

OPB LU 21-012886 DZM GW

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To: Bryant, Hannah <Hannah.Bryant@portlandoregon.gov>

Design Commission,

On my list of 16 changes to OPB's proposal I asked the Design Commission to consider were several relating to the satellite dish area, the most important to me relating to the fence and planting at the southeast corner closest to the railroad crossing into Willamette Park:

10. Move SE fence corner further north to improve sightlines at rail crossing

12. Limit planting at SE corner to 3' tall

OPB is asking for a modification to allow the fence to be 6' tall within 10' of the sidewalk.

There seemed to be a lot of confusion at the hearing in regard to what I am asking for. OPB testified at length about how the satellite dishes cannot be moved, and how the fence cannot be lower than 6'. I'm not proposing requiring either of those. My proposal gives OPB exactly what it has testified is important to it.

One Commissioner asked OPB's attorney for her opinion of what I was asking for. She gave a dismissive response unrelated to anything I wrote.

One Commissioner misinterpreted my request to limit planting at the southeast corner to 3' high as a request to limit the fence height.

One Commissioner asked Hannah Bryant if the crossing had been done as an official project that would have been required to meet applicable safety codes, and she replied correctly that it had (It was a joint Water Bureau/PBOT/Parks project reviewed by ODOT Rail). I believe that was in response to my saying the crossing was "unsafe". A more objective wording on my part might have been to say "it is safe, but could be much safer."

I strongly support moving the fence back 6' from the sidewalk as OPB proposes along the east several feet of the south fence. BUT it would be SAFER if the angle were changed so that the southeast corner were set back about 8' instead of 6'. That would greatly improve sightlines between rail vehicle operators and bikers and walkers emerging from behind the fence to cross. Moving the corner back 2' would mean rail operators and crossers would see each other when the rail vehicle was dozens of feet further away, due to the angle of the sightlines.

The fence was approved in 1987 to be set back several feet the entire length of the south fence along the sidewalk. OPB built it up against the sidewalk in violation of that approved site plan. **I've attached that plan along with photos previously submitted showing how the current fence totally blocks sightlines between rail operators and rail crossers. You can also see how moving the southeast corner an additional 2' north from the 6' proposed would improve sightlines while still keeping the fence well away from any satellite.**

The purpose of the fence standard (33.130.270.C.1.a) that is being modified includes:

The fence regulations promote the positive benefits of fences *without negatively impacting the community or endangering public or vehicle safety.*

Railroad vehicles are vehicles, and walking or biking in front of moving railroad vehicles into the park certainly involves safety, so the purpose is relevant.

Also, OPB's proposed 6' setback at the southeast corner is still 4' into the required low-fence zone.

In regard to the fact that the railroad crossing was built to applicable safety standards---yes. So what? Every street and every official rail crossing in Portland where this fence standard applies was built to applicable safety standards. The rail crossing designers did their part by building the crossing as best as they could in the rail right of way over which they had control. They could not mandate moving OPB's fence back to improve sightlines because they cannot. That doesn't mean they wouldn't have if they could have, or that they believe the crossing would not be much safer if that fence were moved back 2' more at the southeast corner that impacts sightlines the most.

I've talked to several people involved in the design of that crossing. They would have liked to have moved the fence back if they could have. The many railings, signs, etc. attest to their attempts to try to slow down people entering the crossing because the sightlines are so poor.

To summarize:

The rail crossing designers did their job. Now it is time for the people who have control over OPB's fence location and height to act. That is you. Setting the southeast corner of the fence back another 2' would have no negative impact on OPB, but would significantly increase sightlines, which would increase the public safety that is a central purpose of the standard.

