

N/NE QUADRANT PLAN AND I-5 BROADWAY-WEIDLER FACILITY PLAN

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Mike Warwick	535 N.E. Thompson St.	
✓ Lee Perlman	512 N.E. Avazee	
VOID James W. Ryan	1904 N. Schfield St. Portland	ryanjames@com
✓ Bernice Bottomly	200 SW market Portland	on file
✓ Mike Dowd	0753 SW Miles St	gmail.com dowdarchitecture@5
✓ Betsy Reese	3221 SE Brooklyn St 97202	betsy.w.reese@gmail.com
✓ Boris Kaganovich	742 SW Vista Ave, 97205	kaga0008@gmail.com
✓ Paddy Tillot	1223 SW Washington St. 97205	paddy.tillot@ziff.com
✓ EMMA COLBURN	5236 E BURNSIDE 97215	COLBURNE@gmail.com

Moore-Love, Karla

36972

From: mike dowd [dowdarchitecture@gmail.com]
Sent: Thursday, October 25, 2012 12:57 PM
To: Moore-Love, Karla
Cc: Steven Streimer
Subject: N/NE Quadrant City Council testimony
Attachments: Signed letter of Testimony_10-25-2012.pdf

Karla:

Attached is written testimony from my client, Streimer Sheet Metal Works, Inc. opposing the proposed zone change at their business. I will also be testifying on their behalf at the hearing.

Mike

--

Michael Dowd, AIA, President
Dowd Architecture Inc.
0753 SW Miles Street
Portland, Oregon 97219
(503) 282-7704
email: office@dowdarchitecture.com or dowdarchitecture@gmail.com
website: www.dowdarchitecture.com



COMMERCIAL AND INDUSTRIAL
FABRICATION • INSTALLATION

740 North Knott Street
Portland, OR 97227-2099
Telephone (503) 288-9393
Facsimile (503) 288-3327

October 25th, 2012

Portland City Council
Attn: Council Clerk
1221 SW Fourth Avenue, Room 140
Portland, Oregon 97204

**Re: N/NE Quadrant Plan Testimony
Streimer Sheet Metal Works, Inc.
740 N. Knott St.
Portland, Oregon 97227**

Dear Mayor and Council Members:

Streimer Sheet Metal Works, Inc. is one of the Northwest's premier providers of sheet metal construction, fabrication and HVAC services to the area's commercial, institutional and industrial-based businesses. We were founded in 1946 and moved to our current location in 1958 on N. Knott Street. Over the last half-century-plus, **we have expanded to over 280 employees, including 90 employed on our full block** on N. Russell between N. Albina and N. Borthwick, plus other properties on three adjacent blocks. Over the years, we have invested millions of dollars expanding and upgrading our facilities in our neighborhood and consider this location to be a part of our future.

We are extremely concerned about the proposed rezoning of our properties along Russell from IG1 to EX. We have been following this project from the beginning, but had been reassured that the rezoning would not impact us. It was only recently that we learned that this is not at all true.

EX zoning prohibits two of the activities most important to our business--outdoor work activities, and outdoor storage. While we understand that our current activities may continue, the prohibition destroys our flexibility for using our site in the future.

Changing to EX zoning would also instantly make over an entire half-block of our property nonconforming. Any future development we do would then trigger a slew of expensive, mandatory nonconforming upgrades, such as pedestrian connections between our several buildings--upgrades which would be worthless and in fact detrimental to us as an industrial use, and of absolutely no benefit to the public. Because the development standards of the EX zone are drastically different than those of our current IG zoning, we would certainly have to spend the code-mandated upgrade maximum each time we alter our property. **So, right off the bat, the EX rezone would increase the costs of any new development we do by 10%.** On a \$2,000,000 building, that's \$200,000--hardly something that's supportive of our business, and enough to stop us from being able to expand or upgrade our facilities.



