

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 11/6/2014 to 11/12/2014

District: All
Category: All
Comment Type: Map App
Staff: All

Comment ID 1907 **MapApp ID** 1317 **Commenter** Julie Rall **Date Received:** 11/6/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

Tha bike path needs to go to the shopping center at Monroe Parkway. Our closest grocery store is located there. The bike path needs to connect to Clackamas County bike paths so we can actually go somewhere.

Recommendation:

Comment ID 1908 **MapApp ID** 1318 **Commenter** Julie Rall **Date Received:** 11/6/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

Developing a trail on undeveloped Coronado St would provide access to Tryon Creek State Park for our neighborhood.

Recommendation:

Comment ID 1909 **MapApp ID** 1320 **Commenter** John Mermin **Date Received:** 11/6/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

A protected bikeway on Broadway/Weidler could be transormative for the success of the small businesses, bike mode share, bike and ped safety, street life and culture of this vital corridor that connects the important future growth centers of the central city and Hollywood. Broadway/Weidler do not need 6 lanes of through traffic. They are city streets, not freeways...Remove auto travel lane from each direction and you'd have space for a world class bicycle facility.

Recommendation:

Comment ID 1910 **MapApp ID** 1321 **Commenter** Doug Klotz **Date Received:** 11/6/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This 6-block site, under one ownership, mostly, should be zoned CS or MU-2. The rest of Woodstock has this zoning, and it is not supportable to have the center of this Neighborhood

Center have a less-intense zoning than the rest of the commercial street. Here is an opportunity to build a true neighborhood center. The recent Woodstock Charrette showed some of the possibilities for the street, and specifically the great potential of this site. Don't constrain it with a CN-2-style zone. Zone it to at least match the potential heights allowed in all the adjacent commercial properties.

Recommendation:

Comment ID 1911 **MapApp ID** 1322 **Commenter** David Hampsten **Date Received:** 11/9/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

I made the previous comment about this project not being done. However, as of Nov 9th, 2014, it was just implemented! What an amazing world we live in!

Recommendation:

Comment ID 1912 **MapApp ID** 1323 **Commenter** Doug Klotz **Date Received:** 11/9/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The sites commented on are zoned Neighborhood Commercial now. No change is proposed. The new comp Plan designation \"mixed use-dispersed\" is essentially the same.

Recommendation:

Comment ID 1913 **MapApp ID** 1324 **Commenter** Al Brown **Date Received:** 11/10/2014
Organization: **District:** East
Topic(s): Economic Development + Industrial Tagged?

Staff Recommendation:

Comment:

Change this area to at least R-5. This is supported by and would be consistent with Change #710 R-3 to R-7 just to the northwest across 122nd

Recommendation:

Scarzello 11/14/14

Comment ID 1914 **MapApp ID** 1325 **Commenter** Al Brown **Date Received:** 11/10/2014
Organization: **District:** East
Topic(s): Economic Development + Industrial Tagged?

Staff Recommendation:

Comment:

Change from R-3 to at least R-5, this would be consistent with and is supported by change #710 just across 122nd to the northwest and makes best use of the new public park and the grade, junior high, and senior high located very close by

Recommendation:

Scarzello 11/14/14

Comment ID 1915 **MapApp ID** 1326 **Commenter** Al Brown **Date Received:** 11/10/2014
Organization: **District:** East
Topic(s): Economic Development + Industrial Tagged?

Staff Recommendation:

Comment:

Change to R-5 instead of Mixed Employment. R-5 is supported by close proximity to three schools and a new major city park (Beech) Why waste those public resources on weekday employment. Change 710 (R-3 to R-7) just across 122nd supports R-5 or R-7 use of this area. All existing R-3 should also be re-classified R-5 or R-7.

Recommendation:

Scarzello 11/14/14

Comment ID 1916 **MapApp ID** 1327 **Commenter** Al Brown **Date Received:** 11/10/2014
Organization: **District:** East
Topic(s): Economic Development + Industrial Tagged?

Staff Recommendation:

Comment:

Street improvements, utility services, nearby uses do not support developing an employment zone at this location at this time, or at any known time in the future. Demand for such use is unproven and historically unsupported. Area should be re-classified R-5 or R-7 as it abuts and has several points of street contact with the same use immediately to the west and would become an extension of the existing neighborhood. Area immediately to the south is recommended for R-5 zoning under the current revision.

Recommendation:

Scarzello 11/14/14

Comment ID 1917 **MapApp ID** 1328 **Commenter** Al Brown **Date Received:** 11/10/2014
Organization: **District:** East
Topic(s): Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation: No Change

Comment:

Excellent re-classification of this area and the reclassification should be extended north to NE Sandy Blvd. Unimproved sites in this area have direct street connections to the Argay neighborhood and will become an extension of that neighborhood without creating a commuter short-cut through the neighborhood. Helps fill the need for new single family homes in Portland.

Recommendation:

Scarzello 11/14/14

Comment ID 1918 **MapApp ID** 1329 **Commenter** Jill Punches **Date Received:** 11/11/2014
Organization: **District:** East
Topic(s): Economic Development + Industrial Tagged?

Staff Recommendation: No Change

Comment:

Formally designating this property as Institutional Employment makes sense. University of Western States has provided institutional employment at this location since the 70's. As an accredited institution, UWS has strong programs in place to train students to enter the workforce to provide health care in a variety of settings. To achieve the university's mission, UWS employs more than 125 people full-time and another 250 individuals on a part-time basis. Located past I-205, UWS is one of the largest employers in East Portland where other large employers tend to be retail-oriented.

Recommendation:

Scarzello 11/14/14

Comment ID 1919 **MapApp ID** 1330 **Commenter** Jill Punches **Date Received:** 11/11/2014
Organization: **District:** East
Topic(s): Urban Form + UDF + Centers & Corridors;Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

I am supportive of the mixed use commercial designation, but transportation modifications are needed to connect pedestrians, cyclists and bus riders from NE Sandy to NE 122nd in a safe manner in order to achieve the desired result.

Recommendation:

Scarzello 11/17/14

R. Jennings 12/01/14 - Comment should be tracked in TSP project evaluation process.

Cunningham (12.1.14)

Comment ID 1920 **MapApp ID** 1331 **Commenter** Jill Punches **Date Received:** 11/11/2014
Organization: **District:** East
Topic(s): Economic Development + Industrial Tagged?

Staff Recommendation: No Change

Comment:

Designating the Parkrose High School Campus as "Institutional Employment" makes sense. The designation recognizes the value of Parkrose High School to the community and better represents how the land is used now and in future years.

Recommendation:

Scarzello 11/17/14

Comment ID 1921 **MapApp ID** 1319 **Commenter** Tom Foley **Date Received:** 11/6/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Thanks for making it possible to easily submit comments on the Portland Comprehensive Plan. My comments relate to the Sandy Boulevard section between NE 50th and NE 54th. But, first a general comment: Sandy Boulevard is the first impression many people get of Portland when they drive into town from the Portland International Airport. For this reason, I would like to see Sandy Blvd., from NE 82nd into the city center, made as attractive as possible over the horizon of the Plan. Attractive store fronts and well architected buildings would help to achieve that goal. 45 ft. buildings on both sides of Sandy would not pass this test. It would feel like driving through a tunnel. Moderation will be needed to balance the need for economic development and housing density for the Sandy corridor along this stretch. Other comments: 1. I live at 5150 NE Wistaria Drive, less than 100 ft. north of the Sandy Corridor of the Plan. We have history with attempts to rezone and to develop the land in the corridor and between my house and the corridor. This land is a green space on

terrain running from about NE 51st to about NE 53rd. The slope of this land is rated as hazardous. Several years ago the Portland Planning Commission denied a request to change zoning in this area because of the hazardous slope and their sense that this area "... would look like Grand Central Park with no trees." Last year a developer, without a permit, started to tear into the hill with a large Caterpillar earth mover, before we could contact the city; the city stopped the developer and required that he re-stabilize the slope. If major development should go on below the slope it is very important to not disturb this slope. Too many slides have occurred in the Northwest to ignore hazardous slopes. The area on Sandy Blvd below my house has turned into a wonderful mixed use neighborhood. Between NE52nd and NE54, for example, there are several establishments that rank highly in the "best of" their kind. We have a top quality sports bar, gym, bicycle shop, coffee shop, chocolatier, comics book store, grill, etc. And to the east of NE 52nd through NE 49th we have very nice restaurants, a jewelry store, the U.S. Post Office, etc. It is a wonderful mixed use neighborhood that satisfies the city's desire to foster walking neighborhoods. I urge the city not to change the character of this area. Further, I think it is compatible with what I read in the proposed Plan.

Recommendation:

Comment ID	1922	MapApp ID	1332	Commenter	James S. Heuer	Date Received:	11/11/2014
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation: No Change

Comment:

The downzoning to R1 and R2.5 of parts of the Eliot Historic Conservation District and the block between 7th and MLK, Knott and Russell is extremely important to protect these areas and their current character. That is especially true of the RH to R1 zoning on that 7th Ave. parcel. BUT... that raises the question of why similar protective down-zoning was not done in the Irvington Historic District just a few blocks away. Irvington has a number of blocks zoned RH with a FAR of 4.0, which would permit structures far out of proportion with the rest of the District and having no trace of compatibility with the District given the requirements of the applicable Historic Resource Review standards. Keeping that RH zoning simply invites endless conflicts between developers seeking to build out to the RH limit and the neighborhood seeking to defend its Historic District character under the guidelines. Further, it ignores established City legal determinations that historic resource review guidelines take precedence over zoning when they are in conflict. Unfortunately your "map app" doesn't seem to allow comments in areas that SHOULD change but are not being changed in the Comp Plan, so I'm entering this comment here as the closest place for it.

Recommendation:

Comment ID	1923	MapApp ID	1334	Commenter	James S. Heuer	Date Received:	11/11/2014
Organization:						District:	East
Topic(s):	Urban Form + UDF + Centers & Corridors; Design and Development + residential + demos + parking; Zoning Map; Comp Plan Map Designation Tagged?						

Staff Recommendation: No Change

Comment:

The downzoning of these areas east of I205 for "capacity" issues highlights the absurdity of 20-year zoning designations in an era of rapid urban change. It also highlights the absurd disconnect between City investment in services and Tri-met provision of transport on the one hand and zoning determinations on the other. Why should the zoning presuppose that streets and sidewalk investments, school construction, and provision of transit services will be inadequate for the next 20 years? Why shouldn't these areas take on more density as 300,000 people attempt to crowd into Portland during the Comp Plan time horizon? Shouldn't the Comp Plan include a "Services Priority Map" showing where new schools, transit routes, and other infrastructure improvements will be required to support the targeted zoning? Shouldn't the Comp Plan designate Urban Centers east of I-205 and enlist PDC to enable the build-out of those areas to support higher density zones away from downtown? Shouldn't Trimet be tasked to implement higher speed services

like

express bus routes to support density growth in these areas?The developers of the early 20th Century understood that transit and property development were inextricably linked. Why are we so structurally unable to recognize that in the 21st Century?

Recommendation:

Scarzello 11/14/14

Cunningham (12.1.14): Testifier's interest in having the Comp Plan more explicitly map areas where infrastructure/services are needed to support growth is addressed in the Growth

Scenarios reports, although not within the Comp Plan policies themselves. Policies do support providing nfrastructure and services in centers that lack them.

Comment ID	1924	MapApp ID	1333	Commenter	James S. Heuer	Date Received:	11/11/2014
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

The corridor zoning for NE Broadway has merit in that the neighborhood needs new development along Broadway that involves mixed used residential and retail structures that bring more population density to the corridor while enhancing retail life along the street. But, as appears so often in this Comp Plan, the opportunities for clarifying and resolving conflicts in zoning and current use in the nearby Sullivan's Gulch neighborhood have been completely missed. The split block zoning between Weidler and Broadway should be revisited. The single family homes along the north side of Weidler will ultimately be replaced by a market that wants higher density along that corridor. Why not make the residential portion along there R1, as it is a well conceived transition type and is in place along Schuyler to the north of Broadway. Then, designate the south side of Weidler R2.5 to allow stepped down density along Weidler. Weidler in this area is always going to be problematic as a through street due to its narrower width, thus supporting some higher density residential -- the traffic can be mitigated by traffic lights at 19th Avenue. Finally, Sullivan's Gulch itself should be considered an important collection of early 20th Century and late 19th Century single family homes, which should be protected with R5 zoning in blocks where the predominant type of existing housing structure is single family historic homes on 5000 square foot lots. Basically the idea, simple in concept and applied extensively elsewhere, is to protect the sound historic housing in Sullivan's Gulch with R5 zoning while enhancing it with a buffer zone of R2.5 and R1 zoning. The failure of the Comp Plan to address this kind of situation here and elsewhere throughout the city represents a willful disregard of the Plan's own policy statements in support of protecting and nurturing the City's historic/traditional residential neighborhoods.

Recommendation:

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 11/13/2014 to 11/15/2014

District:	All
Category	All
Comment Type:	Map App
Staff	All

Comment ID	1959	MapApp ID	1336	Commenter	Benjamin Kerensa	Date Received:	11/13/2014
Organization:						District:	
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I think adding more bike lanes to Glisan could be troublesome. The street is already a major traffic arterial whenever I-84 is congested people speed on Glisan and adding bikes to the mix sounds like it would congest Glisan more and put bicyclists in danger.

Recommendation:

Comment ID	1960	MapApp ID	1337	Commenter	Benjamin Kerensa	Date Received:	11/13/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

The Comp Plan Draft really does not do enough to encourage zoning changes that would encourage the increased housing density needed along 82nd Avenue to prevent gentrification from pushing residents further east which is already a problem.

Recommendation:

Comment ID	1961	MapApp ID	1338	Commenter	Benjamin Kerensa	Date Received:	11/13/2014
Organization:						District:	
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I-84 is constantly congested and whenever this happens this results in vehicles spilling on to Glisan, Burnside and Halsey to commute east and escape freeway traffic. At the same time this increases speeding on side streets and increases risk for pedestrians. The recent work done on Glisan has only made side streets more unsafe and added significant congestion to Glisan. I would encourage the City to make improving the I-84 corridor a top priority in the new comprehensive plan. If we cannot get people to work and home fast and safely as our population grows we will only create problems.

Recommendation:

Comment ID	1962	MapApp ID	1339	Commenter	Benjamin Kerensa	Date Received:	11/13/2014
Organization:						District:	
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Adding street trees to 82nd Avenue should be a top priority and the city should look into ways to making the process for neighborhood associations and businesses to work together to

start putting in trees soon versus waiting decades.

Recommendation:

Comment ID 1983 **MapApp ID** 1340 **Commenter** Benjamin Kerensa **Date Received:** 11/13/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

We need to be smarter about how we build and the city should encourage developers that want to replace single family homes with multi-family units that increase housing capacity in neighborhoods.

Recommendation:

Comment ID 1984 **MapApp ID** 1341 **Commenter** Benjamin Kerensa **Date Received:** 11/13/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

NE Glisan has so much potential to add apartments and town houses with affordable rents and replace some of the run down retail store fronts that hurt livability. I hope the city will invest in affordable housing here and encourage PDC to help fund affordable housing. Better yet make zoning for affordable multi-family units in this area.

Recommendation:

Comment ID 1985 **MapApp ID** 1342 **Commenter** Benjamin Kerensa **Date Received:** 11/13/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

More affordable housing needed

Recommendation:

Comment ID 1986 **MapApp ID** 1343 **Commenter** Benjamin Kerensa **Date Received:** 11/13/2014
Organization: **District:** Southeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

Support and encourage affordable housing

Recommendation:

Comment ID 1987 **MapApp ID** 1344 **Commenter**

Benjamin Kerensa

Date Received:

11/13/2014

Organization:

District:

Southeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

Do not decrease housing density. We need more affordable housing!

Recommendation:

Comment ID 1988 **MapApp ID** 1345 **Commenter**

Benjamin Kerensa

Date Received:

11/13/2014

Organization:

District:

Southeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

This area of division is starting to gentrify with high end apartments and condos. Please use smart zoning to encourage housing affordability and stop developers from pushing families out!

Recommendation:

Comment ID 1989 **MapApp ID** 1346 **Commenter**

Benjamin Kerensa

Date Received:

11/13/2014

Organization:

District:

Topic(s):

Tagged?

Staff Recommendation:

Comment:

Express Buses would be a great benefit on Division

Recommendation:

Comment ID 1990 **MapApp ID** 1347 **Commenter** Benjamin Kerensa **Date Received:** 11/13/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Do not decrease housing density

Recommendation:

Comment ID 1991 **MapApp ID** 1348 **Commenter** Benjamin Kerensa **Date Received:** 11/13/2014
Organization: **District:** Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

The Central City needs to start developing more housing in Old Town and start using up all the vacant parking lots which waste Central City space. We need more affordable housing in the Central City. Also we desperately need to figure out some better solutions for how buses and max get through downtown as congestion continues to increase max is become a dinosaur in terms of a commuting option.

Recommendation:

Comment ID 1992 **MapApp ID** 1352 **Commenter** Tamra Dickinson **Date Received:** 11/14/2014
Organization: **District:** East
Topic(s): Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation: No Change

Comment:

yes! I support open space, especially next to Powell Butte

Recommendation:
Scarzello 11/17/14

Comment ID 1993 **MapApp ID** 1353 **Commenter** Tamra Dickinson **Date Received:** 11/14/2014
Organization: **District:** East
Topic(s): Environment & Watershed Health;Comp Plan Map Designation Tagged?

Staff Recommendation:

Comment:

I support down zoning to R20. The area is too steep for it's current zoning.

Recommendation:
Scarzello 11/17/14

Comment ID 1994 **MapApp ID** 1354 **Commenter** Sally McPherson **Date Received:** 11/14/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

In my opinion, extending the street car line should be a much lower priority than addressing safety issues on the Broadway/Weidler corridor. In addition, consideration should be given to the impact of both the street car line and the construction of it on local businesses, many of which would not survive the construction phase.

