

TERRY PARKER
P.O. BOX 13503
PORTLAND, OREGON 97213-0503

Subject: Testimony to the Portland Planning and Sustainability Commission on the 60th Avenue Station Community Project April 12, 2011

I am a fourth generation Portlander and have lived in the Rose City Park Neighborhood most of my life. In the 1970's I chaired the Banfield Citizens Advisory committee that recommended constructing a light rail line from Portland to Gresham, and widening I-84 as a combined project. Currently I am a member of the Rose City Park Neighborhood Association Land Use and Transportation Committee. There are two parts of the 60th Avenue Station Community Project that have sparked the most discussion.

First is the safety issue on the 60th Avenue overpass. The primary crosswalk is sited at the top of a street incline on both sides. After dark, due to the glare from both on coming traffic and harsh pedestrian scale lighting, motorists just see the shadows of pedestrians in the crosswalk. The overhead lighting is insufficient, and TriMet has changed the light fixture globes to clear on the West side of the street creating even more glare from harsh lighting.

As part of this project, both the City on the East side of the street, and TriMet on the West side of the street need to revise the type of pedestrian scale lighting with fixtures that are designed to give off less glare. Better overhead lighting and pedestrian activated overhead yellow crosswalk flashers, with signage, are also a must.

Additionally, since 60th Avenue is both a bus route and is used by large trucks transporting freight to and from the close by warehouses and accessing I-84; if bike lanes are added to the 60th Avenue overpass, the motor vehicle lanes must be maintained at not less than eleven feet wide. This too is a vital safety issue. TriMet's busses and many large trucks are ten and one half feet wide mirror to mirror.

The second issue is the rezoning of the 60th and Halsey Street business node. This is a very busy "T" type intersection with a lot of traffic turning movements by cars, trucks and busses. For many years, Pennywise, a neighborhood market stood directly next to the sidewalk on the Southeast corner. This constrained the visibility of the intersection. There is now a convenience store at that location with a parking lot in front. Maintaining building setbacks and open space visibility on the front sides of properties on the South side of Halsey Street is an important safety issue. The current rezoning proposal, even with design review, would be a step backwards. I believe the position of the neighborhood is not to take up the rezoning of these properties until some traffic and safety issues can be completely studied. Since the only property not in current use or without a neighborhood business is on the North side of Halsey; there is no great need to rush to do the rezoning. Moreover, if the neighborhood is not listened to now by suggesting the rezoning discussion be delayed, why would anybody think the neighborhood would be listened to about setbacks under design review?

Respectfully,
Terry Parker

Wickstrom, Matt

From: Andrew Dryden [andrew.dryden@gmail.com]

Sent: Tuesday, April 12, 2011 11:16 AM

To: Wickstrom, Matt

Subject: Zoning Ammendment for 60th St.

Dear Planning and Sustainability Commission:

Thank you for looking at applying the zoning amendment and design overlay to the 60th St MAX station area. As a home owner and resident of this area I would like to express my full support for this proposal even though I could not attend today because of work obligations. I believe that applying the comp plan zoning and adding a design overview will allow for needed development in our area while maintaining a balanced aesthetic that will be pleasing to current residents. I would like to thank the city of Portland for working on this project and specifically Matt Wickstrom and Tom Armstrong for continuing the process over many years of difficult budget cycles. It has been a privilege to be involved in the planning process for our neighborhood and I look forward to you working to bring the process to completion.

Regards,

Andy Dryden
715 NE 62nd Ave

4/12/2011

April 12, 2011

Joe Recker
615 NE 64th Ave
Portland, OR 97213

Planning and Sustainability Commission Members
Sent via email to Matt Wickstrom

SUBJECT: NE 60th Station Community Project

Dear Commissioners,

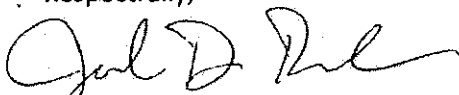
I want share my strong support for the subject project, including the zoning code, comprehensive plan, and transportation changes recommended to you today. I live on property where the zoning would be changed to match the Comprehensive Plan and while I may not necessarily take advantage of the rezoning in the near term, I expect and hope that several underutilized sites in the neighborhood are improved and add more vitality to our neighborhood. I've had positive conversations about these changes with several of my neighbors as well. I also hope that some of these early projects will help pay for the basic street infrastructure so sorely needed.

