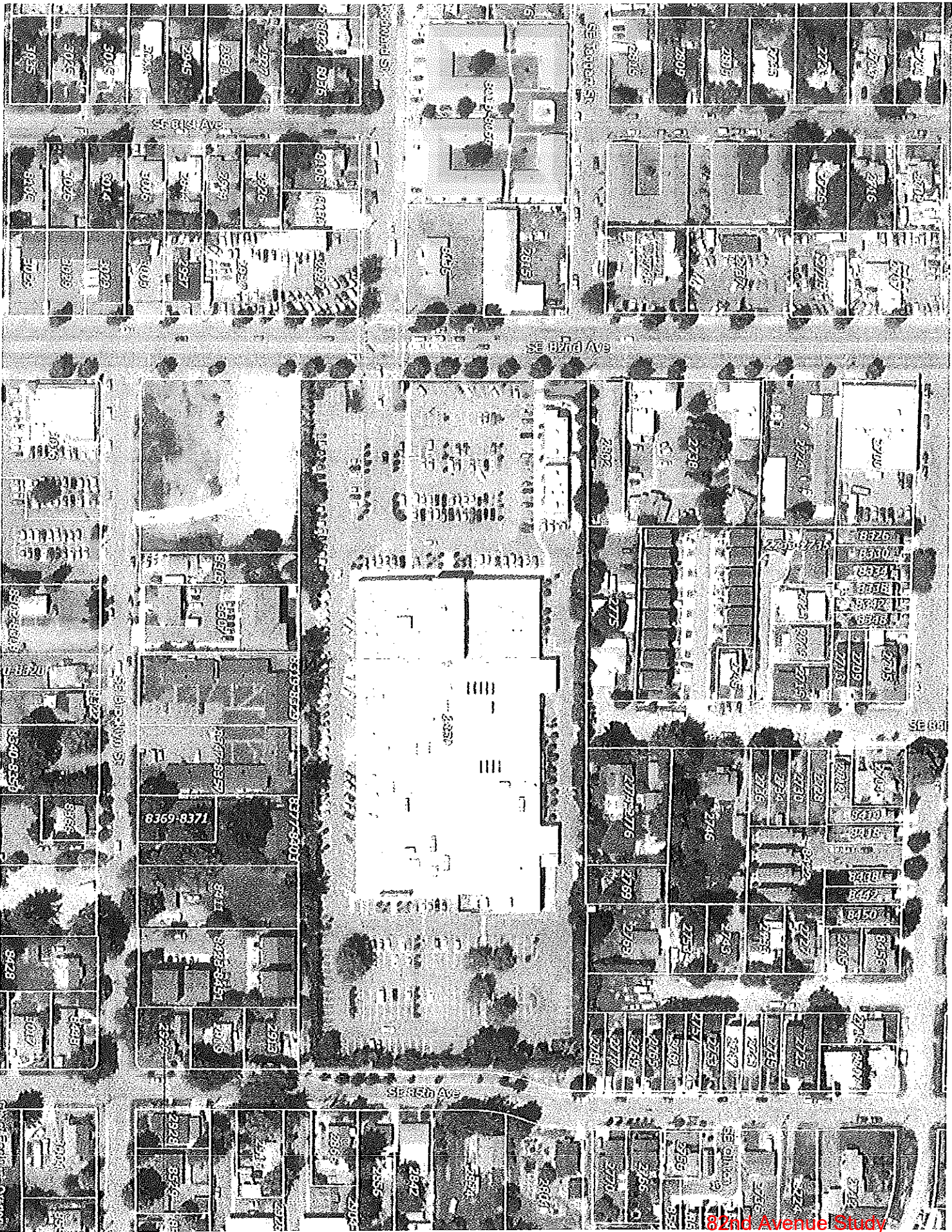
We are working with the Portland Bureau of Transportation and the Oregon Department of Transportation to reduce our vehicular impact on SE 82nd and enhance our pedestrian frontage through creating a new controlled vehicular access that is not on 82nd. Zoning and development needs along the corridor were addressed in the 82nd Avenue Study and includes future access for the Fubonn site on page 56. Our goals are to reduce vehicular impact on SE 82nd and increase connectivity within our area.