Recommendation:

Comment ID 1995 **MapApp ID** 1349 **Commenter** Mark Larabee **Date Received:** 11/13/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Because of the city's "lack of parking" ordinances for multi-use buildings along SE Division St., the neighborhood, especially the blocks surrounding the Richmond Flats project at 37th and Division has been detrimentally impacted. The idea that the residents of this building would not own cars is a joke. The Comprehensive Plan Designation of single-family residential properties south of SE Caruthers between SE Cesar Chavez Boulevard and SE 35th Place needs to be amended from the CU designation to R-5 to match the current uses

of these properties. Please think of the way this proposal would change the neighborhood for the worse. Do not allow the commercial development along SE Division to creep into the neighborhood. Enough is more than enough.

Recommendation:

Comment ID 1996 **MapApp ID** 1350 **Commenter** Tamra Dickinson **Date Received:** 11/14/2014
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation: Needs Discussion

Comment:

I fully support the proposed zoning changes, and agree that this area was zoned too dense. Resulting development has led to high density homes in areas of highly liquefied soil (earthquake hazard), schools at over-capacity, and tons of kids, bikes, strollers, wheelchairs, etc having to walk in the street due to no sidewalks. The new development added a few sidewalks, but it is patchwork. More people has equaled more cars, making it more dangerous to walk in the street. Down zoning is a start to addressing these issues, and I support that. My address is zoned R2A, not the R1 like indicated on the map. I would support additional down zoning to R5A given the liquefied soil (check out State of Oregon Department of Geology and Mineral Industries, Portland Metropolitan Relative Earthquake Hazard Map, 1997. The area southwest of Powell Butte is on land which has the highest liquefaction and relative amplification of peak ground acceleration hazards.)

Recommendation:

Scarzello 11/17/14 - Discussion? Commentor suggests R5 instead of R2.5

Comment ID 1997 **MapApp ID** 1355 **Commenter** Sally McPherson **Date Received:** 11/14/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

While I'm not opposed to a protected bikeway, I'm not sure that it will address the more pressing safety issues on Broadway/Weidler. I avoid going to businesses on Vancouver/Williams because of the craziness of the traffic - cars and bikes. While I am in favor of making Broadway safer for bicyclists, I'm not sure a protected bikeway would achieve that goal, nor the goal of slowing down the traffic and making travel safer for pedestrians. I am also concerned about the potential negative impacts on small businesses -- both in terms of the construction process and in terms of the loss of parking & delivery access.

Recommendation:

Comment ID 1998 **MapApp ID** 1356 **Commenter** Sally McPherson **Date Received:** 11/14/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

Making changes to enhance safety on the Broadway/Weidler corridor should be of the highest priority -- adding signals and crosswalks with beacons. Traffic travels too fast and cars routinely run red lights. It is not safe for pedestrians, bicyclists, or drivers.

Recommendation:

Comment ID	1999	MapApp ID	1351	Commenter	Tamra Dickinson	Date Received:	11/14/2014
Organization:						District:	East
Topic(s):							Tagged?

Staff Recommendation: Needs Discussion

Comment:

I support the proposed downzoning from R5 to R10. The area south and west of here was irresponsibly developed, ignoring water hazards and highly liquefied soil. Come visit us in a heavy rainstorm. Existing water channels go through home's crawlspaces. "Water management" in the development south of Ellis and west of 145th was a pre-existing cheap hand-dug diversion ditch supposedly keeping the water in public space, Powell Butte, instead of the natural stream channel through the development. The former owners, before selling to developers, actively maintained the ditch in Powell Butte Park to keep the water off their property. When developed, no water management plan was addressed, few people knew the history, and no one is maintaining the ditch. Therefore, the water follows its old natural channel. It's quite the stream running down the middle of the street. The more that is built, the more run off there is, jeopardizing existing homes downhill. Down zoning is a small step toward helping this problem be less severe than it already is. I would even encourage more downzoning to R20.

Recommendation:

Scarzello 11/17/14 discussion? Commenter suggests R20 is more appropriate for area.

Comment ID	2000	MapApp ID	1357	Commenter	Anastasia	Date Received:	11/14/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Our neighborhood has been impacted enough with the new developments, especially the one on 37th and SE Division. We do not need any more commercial development in the residential portion of our neighborhood. The zoning should remain R-5.

Recommendation:

Comment ID 2001 **MapApp ID** 1358 **Commenter** Damien **Date Received:** 11/14/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

As a member of the Richmond neighborhood, living right near this area, I encourage the city to keep the R-5 zoning as it is. Our neighborhood has changed so much during the last few years and we want it to preserve the community aspect without adding more commercial development in this residential area.

Recommendation:

Comment ID 2002 **MapApp ID** 1359 **Commenter** Susan Younie **Date Received:** 11/14/2014
Organization: **District:** West
Topic(s): Comp Plan Map Designation Tagged?

Staff Recommendation: Needs Discussion

Comment:

I oppose the zone change and support family housing in Goose Hollow. Pockets of commercial zoning have proven to be attractive nuisances and experience higher levels of crimes. Changing the zoning will not enhance livability or help to reduce crime. The homes should be restored to residences.

Recommendation:

see comments in testimony record # 302 - J frederiksen 12.2.14

Comment ID 2003 **MapApp ID** 1360 **Commenter** Kate McCarter **Date Received:** 11/14/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I'm disappointed to see this section of 82nd has been singled out for commercial, and will not be zoned for shops, restaurants, offices and homes. My fear is that the only thing within walking distance of our homes will continue to be used car lots.

Recommendation:

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 11/17/2014 to 11/19/2014

District: All
Category: All
Comment Type: Map App
Staff: All

Comment ID 2035 **MapApp ID** 1381 **Commenter** Harvey Black **Date Received:** 11/17/2014
Organization: **District:** West
Topic(s): Comp Plan Map Designation Tagged?

Staff Recommendation: Needs Discussion

Comment:

This is a residential historical district. Any type of commercial zoning is antithetical to its nature

Recommendation:

see comments in testimony record # 302 - J frederiksen 12.2.14
JC12/17

Comment ID 2036 **MapApp ID** 1382 **Commenter** Chadwick Ferguson **Date Received:** 11/18/2014
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

We desperately need an update to pedestrian and cycling facilities along highway 30.

Recommendation:

12/17/14 R. Jennings - Refer comment to TSP project evaluation process.

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 11/17/2014 to 11/20/2014

District: All
Category All
Comment Type: Map App
Staff All

Comment ID 2039 **MapApp ID** 1383 **Commenter** Roger Averbeck **Date Received:** 11/18/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

SW 35th from Capitol Hwty north to Vermont needs a sidewalk in addition to bicycle facilities. This segment has been traffic calmed and is part of the Tri Met Line 45 bus route.

Recommendation:

Comment ID	2040	MapApp ID	1384	Commenter	Helen Gundlach	Date Received:	11/18/2014
Organization:						District:	West
Topic(s):	Comp Plan Map Designation						Tagged?

Staff Recommendation: Needs Discussion

Comment:

I am opposed to the zoning change for several reasons. 1. It makes a mockery of the legal process and contradicts the binding agreement of the conditional use for these properties.
2. It ignores the Design Guidelines for Goose Hollow, which were carefully crafted by multiple stakeholders. And 3. It represents poor stewardship of land usage and protection of what is most unique to this neighborhood: several Queen Anne houses that are irreplaceable. This frivolous disregard for a community's livability and historic treasures must cease. I share my fellow neighbors' concern for this issue and concur that Goose Hollow residents are committed to protecting this community at all costs. I urge you to vote no for the zoning change.

Recommendation:

see comments in testimony record # 302 - J frederiksen 12.2.14

Comment ID	2041	MapApp ID	1385	Commenter	Roger Averbeck	Date Received:	11/18/2014
Organization:						District:	
Topic(s):							Tagged?

Staff Recommendation:

Comment:

This project should be given serious consideration. All the collector streets that serve the neighborhoods to the west lack any pedestrian and bike facilities, including SW 45th / SW 48th, Garden Home to the north and Taylors Ferry to the south. This creates auto centric \"land locked\" communities with no safe walking or cycling access to Multnomah Village, Woods Park, and the services of West Portland Crossroads and the Barbur transit center. SW 45th / 48th is very dangerous for walking and biking due to high traffic speeds / few driveways and it not a candidate for traffic calming as it is an emergency route.

Recommendation:

Comment ID	2042	MapApp ID	1386	Commenter	Roger Averbeck	Date Received:	11/18/2014
Organization:						District:	
Topic(s):							Tagged?

Staff Recommendation:

Comment:

The project segment within Gabriel Park needs separated bicycle and walking paths due to the grades and proximity to the summer and winter dog off leash areas. The paths should be paved and ADA accesible where feasible. This project is important due to the lack of bike lanes and sidewalks on nearby SW 45th Ave between Multnomah Blvd and SW Nevada. A well designed path system will improve access and reduce user conflicts between the Multnomah mixed use center / corridor and the commercial node at SW 45th and the SW Community Center.

Recommendation:

Comment ID	2043	MapApp ID	1387	Commenter	Roger Averbeck	Date Received:	11/18/2014
Organization:						District:	
Topic(s):							Tagged?

Staff Recommendation:

Comment:

This intersection is a hazardous gap in pedestrian and bike facilities on Capitol Hwy, Vermont, and SW 30th. The slip lane at Hoot Owl corner needs an uphill bike lane; defined driveways and a sidewalk on the east side adjacent to commercial parking, and a marked cross walk on the NE end of the intersection. For more information on a community proposal for improvements to this intersection, please see: <http://swni.org/CMS-Uploads/Citizen%20Proposal%20for%20Hoot%20Owl%20Corner%20Pedestrian%20and%20Bicycle%20Safety%20Design%20Concept.pdf>

Recommendation:

Comment ID	2044	MapApp ID	1388	Commenter	Krista Connerly	Date Received:	11/18/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I agree that an R5 designation makes sense in this area.

Recommendation:

Comment ID	2045	MapApp ID	1389	Commenter	Krista Connerly	Date Received:	11/18/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I agree that an R5 designation makes the most sense in this area given its topography. Proper access would be difficult. I urge those who disagree to see it in person.

Recommendation:

Comment ID	2046	MapApp ID	1390	Commenter	Krista Connerly	Date Received:	11/18/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I support mixed use in this area and am open to higher buildings along the corridor to increase density while retaining affordable housing.

Recommendation:

Comment ID	2047	MapApp ID	1391	Commenter	Christopher Coiner	Date Received:	11/18/2014
Organization:						District:	
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I strongly support the project. It would provide much needed access to the city from my, and other east side neighborhoods. I think that if Portland wants to make sure they include those living east of 82nd then this would be an excellent way to show us. Not to mention all the good it would do to decrease pollution and encourage healthy living.

Recommendation:

Comment ID	2048	MapApp ID	1392	Commenter	Chris Coiner	Date Received:	11/18/2014
Organization:						District:	
Topic(s):							Tagged?

Staff Recommendation:

Comment:

This needs to be fast tracked all the way to 205. Would be huge for a city that prides itself on being bike friendly and environmentally sensitive. But needs to happen ASAP.

Recommendation:

Comment ID 2049 **MapApp ID** 1393 **Commenter** Chris Coiner **Date Received:** 11/18/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

Living in the neighborhood, this would definitely help make Madison South less isolated. I too see numerous children taking the unsafe Halsey overpass on bikes and skateboards. It would also provide valuable access to the 205 multi-use path. Would like to see Portland show us we aren't forgotten out here by doing this project.

Recommendation:

Comment ID 2050 **MapApp ID** 1394 **Commenter** Chris Coiner **Date Received:** 11/18/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

Would rather see the Sullivan's Gulch Trail built. It would provide faster and safer transport. This would also be nice but I feel that it would be a bandaid until the more important trail was finished. But if I had my way we'd do them both.

Recommendation:

Comment ID 2051 **MapApp ID** 1395 **Commenter** Chris Coiner **Date Received:** 11/18/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

This would surely help in a community without many sidewalks. The speed bumps don't work well and I definitely don't feel safe when cars are speeding by me with no clear lane of travel. Get it done!

Recommendation:

Comment ID 2052 **MapApp ID** 1396 **Commenter** Chris Coiner **Date Received:** 11/18/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

With the addition of the Zen Center, it would be awesome if there was some way to use this space. It currently is surrounded by chain link and would be better served as an open space with a path to the Zen Center or at least a few benches. All that needs to happen is the removal of the fence and a good mowing.

Recommendation:

jc

Comment ID 2053 **MapApp ID** 1397 **Commenter** Chris Coiner **Date Received:** 11/18/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Yes, let's make it official and have an open space with access to the user trails on Rocky Butte. An official trail would also be a great idea.

Recommendation:

jc

Comment ID 2054 **MapApp ID** 1398 **Commenter** Chris Coiner **Date Received:** 11/18/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This Gateway Greenway needs to happen. It has the potential to be what the Highline is to New York, repurposed land that no one thought was any good that turned into a city high light.

This would be not only good for the neighborhood but great for the city.

Recommendation:

jc

Comment ID	2055	MapApp ID	1399	Commenter	Chris Coiner	Date Received:	11/18/2014
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Would be great for the city and the neighborhood. Just make sure to provide some more access points like from Madison South.

Recommendation:

Comment ID	2056	MapApp ID	1400	Commenter	Dwight Holton	Date Received:	11/19/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Please do NOT reclassify the single family homes along Carruthers between 35th and Cesar Chavez as commercial, please retain the residential classification for these homes. This is a family neighborhood with 50-100 children under the age of 14 within a block of the proposed change. the new large buildings along Division have already brought a huge increase

in traffic that creates risk and danger for the children trying to navigate their neighborhood. This proposed change is literally and figuratively squeezing the families in this quiet neighborhood out of the city. Please do not push people out. We need a balance between residential and commercial, you are reaching a tipping point that will make this part of the neighborhood unlivable -- then you will add a few more blocks of commercial, then a few more, and pretty soon you will have reached Hawthorne. please do not make this proposed change.

Recommendation:

Comment ID 2057 **MapApp ID** 1401 **Commenter** Paul Johnsen **Date Received:** 11/19/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Your plan to expand the commercial zone north from Division to Caruthers will negatively impact the family friendly neighborhood that has evolved in the section of SE since we moved in over 10 years ago. In addition, the recent density increases without road improvements show that further density increases will lower the quality of life for all (not just families) in the area.

Recommendation:

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 11/19/2014 to 12/1/2014

District: All
Category All
Comment Type: Map App
Staff All

Comment ID 2065 **MapApp ID** 1402 **Commenter** Rosanna Henderson **Date Received:** 11/19/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

Oh, please, no! Widening McLoughlin will increase suburban commuter traffic, leaving congestion the same--and make the neighborhood noisier, uglier, and more dangerous. Westmoreland Park, which has become so lovely, would be pretty miserable with yet more traffic and no trees to buffer it from McLoughlin. McLoughlin needs a road diet, and we should channel these funds where they're really needed: pedestrian, transit, and bike infrastructure.

Recommendation:

Comment ID 2066 **MapApp ID** 1403 **Commenter** Rosanna Henderson **Date Received:** 11/19/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

Yes, a safe passage for bikes and pedestrians across the tracks would be wonderful for connecting the Reed and Westmoreland neighborhoods. I would love to be able to access the

parks, businesses, and Reed events across the tracks, but the walk across Holgate is frankly terrifying with all the semis turning into the rail yard, and going down to Bybee adds a mile and half. Of course a MAX station here would be delightful, but if that's getting pushed out indefinitely, we need a crossing in the interim.

Recommendation:

Comment ID 2067 **MapApp ID** 1404 **Commenter** Rosanna Henderson **Date Received:** 11/19/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

I'd love to see a safe bike route here, including a safe way to cross Milwaukie to access Oaks Bottom. Traffic moves quickly and it's difficult to cross as a pedestrian or cyclist anywhere north of Tolman.

Recommendation:

Comment ID 2068 **MapApp ID** 1405 **Commenter** Rosanna Henderson **Date Received:** 11/19/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

I'd love to see a fully separated multi-use path here. It would be a great link between Oaks Bottom and the Springwater trail.

Recommendation:

Comment ID 2069 **MapApp ID** 1406 **Commenter** Rosanna Henderson **Date Received:** 11/19/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

The speed and SIZE of the traffic on Holgate is terrifying. Pedestrians and bikes need a well-protected route here, as it's hard to be seen by large trucks in a hurry to get into the rail yard.

Recommendation:

Comment ID 2070 **MapApp ID** 1407 **Commenter** Rosanna Henderson **Date Received:** 11/19/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

I'm also perplexed that this project is labeled \"complete\" when there are no bike lanes south of McLoughlin. As it stands, a southbound cyclist enters the vast McLoughlin intersection on a bike lane. Upon arriving at the far side, there is... nothing. Are we supposed to merge with traffic *in* the intersection? Ride on the sidewalk?

Recommendation:

Comment ID 2071 **MapApp ID** 1408 **Commenter** anna vonrosenstiel **Date Received:** 11/19/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

2624 se division should be zoned commercially. it is overshadowed by the commercial building next door and would make that section of division feel more connected with mixed use commercial/residential buildings. as of now, the giant building on the corner stands alone-- it would be nice to see some additions to that section of the neighborhood.

Recommendation:

Comment ID 2072 **MapApp ID** 1409 **Commenter** Roberta Robles **Date Received:** 11/20/2014
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

I support the land use changes proposed. However, further consideration should be given to removing the neighboring I-5 Rosa Park Interchange. Request that ODOT develop an Interchange Management Plan that acknowledges adjacent changing land uses and encourages removing this interchange to reduce non-local congestion and conflict near the MAX station.

Recommendation:
11/26/14- Lum

Comment ID 2073 **MapApp ID** 1410 **Commenter** Roberta Robles **Date Received:** 11/20/2014
Organization: **District:**

Topic(s):

Tagged?

Staff Recommendation:

Comment:

Consideration should be given to removing the I-5 Interchange entirely, to support local pedestrian, cycling and transit connections.

Recommendation:

Comment ID 2074 **MapApp ID** 1413 **Commenter** Sheryl Anderson **Date Received:** 11/20/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

In my previous comment I said mixed use commercial and I meant Urban Center. Thanks.

Recommendation:

Comment ID 2075 **MapApp ID** 1414 **Commenter** Ron Glanville **Date Received:** 11/20/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

There is not substantial Park and Ride parking for the size and scope of this Max station. There is rarely parking available during normal hours and people search in vain or get tickets for parking in illegal spots.