EX also has drastically different standards than IG zoning for pedestrian standards, maximum setbacks, and many other things. Ironically, these would backfire in terms of making Russell more pedestrian-friendly. For instance, now, under our current zoning, we can expand towards--but not all the way up to--Russell Street, leaving open the possibility of doing non-industrial, pedestrian-friendly development there in the future. But under EX zoning, we'd be required to bring that industrial development right up to the street. **That's only one of several examples of the EX rezoning forcing us to do exactly the opposite type of development that EX is intended to encourage.**

We were **heavily involved in the Albina Community Plan**, which recognized the value of our industrial business and kept our zoning industrial. **We were promised that it was a long-term plan, and we have invested millions of dollars since that time in the neighborhood based on that promise.**

We already have huge constraints on us imposed by grade changes and functional requirements such as delivery and movement of materials that can weigh several tons each. **Those are difficult enough to manage without imposing zoning that was never intended to support our type of industrial use.**

We do understand the goals of the N/NE Quadrant Plan for Russell Street, and don't want to stand in the way of other people who need EX zoning to develop their own properties as they desire. But EX zoning--or any change that takes away our IG1 zoning--will be a disaster for us, and that will hurt our neighborhood.

Karl Lisle, the Plan's manager, suggested to us that a solution to our issues would be to keep our zoning IG1, but change the Comprehensive Plan designation to EX. That sounds like a good solution--preventing the harm that EX zoning would cause us, but reducing the difficulty of transitioning to EX zoning in the future, in the event that that made sense for future development.

We ask that you alter the plan to allow this change on our properties, so we maintain our IG1 zoning. Thank you for the opportunity to express our concerns.

Sincerely,

Streimer Sheet Metal Works, Inc.

A handwritten signature in blue ink, appearing to read "Steven L. Streimer", is written over a light blue horizontal line.

Steven L. Streimer, President

CC: 1) F.L. Streimer, Secretary-Treasurer, Streimer Sheet Metal Works, Inc.
2) Mike Dowd, Dowd Architecture, Inc.

36972

Moore-Love, Karla

From: James Heuer [heuerjs@attglobal.net]
Sent: Thursday, October 25, 2012 11:54 AM
To: Moore-Love, Karla
Subject: Testimony on N/NE Quadrant Plan review
Attachments: TestimonyOnNNEQuadrantPlanJHeuer.pdf

Ms. Moore-Love,

Attached is my written testimony on the N/NE Quadrant Plan review hearing for today.

Regards,
Jim Heuer

--

James S. Heuer
1903 NE Hancock Street
Portland, OR 97212
(503) 284-8481 (Home)
(503) 335-8380 (Work/Cell)

10/25/2012



C.J. Sylvester
Chief Operations Officer

PORTLAND PUBLIC SCHOOLS
Operations
501 North Dixon Street • Portland, OR 97227
(503) 916-3176 • Fax: (503) 916-3107

October 25, 2012

Mayor Adams and Portland City Council members
1221 SW Fourth Avenue, Room 140
Portland, OR 97204
Attn: Council Clerk

Dear Mayor Adams and Portland City Council members,

Thank you for the opportunity to comment on the N/NE Quadrant Project (N/NE Quadrant Plan and I-5 Broadway/Weidler Plans) and congratulate you on the completion of one of the elements of the Central City 2035 Plan update. You should be proud of the project's Stakeholder Advisory Committee (SAC) and project staff in the completion of this significant piece of work and its reflection of the high level interest the community has in this part of Portland.

Portland Public Schools (PPS) is generally in support of this project and its implications for the PPS properties located in the project planning area (Blanchard Education Services Center and the Harriet Tubman School). We have previously provided testimony to the project SAC and Planning and Sustainability Commission regarding the plan. We support the Plan's proposal to include the Blanchard site in the Lloyd District and the rezoning of the Blanchard site and Harriet Tubman School.

PPS is also supportive of investments in state and local transportation improvements identified in the I-5 Broadway/Weidler Plan. The function and operation of local streets in the vicinity of the I-5 interchange with NE Broadway/Weidler have needed attention for a number of years.

We are concerned, however, about the Plan's specific recommendations for future local street improvements to be made in conjunction with I-5 interchange improvements identified in the Plan. One of the Recommended Concept Facility Plan Elements (page 7) is the reconfiguration of streets north of Broadway to include the Hancock/Dixon Structure and freeway lid and the connection of N. Dixon Street with NE Hancock Street (page 8). While the N. Dixon Street connection with NE Hancock Street would provide an east-west, non-arterial street connection that avoids the I-5 interchange area, **making such a street connection without corresponding street and streetscape improvements to N. Dixon Street through the intersection with N. Larabee Avenue to accommodate the additional traffic volume and transportation modes will significantly impact operations at the Blanchard site.**