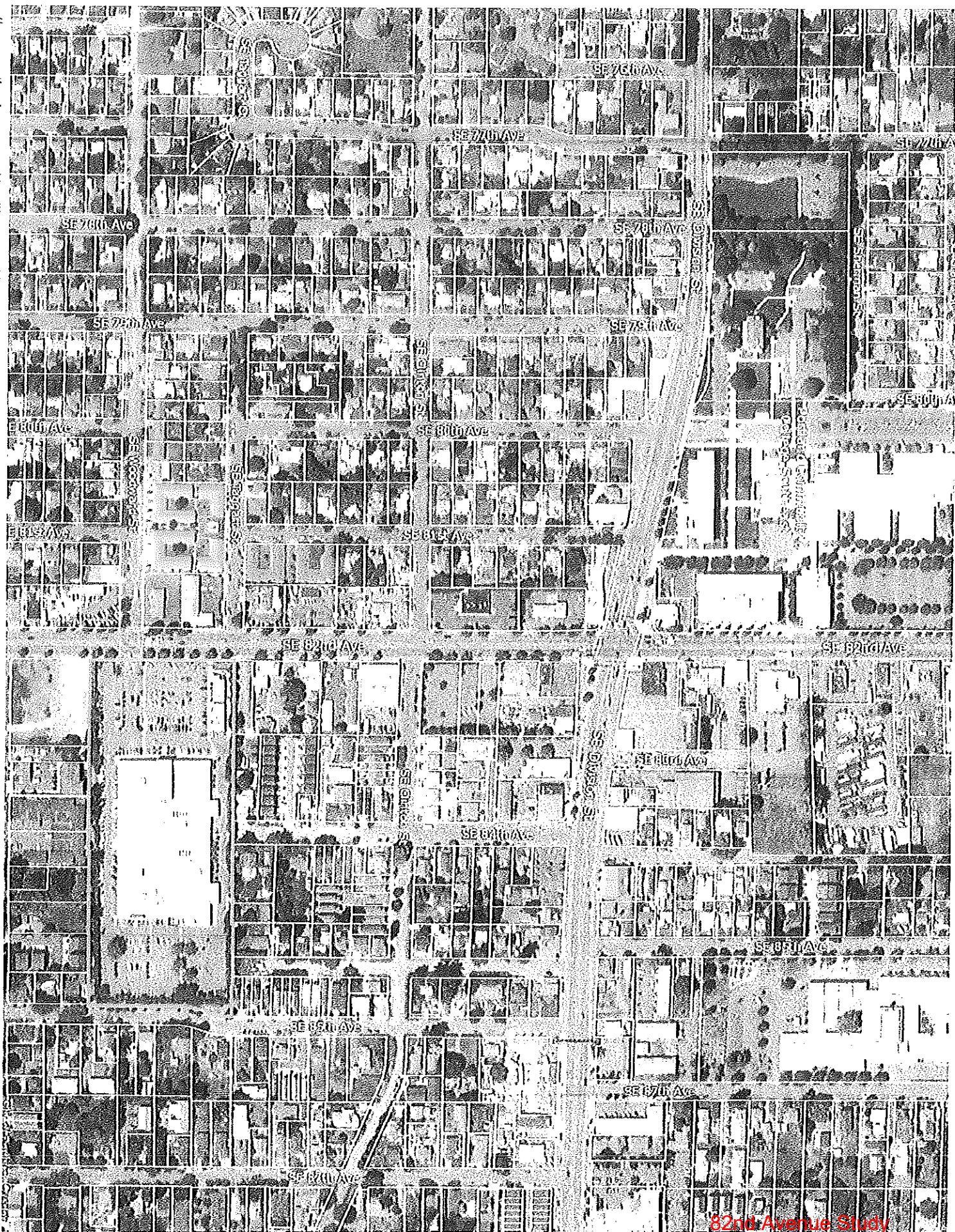
We are struck by the fact the Tri-Met Line 72 has the highest number of boarding rides in the system; yet two of the segments are in the top 11 for passenger delay. We have two important bus stops at our doorstep.

We are also in support of the projects to encourage safe pedestrian crossing and more connectivity in our area.