Recommendation:

Comment ID 2076 **MapApp ID** 1415 **Commenter** Ron Glanville **Date Received:** 11/20/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

Halsey street has had safety issues for years that have been ignored, it is a heavily travel arterial where many pedestrians and disabled travel the Avenue on the streets and bike lanes

because the sidewalks are non existent.

Recommendation:

Comment ID	2077	MapApp ID	1411	Commenter	Mike Clark	Date Received:	11/20/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Portland has long prided itself on retaining the livability and sustainability of it's neighborhoods. Demolishing rather than retrofitting older buildings is not sustainable. Rezoning large swaths of neighborhoods for commercial redevelopment is not livable. Unfortunately recent, short sighted land use planning is starting to encourage families and other homeowners to move out of what have been desirable inner city neighborhoods. They are increasingly being forced out of the city in order to find the livability that initially attracted them.

This, of course, further erodes the fragile tax base that supports our schools, parks, libraries etc.....Huge buildings, constant construction, not enough parking, and poor sight lines already contribute to dangerously crowded street and sidewalk public access in the neighborhood. This is neither livable or sustainable to say nothing of being unsafe and unattractive. I am constantly on guard whether driving, biking, or walking in the Division/Clinton neighborhood. No thank you to more commercial usage in the Richmond neighborhood. We already have enough dangerous street crossing and idling delivery trucks in the middle of the streets. Do not change the existing zoning.

Recommendation:

Comment ID	2078	MapApp ID	1412	Commenter	Sheryl Anderson	Date Received:	11/20/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I support this zoning change and recommend the adjacent house at 2636 SE Division also receive the same mixed-use commercial designation as it would be the only house on its block without such a designation. Without this change the property at 2636 SE Division would be vulnerable for a poorly designed transition from a mixed use commercial building to a residential building. I'm in agreement with another commenter who said the mixed use commercial designation should be granted to all of the single family residential houses on SE Division, in particular from SE 26th to SE 28th where these residential properties on Division are already surrounded by businesses and apartment buildings.

Recommendation:

Comment ID	2079	MapApp ID	1416	Commenter	Rob Dies	Date Received:	11/23/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Please consider extending the Eastmoreland R7 zoning proposal to Ceasar Chavez Blvd. It makes no sense aligning the change to SE 36th which is a typical small treelined street within Eastmoreland. Cesar Chavez is a logical eastern bounderay for the proposed R7 change. Thank you.

Recommendation:

see record 70 JC 12/4

Comment ID	2080	MapApp ID	1417	Commenter	Carolyn Martin	Date Received:	11/23/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

The Comprehensive Plan Designation of those single-family residential properties south of SE Caruthers between SE Cesar Chavez Boulevard and SE 35th Place needs to be amended from the CU designation to R-5 to match the current uses of these properties. This is the only part of the entire Richmond neighborhood where this situation exists. The neighborhood has been impacted enough by the Richmond Flats project at 37th and Division. Do not allow the commercial development of SE Division to creep into and erode this great neighborhood.

Recommendation:

Comment ID	2081	MapApp ID	1418	Commenter	carolyn martin	Date Received:	11/23/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

This a great walkable neighborhood. Keep the commercial on Division or 39. The whole point is to live and prosper in great homes. We already have industrial vehicles go way to fast on grant court. This is not an industrial shortcut. this is where kids play, people walk. Many of us barely have driveways and I have a shared driveway and I am forced to park on the street. We knew you are trying to destroy our way of life when you allow all these apartment building to building without parking, you take more parking away with needed bioswales and then you shrug your shoulder and pocket the money. Stop destroying our neighborhoods with your Steamroller of \"progress!\"

Recommendation:

Comment ID	2082	MapApp ID	1419	Commenter	Garlynn Woodsong	Date Received:	11/23/2014
Organization:						District:	
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Holgate from SE 17th to SE 28th Ave needs to be put on a Road Diet in the extreme near future, ideally prior to September, 2015. Because the PMLR project did not see fit to construct

a new bicycle/pedestrian crossing across the Brooklyn Yard to connect Center street on the west to Gladstone St on the east, Holgate must be put on a road diet, with separated, buffered bicycle lanes installed immediately to allow for bicyclist access to the new light rail infrastructure from the east. There is currently no bicycle infrastructure south of Powell or north of Bybee in this stretch of Portland, going east/west -- the longest stretch without such infrastructure on the east side of the river. This can be fixed cheaply and quickly. Long term, a bike/ped overpass at Center/Gladstone is still a good idea. Maybe even putting a lid over the railroad yards, like the Brooklyn Yards project in New York! But, Holgate can, should, and must get protected bicycle infrastructure, at least in this stretch, immediately.

Recommendation:

Comment ID 2083 **MapApp ID** 1420 **Commenter** Micah Hamley **Date Received:** 11/24/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The proposed area should be expanded to include the north half of the blocks on Belmont to 51st ave. This would allow additional density on this bus line and commercial corridor. All of those properties are currently rentals and could be developed to higher densities. Yamhill between 46th and 47th should have pedestrian and bike access to 45th.

Recommendation:

Comment ID 2084 **MapApp ID** 1421 **Commenter** David Martin **Date Received:** 11/24/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

SW Hamilton most certainly needs better pedestrian facilities. Would prefer extended shoulders over sidewalks.

Recommendation:

Comment ID 2085 **MapApp ID** 1422 **Commenter** Mary Ellen Glynn **Date Received:** 11/24/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Please do not rezone Caruthers commercial - keep the existing designation. This is a residential neighborhood, filled with children and seniors. There has been a massive explosion of growth in this area, and with it has come congestion, parking challenges, and an increase in car prowlers. By changing the designation of Caruthers, you will allow the greedy developer who has a foothold at Richmond Flats yet another opportunity to change the character of our neighborhood.

Recommendation:

Comment ID 2086 **MapApp ID** 1423 **Commenter** William Henderson **Date Received:** 11/24/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

Agree with other posters, this infrastructure is far from complete. 17th ave still gets a lot of traffic and is unsafe to ride on. Further, the city should be able to implement some aggressive traffic-calming on this street, as it is right next to Milwaukie which is faster and wider as a neighborhood through street (not to mention McLoughlin). The current situation south of McLoughlin is a orphaned approach that is good for nobody.

Recommendation:

Comment ID 2087 **MapApp ID** 1424 **Commenter** Brad Nelson **Date Received:** 11/26/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

Sidewalks and bike lanes for Hamilton St and Shattuck---Please do this and make it safer!!!! Our daughter--8--goes to Bridlemile and my son--4 will start next year. We seldom walk, mainly because just doesn't feel safe to do so. As it stands, there is no possible way that would kids can ever ride their bike to Hamilton Park or to school. Every morning as I drive my daughter to school I am amazed at how dangerous it is for kids and families to just walk to the school. Bridlemile Elementary and Hamilton Park are two gathering places for the Bridlemile Community. Sidewalks and bike lanes will increase safety and promote a healthy community lifestyle. Please, please do this!

Recommendation:

Comment ID 2088 **MapApp ID** 1425 **Commenter** Brad Nelson **Date Received:** 11/26/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

Bike lanes, a larger shoulder and sidewalks are very needed from Thomas St down to BH Highway. Kids use Shattuck to walk to Bridlemile elementary and Hamilton Park. Currently, this walk is very dangerous as there are no shoulders, no bike lanes and no sidewalks. Kids cannot safely walk to the local school. A number of people also use this stretch to walk to the local grocery store. Again, it is very unsafe and very dangerous. Please improve this stretch and install sidewalks, bike lanes and a larger shoulder! Thanks.

Recommendation:

Comment ID 2089 **MapApp ID** 1426 **Commenter** Brad Nelson **Date Received:** 11/26/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

I would love to see a bike lanes and a sidewalk on this stretch of Scholls Ferry Road! The brave bikers that use this stretch currently take their lives in their hands. Cars come around corners at a high rate of speed and come up on bikes traveling slowly uphill. And pedestrians are unable to walk along this stretch unless they walk in the bushes. Please put sidewalks and a bike lane here and connect the Bridlemile neighborhood with Sylvan Hill, the zoo, and even the max line!

Recommendation:

Comment ID 2090 **MapApp ID** 1427 **Commenter** Brad Nelson **Date Received:** 11/26/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

I would be supportive of this project, but not if it would take money or focus away from adding sidewalks and walking paths to Shattuck and Hamilton. Those projects are far more important and would impact a much larger population.

Recommendation:

Comment ID 2091 **MapApp ID** 1428 **Commenter** Your name is required. **Date Received:** 11/26/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Please do NOT reclassify the single family homes along Caruthers between 35th and Cesar Chavez as commercial. You MUST retain the residential classification for these homes! This is no area for a "town center". As the neighborhood is supported by the businesses on Hawthorne and Powell. This appears to be yet another comprehensive plan change, perhaps due to developer influence, that is going forward unchecked. The Division area, with the plethora of multifamily/mixed use buildings, has already had a great (negative) impact to the neighborhood's community vibe, traffic and safety. Expanding the commercial zone will have the affect the City is trying to avoid, driving residents out of the area. Thus, making suburban communities grow, create MORE CAR trips, and making commutes even longer. The past, current and planned development has shown that the businesses occupying the commercial space are not: creating jobs, supporting local businesses, or providing services for the neighborhood. Rather they are merely eateries that cater to transients who have little respect for the Richmond residents and create traffic. Prior to moving forward with the terrible plan, check the numbers first: number of cars traveling on Division, number of late and overcrowded buses, number of parking spaces occupied the majority of the day, and length of time to travel between 50th and 11th.

Recommendation:

Comment ID 2092 **MapApp ID** 1430 **Commenter** David Brook **Date Received:** 11/28/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This is the start of the residential neighborhood area right next to the Central City. There's no need to continue expanding Lloyd District further east (or even to try to connect it with the light commercial area on NE 21st. Being along the freeway and close to Lloyd Center, it makes sense to me to have high density residential, or at the most, Mixed use with neighborhood-oriented shops. Please no doctors offices.

Recommendation:

Comment ID 2093 **MapApp ID** 1429 **Commenter** Kim Brown **Date Received:** 11/26/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This planned "Urban Center" is a terrible idea. Trying to make a neighborhood something is wasn't meant to be will create more problems than it will solve. Please do NOT reclassify the single family homes along Caruthers between 35th and Cesar Chavez as commercial. You MUST retain the residential classification for these homes! This appears to be yet another comprehensive plan change, perhaps due to developer influence, that is going forward unchecked. The Division area, with the plethora of multifamily/mixed use buildings, has already had a great (negative) impact to the neighborhood's community vibe, traffic and safety. Expanding the commercial zone will have the affect the City is trying to avoid, driving residents out of the area. Thus, making suburban communities grow, create MORE CAR trips, and making commutes even longer. The past, current and planned development has shown that the businesses occupying the commercial space are not: creating jobs, supporting local businesses, or providing services for the neighborhood. Rather they are merely eateries that cater to transients who have little respect for the Richmond residents and create traffic. Prior to moving forward with the terrible plan, check the numbers first: number of cars traveling on Division, number of late and overcrowded buses, number of parking spaces occupied the majority of the day, and length of time to travel between 50th and 11th.

Recommendation:

Comment ID 2094 **MapApp ID** 1431 **Commenter** David Brook **Date Received:** 11/28/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This is a residential neighborhood and I would prefer it not morph into commercial, but possibly mixed use. Being along the freeway and close to Lloyd Center and transit. it makes sense to me that it should be high density residential.

Recommendation:

Comment ID 2095 **MapApp ID** 1432 **Commenter** David Brook **Date Received:** 11/28/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Although currently low rise commercial, I would prefer to see this parcel reflect more of the surrounding residential character of the neighborhood, so possibly moving to a mixed use commercial designation.

Recommendation:

Comment ID 2096 **MapApp ID** 1433 **Commenter** David Brook **Date Received:** 11/28/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Given that this area is between a regional commercial site and a residential neighborhood, it seems appropriate to move to a mixed-use commercial designation, oriented toward local customers - specifically CO1.

Recommendation:

Comment ID 2097 **MapApp ID** 1434 **Commenter** David Brook **Date Received:** 11/28/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

These comments are specific to parcels along Weidler Street. Given the location close to Broadway shops and Lloyd Center, as well as adjacent to an historic residential neighborhood, I believe future designation should emphasize a high density residential neighborhood and not include any commercial uses, except where already permitted.

Recommendation:

Comment ID 2098 **MapApp ID** 1435 **Commenter** David Brook **Date Received:** 11/28/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

North - South bikeways should be top priority for funding. In congested areas parking should be removed from at least one side of the street to provide comfortable bike lanes.

Recommendation:

Comment ID	2099	MapApp ID	1436	Commenter	David Brook	Date Received:	11/28/2014
Organization:						District:	
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Pedestrian improvements to Broadway are badly needed. It is difficult for pedestrian crossing and cars do not reliably stop for pedestrians on multi-lane road. PBOT should carefully consider making Broadway 2 way starting at least starting at NE 15 & 16th Ave. Planners have shown a willingness to choke down traffic on other arterials for streetcars (MLK/Grand), so there's no reason not to restrict it for neighborhood livability and merchants.

Recommendation:

Comment ID	2100	MapApp ID	1437	Commenter	doug klotz	Date Received:	11/29/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

As other commenters note, the zone should stay the same, and the Comp Plan designation should also stay the same.

Recommendation:

Comment ID	2101	MapApp ID	1438	Commenter	Tony Fischer	Date Received:	11/29/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I think this is a case of needless overdevelopment. It is a false, pretentious effort to make a lot of money for a handful of developers by exploiting a beautiful neighborhood and taking the chance of ruining it, especially through over-density.

Recommendation:

Comment ID 2102 **MapApp ID** 1439 **Commenter** Doug Klotz **Date Received:** 11/29/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Changing r2.5 to r2 does not accomplish much. This area should be changed to R-1. It is near the Powell Blvd. proposed High Capacity Transit Corridor, and adjoins parcels with apartments on them.

Recommendation:

Comment ID 2103 **MapApp ID** 1440 **Commenter** doug klotz **Date Received:** 11/29/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

Along with bicycle facilities, traffic calming measures should also be implemented. This has become a cut-through commuter route between Powell and Division. Perhaps even diverters should be considered.

Recommendation:

Comment ID 2104 **MapApp ID** 1441 **Commenter** doug klotz **Date Received:** 11/29/2014
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

This is a 25-year-old ODOT project that is still on the books. It should be taken off the books. ODOT's ideas from 25 years ago are no longer valid. We are trying to reduce VMT/person, and even ODOT has to help with that. This project should not be in the Comp Plan.

Recommendation:

Comment ID 2105 **MapApp ID** 1442 **Commenter** Josephine Booth **Date Received:** 11/30/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

My house should be RF as it is a home. The CS does not fit the use as a residence. The mixed use designation lines up my house to be sought by developers to tear it down and build a

building. Not only will that thinking destroy the character and live ability of the neighborhood but it will cause historic homes to be torn down. Our area does not want to be a mini downtown or Lloyd Center area. Also why not develop those vacant storefronts in North Portland and also on MLK. Put those buildings you want to build there to make affordable housing available.

Recommendation:

Comment ID	2106	MapApp ID	1443	Commenter	Lynne Coward	Date Received:	11/30/2014
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I find the map here confusing. Are we just talking about the already developed Residence Inn property which was negotiated by SGNA and the development company back in the 90's--

-or--should we be looking at the adjacent property to the east currently zoned RH (high density residential) but proposed to be incorporated into the Central City Plan?The neighborhood's earlier negotiations produced a project well in keeping with the surrounding single family residential. While I am interested in the idea of new zoning descriptions, I would not want to see this action used to support further commercial development east of the Residence Inn. Multnomah has recently been reconfigured to support bike traffic. This area still receives all day parkers who are using the Max, as well as evening commuters using 21st Ave to get on to I-84. High density commercial would only add to the congestion. High density residential which allows site-related commercial seems the right base use.

Recommendation:

Comment ID	2107	MapApp ID	1444	Commenter	Laura Warmerdam	Date Received:	11/30/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I am a homeowner in this area and am in favor of maintaining R7 zoning. I want our neighborhood to maintain its unique character. I am against new development that is incongruent with the style and scale of existing homes. Increased density can be easily achieved with ADUs that fit much better with the neighborhood.

Recommendation:

Comment ID 2108 **MapApp ID** 1445 **Commenter** Phil Conti **Date Received:** 11/30/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I support the propose change from R1 housing to CM (mixed use Residential/Commercial) zone. This reflects the current development that is helping to revitalize the commercial district along taking this corridor. The building heights need to recognize that Williams Ave abuts a residential historic conservation district and is only two lanes wide. Heights should be limited to 45'-50' to avoid the creation of a concrete canyon environment.

Recommendation:

Comment ID 2109 **MapApp ID** 1446 **Commenter** Phil Conti **Date Received:** 11/30/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I support the change to a RH (with building height limits of 45 - 50') or a Mixed Use Residential/Commercial zone. The RX designation is a central city residential zone and inappropriate for the Eliot neighborhood and should be restricted to Lloyd Center and the Central City.

Recommendation:

Comment ID 2110 **MapApp ID** 1447 **Commenter** Phil Conti **Date Received:** 11/30/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I recommend a CM (mixed use residential/commercial) zone rather than CG (auto accommodating commercial) zone. The CM zone is the same zoning as the block directly north and consistent with the type of development currently taking place along Williams Ave.

Recommendation:

Comment ID 2111 **MapApp ID** 1448 **Commenter** Phil Conti **Date Received:** 11/30/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I support the change to R2.5 within the Eliot Historic Conservation District to protect and preserve both the unique historic character of the structures and the community as a whole. This area has a rich and irreplaceable history. The Eliot neighborhood was one of several NE neighborhoods located within the boundaries of the city of Albina. Albina nurtured the development of a diverse community and has been home to many immigrants and minorities. There have been multiple waves of migration to Albina. In the late 1800s many European immigrants arriving in Portland settled there due to the availability of inexpensive housing and access to commercial/industrial jobs. A second wave of migration took place in the 1900s with the Black community moving to the area to take advantage of the railroad industry job opportunities. It is important to preserve the significant historic nature of this area.