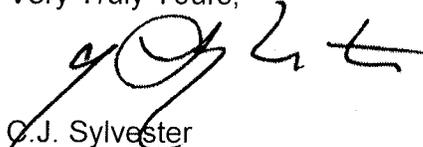
We recognize that the level of detail in a central city quadrant plan will be subject to a great deal of further refinement and detail after the plan is adopted. The

Plan's begins to address this need through project development and management, preliminary engineering and specific design coordination implementation actions. These actions begin to speak to the concerns we noted above (page 11, Specific Design Coordination, item 2) by addressing property and parking impacts to properties affected by the proposed connection of Hancock/Dixon streets. However these actions need to be expanded to require the number of on-site and on-street parking spaces be the same or more than existing conditions for properties impacted by the proposed connection of these two streets.

These actions should also inform local property owners of any other plans PBOT might have for changes or impacts to local street operations that might affect local property owners in this area that would be out of sync with timing of improvements in the I-5 Broadway/Weidler Interchange Improvement Plan.

Again, thank you for the opportunity comment on the plan and congratulations on the completion of this significant planning effort.

Very Truly Yours,



C.J. Sylvester
Chief Operating Officer
Portland Public Schools

36972

Moore-Love, Karla

From: Maye Thompson/Doug Allen [mayedoug@spiritone.com]
Sent: Wednesday, October 24, 2012 8:00 PM
To: Moore-Love, Karla
Subject: N/NE Quadrant Plan Public Hearing Testimony for October 25, 2012
TO: Portland City Council

SUBJECT: N/NE Quadrant Plan -- Testimony for Hearing -- October 25, 2012

Mayor and Commissioners:

This is a fatally flawed project. It assumes, contrary to Portland's Climate Action Plan, continuing growth in freeway volumes based on unsupportable predictions and the assumption that we will not provide alternatives. Our planet cannot survive this kind of thinking much longer.

If Portlanders have already figured out that "we can't build our way out of congestion," then what are we doing here?

The "N/NE Quadrant Plan" is an anti-planet highway expansion project with window dressing designed to appeal to the "stakeholders." You can call an additional lane an auxiliary lane, but it is still an additional lane, and still is a huge increase in freeway capacity. As Planning and Sustainability Commissioner Chris Smith points out, alternatives to expanding highway capacity should be considered first, and in this case they were not.

Likewise, if safety is the problem, and we have \$400 million to spend on safety, is this really the place to spend it? Where is the analysis of alternatives? The public knows that local governments have no printing press for money, so projects that provide a poor rate of return end up discrediting all government actions.

If the surface amenities in the N/NE Quadrant Plan are worth doing, let's spend just a fraction of this total project cost on those amenities, and forget the freeway expansion. I remember when the "Water Avenue Ramp" project was being promoted by parks advocates, who said that it was the only way to fund the East Bank Esplanade. I fought that ramp, it was killed, and somehow we managed to build an Esplanade that isn't under the shadow of a freeway ramp swooping out over the river! Let's be similarly creative here.

ODOT and Metro do not have a psychic ability to predict the future. I recall that back in the early 1980's, ODOT and the City of Portland were promoting an expansion of McLoughlin Blvd from two to three lanes in the stretch south of SE Harold St. The increase in traffic was going to be so big, that the City told the neighborhoods that the City would not do traffic calming on SE 17th, because 17th would be needed for the excess traffic that wouldn't fit on McLoughlin in the future unless it was widened. Of course McLoughlin wasn't widened, the City put in traffic calming on 17th, and the latest traffic counts on McLoughlin show traffic volumes back to the level of when that project was being promoted. And, we are finally putting light rail in that corridor.

We can do a lot about our own use of fossil fuels for transportation in Portland. We need to improve mass transit in the I-5 corridor, and permanently shut down this proposal for expanding capacity and traffic volume on I-5.

Sincerely,

Douglas R. Allen
734 SE 47th Ave.
Portland, OR 97215

10/25/2012

City of Portland
1221 SW Fourth Avenue, Room 140
Portland, OR 97204

October 24, 2012

Attn: Council Clerk

Re: Written Testimony on N/NE Quadrant Plan Public Hearing at City Council

To the Council:

My name is James S. Heuer, and I'm a resident of the Irvington neighborhood and an active member of the Irvington Community Association's Historic Preservation Committee and its Land Use Committee. However, this communication is on my own behalf, although I believe that the commentary contained herein reflects the views of a majority of members of both of those committees.