Sincerely,

Michael Liu
Fubonn Supermarket and Shopping Center





Peter Finley Fry

#42007 | March 12, 2019

Testimony to on the **82nd Avenue Study, Draft Report Draft**

See video.

Testimony is presented without formatting.

Doug Klotz

#42006 | March 12, 2019

Testimony to on the **82nd Avenue Study, Draft Report Draft**

See PDF.

Testimony is presented without formatting.

Doug Klotz
1908 SE 35th Pl
Portland, OR 97214
3-12-19

Planning and Sustainability Commission
1900 SW 4th Ave., Room 700
Portland, OR 97201

BPS 82nd Avenue Study
PBOT 82nd Avenue Plan

Chair Schultz and Commissioners:

I urge you to adopt the BPS 82nd Avenue Study. This is a complicated corridor, with many structural issues:

The changes to the ROW dedication requirements will reduce anomalies that would occur under the current regimen, and give us enough width to have adequate space for sidewalks and trees.

The "Barriers to Development" section lays out a lot of difficult problems. Especially difficult is getting the sort of pedestrian-friendly streetscape that we wish to have, while property owners rightly see the current need for big parking lots. Getting from here to there is going to be hard, but this is a good first step.

I also recommend support of PBOT's 82nd Avenue Plan. As mentioned, it prescribes a consistent ROW width, which gives enough room to work with for multiple modes.

I welcome the 15 new protected crossings and improvements to existing ones, and hope they will reduce the number of crashes on 82nd.

Although not in the Plan, I find that staff has looked at how future bike facilities could also fit within the 90' ROW, after jurisdictional transfer. That, and the wider sidewalks, could allow room for a busy street life like that in many Asian cities, with smaller shops opening onto the sidewalk and heavy pedestrian and bike traffic.



Doug Klotz

Terry Parker

#42005 | March 12, 2019

Testimony to on the **82nd Avenue Study, Draft Report Draft**

See PDF.

Testimony is presented without formatting.

From the desk of Terry Parker

Subject: Testimony to the Portland Planning and Sustainability Commission on the 82nd Ave Plan, March 12, 2019

Built as a state highway, 82nd Avenue is the only North-South surface street in the mid-part of East Portland that extends from an area near the Columbia River all the way through to Clackamas County. Today, 82nd Avenue is a high volume motor vehicle street, a frequent service transit street and often utilized by emergency vehicles.

On page 29 of the draft 82nd Avenue Plan, the proposed right-of-way (ROW) dedication requirements within non-pedestrian districts is to provide 45 feet of public right-of-way from each side of the center line, or a minimum of 12 feet behind the existing curb line, whichever is greater. The same overall 90 foot right-of-way dedication requirements apply within pedestrian districts, but with 15 foot sidewalks behind the curb line.

Having the same overall right-of-way requirements, 90 feet for both types of districts, allows the sidewalk space in pedestrian districts to encroach 6 feet into the roadway thereby narrowing the motor vehicle travel lanes to "unsafe" sub-standard widths. With that encroachment constricting travel lanes, visibility for drivers is decreased and there is an increased probability of a motor vehicle crash jumping the curb thereby degrading safety for both pedestrians and drivers alike. Planning for narrow lanes in pedestrian districts will also create more congestion, add to fuel consumption and thereby increase carbon emissions.

The right-of-way dedication requirements within pedestrian needs to be modified to provide for **a minimum of 66 feet on the roadway between the curbs**, or 48 feet of public right-of-way from each side of the center line for a total of 96 feet to accommodate 15 foot sidewalks behind the curb line.

This adjustment is absolutely necessary to insure that all motor vehicle lanes and left turn pockets, often located on 82nd Avenue in pedestrian districts, are wide enough - 13 feet - to safely accommodate large emergency vehicles, freight and semi-trucks, and transit buses that are 10 feet 6 inches wide mirror to mirror. Insuring travel lane widths that allow large vehicles to safely pass a bus stopped for passengers also dovetails with a recent Metro commissioned poll where the public - which you should be representing - has said they want wider roads and increased motor vehicle capacity to reduce congestion.