Recommendation:

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 12/2/2014 to 12/4/2014

District: All
Category: All
Comment Type: Map App
Staff: All

Comment ID 2152 **MapApp ID** 1465 **Commenter** Joanne Kahn **Date Received:** 12/3/2014
Organization: **District:** West
Topic(s): Transportation + TSP + parking **Tagged?**

Staff Recommendation:

Comment:

A much higher priority than 55th is the stretch of Patton from 60th Place to 57th and 55th so that the neighborhoods are connected to each other.

Recommendation:

Jfrederiksen 12.8.14

Comment ID 2153 **MapApp ID** 1466 **Commenter** Christine Pechette **Date Received:** 12/3/2014
Organization: **District:** Southeast
Topic(s): **Tagged?**

Staff Recommendation:

Comment:

Errol Heights is a true diamond in the neighborhood. Securing it as an open-space designation would maintain this beautiful natural area as an open space for our city to enjoy. It is a crucial part of the ecosystem within the Johnson Creek Watershed.

Recommendation:

Comment ID 2154 **MapApp ID** 1467 **Commenter** Christine Pechette **Date Received:** 12/3/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Errol Heights is a true diamond in the neighborhood. Securing it as an open-space designation would maintain this beautiful natural area as an open space for our city to enjoy. It is a crucial part of the ecosystem within the Johnson Creek Watershed.

Recommendation:

Comment ID 2155 **MapApp ID** 1468 **Commenter** Christine Pechette **Date Received:** 12/3/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Errol Heights is a true diamond in the neighborhood. Securing it as an open-space designation would maintain this beautiful natural area as an open space for our city to enjoy. It is a crucial part of the ecosystem within the Johnson Creek Watershed.

Recommendation:

Comment ID 2156 **MapApp ID** 1469 **Commenter** Tom Nichols **Date Received:** 12/3/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

This quiet stretch of 55th really does not need sidewalks. I'm in agreement with previous commenters that a much more urgent need is for space for pedestrians/bicycles on Shattuck and Hamilton near the intersection of those two and the Bridlemile Elementary School to make the hazardous walk or bike to school or the park safer and more attractive to this community.

Recommendation:

Comment ID 2159 **MapApp ID** 1451 **Commenter** Sally McPherson **Date Received:** 12/2/2014
Organization: **District:** Northeast Central City

Topic(s):

Tagged?

Staff Recommendation:

Comment:

Improving pedestrian safety on NE Broadway is of paramount importance. Slow down the traffic, add more signals, and police red lights.

Recommendation:

Comment ID	2160	MapApp ID	1453	Commenter	Jane Campbell	Date Received:	12/2/2014
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I do think that a sidewalk or well-separated and marked shoulder for bikes and pedestrians along SW Scholls Ferry Road would get people out of their cars for small errands to the commercial area of Raleigh Hills and connect the neighborhoods with each other. This would only be most effective if Multnomah and Washington County coordinate their efforts and continue on down to Beaverton-Hillsdale Highway.

Recommendation:

Comment ID	2161	MapApp ID	1454	Commenter	Jane Campbell	Date Received:	12/2/2014
Organization:						District:	West

Topic(s):

Tagged?

Staff Recommendation:

Comment:

When I walk this neighborhood, I am not aware of enough traffic on this street to make sidewalks a priority here.

Recommendation:

Comment ID 2162 **MapApp ID** 1452 **Commenter** Jane Campbell **Date Received:** 12/2/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I walk almost daily in this area, and have nearly been run off the road many times on SW Hamilton. I don't think full-on sidewalks are needed on both sides. I do have concerns about a change in the character of the area if excessive widening and tree removal were to take place. But there must be some middle ground solution available. At a bare minimum, a wide well-maintained safe shoulder with a consistently painted line or better yet, an asphalt curb (punctuated with gaps for drainage) with a reflective white paint. Maintenance is an issue. In past years, when the white line is painted, the street/shoulder has not been swept immediately before, so the paint goes down over fallen leaves and needles and disappears very quickly.

Recommendation:

Comment ID 2163 **MapApp ID** 1455 **Commenter** Elisabeth Foster **Date Received:** 12/2/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Please put in some bike lanes and sidewalks. I can walk for exercise in the area behind my house but i can't walk for any errands or get to anywhere useful in my neighborhood without getting in my car. When I see people running, biking or walking on Patton or Scholl's I get scared for them. It is so dangerous. Please, let's connect the shops to the neighborhoods for non-drivers.

Recommendation:

Comment ID 2164 **MapApp ID** 1456 **Commenter** Elisabeth Foster **Date Received:** 12/2/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Please improve safety for pedestrians in this area. I see people walking on this road to the bus stop on BH HWY and down to Safeway and other stores. I also see kids on their way to school. It's way to unsafe for me to walk on so I just hope in my car all the time. It sure would be nice to walk to the shops though.

Recommendation:

Comment ID	2165	MapApp ID	1457	Commenter	Elisabeth Foster	Date Received:	12/2/2014
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Please put sidewalks in on Shattuck, Hamilton and Patton first please.

Recommendation:

Comment ID	2166	MapApp ID	1458	Commenter	Elisabeth Foster	Date Received:	12/2/2014
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Please put sidewalk in here!! This is the main road to Bridlemile school and Hamilton park. It's so sad that everyone has to drive. It's such a beautiful neighborhood but it's totally unworkable (at least to do it safely).

Recommendation:

Comment ID	2167	MapApp ID	1459	Commenter	William Henderson	Date Received:	12/2/2014
Organization:						District:	Central City
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Bike lanes on water ave are currently quite unsafe and drop off unexpectedly at Stark and Grand.

Recommendation:

Comment ID 2168 **MapApp ID** 1460 **Commenter** William Henderson **Date Received:** 12/2/2014
Organization: **District:** Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

Bike lanes at Stark and Grand drops off with no warning and no indication of what cars or bikes should do to react.

Recommendation:

Comment ID 2169 **MapApp ID** 1461 **Commenter** Dani Rosendahl **Date Received:** 12/2/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Patton Rd from Scholls Ferry to 55th needs sidewalks much more than SW 55th. I walk my dog from my cul de sac to Wilcox West, and have to sprint from my street to Wilcox West to avoid being hit by a car. I then go through Wilcox West, and back up 55th to Patton and again have to be extremely careful not to get hit on Patton.

Recommendation:

Comment ID 2170 **MapApp ID** 1462 **Commenter** M D B Eure **Date Received:** 12/2/2014
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Please do NOT reclassify the single family homes along Carruthers between 35th and Cesar Chavez as commercial. Please retain the residential classification for these HOMES. This proposal is an incursion upon neighborhoods of single family dwellings established well over 100 years ago. Young families are reinvesting and renewing life here. The new large buildings have dramatically changed livability. Pushing further into family neighborhoods will destroy what is the most appealing about living in this area. Keep the commercial development tight along the major traffic corridors-preserve the neighborhoods or all will be lost for everyone.

Recommendation:

Comment ID 2171 **MapApp ID** 1463 **Commenter** Mayra Gomez **Date Received:** 12/3/2014
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

Sidewalks and speed bumps need to be added by elementary schools, school bus stops and parks such as Main street between SE 162nd and SE 181st.

Recommendation:

Comment ID	2172	MapApp ID	1464	Commenter	Joanne Kahn	Date Received:	12/3/2014
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Patton Rd is popular with recreational bicyclists to get up to Fairmont and Council Crest, so it could definitely benefit from a bike lane. However, your Patton Rd project is missing the stretch that is most important to me; the little bit at the bottom of Patton from 60th Place to 57th St. That bit of sidewalk, just on the south side of Patton, would connect the Raleigh Ridge and Wilcox West neighborhoods, allowing Raleigh Ridge people to walk through Wilcox West to Hamilton and Beaverton Hillsdale. Right now 60th Place is completely isolated with no safe walking at all. This little stretch would be a minor cost but a big help.

Recommendation:

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 12/4/2014 to 12/8/2014

District:	All
Category	All
Comment Type:	All
Staff	All

Comment ID	2176	MapApp ID	1470	Commenter	Andrea Bowen	Date Received:	12/4/2014
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I strongly support improving Shattuck RD to include bike lanes and or pedestrian walkways along this road...however, currently the map shows those improvements stopping about halfway between Hamilton and Patton. These improvements need to go all the way up to Patton. This is a very dangerous place to bike and or walk currently. Adding sidewalks to 55th is a waste of money. Nobody uses this street for walking and the sidewalks don't lead you to anywhere useful.

Recommendation:

Comment ID 2177 **MapApp ID** 1471 **Commenter** Andrea Bowen **Date Received:** 12/4/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

This project is missing a key connector piece from Patton down to Shattuck and on to Beaverton Hillsdale. Connecting a bike way from Beaverton Hillsdale, up Shattuck to Patton and over Patton to Vista and downtown is an important route that can only be reached using a car right now, safely. It is important to note that not even Tri Met services the area from the intersection of hamilton and Shattuck to the intersection of Patton and Dosch. Right now, your improvements are also leaving this area unconnected. Please FIX this so at least we could use a bike to traverse this route.

Recommendation:

Comment ID 2178 **MapApp ID** 1496 **Commenter** Michael Fitzpatrick **Date Received:** 12/7/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Shattuck desperately needs a sidewalk to keep our kids safe. Its a busy street with heavy pedestrian traffic.

Recommendation:

Comment ID 2179 **MapApp ID** 1498 **Commenter** Richard Sly **Date Received:** 12/7/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The Hamilton street narrowness coupled with a lack of sidewalks has made walking and cycling and children\'s transportation to Bridlemile school a danger to all of the neighborhood for years - if nothing else than a sidewalk on one side of the street ---Shattuck road from Hwy 10 to Patten (and Patten itself) need better pedestrian and cycle access -sidewalks on 55th would be nice but Hamilton and Shattuck are the main problem streets -

Recommendation:

Comment ID 2180 **MapApp ID** 1497 **Commenter** Josh Hinerfeld **Date Received:** 12/7/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I support the letter from the Collins View Neighborhood Association to Commissioner Novick on December 3rd but will add some "color commentary" informed by my 16+ years experience with both the transportation challenges in the neighborhood as well as my experience working traffic calming issues both in the neighborhood and at the City level. As CVNA notes, the intersection of SW Maplecrest and SW Terwilliger is completely dysfunctional during the morning and evening commute. It is very difficult for automobiles to turn south out of SW Maplecrest. It is also very difficult for autos to turn left (west) on to SW Maplecrest from the southbound side of Terwilliger. I would encourage the City of Portland to work with Lewis & Clark College and CVNA to consider a re-alignment of SW Terwilliger to create a more seamless intersection of Maplecrest, Terwilliger and SW Boones Ferry Road. The round-about at SW Rosemont in Lake Oswego might be a good model to consider. It accommodates very high traffic counts while keep traffic flowing at safe speeds. A realignment of SW Terwilliger would go a long way to mitigating the safety and access issues for automobiles and bicycles entering and exiting SW Maplecrest. However, this will not address the safety and congestion issues that occur at the entrance of Riverdale High School. I would encourage the City of Portland to investigate installing a traffic signal that would be activated for limited times before the start and right after the conclusion of school hours. I absolutely agree that with CVNA's proposal of installing sidewalks on both sides (and dedicated bike lanes) of SW Terwilliger Blvd between the roundabout at SW Palater Road and the intersection of SW Boones Ferry Road. There is considerable pedestrian and bicycle traffic in this high volume, high speed volume. This section of the road is a gateway not only for Lewis & Clark College but also Riverdale High School. I also agree with the suggestion to make SW Primrose safer for bike and pedestrian traffic. A number of commuters to and from the neighborhood to downtown Portland use this road to access SW Terwilliger Blvd., for the shoulders on the Terwilliger to the south are too narrow and occasionally blocked by blackberry shrubs and other obstructions. I strongly urge the City of Portland to make these proposed investments. They will help improve safety and livability. Thank you.

Recommendation:

Comment ID 2181 **MapApp ID** 1473 **Commenter** jim and karen whiting **Date Received:** 12/4/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

sw 55th is very low traffic, quite broad, zero priority for sidewalks. Patton needs at least one sidewalk. Shattuck and Hamilton lower priority. Thomas at shattuck needs surface repair very badly. Footbridge across the creek at 54th needs repair.

Recommendation:

Comment ID 2182 **MapApp ID** 1475 **Commenter** Hedy Donnelly **Date Received:** 12/4/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I support placing sidewalks on Shattuck because it will greatly enhance the safety of children walking to Bridlemile school. Right now it is much too dangerous. It will also enable people to walk to the Beaverton Hillsdale Hwy safely. Seems like common sense to me.

Recommendation:

Comment ID	2183	MapApp ID	1476	Commenter	Gracie Donnelly	Date Received:	12/4/2014
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Please put in a sidewalk on Shattuck so I am safe walking to school and the park. It is really scary now. Thank you.

Recommendation:

Comment ID 2184 **MapApp ID** 1477 **Commenter** Paul Clithero **Date Received:** 12/4/2014
Organization: **District:** Southeast
Topic(s): Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation: No Change

Comment:

I am a proponent of extending the Eastmoreland R7 zoning proposal to Caesar Chavez Blvd. By extending R7 to Chavez, we would have consistent zoning for the entire neighborhood.

The lots east of 36th have similar history and development characteristics to the lots that are west of 36th. Also, the area that is east of 36th is the least served by mass transit. Therefore, it would not make sense to increase density.

Recommendation:

M. Stockton 12/10/14

Comment ID 2185 **MapApp ID** 1472 **Commenter** Kate Rubick **Date Received:** 12/4/2014
Organization: **District:** West
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

These are the projects that matter to me:1. Realignment and reconfiguration of the SW Terwilliger Blvd. and SW Boones Ferry Rd. intersection. 2. A crosswalk and flashing light at SW Primrose across Terwilliger and a sidewalk connecting the east side of SW Terwilliger Blvd. from the crossing to 2 blocks north to the retail district. 3. A sidewalk and lighting along Terwilliger Blvd. from Boones Ferry Road to the Law School. 4. The missing 3 blocks of sidewalk. The newly constructed sidewalk extends from SW Spring garden Rd. to only as far as the SW 10th Ave. on Taylors Ferry Rd. Three crucial blocks of sidewalk to SW 7th Ave are missing. (SW 7th Ave is only one block from the intersection of SW Terwilliger Blvd and SW Taylors Ferry Rd.) 5. Implementation of a neighborhood greenway between Lewis & Clark College and the retail area at Terwilliger and Taylor's Ferry via SW Palatine Hill and SW Primrose Streets.

Recommendation:

Jfrederiksen 12.10.14

Comment ID 2186 **MapApp ID** 1474 **Commenter** Kevin Donnelly **Date Received:** 12/4/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I strongly support placing sidewalks on Shattuck and Hamilton for the following reasons: 1. They are both high traffic streets.2. Both streets are very narrow with very little room on the side of the streets for walking. This means, when people and cars are sharing the road, it is very unsafe. People always lose.3. Having sidewalks will enhance the neighborhood livability and will better link us to the surrounding community.4. Having sidewalks will mean we don't have to drive everywhere and we are therefore less car

dependent.

It would be nice to walk to the store, or have my daughter walk to school. Right now it's unsafe to do it.

Recommendation:

Comment ID	2187	MapApp ID	1478	Commenter	Anish Karmarkar	Date Received:	12/4/2014
Organization:						District:	West
Topic(s):	Transportation + TSP + parking						Tagged?

Staff Recommendation:

Comment:

I take trimet bus on Hwy 10 everyday to work and back. Walking on Shattuck Road is extremely dangerous. I have to dodge cars everyday. In some places, there is no place to walk at all because of ditches, overgrown shrubs, etc. I consider this a hike and use my best hiking shoes to go to work hoping that drivers are paying attention. In winter it obviously gets even worse as it gets dark very early. This is a much needed improvement and should be done. It should be prioritized given that Bridlemile elementary is right there and kids have to walk on Shattuck to get to school.

Recommendation:

Jfrederiksen 12.10.14

Comment ID	2188	MapApp ID	1479	Commenter	Anish Karmarkar	Date Received:	12/4/2014
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

It is a shame that there are no sidewalks on this street which is adjacent to Bridlemile elementary. Walking w/ kids on this road is extremely dangerous especially in winter.

Recommendation:

Comment ID	2189	MapApp ID	1480	Commenter	Ian Powell	Date Received:	12/5/2014
Organization:						District:	West
Topic(s):	Transportation + TSP + parking						Tagged?

Staff Recommendation:

Comment:

As a life long resident here I can tell you Shattuck road desperately needs a side walk and bike lane. I use this road every day and see all kinds of people walking up and down it's shoulder. I used to walk this road to school every day and was nearly hit on several occasions. Please consider adding a sidewalk and bike lane!

Recommendation:

Comment ID 2190 **MapApp ID** 1481 **Commenter** Jason Gonzales **Date Received:** 12/5/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Adding a wider shoulder and sidewalks along this stretch of Shattuck is an absolute must. There are a significant amount of children, walkers, runners, and bikers that need to utilize this street. Currently it is highly unsafe/dangerous. Cars fly down this street at high speeds (due to the hill) and pass by people/ kids walking on the side of the street with only a few feet of space. Super dangerous. By adding these improvements, it will help reduce the need to drive a car on this road for many people/kids, which in turn will help keep road maintenance down.

Recommendation:

Comment ID 2191 **MapApp ID** 1482 **Commenter** Jason Gonzales **Date Received:** 12/5/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Adding sidewalks and a wider shoulder is something that should have been done a LONG time ago. Hamilton is a main thoroughfare not only for cars, but for people and kids. There is an important park and school here as well that draws many families. It is currently too dangerous to walk on Hamilton. We need these improvements.

Recommendation:

Comment ID 2192 **MapApp ID** 1485 **Commenter** Chris Eykamp **Date Received:** 12/5/2014
Organization: **District:** Southeast
Topic(s): Urban Form + UDF + Centers & Corridors;Design and Development + residential + demos + parking;Zoning Map Tagged?

Staff Recommendation:

Comment:

Buildings should be limited to 3 stories in this location... other buildings further up on Division are just too tall for the width of the street and the other existing buildings.

Recommendation:

M. Stockton 12/10/14

Comment ID	2193	MapApp ID	1486	Commenter	Chris Eykamp	Date Received:	12/5/2014
Organization:						District:	Southeast
Topic(s):	Urban Form + UDF + Centers & Corridors;Design and Development + residential + demos + parking;Zoning Map						Tagged?