Much has been made of the collaborative effort which has culminated in the N/NE Quadrant Plan being voted upon by City Council. While there is much truth in that, one key set of decisions was not made in a collaborative way, and the stakeholders directly involved in that area did NOT acquiesce quietly in the proposals ultimately being presented today – namely the proposed building height zoning treatment for that portion of the N/NE Quadrant Plan study area included in the Irvington National Register Historic District.

When the N/NE Plan study team presented their treatment of that area to the Portland Historic Landmarks Commission, they represented their decision to adopt a 75' high limit on buildings in the subject area as the result of negotiation with the ICA and its representatives. My understanding is that the discussion was far from a simple negotiation – the ICA was presented with the decision of the study team and told that no lower height limit would be agreed to. The consequence was that the ICA representative on the Stakeholder Advisory Committee submitted a minority opinion as part of the report addressing both traffic concerns relevant to the neighborhood and making clear that the proposed zoning height limits were unacceptable to the ICA.

It should be pointed out that in a 2007 land use case before the Historic Landmarks Commission regarding the proposed Irvington Squire Condominium building, the HLC Chair obtained an opinion from the City Attorney that the code standards which define the parameters of Historic Design Review supersede zoning limits on building height and FAR. In that decision, the LHC found that a building proposed at a height of 75 feet was not compatible with the then-effective standards for the Irvington Historic Conservation District. The standards which came into play in November, 2010, under which Irvington became a National Register Historic District are even more stringent than those under the Conservation District standards.

Zoning standards which are more relaxed than those imposed by Historic Design Review set up an inherent conflict and subject the Historic Districts to unwarranted pressures to subvert the Historic protections provided under the City's Design Review protections to exploit specific areas of potentially high value land.

In that context, the State of Oregon Certified Local Government Statute, which defines Portland's responsibilities relative to its historic properties and districts states clearly that the City must: "support historic preservation programs with adequate funding, staff, and access, and ensure that ordinances and other legislation designed to protect historic and prehistoric cultural resources are enforced."

Zoning which is in conflict with that expectation is, we believe, a prima facie violation of the State of Oregon Certified Local Government statute. Further, we believe that the process by which the N/NE Quadrant Plan team arrived at its arbitrary and unsupportable proposal for zoning heights in the Irvington Historic District was also a bald violation of the statute – as it constituted at best informal "horse trading" to arrive at new proposed zoning standards rather than the required formal review rooted in the protected historic characteristics of the Historic District.

The Plan team properly should have at minimum had hearings at which experts in Portland and Irvington history reviewed the basis for the Irvington District nomination to determine how the character of the district would be affected by potential zoning changes. And then should have provided analytical justification for its proposed height limit changes rooted in the historic character of the neighborhood as protected by the City's codes. The burden of proof would be on the N/NE Quadrant team to justify why the blocks fronting Broadway in the N/NE Quadrant planning area should have a 75 foot height limit when those blocks between 15th Avenue and 27th Avenue are currently limited to 45 feet in height and share all the same historic characteristics as those in the planning area.

We respectfully request that in voting for approval of the N/NE Quadrant Plan, the City Council adopt an amendment excepting from its approval that part of the Plan which deals specifically with the proposed zoning for that part of the Plan area contained in the Irvington Historic District.

Very Truly Yours,

James S. Heuer
1903 NE Hancock Street
Portland, OR 97212

Moore-Love, Karla**36972**

From: Jack Rhodes [jakeman1@q.com]
Sent: Wednesday, October 24, 2012 4:32 PM
To: Moore-Love, Karla
Subject: I-5 > Broadway-Weidler Facility Plan

I may have already sent you a communication regarding this. I tried yesterday, but it didn't show up in my "sent " file so I am sending you another one so you are assured your project has support from the Clark county end at least at the hoi pol-oi level. I heard about this project from Debbie Peterson. This idea is actually well overdue and should have been handled years ago. When such projects are delayed they only get more costly as labor costs only go up. Adding the third lane in Delta Park has helped that area considerably and would definitely aid congestion there as well.