Additionally, any new residential development in the corridor needs to have adequate off-street parking so neighborhood streets do not become car storage lots. City surveys have clearly demonstrated that 72 percent of households in new multi-family developments have one or more cars. Therefore, the sweet spot requirement should be three parking places for every four residential units.

Respectfully submitted,

Terry Parker
Northeast Portland

82nd Avenue Study
Testimony on Draft Report

Krystal Eldridge

#42004 | March 12, 2019

Testimony to on the **82nd Avenue Study, Draft Report Draft**

I'm writing to provide comment on the 82nd Avenue Study draft report. The primary concern that I have, in all aspects relating to the development of 82nd Avenue, is that it must finally be seen as a neighborhood street, not a highway, as it's currently treated. East Portland and the neighborhoods that surround 82nd will never receive equitable treatment until our city and state stops acting as if the semi trucks using this road are more important than those of us who exist alongside 82nd while we live, work, play, walk, attend school, chat with neighbors, plant gardens, and build our communities. We are forgotten alongside 82nd. The auto lots are a scourge to community development. The state of our sidewalks endangers our residents. The flippant disregard from ODOT regarding its pockmarked roadway is infuriating. The development gaps that continue to let all of this exist are inequitable, further entrenching the wealth gap that exists from west to east. Give us pedestrian-oriented development. Give us wide sidewalks with native trees that protect pedestrians, reduce the urban heat island effect, and beautify our neighborhoods. Give us buildings on 82nd that place community-minded businesses on the ground floor and housing on two or three upper levels. Give us crosswalks with flashing beacons. Give us wheelchair ramps. Give us noise reduction. Give our side streets speed bumps. Give us reduced speed limits. Give us greenways and bike lanes. Give us city-managed trash cans. Get rid of the auto lots. Get rid of ODOT. Get rid of vehicle-oriented priorities. Get rid of excessive curb cuts that are dangerous to pedestrians. Get rid of the large expanses of blacktop between buildings and street. Perhaps most importantly: Fund it. In Montavilla, most of us living alongside 82nd Avenue live in single-family homes or small apartment buildings. To have a highway divide our community hinders our ability to act as a neighborhood in the way most Portland neighborhoods do. We need you treat this space as part of our neighborhood, rather than treating the neighborhood as secondary to 82nd. We don't surround it; it intersects our community. In your draft report, I believe that this most looks like Site 1, Option C; Site 2, Option A; Site 3, Option A; Site 7, Option B. In all decision-making, please remember that our living rooms are mere feet away from this roadway. Our children ride their bikes up and down our side streets that intersect with this dangerous space. Our well-being is deeply tied to the state of 82nd. Thank you.

Testimony is presented without formatting.

John Mulvey

#41994 | March 12, 2019

Testimony to on the **82nd Avenue Study, Draft Report Draft**

Dear Marty and April, Thank you for your work to create a better 82nd Avenue and for the opportunity to comment on these two draft plans. As I mentioned at the recent Open House, my overriding concern is the ongoing displacement pressure on low-income people from the 82nd Avenue corridor, which represents one of the very few remaining affordable areas of Portland. While it may be tempting to leave those issues to other agencies and programs, our City is far past the time when it can ignore the connectedness between land use, transportation and housing. “There's no such thing as a pure transportation plan anymore. We have to talk about housing. We have to talk about displacement.” Mayor Ted Wheeler, David Douglas High School, November 8, 2017 A 2013 Study by the Bureau of Planning and Sustainability found that virtually the entire 82nd Avenue corridor was highly susceptible to gentrification and displacement. (Portland Bureau of Planning and Sustainability, Gentrification and Displacement Study: Implementing An Equitable Inclusive Development Strategy In The Context Of Gentrification, May 18, 2013) - 2 - That report recognized that “[n]eighborhood change and community displacement aren’t due to ‘just the market’ acting on its own, but occur within a context set in part by plans and policies,” including those regulating transportation, zoning and development. The author therefore urged planners to “make plans and regulations that work towards the goal of inclusive, equitable development... Planners can also work to build the capacity of other market actors—namely, developers and community members—to participate together in creating places that meet the vision of inclusive, equitable development.” The City of Portland embraced this kind of holistic planning when it enacted its 2035 Comprehensive Plan in June, 2016. In it, the Council promised that in future all City agencies would “evaluate plans and investments ... for the potential to increase housing costs for, or cause displacement of communities of color, low- and moderate-income households and renters.” (Policy 5.15) They also called for displacement mitigation “when plans and investments are expected to create neighborhood change.” (Policy 5.16) BPS recently undertook such an analysis in looking at the impacts of its proposed Residential Infill Project. The Bureau found that under the proposed code language, “Brentwood-Darlington, Lents, and parts of the Montavilla neighborhood east of 82nd Avenue are likely to see significant increases in redevelopment that could lead to the increased displacement of vulnerable households.” (Bureau of Planning and Sustainability, Residential Infill Project, Appendix H: Displacement Risk and Mitigation, February 2019) The fact that various City studies have identified the neighborhoods bordering 82nd Avenue, specifically, as among the most vulnerable areas in the City for displacement is something that your plans cannot ignore. 82nd Avenue needs a comprehensive transportation and development strategy that ensures that in years to