Staff Recommendation: Response in Other Record

Comment:

Buildings should be limited to 3 stories in this location... other buildings further up on Division are just too tall for the width of the street and the other existing buildings in this area.

Recommendation:

Staff response in Comment ID 2192. M. Stockton 12/10/14

Comment ID	2194	MapApp ID	1483	Commenter	Linda Hughes	Date Received:	12/5/2014
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Hi, We live in the neighborhood and see you plan to change zoning laws to protect the fragile creek and ravine areas from over development in the area of SW 55th and Patton Road. Your changes would allow the present properties to stay as they are but not allow those lots to be subdivided and developed with more homes on the land. We are members of the Wilcox Estates HOA Woods and Stream Restoration Committee. We are attempting to rid an 8 acres area along Fanno Creek of invasive plants and replant with native plants. We had a city engineer look over this area and have some major erosion in the ravines that needs attention. The Woods and Stream Committee and my neighbors are very concerned and are glad that you are proposing these changes to the zoning laws. Linda and John Hughes

Recommendation:

Comment ID	2195	MapApp ID	1484	Commenter	Ed Suhr	Date Received:	12/5/2014
Organization:						District:	Southeast
Topic(s):	Urban Form + UDF + Centers & Corridors;Design and Development + residential + demos + parking						Tagged?

Staff Recommendation:

Comment:

The Richmond neighborhood has truly blossomed during the last decade. There are many young families, a great neighborhood feel and up and coming businesses. The recent developments on Division are already threatening to bloat the neighborhood population and tarnish the charm of this area. Division has been a great success story. Please don't ruin

the happy ending by rezoning the area for more commercial business. Parking, safety concerns inherent with increased traffic flow (these are things we are already dealing with) and a

demographic that will shift away from families are just a few of the things that will change the fabric of this community and push out the very people who began the wonderful transformation of this neighborhood. I implore you not to do this! Thank you

Recommendation:
M. Stockton 12/10/14

Comment ID	2196	MapApp ID	1487	Commenter	Chris Eykamp	Date Received:	12/5/2014
Organization:						District:	Southeast
Topic(s):	Misc Including Code;Zoning Map						Tagged?

Staff Recommendation: No Change

Comment:

Buildings in this area need to step down as they approach the adjacent residential areas. The zoning code should require this to avoid having large buildings block light to existing residential structures.

Recommendation:
MUZ Project. M. Stockton 12/10/14

Comment ID	2197	MapApp ID	1488	Commenter	Michael Koch	Date Received:	12/5/2014
Organization:						District:	Southeast
Topic(s):	Zoning Map;Comp Plan Map Designation						Tagged?

Staff Recommendation: No Change

Comment:

I support rezoning this to mixed use. I think it will bring continuity to our 'main street', as well as increase safety as quasi-dead zones are removed. I think it will lend itself nicely to future growth as well.

Recommendation:
Testimony in support. M. Stockton 12/10/14

Comment ID	2198	MapApp ID	1489	Commenter	Linda Hughes	Date Received:	12/5/2014
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Scholls Ferry Road, Shattuck and Hamilton all need work for walkers and bike riders to use these streets safely.

Recommendation:

Comment ID 2199 **MapApp ID** 1490 **Commenter** Linda Hughes **Date Received:** 12/5/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Scholls Ferry Road, Shattuck and Hamilton all need work for walkers and bike riders to use these streets safely.

Recommendation:

Comment ID 2200 **MapApp ID** 1491 **Commenter** Scott Owen **Date Received:** 12/5/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

SW Vermont Street is extremely hazardous for pedestrians. As a resident of the area, I walk my children to and from the SW Community Center along the rutted out portion of the shoulder, where it exists. Drivers speed along the road and are not watching for pedestrians, including near the 2 schools located on the street. SW Vermont Street forms the only connection from parts of Hayhurst and Maplewood to the SW Community Center, rendering portions of the area unwalkable despite being less than a mile from the park. Obstructions, parked vehicles and drainage issues create a situation where a pedestrian will get injured by a vehicle. SW Vermont Street has a high number of pedestrians and bicycle traffic despite the extreme safety hazards present on the street.

Recommendation:

Comment ID 2201 **MapApp ID** 1492 **Commenter** Roger Brooks **Date Received:** 12/5/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I don't think the traffic justifies sidewalks on 55th Drive. Additionally, sidewalks on both sides of the street would drastically alter the character of the neighborhood. It would require removing a large number of old established trees and a lot of well landscaped yards. I oppose this project, even if it was free.

Recommendation:

Comment ID 2202 **MapApp ID** 1493 **Commenter** Sharon Ossmann **Date Received:** 12/7/2014
Organization: **District:** West

Topic(s):

Tagged?

Staff Recommendation:

Comment:

I agree that sidewalks are needed on Shattuck Road. It is unsafe to walk along that street, and impossible for our adult daughter, who uses a wheelchair and does not drive, to get from the bus stop on Beaverton Hillsdale to our house. I would also like to see the children in our neighborhood have a safe way to walk to school.

Recommendation:

Comment ID	2203	MapApp ID	1494	Commenter	Joni Marr	Date Received:	12/7/2014
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Please make a crosswalk at SW Primrose and Terwiliger a priority. It is hard for bus riders and pedestrians to cross and SW Primrose is the major road into neighborhood. It's not a safe place for pedestrians to cross with the amount of traffic on Terwiliger and the traffic coming from the South usually traveling 35 to 40 miles per hour.

Recommendation:

Comment ID	2204	MapApp ID	1495	Commenter	Linda Brooks	Date Received:	12/7/2014
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I am opposed to sidewalks on 55th--much more important to have sidewalks on Shattuck. An unnecessary expense.

Recommendation:

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 12/8/2014 to 12/11/2014

District:	All
Category	All
Comment Type:	All
Staff	All

Comment ID 2214 **MapApp ID** 1499 **Commenter** derek **Date Received:** 12/8/2014
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:
date test

Recommendation:

Comment ID 2215 **MapApp ID** 1500 **Commenter** Dora DeCoursey **Date Received:** 12/8/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I have lived here on Rodney Ave. for 35 years. While I am generally supportive of the greatly increasing density in our area, I am also enthusiastic about this proposed zone change to R 2.5. I believe the narrow and quite fragile core of historic homes and quiet streets between the busy avenues of Williams and MLK provide important amenities to the neighborhood that are part of what makes the area attractive and liveable for all the new incoming residents. The streets in here provide a place for quiet walking and family/slow biking as well as the green of garden spaces, all of which are lacking on the major avenues. Lot by lot we are losing this, and I think this zoning change would help some. I understand that 2 units would still be allowed on lots of 5000+ sq. ft. with this change. Under the current zoning, building only one house on a 5000 sq. ft. lot is not even allowed, which seems a shame to me, given how few there are and the environment that they help create. By the way, this is a really great app!

Recommendation:

Comment ID 2216 **MapApp ID** 1501 **Commenter** Lisa Casey **Date Received:** 12/8/2014
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

PLEASE - bring a grocery store to our neighborhood. It is over a mile to the nearest full-service grocery store. N Denver Ave or N Lombard is a long walk for meals/recreation spending if it's rainy or cold. I would be glad to spend money closer to home and improve our neighborhood.

Recommendation:

Comment ID 2217 **MapApp ID** 1502 **Commenter** Ian Thompson **Date Received:** 12/8/2014
Organization: **District:** West
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

As a parent and a bike commuter, I'm very concerned about both the speed cars travel along Shattuck and the lack of sidewalks and bike lanes, especially between SW Hamilton and Beaverton-Hillsdale Hwy. There have been numerous injury accidents in this corridor in recent years, and with a school at the corner of Shattuck and SW 53rd, it's especially concerning. I would love to see speed bumps and/or a blinking 20mph school sign added here, as well as a wider shoulder for a bike lane and sidewalk. Thank you for your consideration.

Recommendation:

Comment ID 2218 **MapApp ID** 1503 **Commenter** Dora DeCoursey **Date Received:** 12/8/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I agree that mixed use, with ground floor commercial and residential above, would be desirable, but I do not like to see the extreme building heights allowed in RX in this part of our neighborhood, so I support this change to RH.

Recommendation:

Comment ID 2219 **MapApp ID** 1504 **Commenter** Dora DeCoursey **Date Received:** 12/8/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I agree with rezoning this to R2 or R2.5 to help support preservation of the historic core of our neighborhood, with the relatively quiet side streets and green spaces that provide an attractive environment that supports the high density living along the major avenues.

Recommendation:

Comment ID 2220 **MapApp ID** 1507 **Commenter** Bonnie Bray **Date Received:** 12/8/2014

Organization:
Topic(s): Design and Development + residential + demos + parking;Comp Plan Map Designation

District: Southeast
Tagged?

Staff Recommendation: Response in Other Record

Comment:

Please DO NOT turn any more of the Richmond neighborhood into a commercial zone. It would be detrimental to the neighborhood if the area North of Division, along Caruthers between 35th and Cesar Chavez were to be zoned commercial. This is a family neighborhood, with long-standing residential zoning. The recently built large commercial buildings and apartments without adequate parking in the Division corridor have already added a burden to the neighborhood with an increase in traffic on all side streets along with a shortage of parking both for businesses and residents. Please retain the residential classification along Caruthers.

Recommendation:
SE Caruthers, etc. M. Stockton 12/10/14

Comment ID 2221 **MapApp ID** 1505 **Commenter** Dora DeCoursey

Date Received: 12/8/2014

Organization:

District: Northeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

I have lived on Rodney Ave. for 35 years. While I am generally supportive of the greatly increasing density in our area, I am also enthusiastic about this proposed zone change to R 2.5. I believe the narrow and quite fragile core of historic homes and quiet streets between the busy avenues of Williams and MLK provide important amenities to the neighborhood that are part of what makes the area attractive and liveable for all the new incoming residents. The streets in here provide a place for quiet walking and family/slow biking as well as the green of garden spaces, all of which are lacking on the major avenues. Lot by lot we are losing this, and I think this zoning change would help some. I understand that 2 units would still be allowed on lots of 5000+ sq. ft. with this change. Under the current zoning, building only one house on a 5000 sq. ft. lot is not even allowed, which seems a shame to me, given how few there are and the environment that they help create.

Recommendation:

Comment ID 2222 **MapApp ID** 1506 **Commenter** Dora DeCoursey

Date Received: 12/8/2014

Organization:

District: Northeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

I have lived in the neighborhood for 35 years. While I am generally supportive of the greatly increasing density in our area, I am also enthusiastic about this proposed zone change to R 2.5. I believe the narrow and quite fragile core of historic homes and quiet streets near the busy avenues of Williams and MLK provide important amenities to the neighborhood that are

part of what makes the area attractive and liveable for all the new incoming residents. The streets in here provide a place for quiet walking and family/slow biking as well as the green of garden spaces, all of which are lacking on the major avenues. Lot by lot we are losing this, and I think this zoning change would help some. I believe that 2 units would still be allowed on lots of 5000+ sq. ft. with this change. Under the current zoning, building only one house on a 5000 sq. ft. lot is not even allowed, which seems a shame to me, given how few there are and the environment that they help create.

Recommendation:

Comment ID	2223	MapApp ID	1513	Commenter	Rachele Gorsegner	Date Received:	12/8/2014
Organization:						District:	West
Topic(s):	Transportation + TSP + parking						Tagged?

Staff Recommendation:

Comment:

I am a resident of Maplewood and would so very much appreciate being able to walk on Vermont. I have tried to do it in the past but did not like pushing a double stroller in a rocky ditch with cars whizzing by. I so wish there was a sidewalk to walk on! It would be so awesome to be able to walk to the SWCC or the vet or medical clinic or any of the other businesses across Vermont.

Recommendation:

Jfrederiksen 12.10.14

Comment ID	2224	MapApp ID	1514	Commenter	Alex Frenette	Date Received:	12/8/2014
Organization:						District:	West
Topic(s):	Comp Plan Map Designation						Tagged?

Staff Recommendation:

Comment:

If it means more diverse businesses, great!

Recommendation:

Comment ID 2225 **MapApp ID** 1515 **Commenter** Becky Hein **Date Received:** 12/8/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I would love to see a crosswalk at Primrose and Terwilliger. I walk my dog in a loop on Terwilliger, but there is no loop, because there is no way to come back on the other side of Terwilliger so we are forced to travel on gravel streets and busy streets with no sidewalk on the return trip. I also agree with the comments about the intersection of Maplecrest/2nd/Terwilliger/Boones Ferry. I don't know how the bus riders cross Terwilliger from Maplecrest to get to the bus stop, but I agree with the comment that it causes ones heart to race to pull out in a car. Can't this intersection be redesigned?

Recommendation:

Comment ID 2226 **MapApp ID** 1508 **Commenter** mike douglas **Date Received:** 12/8/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I've been a resident in the Maplewood neighborhood for 10 years and am tired of being forced to walk along a rutted ditch to get to the OHSU clinic at SW45th and Vermont, a route with no reasonable alternatives. Additionally, west of 55 vegetation along both sides of Vermont severely hinder safe walking anywhere along the street. At a minimum, a single side improved pedestrian/bike pathway (similar to what was constructed on Maplewood Avenue in 2013/14) would be very much appreciated. With increasing population density in this Maplewood/Hayhurst area traffic is only getting worse and the pedestrian hazard risk is only getting worse. Please help.

Recommendation:

Comment ID 2227 **MapApp ID** 1509 **Commenter** clarence hein **Date Received:** 12/8/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The intersection of Terwilliger-Boones Ferry-2nd ave is long overdue for mitigation. I would encourage traffic planners to participate in the daily "Maplecrest Heart Challenge," entering by car or crossing Terwilliger on foot any week day during a.m. or p.m. rush hours. Those brave little traffic lights do their best but the intersection design is totally ineffective. We cannot expect this intersection, as it is, to effectively handle the amount of traffic it sees daily. Add to this the impact of any nearby road problem (Selwood Bridge closure, I-5 blockage, etc.) and the problem is truly compounded. Redesigning this intersection will not be easy but, for goodness sake, we put a man on the moon we ought to be able to get him

onto Terwilliger in one piece.

Recommendation:

Comment ID 2228 **MapApp ID** 1510 **Commenter** Yiyang Fei **Date Received:** 12/8/2014
Organization: **District:** West
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

I have lived in the neighborhood for 10 years. I am a regular bicycle commuter and I have little children. I see bicyclists and pedestrians use Vermont street every day. Due to the traffic volume on this road, it is often very dangerous for bicyclists and pedestrians to share the road. I strongly support improvements to separate the use of the road to make it safer for everyone.

Recommendation:

Jfrederiksen 12.10.14

Comment ID 2229 **MapApp ID** 1511 **Commenter** Yiyang Fei **Date Received:** 12/8/2014
Organization: **District:** West
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

I drive on Shattuck road daily. I agree that improving this stretch of road will enhance safety for pedestrians and bicyclists. From my own experience, I see more pedestrians and bicyclists on Vermont, between Oleson and 45th, so I feel improving Vermont should be a higher priority.

Recommendation:

Jfrederiksen 12.10.14

Comment ID 2230 **MapApp ID** 1512 **Commenter** Laurie DeVos **Date Received:** 12/8/2014
Organization: **District:** West
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

I'm a resident of Maplewood, and I strongly support this important improvement which would help facilitate a healthy, walkable, and safe community. There's currently no sidewalk access from our neighborhood to SWCC and Gabriel Park, and I see folks of all ages navigating this hazardous road every day. Thank you for the opportunity to comment.

Recommendation:

Jfrederiksen 12.10.14

Comment ID 2231 **MapApp ID** 1516 **Commenter** Phil Nameny **Date Received:** 12/9/2014
Organization: **District:** Northeast
Topic(s): Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation:

Comment:

Th mixed use designation should be expanded kitty-corner across the street to the SW corner of the intersection so that it includes the existing motel at . This would remove a nonconforming designation and provide a better buffer between the industrial to the north and the single family to the south.

Recommendation:

Comment ID 2232 **MapApp ID** 1517 **Commenter** Christen La Vigne **Date Received:** 12/9/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Shattuck Rd north of Beaverton Hillsdale would greatly benefit from safe walking and biking improvements. I regularly see people walking this narrow stretch to reach the school, park, businesses on Hwy 10, and bus stop. I've attempted to walk to the grocery store with a stroller but don't do it regularly because of the safety risks.

Recommendation:

Comment ID 2233 **MapApp ID** 1518 **Commenter** Jeremy Fried **Date Received:** 12/9/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

This bikeway is a critical need, and long overdue. I have ridden this road many times, out of necessity, but wondered whether I would live to tell about it. This is a critical link that I rely on from downtown Portland to the west side of Lake Oswego. Please make it safer. Please separate it from vehicular traffic using a barrier more substantive than a white line.

Recommendation:

Comment ID 2234 **MapApp ID** 1519 **Commenter** Jeremy Fried **Date Received:** 12/9/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I bike through this section of Terwilliger daily, either from L.O. or getting dropped at the RHS parking lot by my son, who sometimes drives to school. It is a traffic nightmare and extremely dangerous. Turning left out of the RHS parking lot on a bike (or a car) is essentially impossible. A traffic light is desperately needed there during rush hours. A sidewalk is needed on the east side of Terwilliger all the way from the Boones Ferry/Terwilliger merge to Taylors Ferry. Crosswalks are desperately needed across from RHS and at Primrose. This nexus is one of the two most dangerous sections of my ride from the south side of Lake Oswego to downtown Portland.

Recommendation:

Comment ID 2235 **MapApp ID** 1520 **Commenter** Jeremy Fried **Date Received:** 12/9/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

As a cyclist trying to safely ride Barbur northbound without diverting onto SW Naito Parkway, I find it VERY challenging to accomplish this. This intersection needs to be reworked to make it safe for cyclists. it is one of the two most hazardous segments of my daily bicycle commute from Lake Oswego to downtown Portland.

Recommendation:

Comment ID 2236 **MapApp ID** 1521 **Commenter** Maria Nelson **Date Received:** 12/10/2014
Organization: **District:** West
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

My kids attend preschool at the corner of Shattuck and Beaverton-Hillsdale Hwy. The traffic there moves too fast, and the pedestrian access is poor. I would love to see 'school zone' signs as well as a bike lane and sidewalk. Thanks for considering it!