It isn't always the case but in this one, if some is good more would be better so why stop at one new lane? I am aware that Multnomah county has had a statutory strangle hold here as there is a statutory limit of 3 thru-lanes, which blocks this kind of reasonable city planning. As long as this mentality holds the prevailing position, traffic will always be a problem in the Portland / Vancouver area choking down traffic for the entire west coast. I wonder if the powers that be would feel more motivated if they knew they were lagging behind cities in the Deep South such as Atlanta and Birmingham. I've seen both and can tell you their freeways get widened when they need it. They realize it is necessary to keep their economies vital . This is also true in our area as well. Hopefully, new blood in the City council and Mayor's office will shake things up. by the way, New Orleans had the good sense not to buck the system when I 10 was built there. They had proper Interstate highrise bridges built back in the 60's when they were a lot cheaper than they are today. Keep on pushing. We need thinkers like you.

Jack R Rhodes
Vancouver

10/24/2012

Moore-Love, Karla

36972

From: Paul Cathcart [pcathcar@pps.net]
Sent: Wednesday, October 24, 2012 1:10 PM
To: Moore-Love, Karla
Cc: Beckman, Stephanie
Subject: Written testimony from PPS for Item 1204 on 10/25 Council agenda
Attachments: Letter_to Portland City Council_N-NE Testimony.pdf

Good afternoon Ms. Moore-Love,

Attached is written testimony from Portland Public School Chief Operating Officer on the North/Northeast Quadrant Plan that will be before Council on October 25th at 2 pm (Item 1204). Please let me know if you need further information and whether this submittal is sufficient to get the testimony into the record for the Plan.

Thank you.

Paul Cathcart
Portland Public Schools
Planning and Asset Management
503-916-3510

10/24/2012

36972

Moore-Love, Karla

From: Curt Schneider [curt.j.schneider@gmail.com]
Sent: Tuesday, October 23, 2012 4:26 PM
To: Moore-Love, Karla
Subject: Fwd: Testimony on N/NE Quadrant Plan hearing 10-15-2012 for the record
Attachments: npGreenway N NE Quad to CC Oct 21, 2012.doc; ATT00001.htm

Karla,

Below is a letter(attachment) from npGreenway for Wednesday's hearing. Please place it in the record of the hearing.

Thank you,

Curt Schneider Co-chair
 npGreenway

Sent from my iPad

Begin forwarded message:

From: Curt Schneider <curt.j.schneider@gmail.com>
Date: October 21, 2012, 9:53:51 AM PDT
To: Sam Adams <Samadams@portlandoregon.gov>, Amanda Fritz <Amanda@portland.oregon.gov>, Amanda@portlandoregon.gov, Nick Fish <nick@portlandoregon.gov>, Dan Saltzman <dan@portlandoregon.gov>, randy@portlandoregon.gov
Cc: Beate Hoelscher <beate.hoelscher@daimler.com>, Curt Schneider <curt.j.schneider@gmail.com>, Francie Royce <froyce@comcast.net>, Joe Adamski <jgadamski@gmail.com>, Lenny Anderson <sitma@teleport.com>, Pam Arden <pam_arden@hotmail.com>, Shelley Oylear <oylears@gmail.com>
Subject: Testimony on N/NE Quadrant Plan hearing 10-15-2012 for the record

Dear Mayor and City Council,

Attached is a letter for Wednesday's hearing on the N/NE Quadrant Plan. Please include it in the record.

Thank You,

On Behalf of npGreenway

--CurtSchneider, Co-Chair
 npGreenway

Take care and help create a wonderful day!!!

npGREENWAYfriends of the north portland greenway trail

21 October 2012

To: Portland Mayor and City Council

Mayor Sam Adams
Commissioner Randy Leonard
Commissioner Amanda Fritz
Commissioner Dan Saltzman
Commissioner Nick Fish

From: npGreenway Core Group

Re: N/NE Quadrant Plan

Dear Mayor and City Council,

npGreenway is a local organization advocating for the adoption and construction of a multi-use trail between the Eastbank Esplanade and the Columbia River. We have briefly reviewed the proposed N/NE Quadrant Recommended Draft that is to be heard by you on October 25, 2012. We ask that this letter be included in the public record.

The plan illustrates (page 25) the proposed Willamette River Greenway Trail on the westerly side of Interstate Avenue between the Eastbank Esplanade and the Broadway Bridge. We SUPPORT this recommendation and urge the Council to adopt this location and we request that the North Portland Trail Alignment Plan, currently in process at Parks and Recreation, follow the same route.