come, the diversity of people, incomes and cultures that make our community so special are valued and protected. With that concern in mind, I hope you'll consider some modest adjustments to your report language (See attached). Again, thank you for your work to create an 82nd Avenue that better serves our community and better embodies our values as Portlanders. I look forward to continued discussions across all City bureaus regarding the future of this critical street and the people who live and work in it. Best Wishes, John Mulvey

Testimony is presented without formatting.

April Bertelsen
Bureau of Transportation
City of Portland
1001 SW Fifth Avenue
Portland, Oregon 97204

Marty Stockton
Bureau of Planning and Sustainability
City of Portland
1900 SW 4th Avenue, Suite 7100
Portland, Oregon 97201

March 8, 2019

Re: Comments on (1) Portland Bureau of Planning and Sustainability, *82nd Avenue Study: Understanding Barriers to Development* and (2) Portland Bureau of Transportation, *Preliminary Discussion Draft of 82nd Avenue Plan: Planning for a Civic Corridor*

Dear Marty and April,

Thank you for your work to create a better 82nd Avenue and for the opportunity to comment on these two draft plans.

As I mentioned at the recent Open House, my overriding concern is the ongoing displacement pressure on low-income people from the 82nd Avenue corridor, which represents one of the very few remaining affordable areas of Portland.

While it may be tempting to leave those issues to other agencies and programs, our City is far past the time when it can ignore the connectedness between land use, transportation and housing.

"There's no such thing as a pure transportation plan anymore. We have to talk about housing. We have to talk about displacement."

Mayor Ted Wheeler, David Douglas High School, November 8, 2017

A 2013 Study by the Bureau of Planning and Sustainability found that virtually the entire 82nd Avenue corridor was highly susceptible to gentrification and displacement. (Portland Bureau of Planning and Sustainability, *Gentrification and Displacement Study: Implementing An Equitable Inclusive Development Strategy In The Context Of Gentrification*, May 18, 2013)

That report recognized that “[n]eighborhood change and community displacement aren’t due to ‘just the market’ acting on its own, but occur within a context set in part by plans and policies,” including those regulating transportation, zoning and development.

The author therefore urged planners to “make plans and regulations that work towards the goal of inclusive, equitable development.... Planners can also work to build the capacity of other market actors—namely, developers and community members—to participate together in creating places that meet the vision of inclusive, equitable development.”

The City of Portland embraced this kind of holistic planning when it enacted its *2035 Comprehensive Plan* in June, 2016.

In it, the Council promised that in future all City agencies would “evaluate plans and investments ... for the potential to increase housing costs for, or cause displacement of communities of color, low- and moderate-income households and renters.” (Policy 5.15) They also called for displacement mitigation “when plans and investments are expected to create neighborhood change.” (Policy 5.16)

BPS recently undertook such an analysis in looking at the impacts of its proposed Residential Infill Project. The Bureau found that under the proposed code language, “Brentwood-Darlington, Lents, and parts of the Montavilla neighborhood east of 82nd Avenue are likely to see significant increases in redevelopment that could lead to the increased displacement of vulnerable households.” (Bureau of Planning and Sustainability, *Residential Infill Project*, Appendix H: Displacement Risk and Mitigation, February 2019)

The fact that various City studies have identified the neighborhoods bordering 82nd Avenue, specifically, as among the most vulnerable areas in the City for displacement is something that your plans cannot ignore.