Recommendation:

Comment ID 2237 **MapApp ID** 1522 **Commenter** Joseph Nelson **Date Received:** 12/10/2014
Organization: **District:** West
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

My children attend a preschool at Shattuck Rd and Beaverton-Hillsdale Hwy. The intersection is very wide and long, anything that can be done to draw attention to children and pedestrians would be helpful!

Recommendation:

Jfrederiksen 12.10.14

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 12/10/2014 to 12/12/2014

District: All
Category: All
Comment Type: Map App
Staff: All

Comment ID	2240	MapApp ID	1527	Commenter	Drew Bradbury	Date Received:	12/11/2014
Organization:						District:	West
Topic(s):	Transportation + TSP + parking						Tagged?

Staff Recommendation: No Change

Comment:

The last thing anyone in this immediate vicinity wants is an "auto-accommodating" business of ANY type. This is a quiet, tree-lined residential street and zone, and any type of commercial venture will destroy that, and will have a sizable impact on traffic. Considering the street is the only way to Vermont Street for residents in this area, and that school buses are already stopping and starting, the impact on traffic flow will be tremendous.

Recommendation:

Note: Drew called the helpline number specifically to revoke this testimony - he said he misread the map and wants to delete his comment. I told him I can't do that, but I would add this note. S Wright 12/11

Comment ID	2241	MapApp ID	1523	Commenter	Betsy Valle	Date Received:	12/10/2014
Organization:						District:	North
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Please change Decatur Street between Baltimore and Catlin to a Bike/Ped classification. The Greenway Trail is aligned on this section of Decatur and a freight classification would allow build out some day. That would negate all the work done to create a safe route for this neighborhood. The one business owner who fronts Decatur is willing to use Bradford and New York. Most freight now goes on Bradford.

Recommendation:

Comment ID 2242 **MapApp ID** 1524 **Commenter** Tim Gardner **Date Received:** 12/10/2014
Organization: **District:** Southeast
Topic(s): Transportation + TSP + parking;Comp Plan Map Designation Tagged?

Staff Recommendation:

Comment:

I recently moved to SE Holgate. This is a good neighborhood, very diverse, excellent location to many services, solidly connected to transit, economically viable, very livable and still affordable. Foster IS ready to take off. But take off how? I too am a little concerned about the depth of the zoning into the side streets. True, those side street commercial endeavors add

charm and good feel density and I am not opposed to that. However designated as a civic corridor this density of commercial is also going to bring more vehicular traffic. I tend to agree that a CS classification in that it might work more toward keeping vehicular traffic density lower, especially on the side streets. Holgate is an important artery, but it is primarily a residential street. It has a tremendous volume of traffic and few lights to slow anyone down. Will more vehicles coming to the Foster corridor increase the volume on Holgate? What study has been done on the impact to the surrounding residential neighborhood from a CC classification along Foster? What proposals might there be to limit the impact of more vehicles running east and west, north and south through the area? More focus on pedestrian and cycling neighborhood movement needs to be considered here. Has there been a study

of how the transit changes proposed for Powell would affect vehicular traffic on Foster and Holgate? It's dangerous getting across Foster. It can be dangerous getting across Holgate! 72nd, 67th also have a good bit of vehicular traffic. Along with an improved commercial corridor the residential component behind the corridor and its use of the corridor must be priority in the planning process.

Recommendation:

Comment ID 2243 **MapApp ID** 1525 **Commenter** Jamilyn Zepp **Date Received:** 12/11/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

As a mother of small children, it is really important to me to get sidewalks on SW Vermont street so we can make it to the community center and Gabriel Park safely.

Recommendation:

Comment ID 2244 **MapApp ID** 1526 **Commenter** Drew Bradbury **Date Received:** 12/11/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Um, not great. The last thing anyone in this immediate vicinity wants is an "auto-accommodating" business of ANY type. This is a quiet, tree-lined residential street and zone, and any type of commercial venture will destroy that, and will have a sizable impact on traffic. Considering the street is the only way to Vermont Street for residents in this area, and that school buses are already stopping and starting, the impact on traffic flow will be tremendous.

Recommendation:

Note: Drew called the helpline number specifically to revoke this testimony - he said he misread the map and wants to delete his comment. I told him I can't do that, but I would add this

note. S Wright 12/11

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 12/11/2014 to 12/13/2014

District: All
Category: All
Comment Type: Map App
Staff: All

Comment ID	2248	MapApp ID	1528	Commenter	Geoff Grummon	Date Received:	12/11/2014
Organization:						District:	West Central City
Topic(s):	Transportation + TSP + parking						Tagged?

Staff Recommendation: No Change

Comment:

I strongly support better bicycle facilities and connectivity between Downtown/Waterfront Park and Lair Hill.

Recommendation:

12/17/14 R. Jennings - Refer comment to TSP project evaluation process.

Jfrederiksen 12.19.14

Comment ID	2249	MapApp ID	1529	Commenter	Geoff Grummon	Date Received:	12/11/2014
Organization:						District:	North
Topic(s):							Tagged?

Staff Recommendation: No Change

Comment:

I support improvements to the bicycle infrastructure along Hwy 30 including wider, buffered bike lanes, frequent street cleaning, and improved pavement and drainage. Any potential pedestrian improvements such as sidewalks should be kept separate from bicycle facilities.

Recommendation:

12/17/14 R. Jennings - Refer comment to TSP project evaluation process.

Comment ID 2250 **MapApp ID** 1530 **Commenter** Geoff Grummon **Date Received:** 12/11/2014
Organization: **District:** Northeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

This bridge is quite wide and has low traffic - I find no issues riding a bike across it. I think money would be better spent on bicycle improvements elsewhere in the city.

Recommendation:

12/17/14 R. Jennings - Refer comment to TSP project evaluation process.

Comment ID 2251 **MapApp ID** 1531 **Commenter** Maripat Hensel **Date Received:** 12/11/2014
Organization: **District:** West
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

Our Arnold Creek Neighborhood residents use this vital interchange, however, getting us to this area safely from SW 35th and SW Stephenson is vital to how this interchange will work. Right now we have few sidewalks. We also have few TriMet resources except for commuter times. Please consider our needs moving residents from Arnold Creek to the Barbur

Transit Center and options for getting our residents to MAX by the zoo as you are working on 2035 plans.

Recommendation:

12/17/14 R. Jennings - Refer comment to TSP project evaluation process.

Jfrederiksen 12.30.14

Comment ID 2252 **MapApp ID** 1532 **Commenter** Doug Klotz **Date Received:** 12/11/2014
Organization: **District:** Southeast
Topic(s): Comp Plan Map Designation Tagged?

Staff Recommendation: No Change

Comment:

Most of comments here are misplaced, as this is not the area with Residential zoning now. This block of parcels (35th Place to 43rd Ave) is all Commercial zoning. It is merely a name change from Urban Commercial to Mixed Use - Urban Center. The effect is essentially the same.

Recommendation:

Commenter is addressing previous Map App comments. M. Stockton 12/16/14

Comment ID 2253 **MapApp ID** 1533 **Commenter** Doug Klotz **Date Received:** 12/11/2014

Organization:
Topic(s): Comp Plan Map Designation

District: Southeast
Tagged?

Staff Recommendation: No Change

Comment:

The five parcels facing Chavez Blvd. are a different issue from those on Caruthers. Even the Richmond Neighborhood Association did not support down-designating these from UC to R-5. All other Comp Plan designations along Chavez in this stretch are UC or R-1. As these are contiguous to UC to the south and across Chavez to the east, UC makes the most sense here.

Recommendation:
Agree with comment. M. Stockton 12/16/14

Comment ID 2254 **MapApp ID** 1534 **Commenter** David Hampsten

Date Received: 12/12/2014

Organization:

District: East

Topic(s): Transportation + TSP + parking

Tagged?

Staff Recommendation: No Change

Comment:

How about some sidewalks and ped crossings on 162nd while you are about it? Lots of children waiting for the Reynolds school bus in the area. Wilkes Elementary is on 167th, just off the map in Gresham.

Recommendation:
scarzello 12/17/14

12/17/14 R. Jennings - Refer comment to TSP project evaluation process.

Comment ID 2255 **MapApp ID** 1535 **Commenter** David Hampsten

Date Received: 12/12/2014

Organization:

District: East

Topic(s): Transportation + TSP + parking

Tagged?

Staff Recommendation: No Change

Comment:

NE Fremont needs a ped/bike connection from 122nd to 162nd, including through the Giustina farm (145th to 148th). It however does not need an auto connection.

Recommendation:
scarzello 12/17/14

12/17/14 R. Jennings - Refer comment to TSP project evaluation process.

Comment ID 2256 **MapApp ID** 1536 **Commenter** Ryan Murphy

Date Received: 12/12/2014

Organization:

District: West

Topic(s): Transportation + TSP + parking

Tagged?

Staff Recommendation:

Comment:

After witnessing the fatal pedestrian accident, and with my kids attending preschool at the corner of Shattuck and Beaverton-Hillsdale for the past 3 years I believe it is only a matter of time until another fatality happens in this intersection/area. The traffic there moves too fast, and the pedestrian access is poor. I would love to see 'school zone' signs as well as a bike lane and sidewalk. I don't bike my son to school because there is no practical way to avoid this area due to the hills and lack of bike lanes. Thanks!

Recommendation:

Jfrederiksen 12.19.14

Comment ID	2258	MapApp ID	1537	Commenter	Emily Young	Date Received:	12/12/2014
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation: Needs Discussion

Comment:

This property has been for sale for decades. It seems obvious the seller wants more money if it has this zone change. I object to a change to CX. It is highly appropriate for high density housing. Since I have lived in this neighborhood for over 40 years there is no need for a zone change to make it highly commercial. There is so much of highly commercial (Lloyd Center, Broadway/Weidler) surrounding the Sullivan's Gulch neighborhood that there is no need for that on this property. This part of Multnomah Street cannot support such commercial activity. I worry that this kind of zone change will only encourage more demolition to our neighborhood. This residential neighborhood is a treasure to the people and the city of Portland and should be honored as a neighborhood and not another commercial area. Sullivan's Gulch neighborhood should not change from a more residential feel to a mixed use commercial classification.

Recommendation:

21st/Multnomah - vetted by NA through NE Quadrant plan. A few testifiers say it should not change. NStark 12/23/14

Comment ID	2259	MapApp ID	1538	Commenter	Emily Young	Date Received:	12/12/2014
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation: Response in Other Record

Comment:

This property has been for sale for decades. It seems obvious the seller wants more money if it has this zone change. I object to a change to CX. It is highly appropriate for high density housing. Since I have lived in this neighborhood for over 40 years there is no need for a zone change to make it highly commercial. There is so much of highly commercial (Lloyd Center, Broadway/Weidler) surrounding the Sullivan's Gulch neighborhood that there is no need for that on this property. This part of Multnomah Street cannot support such commercial activity. I worry that this kind of zone change will only encourage more demolition to our neighborhood. This residential neighborhood is a treasure to the people and the city of Portland and should be honored as a neighborhood and not another commercial area. Sullivan's Gulch neighborhood should not change from a more residential feel to a mixed use commercial classification.

Recommendation:

See 2258. NStark 12/23/14

Comment ID 2262 **MapApp ID** 1539 **Commenter** Emily Young **Date Received:** 12/12/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation: Response in Other Record

Comment:

Ã,Ã I object to a change to CX. It is highly appropriate for high density housing. Since I have lived in this neighborhood for over 40 years there is no need for a zone change to make it highly commercial. There is so much of highly commercial (Lloyd Center, Broadway/Weidler) surrounding the Sullivan's Gulch neighborhood that there is no need for that on this property. This part of 21st ave cannot support such commercial activity. I worry that this kind of zone change will only encourage more demolition to our neighborhood. This residential neighborhood is a treasure to the people and the city of Portland and should be honored as a neighborhood and not another commercial area. Sullivan's Gulch neighborhood should not change from a more residential feel to a mixed use commercial classification. Ã,Ã

Recommendation:

See 2258. NStark 12/23/14

Comment ID 2263 **MapApp ID** 1543 **Commenter** Daniel Pirofsky **Date Received:** 12/12/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Please refer to my comments in three parts on the proposed change for adjoining property #21. Those comments pertain exactly to this property as well. However, this property has already been given a commercial "Office" designation. It should be returned to a residential designation to be consistent with the adjoining properties as well as the long-standing character of the neighborhood that surrounds it. This property should be changed to a High Density Residential zoning. It has only a very small profile on 21st Avenue immediately before the NE 21st Street bridge over the Banfield Freeway. Thus, it does not offer much in the way of commercial access and could only add to the mounting traffic problems on this major north/south commuting route. With pedestrian access to mixed use and commercial areas on all sides of Sullivan Gulch neighborhood, there is no need for commercial use at this location. The City needs much more affordable housing in close proximity to commercial activities. This is the perfect location for new low-rise or mid-rise residential development.

Recommendation:

Comment ID 2267 **MapApp ID** 1540 **Commenter** Daniel Pirofsky **Date Received:** 12/12/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Part 1 of 2Two issues concern me with the proposed zone change for this property:1) the need for mixed use versus the need for high-density housing;2) design of appropriate transition from commercial to residential use.1) NeedI quote from the proposal to expand the extent of an existing mixed use area and the Proposed Comprehensive

Plan Designation as a Mixed Use Urban Center. This proposal facilitates a more continuous street frontage of shops, restaurants, offices, and residences to provide residents and others with a variety of desired goods and services within walking distance. Existing residences are allowed to remain. This property does

not need to be mixed use as this neighborhood is perfectly centered between commercial districts on all sides: 5 blocks from NE Broadway and its full complement of businesses and services; 9 blocks from the Weidler Street and 15th Avenue commercial area; 11 blocks from massive ongoing developments with huge mixed-use

spaces anticipated east and south of Lloyd Buildings; 12 blocks to Grant Park Village with large mixed use spaces; 7 blocks to Sandy Blvd.; 11 blocks to

Burnside Street. All these areas are perfectly walkable for Sullivan Gulch residents. Many residents have been walking to Fred Meyer and back with groceries for years. They

are now walking a block or two farther to the new New Seasons in Grant Park Village. We visit businesses all along Broadway and Weidler. So we don't need even more storefronts along Multnomah Street west of 21st Ave.; and we certainly don't need higher intensity commercial development. Appropriate uses for this area should be either single-family homes, small condominiums, or high-density residential buildings. For example, townhouses would be a perfect fit with the needs as well as the aesthetics of this neighborhood. (see next part)

Recommendation:

Comment ID	2272	MapApp ID	1541	Commenter	Daniel Pirofsky	Date Received:	12/12/2014
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Part 2 of 3 However, according to the description of the proposed Central Commercial (CX) zone: "development is intended to be very intense with high building coverage, large buildings, and buildings placed close together." Clearly this is not the type of development appropriate to this location. According to the description of the Mixed Use Urban Center designation: "The designation allows a broad range of commercial and employment uses, public services, and a wide range of housing options." It also suggests the following uses would be allowed: retail sales and services, offices, quick vehicle service, vehicle repair, drive-throughs, commercial parking, wholesale, industrial service, manufacturing, and major event entertainment. Among these allowed uses, only small storefronts with retail sales and services would be remotely acceptable at this location. The possibility of industrial, vehicle repair, and manufacturing uses at this location is practically unthinkable. Opening up the range of commercial uses as such makes this proposed change unacceptable. In fact, the current designation as High Density Multi-Dwelling in a High Density residential (RH) zone perfectly describes the need and prevailing use at this location. Why change it? Design The Proposed Comprehensive Plan Designation as a Mixed Use Urban Center suggests the following: "The range of zones and development scale associated with this designation are intended to allow for more intense development in core areas of centers and corridors and near transit stations, while providing transitions to adjacent residential areas." The objective to design an appropriate transition from commercial to residential use for this location is certainly welcome in Sullivan Gulch. However, there is already a very compatible, attractive, and welcoming transition from a commercial area (Lloyd Center and Regal Cinemas) to a residential area (Sullivan Gulch) along this Multnomah Street corridor. On the south side of Multnomah, the Marriott Residence Inn and the apartment building with Property ID R316808 are low-rise, residential-style buildings, east of which are all single-family homes. Since Sullivan Gulch contains a mix of single-family detached homes with apartment complexes, these two properties already fit in nicely.

Recommendation:

Comment ID 2275 **MapApp ID** 1542 **Commenter** Daniel Pirofsky **Date Received:** 12/12/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Part 3 of 3On the north side of Multnomah, Holladay Park Plaza and The Fontaine are high-rise condominiums, east of which are several low-rise condominiums, which are then followed by several blocks of single-family homes. Behind these homes on Multnomah are four blocks of homes in Sullivan Gulch. In other words, once you are east of The Residence Inn, all buildings on Multnomah are residential. This is essentially a residential neighborhood that adjoins the Lloyd Center district, but with high-density housing and hotel services already existing between them. Development of this property should continue this transition with low-rise or mid-rise residential uses. Allowing commercial or storefront uses would actually degrade the existing transition, forcing an abrupt change from commercial to residential use at 21st Avenue. Changing the zoning east of the Marriott Residence Inn to a mixed-use designation could mar an already elegant transition with development that is clearly not residential. As a neighbor in Sullivan Gulch, I strongly oppose the idea of a mixed use designation for this property. I do not oppose significant development of this property for high-density residential use. It is also important to point out that the residents of Sullivan Gulch have generally been uninformed regarding the proposed zone and plan changes for this property. In fact, the elected Board of the Sullivan Gulch Neighborhood Association submitted their recommendation to consider this property for mixed use without any serious or lengthy discussion among its members. Essentially, its Land Use Committee made this recommendation at the request of the property owner, who has been interested in a zone change for commercial use for years, obviously to increase the value of the land upon a timely sale. Repeated attempts to confront this issue at General Meetings of the association have been stymied by the Board and its Chariperson, who believe that all policy should be made by the board, and members can only elect or un-elect the board and make changes to its by-laws. This is an issue of great contention in the neighborhood at the present time. The recommendation of our Board to consider mixed use as appropriate for this location was never made with broad support in the neighborhood. Thank you for considering the comments of residents in this area.