Early on in the project, many neighbors expressed concern about the design of new infill and lack of transportation infrastructure to support increased density. I feel that the City's proposal of a "d" overlay and recommended changes to the City's Transportation System Plan and Bicycle Plan 2030 have helped to address these concerns. I believe these changes will provide a benefit to existing and future/additional residents living here. The only remaining concern is how long before the transportation improvements are made and I would like to request that the City continue to work on ways to make these improvements a reality in the near term (3-5 years). I feel the transportation infrastructure is an important piece to realizing high quality infill here.

In addition, I want to express my optimism that this Station Community can become a truly extraordinary place, as envisioned during the planning process. The high level of transit service (which I and many of my neighbors utilize every single day), grocery stores and other businesses, and street connectivity provide the bones for a sustainable community reinforced by the appropriate zoning changes before you today.

Thank you for considering these improvements to our Station Community.

Respectfully,



Joe Recker

North Tabor Neighborhood Association

VIA Email

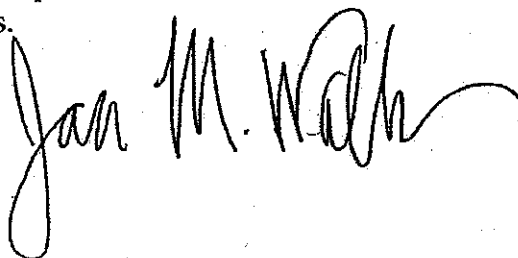
psc@portlandoregon.gov
Bureau of Planning and Sustainability
City of Portland
1900 SW 4th Ave, 7100

RE: 60th Avenue Station Community Project

The North Tabor Neighborhood Association (NTNA) supports the vision for the 60th Avenue MAX Station community and encourages high quality, transit-oriented development within our neighborhood. For example, Center Commons has become a positive addition to our neighborhood by bringing varied architecture, housing choices for a variety of incomes and ages, and higher quality urban design features. However, the neighborhood has strong concerns about the deficiencies of infrastructure within the station community and the lack of assurances for a timely resolution of those deficiencies.

Specifically NTNA strongly supports the design overlay prescribed for the areas with zoning changes as necessary to promote high quality infill that is compatible with the existing residential neighborhoods and Glisan Main Street commercial buildings. However, several streets within the 60th Ave. MAX station area have serious inadequacies with safety implications. While we realize that the costs to fully upgrade these streets to current standards may be prohibitive, we propose for (at a minimum) adequate funding for targeted bike and pedestrian safety improvements so that we are encouraging new residents and businesses in places that can safely facilitate them. These transportation improvements include wider sidewalk connection to MAX on NE 60th Ave. on at least one side of the street, a safer pedestrian crosswalk on the NE 60th/I-84 overpass, formal bikeway connections between the MAX station and surrounding bicycle network, and finally safe and appropriately-spaced pedestrian and bike crossings of Glisan within the station area. The NTNA respectfully requests a clear plan of action, including funding, for these basic safety improvements to be made clear prior to approving the proposed land use changes.

Respectfully,
Jacob M. Wollner
Vice Chairman
North Tabor Neighborhood Association



NTNA c/o SEUL 3534 SE Main St. Portland, Oregon 97214
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Enhancing the environment of and promoting involvement in our neighborhood.

Wickstrom, Matt

From: Ray Swayne [hollywoodceramic1@hotmail.com]

Sent: Tuesday, April 12, 2011 8:32 AM

To: Wickstrom, Matt

Subject: 60th street

Hi: Matt, I am a property owner 6063 NE. Glisan

My name is Ray Swayne

I can't attend your meeting scheduled for today. But I am for the zone changes the would improve the rentabilty of the business property located in the area that you will be addressing

thanks for your help

Ray Swayne.