Thank you for this opportunity to comment.

Respectfully,

ON BEHALF OF npGreenway Core Group
Curt Schneider, Co-Chair

Francie Royce, Co-Chair
Pam Arden, Treasurer
Joe Adamski, Secretary
Shelley Oylear, Core member
Lenny Anderson, Core member
Beate Hoelscher, Core member

36972

Parsons, Susan

From: Allan Rudwick [arudwick@gmail.com]
Sent: Tuesday, October 23, 2012 3:29 PM
To: Moore-Love, Karla
Subject: Letter to City council regarding the I-5 Broadway/Weidler Plan
Attachments: I5-Broadway-AllanRudwick.docx

Hello,

Please distribute this letter to the City Council members.

Thank you very much
Allan Rudwick
228 NE Morris St
Portland OR 97212

--
Allan Rudwick
(503) 703-3910

10/24/2012

To: Mayor Sam Adams
Commissioner Dan Saltzman
Commissioner Randy Leonard
Commissioner Amanda Fritz
Commissioner Nick Fish

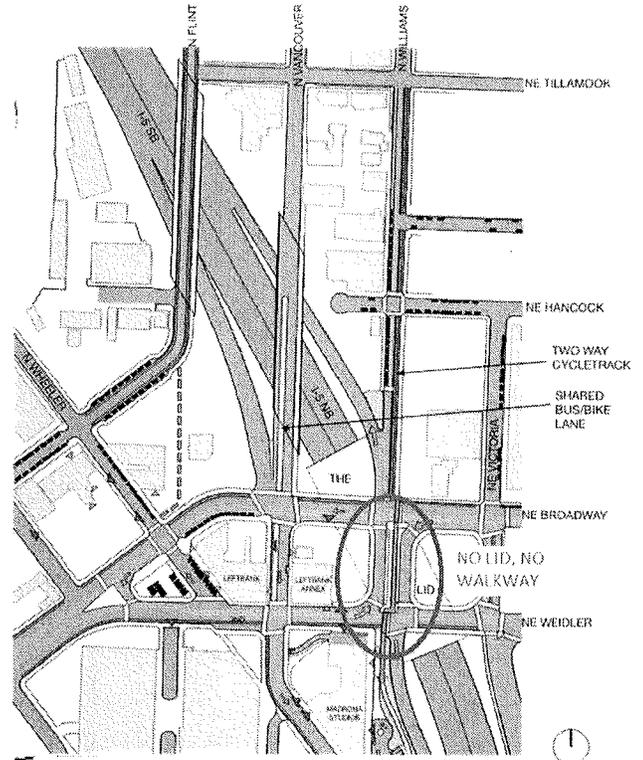
36972

Dear Mayor Sam Adams and the Portland City Council,

I am writing on behalf of myself and my neighbors in the Eliot neighborhood.

The I-5 Broadway/Weidler Facility Plan should be amended.

The study that I watched and participated in made a faulty assumption: we need to add lanes to I-5. This is not technically required to create the local street improvements that are proposed, and those local streets should be the motivation for this project. The area around the interchange is choked with traffic and some minor tweaks can make it a much more pleasant place to live. We can choose to save \$300M and lose the lid over I-5, and connect N Flint to Dixon connection, building this project on the existing structures is physically possible. Creating the 4-lane English-style onramps onto I-5 on N Williams might require removing the sidewalks from the N Williams overcrossing bridge, but other than that, the structures are physically capable of being reconfigured with a bit of paint and concrete.



Removing the lid and reusing bridges we already have, we can create the plan above for less than 1/4 the cost of the proposed plan

There are 2 reasons not to do this:

- a) It isn't shiny
- b) It doesn't widen I-5

Everyone in the room knows that you will be approving the plan, so I would encourage you to push this amendment forward:

Do a 'phase 1' project to solve the mess at Flint, Wheeler & Broadway.

Do a 'phase 2' project to convert N Williams as shown above. Build the Clackamas Overcrossing to help reconnect the urban fabric across I-5.

If we do this, we can evaluate the project and decide to pay for it later. It may not be needed and the savings of roughly \$300 Million could be applied to other safety projects around the city.

The only things you lose from this plan are 'nice to have' not requirements for life:

- a) The Lid- possible developable land on top of I-5
- b) Full width sidewalks on a few block faces that serve as interstate onramps
- c)

Please push this forward before the highway lobby funds this project and commits us to unneeded spending.