Recommendation:

Comment ID 2276 **MapApp ID** 1544 **Commenter** Daniel Pirofsky **Date Received:** 12/12/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Please refer to my comments in three parts on the proposed change for property #21. Those comments pertain exactly to this property as well. However, this property has already been given a commercial designation. It should be returned to a residential designation to be consistent with the adjoining properties as well as the long-standing character of the neighborhood that surrounds it. This property should be changed to a High Density Residential zoning. It has only a very small profile on 21st Avenue immediately before the NE 21st Street bridge over the Banfield Freeway. Thus, it does not offer much in the way of commercial access and could only add to the mounting traffic problems on this major north/south commuting route. With pedestrian access to mixed use and commercial areas on all sides of Sullivan Gulch neighborhood, there is no need for commercial use at this location. The City needs much more affordable housing in close proximity to commercial activities. This is the perfect location for new low-rise or mid-rise residential development.

Recommendation:

Comment ID 2277 **MapApp ID** 1545 **Commenter** Daniel Pirofsky **Date Received:** 12/12/2014

Organization:

District:

Northeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

Please refer to my comments in three parts on the proposed change for property #21. Those comments pertain exactly to this property as well. However, this property has already been given a commercial designation. It should be returned to a residential designation to be consistent with the adjoining properties as well as the long-standing character of the neighborhood that surrounds it. This property should be changed to a High Density Residential zoning. It has only a very small profile on 21st Avenue immediately before the NE 21st Street bridge over the Banfield Freeway. Thus, it does not offer much in the way of commercial access and could only add to the mounting traffic problems on this major north/south commuting route. With pedestrian access to mixed use and commercial areas on all sides of Sullivan Gulch neighborhood, there is no need for commercial use at this location. The City needs much more affordable housing in close proximity to commercial activities. This is the perfect location for new low-rise or mid-rise residential development.

Recommendation:

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 12/15/2014 to 12/19/2014

District: All
Category: All
Comment Type: Map App
Staff: All

Comment ID 2283 **MapApp ID** 1558 **Commenter** Joe Recker **Date Received:** 12/15/2014
Organization: **District:** Southeast
Topic(s): Zoning Map;Comp Plan Map Designation **Tagged?**

Staff Recommendation: No Change

Comment:

There appears to be a gap of mixed-use zoning on NE Glisan between NE 61st and NE 66th Ave. I would strongly like to see mixed use be allowed in this gap to complete the corridor.

This stretch of Glisan is underdeveloped and when multi-family comes in, it would be great to have more ground floor storefronts included where possible.

Recommendation:

This request doesn't reflect the North Tabor NA request nor the market capacity of the area (per Tyler). M. Stockton 12/17/14

Comment ID 2284 **MapApp ID** 1559 **Commenter** Joe Recker **Date Received:** 12/15/2014
Organization: **District:** Northeast Southeast
Topic(s): Transportation + TSP + parking **Tagged?**

Staff Recommendation: No Change

Comment:

In order to accommodate future growth and accomplish the desired mode split for this station area, pedestrian and bicycle access improvements must be provided. My daily walk access to the MAX involves carefully watching for cars behind my back and avoiding potholes and large puddles - less than ideal if we wish to encourage more people to take transit and particularly as this station area is forecasted to grow. Transportation improvements will go a long way to helping the neighborhood accept more development.

Recommendation:

12/17/14 R. Jennings - Refer comment to TSP project evaluation process.

M. Stockton 12/17/14

Comment ID	2285	MapApp ID	1560	Commenter	Joe Recker	Date Received:	12/15/2014
Organization:						District:	Northeast Central City
Topic(s):							Tagged?

Staff Recommendation:

Comment:

As it stands, the existing greenway system is great for some short trips, but traveling 4+ miles to downtown on local streets, countless stop signs, and unsignalized arterial crossings is discouraging to commuting by bike during anytime other than summer. This grade-separated trail would go a long way to increasing the bike share among NE/SE Portland for longer trips. Just as important, the trail itself will provide a far safer alternative to the local roads where potential conflicts occur nearly every block.

Recommendation:

Comment ID	2286	MapApp ID	1561	Commenter	Leslie Goss	Date Received:	12/16/2014
Organization:						District:	West
Topic(s):	Transportation + TSP + parking						Tagged?

Staff Recommendation: No Change

Comment:

Thank you for the opportunity to comment. We support the comments provided thus far on proposed transportation project #90066 and also support the letter from the Collins View Neighborhood Association to Commissioner Novick on December 3rd. Our family uses this stretch of roadway and the Terwilliger/BoonesFerry/Maplecrest/2nd Ave intersection daily to commute to work, to get kids to and from Riverdale High School, and get the L&C College student babysitter to and from our house. We navigate this incredibly unwieldy and dangerous intersection in the car, on our bikes, and as pedestrians. PLEASE, this intersection should be on your highest priority "fix it" list.

Recommendation:

12/17/14 R. Jennings - Refer comment to TSP project evaluation process.

Jfrederiksne 12.19.14

Comment ID	2287	MapApp ID	1562	Commenter	Tom Scrugham	Date Received:	12/16/2014
Organization:						District:	West

Topic(s): Transportation + TSP + parking

Tagged?

Staff Recommendation: No Change

Comment:

As stated in one of the previous comments, I would also encourage the City of Portland to install a traffic signal at the entrance to the Riverdale High School that would be activated for limited times before the start and right after the conclusion of school hours. I also think it would be hugely valuable to have two exit lanes from the high school. One dedicated to left turns and one for right turns. Thanks for allowing the opportunity to give this input.

Recommendation:

12/17/14 R. Jennings - Refer comment to TSP project evaluation process.

Jfrederiksen 12.19.14

Comment ID	2288	MapApp ID	1566	Commenter	Steve Bozzone	Date Received:	12/17/2014	
Organization:						District:	Northeast Central City Southeast	
Topic(s):	Transportation + TSP + parking							Tagged?

Staff Recommendation:

Comment:

The city should cease expanding the streetcar network until 1. The city comes up with a robust plan to handle bike traffic along all streetcar lines. The city must commit to building separated cycling facilities whenever a new streetcar line is placed, due to the proven injury hazard new streetcar tracks create for cyclists.2. The city is able to sustainably fund bus and MAX operations without fare increases.3. The city reforms parking planning and management. When the city expanded the streetcar to the eastside, it decided to not roll out new parking meters intended to help pay for streetcar operations. Therefore, that commitment must be made prior to any future streetcar expansion.4. The city should consider BRT or express bus service instead of using fixed rail that fails under varying weather conditions and comes to a crawl when the tracks are blocked. Buses also provide the potential for more one-seat trips using transit.

Recommendation:

TSP related. M. Stockton 12/18/14

Comment ID	2289	MapApp ID	1563	Commenter	Jennifer Vitello	Date Received:	12/17/2014	
Organization:						District:	North	
Topic(s):								Tagged?

Staff Recommendation:

Comment:

There is a safety problem on Willamette Blvd between Richmond Ave and Burlington Ave. As you probably know, Willamette Blvd is recreation central. On any given day, there are large numbers of walkers, runners and cyclists. It is the cyclists that are at the most risk in this area. Most of Willamette Blvd has a bike lane. After Richmond Street there is no bike lane and the road narrows. That doesn't mean that either the cyclists or the cars slow down. The road narrows, begins to slope downhill and then meets the very steep slope of Burlington Ave. Again, neither the cars, nor the cyclists, slow down. This area is a disaster waiting to happen. I'm not sure what the exact solutions is: perhaps no parking, plus a bike

lane. I don't know whether speed bumps would be dangerous for the cyclists? Perhaps this part of Willamette becomes a one way (heading East) with a bike lane? Anyway, something needs to be done before someone dies. Thank you.

Recommendation:

Comment ID 2290 **MapApp ID** 1569 **Commenter** Steve Bozzone **Date Received:** 12/17/2014
Organization: **District:** West Northeast Central City Southeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

Build a bike share system that addresses gaps in the current transit network. Focus on areas currently underserved by Trimet and safe bikeways. Please conduct a public process to help determine station locations and other matters of importance to the public. So far, the process has been opaque and unclear. We have plenty of time to conduct a public process considering the delays in sponsorship.

Recommendation:

TSP related. M. Stockton 12/18/14

Jfrederiksen 12.19.14

Comment ID 2291 **MapApp ID** 1564 **Commenter** Steve Bozzone **Date Received:** 12/17/2014
Organization: **District:** Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

The city should strongly consider closing the highway ramps here, or other measures that are not so costly as completely rebuilding the bridge structures and expanding the highway. Preserve the existing bridges over the highway and look at HOT lane technology for managing traffic through the corridor. What has been proposed by ODOT is not consistent with the land use and transportation goals in the area.

Recommendation:

Comment ID 2292 **MapApp ID** 1565 **Commenter** Steve Bozzone **Date Received:** 12/17/2014
Organization: **District:** Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

Why replace the structure? Ban auto traffic from the structure to be decommissioned, leave it for bikes and peds. No need to rebuild. Look at widening or enhancing bike access along Interstate.

Recommendation:

Comment ID	2293	MapApp ID	1567	Commenter	Steve Bozzone	Date Received:	12/17/2014
Organization:						District:	North Northeast Central City
Topic(s):							Tagged?

Staff Recommendation:

Comment:

MLK requires more safe pedestrian crossings, particularly in the stretch between Broadway and Fremont. Concentrate investments for vulnerable road users.

Recommendation:

Comment ID	2294	MapApp ID	1568	Commenter	Steve Bozzone	Date Received:	12/17/2014
Organization:						District:	Northeast Central City
Topic(s):							Tagged?

Staff Recommendation:

Comment:

A bikeway needs to be retrofitted to the crossing of I-84 over MLK/Grand. Right now users are forced to use the sidewalks due in large part to the streetcar LRT lane that makes using MLK a non-starter for most cyclists. Now there is a big crowd of bikes on the sidewalks, there are many utility/lighting poles, and this is a vital connection for bikes going North/South to and through the Central Eastside. I work in this neighborhood. Considering all of the new development, it is time to address the poor conditions for bikes and pedestrians crossing I-84 here.

Recommendation:

Comment ID	2295	MapApp ID	1570	Commenter	Steve Bozzone	Date Received:	12/17/2014
Organization:						District:	North
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Build the North Portland greenway! It's a vital connection for folks who live in North Portland and Saint Johns.

Recommendation:

Comment ID 2296 **MapApp ID** 1571 **Commenter** Steve Bozzone **Date Received:** 12/17/2014
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:
Yes! Build this greenway. I prefer 7th ave for the directness, but only if a bridge can be built over I-84.

Recommendation:

Comment ID 2297 **MapApp ID** 1572 **Commenter** Steve Bozzone **Date Received:** 12/17/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:
Mason is already a great through bikeway until you get to about 20th. This is very close to Going which is probably the best greenway in the city. Consider moving further south.

Recommendation:

Comment ID 2298 **MapApp ID** 1573 **Commenter** Rachel Hill **Date Received:** 12/17/2014
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:
I agree with the biking comment. I bike to work daily and it is a dangerous street. The trucks are fast and there is no space for a cyclist. This is the wrong scale of street for a truck route. It IS the correct scale of street for a bike route.

Recommendation:

Comment ID 2299 **MapApp ID** 1574 **Commenter** Rachel Hill **Date Received:** 12/17/2014
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

Lombard Street is not the correct scale street to route a truck route onto. It is a neighborhood commercial street, with residences and stores fronting DIRECTLY onto the street. There is little right of way, only parking on one side as a buffer, and thin, single lanes in each direction. I realize that options have been discussed, however I feel that those of us living on Lombard have been sacrificial in this decision. There are daily safety, noise and diesel pollution issues, and a poor general quality of life because of the trucks. One neighbor says she will not open her windows in the summer because of the diesel dust and fumes. Another said an accident in front of her house was so violent that vehicle parts landed in her front yard. Another neighbor says her son wakes up with the trucks at 5am because they are so loud. Another said her rear view mirror has been torn off numerous times. A woman was hit on the corner of St. Louis this week. These intersections (widened grossly or not) are not meant for trucks. I realize that finding a solution that fits this complex set of land uses and needs is tough but I urge ODOT, PBOT, the Port, and the City to look at better short and long term solutions. This is not an acceptable solution. In the short term, help residents deal with these impacts. Noise reduction windows, HVAC help to mitigate the pollution. In the longer term, think of how to get and keep trucks on Columbia, and consider a bridge (I know this has been discussed too). I appreciate that moving truck traffic off of St. Louis helps with neighborhood connectivity. And I realize a bridge is an expensive solution. However, trucks winding through a small town center and neighborhood is NOT a solution.

Recommendation:

Comment ID	2300	MapApp ID	1575	Commenter	Rachel Hill	Date Received:	12/17/2014
Organization:						District:	North
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Yes, pedestrian improvements are great! Think about connections across some of the major barriers (where trucks drive), since many are walking to the center of St Johns from those locations.

Recommendation:

Comment ID	2301	MapApp ID	1576	Commenter	Jim Howell	Date Received:	12/18/2014
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation: Needs Discussion

Comment:

increase neighborhood density to better accommodate a greater share of the region's growth, as well as help to preserve affordable living in the heart of the city.

Recommendation:

Does not support Eliot proposal. - NStark 12/31/14

Comment ID 2302 **MapApp ID** 1577 **Commenter** Jim Howell **Date Received:** 12/18/2014
Organization: **District:** Northeast
Topic(s): Comp Plan Map Designation Tagged?

Staff Recommendation: Needs Discussion

Comment:

I oppose down-zoning this neighborhood from its current low density multi-dwelling R-2 zone to a still lower density single-dwelling R-2.5 zone. The residential area bounded on the west by Williams Ave, the east by Martin Luther King Jr. Blvd, the north by Fremont St, and the south by Hancock St has traditionally been a medium density multi-dwelling neighborhood of affordable housing types that include modest detached homes, duplexes, 4-plexes, town-houses, row-houses and apartments. It is an ideal compact transit and bike oriented Neighborhood. There is no property within its boundaries that is more than 600 feet from a frequent service bus line. Over 600 buses and streetcars serve its residents every day by six different routes. It is also served by an extensive bike network. The new Rodney Bikeway goes north and south directly through the middle of the neighborhood. There are east/west bike routes on Tillamook, Russell and Morris Streets and of course, the Williams/Vancouver Bikeway, probably the heaviest used bike route in the city, borders it on the west.

This neighborhood has always accommodated the working class and never had a high-end enclave of stately homes for the more affluent class like the neighboring Irvington and Alameda neighborhoods. Now is not the time to try to change this historic tradition. The Albina Community Plan of 1993 reduced the density of this area by one-half by re-zoning it from A-1 (now R-1) to R-2 to help stabilize Eliot from decline due to the then frenetic flight to the suburbs. Since that time, values have skyrocketed and affordability has plunged. Now

is the time to increase inclusiveness with affordable multi-family housing, not impose more exclusive single-dwelling zoning (R-2.5) as currently proposed. Objectives 9 and 12 (page 54) of the 1993 Albina Community Plan's Housing Policy stated: 9 "Revisit the housing affordability issue in the Albina Community neighborhoods in 10 to 15

years after the Albina Community neighborhoods have stabilized. Seek to increase opportunities for affordable housing and reductions in displacement that might otherwise result from

neighborhood stabilization and rising property values. 12 "Revisit the issue of housing density in 10 to 15 years after Albina Community Plan neighborhoods have been

stabilized. Seek opportunities for increasing housing density and accommodating a greater share of the regions growth. (emphasis added) Now, 21 years later, we should do this.

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 12/18/2014 to 12/30/2014

District: All
Category: All
Comment Type: Map App
Staff: All

Comment ID 2350 **MapApp ID** 1578 **Commenter** Nicole Iroz-Elardo **Date Received:** 12/18/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This is our nearest shopping/business corridor, we frequent many of the shops, and we cheer every time a small business opens up. I would love to see even more commercial and mixed use along Sandy, particularly if care was taken to make it more pedestrian/bicycle friendly. I know a lot of people are concerned about parking, but most existing homes in this neighborhood already have a driveway and/or a garage. Single family housing should be parking their vehicles on their property if they want guaranteed parking.

Recommendation:

Comment ID 2351 **MapApp ID** 1579 **Commenter** Nicole Iroz-Elardo **Date Received:** 12/18/2014
Organization: **District:** Northeast East
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

I routinely take the #12 bus into the city center for work. Crossing Sandy to go north towards my house at the 60th stop is a nightmare. I can walk 2 blocks north and then back again to use a signal. Or I can take my life into my hands and j-walk. My point? Sandy could use a big dose of streetscape, road-diet, cross-walks, the works. I am completely in support of any and all, particularly if it includes careful coordination with Trimet stops. While I understand that this will always be an arterial, anything that can make Sandy more convenient to pedestrians would be welcome. I also am not in support of prioritizing parking - particularly without significant walking and bicycle amenities.

Recommendation:

scarzello 12/26/14

Comment ID 2352 **MapApp ID** 1580 **Commenter** Nicole Iroz-Elardo **Date Received:** 12/18/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

My child and I (or my spouse) ride or walk this route to school 80% of the time. While filling in sidewalks is needed and welcome, I would ask that stop signs be placed at the intersections. It is difficult to teach a young child and, later, be confident in them riding alone when there is no clear right-of-way. I would also ask that the city consider filling in the sidewalks fully from 63rd to 66th for either Mason or Skidmore and adding stop signs to signal the right of way. Prescott is very busy, particularly during school drop off time, so we try and cut over before reaching Prescott. But there is no clear pedestrian path from 64rd to Wellington/Scott except for Prescott.

Recommendation:

Comment ID 2353 **MapApp ID** 1581 **Commenter** Nicole Iroz-Elardo **Date Received:** 12/18/2014
Organization: **District:** Northeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

I'm not sure how much our family would use Mason instead of Going or Klickitat for across town travel. However, we twice daily use Mason (or Skidmore) between 63rd and 66th on our path to school. Clear right of ways (via stop signs) would help when on bicycle a great deal. Filled in sidewalks for this little stretch would help this neighborhood get to Wellington/Scott without needing to brave Prescott.