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THIS
BLOCK

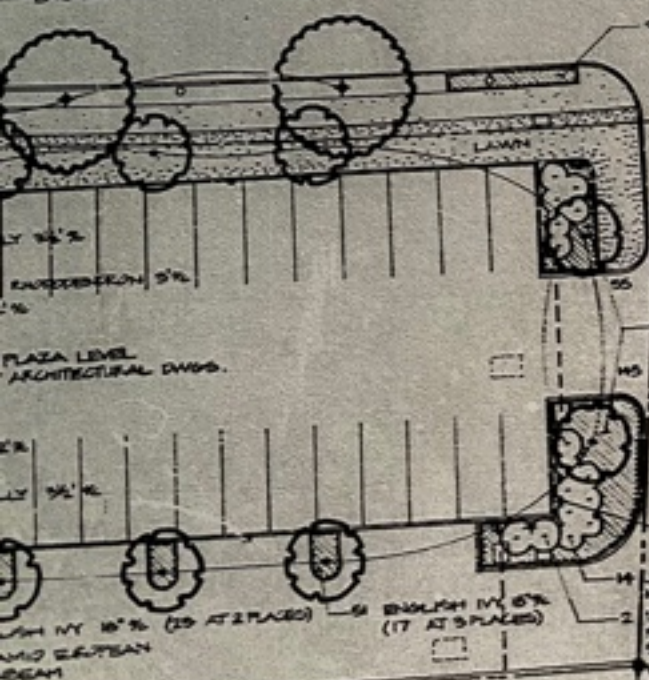
LOOK

LOOK

LOOK BOTH
WAYS

AVENUE

4 EXISTING PLANE ASH
EXISTING NY



54 ENGLISH NY 15' 6"

LAWN

20 COMMON YUCCA 6' 6"

4 BOSTON NY

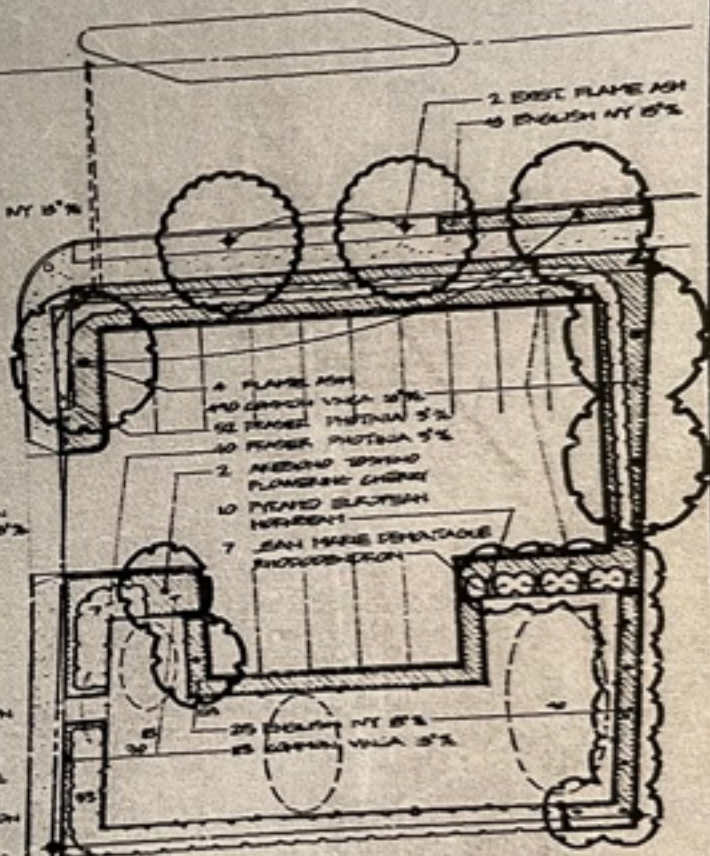
14 JAPANESE HOLLY 3' 6"

2 TRIPLE FRUITED CROTON 5' 6"

54 ENGLISH NY 6' 6"
(17 AT 3 PLACES)

ASH NY 10' 6" (25 AT 2 PLACES)
AND EUROPEAN
OIL

2 EXIST PLANE ASH
18 ENGLISH NY 6' 6"



4 PLANE ASH
140 COMMON YUCCA 6' 6"
52 TRIPLE FRUITED CROTON 5' 6"
10 PRINCE OF WALES 5' 6"
2 NEEDLE LEAFED
PINE 10' 6"
10 PYRAMID SPURGE
HEDERA
7 SAN MARIE DEBENTURE
PRODRON

25 ENGLISH NY 6' 6"
25 COMMON YUCCA 6' 6"

LEGEND

PLANTING PLAN

OREGON PUBLIC BROADCASTING