Thank you for amending what is nearly a very good plan,
Allan Rudwick
228 NE Morris St
arudwick@gmail.com

21 October 2012

To: Portland Mayor and City Council

Mayor Sam Adams
Commissioner Randy Leonard
Commissioner Amanda Fritz
Commissioner Dan Saltzman
Commissioner Nick Fish

From: npGreenway Core Group

Re: N/NE Quadrant Plan

Dear Mayor and City Council,

npGreenway is a local organization advocating for the adoption and construction of a multi-use trail between the Eastbank Esplanade and the Columbia River. We have briefly reviewed the proposed N/NE Quadrant Recommended Draft that is to be heard by you on October 25, 2012. We ask that this letter be included in the public record.

The plan illustrates (page 25) the proposed Willamette River Greenway Trail on the westerly side of Interstate Avenue between the Eastbank Esplanade and the Broadway Bridge. We SUPPORT this recommendation and urge the Council to adopt this location and we request that the North Portland Trail Alignment Plan, currently in process at Parks and Recreation, follow the same route.

Thank you for this opportunity to comment.

Respectfully,

ON BEHALF OF npGreenway Core Group
Curt Schneider, Co-Chair

Francie Royce, Co-Chair
Pam Arden, Treasurer
Joe Adamski, Secretary
Shelley Oylear, Core member
Lenny Anderson, Core member
Beate Hoelscher, Core member

36972

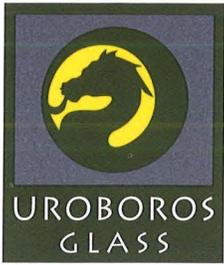
Parsons, Susan

From: Ronald Swaren [rswaren2002@yahoo.com]
Sent: Monday, October 22, 2012 10:59 AM
To: Moore-Love, Karla
Subject: Oct 25 meeting on I-5 Broadway-Weidler Facility Plan

Dear Council Members,

I think the I-5 Broadway Facility Plan should be built as per ODOT's plan which includes building a new lane both north and south on I-5 in the Rose Quarter. The surface improvements are good, also, in that they will facilitate improvements to nearby property. This is a much more important project than the Columbia River Crossing. I would like to see ODOT go ahead with this Facility Plan and table the CRC. Please vote in favor of the I-5 Broadway -Weidler Facility Plan.

Ron Swaren



TIME CERTAIN 2PM
OCT 25

I M A G I N A T I O N
A T W O R K
36972

AUDITOR 10/17/12 AM10:14

Sam Adams, Mayor
Amanda Fritz, Nick Fish, Dan Saltzman and Randy Leonard, Commissioners
City Hall
1221 SW 4th Avenue, Room 140
Portland, Oregon 97204

RE: October 25th, 2012 hearing on the N/NE Quadrant Plan and I-5
Broadway/Wielder Facility Plan

October 15, 2012

To the City Council,

I am the owner of a glass manufacturing business employing some 50 people located (since 1984) in the N. Albina area, and previously in the CEID. I have lived and/or worked in Portland's inner city since 1964, and have personally seen and been affected by all of the issues and developments here over these many years.

Representing L. Albina businesses, I was a member of the N/NE Quadrant Plan SAC from start to finish, and participated in almost every subcommittee meeting during the 2 year stint. I would have liked to present this message in support live, but am currently overseas on a business trip.

My experience in this planning process was very satisfying. The group heard from, and was therefore able to consider, what surely must have been every possible point of view on each topic. Fortunately, we were also provided a tremendous amount of professional input from City and ODOT staff and their consultants, so that we could make fully informed decisions.

Down to the smallest detail, the resultant product is a balanced and worthy plan, and I urge you to adopt it without casually considered '11th hour' amendments. We considered the messages brought by those inside and outside the SAC that advocated 'fringy' ideas, and occasionally these influenced our direction. We considered both larger and lesser options for transportation at length, and chose this balanced plan with a strong majority.

This process and the resulting product was a great example of democracy at work: messy at times, but respecting input from all sources. As a small business owner I shudder to think of the cost of all the staff and consultant involvement in this process, but no planning effort is going to improve on this one, and the City should pay careful attention its recommendations.