82nd Avenue needs a comprehensive transportation and development strategy that ensures that in years to come, the diversity of people, incomes and cultures that make our community so special are valued and protected.

With that concern in mind, I hope you’ll consider some modest adjustments to your report language (See attached).

Again, thank you for your work to create an 82nd Avenue that better serves our community and better embodies our values as Portlanders. I look forward to continued discussions across all City bureaus regarding the future of this critical street and the people who live and work in it.

Best Wishes,



John Mulvey

cc: Members, Portland Planning and Sustainability Commission
Andrea Valderrama, Office of Mayor Ted Wheeler
Jamey Duhamel, Office of Commissioner Chloe Eudaly
Anita Yap, Portland Bureau of Planning and Sustainability
Leslie Lum, Portland Bureau of Planning and Sustainability
Mark Lear, Portland Bureau of Transportation
Shannon Callahan, Portland Housing Bureau
Michelle DePass, Portland Housing Bureau
Todd Struble, Jade District Manager
Sabina Urdes, Lents Neighborhood Association
Brian Wong, 82nd Avenue Improvement Coalition
Cameron Herrington, Living Cully
Vivian Satterfield, VERDE
Frieda Christopher, Housing Committee of the East Portland Action Plan

82nd Avenue Study: Understanding Barriers to Development

1) Page 6, under “Near-term Actions,” add a bullet:

“• Integrate a residential displacement risk analysis into all significant transportation, zoning and economic development plans and infrastructure investments in furtherance of Comprehensive Plan Policies 5.15 and 5.16.”

2) Page 7, under “Future planning and investment efforts,” add a bullet:

“• **Develop a Corridor-wide Residential Growth Strategy** that identifies residential development opportunities, supports housing stabilization at all income levels and recommends programs and policies to minimize displacement of low-income community members that may result from investment and redevelopment.”

3) Page 72, “Mitigating Homelessness Impacts”:

I’m troubled by the language in this section.

Given the traumatic impacts of homelessness on those experiencing it first-hand, as well as the well-known downstream impacts homelessness has on virtually every community system from transportation to health to education, it is disturbing to read language that reduces the problem to one of “business owners [who] spend a lot of time and money ... to clean up” after our homeless neighbors.

Homeless individuals are part of every street and every neighborhood in Portland. If economic development is happening in other areas but not on 82nd, what metric is it that leads us to the conclusion that these community members are a barrier to economic development here?

My hope is that you will reframe your discussion of homelessness on 82nd Avenue as what it is, which is a manifestation of economic inequity, rather than using dehumanizing language that suggests that these visible signs of poverty are in some way a cause of that inequity.

Preliminary Discussion Draft of 82nd Avenue Plan: Planning for a Civic Corridor

“A transportation system centered around people.”
City of Portland *Vision Zero Report*, December 2016.

Chapter 6, “Recommendations for Future Study,” add a bullet:

“• **Develop a Holistic, Corridor-wide Growth Strategy**, pursuant to Comprehensive Plan Policies 5.15 and 5.16, that ensures that future transportation investments do not become a driver of housing displacement and instead support stable and secure housing at all income levels.”

Michael Sonnleitner

#31977 | March 5, 2019

Testimony to on the **82nd Avenue Study, Draft Report Draft**

Please support this modest proposal PBOT please support the house proposal about off an highways.

Testimony is presented without formatting.

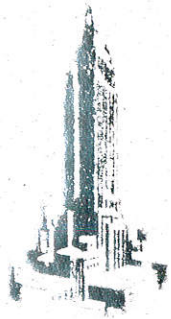
Barbara Bushell

#31973 | March 1, 2019

Testimony to on the **82nd Avenue Study, Draft Report Draft**

Bitar Bros., a limited partnership, JEMA Bitar Properties, LLC and William Frank Bitar Associates, LLC have owned the above referenced property since 1974; which has been continuously used as auto related sales and service. Over 26 percent (26.32%) of the 1.07 acres is currently zoned R5, which only allows for limited employee parking on the 12,500 square foot portion of the property, thereby limiting the viability of any commercial business or potential future development to contribute to the economic growth of the community. Not only is 82nd Avenue a major transit arterial, it is also a State Highway and in no way conducive to residential use as dictated by the R5 zone. R5 zones are intended to preserve land for housing and to provide housing opportunities for individual households. Continuous traffic, noise and high intensive lights are just some of the issues that make the R5 portion of our property inappropriate for residential use. We wholeheartedly support the proposed Comprehensive Plan Map and Zoning Map changes for 82nd Avenue and encourage the Commission to make the proposed changes.

Testimony is presented without formatting.



BITAR BROS. ROBERT A. BITAR CORPORATION

2929 EAST BURNSIDE STREET, PORTLAND, OREGON 97214-1831
PHONE (503) 234-0337 FAX (503) 234-0339

SINCE 1922
COMMERCIAL
INVESTMENTS
PROPERTIES

March 1, 2019

Portland Planning and Sustainability Commission
82nd Avenue Study Testimony
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

RE: 2400 NE 82ND AVE. – STATE ID# 1N2E28CB 19200

Bitar Bros., a limited partnership, JEMA Bitar Properties, LLC and William Frank Bitar Associates, LLC have owned the above referenced property since 1974; which has been continuously used as auto related sales and service.

Over 26 percent (26.32%) of the 1.07 acres is currently zoned R5, which only allows for limited employee parking on the 12,500 square foot portion of the property, thereby limiting the viability of any commercial business or potential future development to contribute to the economic growth of the community.

Not only is 82nd Avenue a major transit arterial, it is also a State Highway and in no way conducive to residential use as dictated by the R5 zone. R5 zones are intended to preserve land for housing and to provide housing opportunities for individual households. Continuous traffic, noise and high intensive lights are just some of the issues that make the R5 portion of our property inappropriate for residential use.

We wholeheartedly support the proposed Comprehensive Plan Map and Zoning Map changes for 82nd Avenue and encourage the Commission to make the proposed changes.

Respectfully,

Barbara Bushell
General Manager
Bitar Companies

Terry Parker

#31970 | February 21, 2019

Testimony to on the **82nd Avenue Study, Draft Report Draft**

82nd Avenue is the only East Portland North-South surface street that extends from an area near the Columbia River all the way to Clackamas County. The reason being it was developed as a state highway. Today, 82nd Avenue through Portland is a high volume motor vehicle street, a frequent service transit street and often utilized by emergency vehicles. On page 29 of the 82nd Avenue Plan (Draft) under the new right-of-way (ROW) dedication requirements section, the new property dedication requirements within pedestrian districts needs to be adjusted to "provide 48 feet of public right-of-way from each side of the center line of NE and SE 82nd Avenue (a minimum of 66 feet on the roadway between the curbs), or a minimum of 15 feet behind the existing curb line, whichever is greater." This adjustment is absolutely necessary to insure that all motor vehicle lanes and left turn pockets are wide enough to safely accommodate large emergency vehicles, freight and semi-trucks, and transit buses that are 10 feet 6 inches wide mirror to mirror. It should be noted that pedestrian districts are usually located at or near cross streets where left turn pockets on 82nd Avenue are located. The pedestrian district ROW dedication requirements as currently drafted for pedestrian districts would allow the width of sidewalk space to encroach 6 feet into the roadway thereby narrowing the travel lanes to unsafe widths. With that encroachment, keeping the pedestrian district ROW dedication requirements at 45 feet of public right-of-way from each side of the center line also increases the probability of a motor vehicle jumping the curb in a crash degrading safety for both pedestrians and all people traveling in motorized vehicles on the street. Additionally, keeping the pedestrian district ROW dedication requirements as currently drafted (the same total width as outside pedestrian districts) will create more congestion and add to fuel consumption thereby increasing carbon emissions. Once again it appears as if the primary financial stakeholders that fund TSP projects - taxpaying motorists - were not inclusive within the decision making process.

Respectfully, Terry Parker Northeast Portland

Testimony is presented without formatting.