Sincerely,

Eric Lovell, President
Uroboros Glass

UROBOROS® GLASS STUDIOS, Inc.
2139 N. Kerby Avenue
Portland, Oregon 97227, USA
503-284-4900, Fax: 503-284-7584
uroboros@uroboros.com
www.uroboros.com

36972

Moore-Love, Karla

From: Tweet [tweetfamily@comcast.net]
Sent: Monday, October 15, 2012 3:38 PM
To: Moore-Love, Karla
Subject: Yes, add 2 lanes to I-5 in the Rose Quarter

I support the I-5 Broadway Weidler Facility Plan of adding lanes to I-5 that are now a bottleneck.

If this were improved, more WA residents could use I-5 more.
Rather than crowding I-84 in Portland, WA residents could travel on SR 14 on the WA side, use the I-5 bridge, and get to destinations south.

Regional medical specialties are housed at OHSU on the waterfront and on the hill, and these lanes would improve accessibility to these.
All of the destinations south of the improvements would be more accessible including Portland attractions like OMSI.

Freight from the ports of Portland and Vancouver could reach destinations sooner if the roads were better suited to the traffic demand.

The state of WA has worked to make I-5 north wide enough for the traffic.

If OR would do their share, then commuters, freight, and visitors could better travel in our region.

Thank you for your consideration.

Margaret Tweet
2715 NW 34th Circle
Camas, WA 98607

10/15/2012

36972

Moore-Love, Karla

From: Matthew Arnold [matthewa@serapdx.com]
Sent: Monday, October 15, 2012 1:35 AM
To: Moore-Love, Karla
Cc: Todd.JUHASZ@odot.state.or.us; Lisle, Karl; Leclerc, Mauricio; Sam Imperati (samimperati@comcast.net); Heather McCarey (heathermccarey@gmail.com)
Subject: BAC: Letter in Support of the N/NE Quadrant Plan Process
Attachments: BAC - Comments on N-NE Quad Process - 100912.pdf

KARLA:

Please find attached a letter on behalf of the Portland Bicycle Advisory Committee in support of the **N/NE Quadrant Plan** process, which, I believe, will be before City Council on 10/25/12.

Thank you,

MATTHEW ARNOLD.

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10/15/2012

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1120 SW 5th Avenue, Room 800
Portland OR 97204



9 October 2012

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

Dear Commissioners:

On behalf of the Portland Bicycle Advisory Committee (BAC), I respectfully submit the following letter of support for the process that led to the creation of the **N/NE Quadrant Plan** (Proposed Draft, August 2012). I (or, when necessary, my alternate, Heather McCarey) represented the BAC on the project's Stakeholder Advisory Committee (SAC) throughout the process at the invitation of the Portland Bureau of Transportation (PBOT).

As a BAC member, I was given ample opportunity to share my committee's thoughts and concerns at each of the meetings of the SAC and its various sub-committees. The BAC, and the cycling community as a whole, also benefited by having project team members from PBOT and the Oregon Department of Transportation (ODOT) attend our regular committee meetings at Portland City Hall on multiple occasions; project team members also met with a BAC task force to review key plan elements at our request.

The resulting plan – when taken as a whole – contains several positive improvements for cyclists, especially for those in the “interested but concerned” category at whom the Portland Bicycle Plan for 2030 is squarely aimed. Perhaps more importantly, the N/NE Quadrant Plan clearly reflects a process designed to gather, consider, and incorporate the ideas and opinions of a broad range of stakeholders and advisors. We trust that you will recognize the extraordinary efforts ODOT, PBOT, the Bureau of Planning and Sustainability (BPS), and their consultants took to craft, execute, and regularly adapt a committee process so as to not only garner input, but also to responsively alter plan elements and language appropriately. We ask that you adopt the plan in this spirit, and that you work hard in the coming months and years to ensure that its inherently ‘balanced’ elements survive the plan's implementation.

As always, we look forward to working with you and City Staff as this work is refined. Thank you very much for your consideration.

Sincerely,

Matthew Arnold
Chair, Portland Bicycle Advisory Committee

cc: Karla Moore-Love, Council Clerk
Todd Juhasz, Oregon Department of Transportation
Karl Lisle, Portland Bureau of Planning & Sustainability
Mauricio Leclerc, Portland Bureau of Transportation
Sam Imperati, Institute for Conflict Management, Inc.
Heather McCarey, Portland Bicycle Advisory Committee