Recommendation:

Comment ID 2354 **MapApp ID** 1582 **Commenter** Nicole Iroz-Elardo **Date Received:** 12/18/2014
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

This is my preferred commute ride, choosing to drop down to Multnomah at 28th just to take advantage of the bike improvements. In my experience, a couple of tweaks would be very welcome. First, unloading for the mall absolutely should not happen. I can't tell you how many times a delivery person has nearly caused me to crash. Second, the change over to a protected bike land from a regular bike lane is not quite open enough - there is almost a blind spot at the high teens where that happens.

Recommendation:

Comment ID 2355 **MapApp ID** 1583 **Commenter** Nicole Iroz-Elardo **Date Received:** 12/18/2014
Organization: **District:** Northeast Southeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

Is there anyway to connect this with the Multnomah St bike facilities? On my commute, I take this down to Multnomah. The curb cutouts are barely big enough and getting from Multnomah back onto it is kind of difficult.

Recommendation:

TSP related. M. Stockton 12/23/14

Comment ID 2356 **MapApp ID** 1584 **Commenter** David Stein **Date Received:** 12/20/2014
Organization: **District:** West
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

This would be a welcome project as a cyclist that uses this road multiple times a week. Having to compete with traffic is not comfortable and the complete lack of shoulders would make bicycle facilities a massive improvement.

Recommendation:

Jfrederiksen 12.30.14

Comment ID	2357	MapApp ID	1585	Commenter	David Stein	Date Received:	12/20/2014
Organization:						District:	West
Topic(s):	Transportation + TSP + parking						Tagged?

Staff Recommendation:

Comment:

This is a very dangerous route for pedestrians and cyclists. While there are shoulders on this road they disappear or change in size quite a bit between Dosch and Capital Hwy. I have been passed many times while bicycling on this road and cannot say that this is that safe a route. It would also be nice to see the bike lanes that end at SW 18th Dr extended to provide a safe route all the way to Dosch. Having a safe walking path would also be beneficial for the many people I frequently see out and about on this road.

Recommendation:

Jfrederiksen 12.30.14

Comment ID	2358	MapApp ID	1586	Commenter	David Stein	Date Received:	12/20/2014
Organization:						District:	West
Topic(s):	Transportation + TSP + parking						Tagged?

Staff Recommendation:

Comment:

I ride my bicycle on this road and also walk along it at times. It is always a harrowing experience as there are many vehicles on the road and shoulders are non-existent. It would be wonderful to have a safe way to travel on Hamilton without being in a car/truck. Riding my bicycle on this road never feels safe and it is not possible to keep up with traffic traveling towards Dosch. There are many vulnerable road users on Hamilton and having facilities for them is long overdue.

Recommendation:

Jfrederiksen 12..30.14

Comment ID	2359	MapApp ID	1587	Commenter	David Stein	Date Received:	12/20/2014
Organization:						District:	West
Topic(s):	Transportation + TSP + parking						Tagged?

Staff Recommendation:

Comment:

It would be wonderful to be able to walk or bike on Shattuck with some kind of bicycling and/or walking facilities as it is very dangerous in its current state. Many vehicles speed on this stretch of road and pedestrians have to walk in the street to make it through some stretches.

Recommendation:

Jfrederiksen 12.30.14

Comment ID	2360	MapApp ID	1588	Commenter	David Stein	Date Received:	12/20/2014
Organization:						District:	West
Topic(s):	Transportation + TSP + parking						Tagged?

Staff Recommendation:

Comment:

SW 45th Ave from Cameron to the SW Community Center is very dangerous to vulnerable road users and improvements are desperately needed. It would be nice to be able to safely walk or bike to the SW Community Center and upgrades to SW 45th Ave are key.

Recommendation:

Jfrederiksen 12.30.14

Comment ID	2361	MapApp ID	1589	Commenter	Doug Klotz	Date Received:	12/20/2014
Organization:						District:	Southeast
Topic(s):	Housing;Comp Plan Map Designation						Tagged?

Staff Recommendation: No Change

Comment:

The commenter of 9-26 says that commercial development along Division that extends back to Caruthers will "drive residents out of the neighborhood". As almost all of the new buildings in Commercial zoning on Division demonstrate, they are bringing residents into the area, introducing 40-80 housing units per building, where in most cases there was no housing at all. Along the Caruthers frontage, I would expect there would be at least 20 units for each displaced single-family house. No new commercial-only structures have been built along Division in recent memory (except the 7-11 in the gas station?). So "driving out residents" is not what will happen. "Bringing in residents" is what will happen.

Recommendation:

M. Stockton 12/23/14

Uma Krishnan 12/24/14

Comment ID	2362	MapApp ID	1590	Commenter	Doug Klotz	Date Received:	12/20/2014
Organization:						District:	Southeast
Topic(s):	Zoning Map;Comp Plan Map Designation						Tagged?

Staff Recommendation: No Change

Comment:

The current R-1 zoning on this house will not force the removal of the commercial building in front. The front building could become apartments and be a conforming use. It makes more sense to acknowledge the commercial use of this and the adjacent site.

Recommendation:

Comment supports map proposal. M. Stockton 12/23/14

Comment ID 2363 **MapApp ID** 1591 **Commenter** Cora Potter **Date Received:** 12/22/2014
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

The Eastport Plaza/Walmart parcels and taxlots directly across 82nd should remain mixed use corridor, but should not have the base zone of CG. They should have the new CM2 and CM3 zones as the base zone.

Recommendation:

Comment ID 2364 **MapApp ID** 1592 **Commenter** Spencer Hardy **Date Received:** 12/23/2014
Organization: **District:** West
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

The danger presented by SW 30th between Bertha Blvd and Vermont St is shocking. Sidewalks are lacking on this street, which for many families, provides the best walking route to Multnomah Village and Hillsdale. The vegetation on the sides of the street run right up to the white painted line, leaving literally zero room for safe pedestrian access, even without sidewalks. This stretch of 30th is almost entirely residential, and the neighborhood consists of families with children and pets. Please install sidewalks along SW 30th between Beaverton-Hillsdale Hwy and SW Vermont St!

Recommendation:

Jfrederiksen 12.30.14

Comment ID 2365 **MapApp ID** 1593 **Commenter** soren impey **Date Received:** 12/23/2014
Organization: **District:** Northeast Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I would really like to see improved bike facilities on Sandy. As a major diagonal arterial it has the potential to greatly facilitate active transport from the outer east into central portland. I favor a curb/bollard-separated cycle track or enhanced bike lane. I do not favor a parking-protected bike lane because these facilities reduce visibility and increase risk at intersections.

Recommendation:

Comment ID	2366	MapApp ID	1594	Commenter	Soren Impey	Date Received:	12/23/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

This has been a heavily-used bike street for many years but has been negatively impacted by congestion and increased traffic on Division. Please upgrade this route to Greenway status and consider a citizen-led proposal to remove parking and add bike lane close to Division:<http://bikeportland.org/2014/09/05/34th-parking-petition-110684>

Recommendation:

Comment ID	2367	MapApp ID	1595	Commenter	Soren Impey	Date Received:	12/23/2014
Organization:						District:	Northeast Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Chavez is hell for pedestrians with high traffic speeds and far too much conflict. It badly needs crossing upgrades (signals and HAWK lights). Moreover, as the most efficient N-S route in mid-central Portland I strongly advocate for a road diet, safer sidewalks, and addition of buffered bike lanes. It's time to emphasize the livability of our city and neighborhoods...not the convenience of people passing through our city!

Recommendation:

Comment ID	2368	MapApp ID	1596	Commenter	Marcel	Date Received:	12/27/2014
Organization:						District:	Northeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Yes, good idea. Getting this link to the bike network completed will make a real difference in connecting this n\hood east of 82nd Avenue with the inner city parts west of 82nd for safe, human-friendly forms of transportation.

Recommendation:

Comment ID 2369 **MapApp ID** 1597 **Commenter** Marcel Hermans **Date Received:** 12/27/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This is an extremely important infrastructure improvement project, that should be prioritized to happen soon. While through the rest of the City there are many alternatives and quiet n\hood streets, for several n\hoods directly south of PDX there are no decent nearby alternative routes to get to the airport. About 10,000 (!) people work at PDX every day, and those

living directly south currently either have to add several miles of detour, take different mode of transportation, or risk their lives riding along 82nd Avenue. With I-205 getting more congested, there is a lot of diverted traffic rushing down this stretch of 82nd during rush hour trying to save some minutes, and especially with high-speed turn-outs and lack of lighting

this is a very dangerous stretch. Hopefully this gets done before there will be (more) casualties. As to equity: realize that a lot of people working a job at the airport and living in n\hoods near 82 avenue to the south are not the most affluent or influential citizens of town, but they have a right to safe streets and commute routes too, especially if they rely on bike commuting for economic or other reasons.

Recommendation:

Comment ID 2370 **MapApp ID** 1599 **Commenter** Marcel Hermans **Date Received:** 12/27/2014
Organization: **District:** East Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This is an important project/program that deserves funding, and implementation. With the Lents Town Center becoming a true Urban Center, we'd better make sure it is accessible by

active modes of transportation from the areas around it. What good is an urban center if there are no sidewalks or safe streets around it where people can walk or ride their bikes to get

between their homes and the urban services at the \"center\"...? Duh...!

Recommendation:

Comment ID 2371 **MapApp ID** 1600 **Commenter** Eric Schnell **Date Received:** 12/29/2014
Organization: **District:** West
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

This region is ultra-congested with car commuters cutting through neighborhoods to get to the Marquam Hill Hospitals. A new (second) 100,000 sq ft VA hospital will be built on the hill in 2017-2018. The SWCP HCT plan needs to directly (e.g. tunnel) serve those commuters. Otherwise, HCT on Barbur will do little in this neighborhood apart from (paradoxically) worsening the car traffic as the car commuter numbers to OHSU/VA don't change and the "official" city-planned route (Marquam Hill Rd) becomes even harder to reach....

Recommendation:

Jfrederiksen 12.30.14

Comment ID	2372	MapApp ID	1598	Commenter	Marcel Hermans	Date Received:	12/27/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

This area should really be zoned Storefront Commercial, just like the area immediately to the west and the east (Mercado) of it. That would fit much better with the true mixed-use concept envisioned for this corridor, connect better with the storefront area to the west, provide the residential n'hoods nearby with the services they need within walking distance, promote and facilitate the proper and fitting urban services tied to walkable n'hoods, etc. In addition, it doesn't appear to make sense to make the new Mercado an oasis of "Storefront" on its own, within a zone that is general commercial all around it. Give Mercado the chance to succeed, and allow them the real opportunity they deserve. In addition, with implementation of the Foster Streetscape Plan, business development here will need to focus more on Storefront, and less on auto-dependent general commercial, so that these development directions can all be nicely integrated and coordinated !!

Recommendation:

Comment ID 2373 **MapApp ID** 1601 **Commenter** Eric Schnell **Date Received:** 12/29/2014
Organization: **District:** West
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

This region of Barbur within inner SW Portland is ultra-congested with car commuters cutting through neighborhoods to get to the Marquam Hill Hospitals. A new (second) 100,000 sq ft VA hospital will be built on the hill in 2017-2018. The SWCP HCT plan needs to directly (e.g. tunnel) serve those commuters. Otherwise, HCT on Barbur will do little in this neighborhood apart from (paradoxically) worsening the car traffic as the car commuter numbers to OHSU/VA don't change and the "official" city-planned route (Marquam Hill Rd) becomes even harder to reach....

Recommendation:

Jfrederiksen 12.30.14

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 12/30/2014 to 1/1/2015

District: All
Category: All
Comment Type: Map App
Staff: All

Comment ID 2379 **MapApp ID** 1602 **Commenter** Keith Liden **Date Received:** 12/30/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Work with ODOT to re-stripe the bridge to have bike lanes in both directions. Currently, the NB lane is approximately 2 lanes wide, and this width is unnecessary. This would be an inexpensive first step to enhance this important crossing of I-5 between Spring Garden and Barbur.

Recommendation:

Comment ID 2380 **MapApp ID** 1603 **Commenter** Keith Liden **Date Received:** 12/30/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

This project is critical for cyclists, especially with ODOT resisting the road diet proposal for Barbur. For getting to many destinations between downtown and SW Portland, Terwilliger is the next best route for cyclists. Also, this project description needs to include what is perhaps the worst gap of all - the section near Duniway Park. The SB bike lane is severely substandard, the intersection at Sam Jackson is very poor, and going NB isn't all that great either.

Recommendation:

Comment ID 2381 **MapApp ID** 1604 **Commenter** Keith Liden **Date Received:** 12/30/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

This project was initially proposed in the "Bicycle Facilities Strategy to Reach Platinum Status in SW Portland" as a 2nd priority bicycle boulevard. This amounted to a way finding/signage improvement, not a \$4.5 million boondoggle. Forget this one. We have many more places to spend money before this one.

Recommendation:

Comment ID 2382 **MapApp ID** 1605 **Commenter** Keith Liden **Date Received:** 12/30/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I agree with the other comments. However, given the limited resources we have, I believe the city should be strategic about how to phase improvements. In my opinion, the segment between Hewett and Dosch along with the section between Montgomery and Portland Heights Park need to be addressed first. We currently have lots of bike traffic between Hewett and Talbot. I agree with making all of Patton bike/ped friendly to Scholls Ferry, but the \$1.2 million cost estimate from Vista to Hillside is completely unrealistic. Improving Patton to Scholls will cost big bucks.

Recommendation:

Comment ID 2383 **MapApp ID** 1606 **Commenter** Keith Liden **Date Received:** 12/30/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The city should figure out how to break the \$12+ million project into smaller and more affordable pieces. The comments above tend to focus on the importance of better pedestrian/bike facilities near Bridlemile Elementary. I recommend this is a good place to start. Maybe improve Hamilton from Shattuck to 45th as a first phase.

Recommendation:

Comment ID 2384 **MapApp ID** 1607 **Commenter** Keith Liden **Date Received:** 12/30/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I love Fairmount, and I ride on it several times per week. However, I don't feel that the entire loop needs improvement. The city needs to realize there are two distinct segments on Fairmount - the busy portion between Talbot and Marquam Hill and the rest of the loop. Improvements to better accommodate walkers and cyclists on the Talbot-Marquam segment would be welcome because of the OHSU/Veterans Hospital traffic. The remainder is light, local traffic, and improvements are not really necessary.

Recommendation:

Comment ID 2385 **MapApp ID** 1608 **Commenter** Keith Liden **Date Received:** 12/30/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

This project needs to include bicycle accommodation as well. A paved uphill shoulder or bike lane would be good. While not perfect, and uphill, paved shoulder would be a huge improvement over the current condition, and slow uphill cyclists could easily share it with pedestrians.

Recommendation:

Comment ID 2386 **MapApp ID** 1609 **Commenter** Keith Liden **Date Received:** 12/30/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I agree with the previous comments. Please correct the project description to include the Vermont bridge as well.

Recommendation:

Comment ID 2387 **MapApp ID** 1610 **Commenter** Keith Liden **Date Received:** 12/30/2014
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I would love to see all of Taylors Ferry improved to pedestrians and cyclists. However, it'll clearly take way more than \$1.8 million. The city should focus on critical segments as suggested in the previous comment. Although I like the idea of a bike lane between Macadam and Terwilliger, it will be very expensive, and unless the facility is really wide, it will not be

a fun place on a bike. Consider focusing first on Laview and keeping Riverview Cemetery open to cyclists. I recommend improving important pedestrian/bike segments between Terwilliger and Spring Garden and between 18th Place and 26th.

Recommendation:

Comment ID	2388	MapApp ID	1611	Commenter	Keith Liden	Date Received:	12/30/2014
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

With all the needs we have in SW for pedestrians and cyclists, this is about as low on the priority list as you can go. And for a million bucks, this is stupid! I've ridden this connection (downhill), and it's fine, but this is something to do after all the critical needs have been met (long after we're all dead and gone). Oh, and by the way, it's really steep. Dump this one.

Recommendation:

Comment ID	2389	MapApp ID	1612	Commenter	Keith Liden	Date Received:	12/30/2014
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

This is a key gap for cyclists using Vermont or Capitol Hwy. In addition to the bike lane gaps in both directions, it is extremely difficult to continue SB to Multnomah Village, particularly during the PM peak, because there's a steady stream of traffic and little opportunity to merge left to continue south on Capitol Hwy. to Multnomah Village.

Recommendation:

Comment ID	2390	MapApp ID	1613	Commenter	Keith Liden	Date Received:	12/30/2014
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I agree with the previous comment. In addition, for this project to have maximum benefit, it must provide a connection to Vermont. Either bike and pedestrian facilities must be provided along 45th Ave. south of Vermont or a new/supplemented pathway should be provided between Idaho Dr. (looping around the tennis courts) to the path alignment shown. I believe the improved pathway option would be much cheaper compared to full bike lane and sidewalk improvements along 45th. Finally, the city's bike plan calls for accommodating all ages and abilities. A pathway connection between the neighborhoods near Gabriel Park and the Illinois community greenway to Multnomah Village would be a perfect way to meet this objective.

Recommendation:

Comment ID	2391	MapApp ID	1614	Commenter	Keith Liden	Date Received:	12/30/2014
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

As demonstrated by the previous comments, the need definitely exists. Given the \$8 million price tag. The city should consider breaking this into more manageable bites. The WB bike lane gap immediately west of 30th/Capitol Hwy should be completed. Next, the pedestrian and bike facilities should be provided between 45th and 52nd.

Recommendation:

Comment ID	2392	MapApp ID	1615	Commenter	Keith Liden	Date Received:	12/30/2014
Organization:						District:	West Central City
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I ride the portion of Montgomery from PSU to Patton. Because the pedestrian and bicycling routes between downtown and SW are few and far between, this is a critical route. In addition, it would take a modest amount to improve the section between I-405 and Vista. This would include an uphill shoulder on the 1st switchback (when Montgomery goes from E-W to N-S) and a safer way to cross Vista to continue on Montgomery. It's one of the best ways up the hill.

Recommendation:

Comment ID	2393	MapApp ID	1616	Commenter	Keith Liden	Date Received:	12/30/2014
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Organization:

Topic(s):

District:

West Central City

Tagged?

Staff Recommendation:

Comment:

This improvement would be welcome, but why doesn't the city propose other improvements for cycling in Goose Hollow? There should be a complementary EB bike facility to Jefferson. Also, if the US 26 bike facility is constructed, how will cyclists trace EB along Jefferson? Considering that Portland is allegedly a Platinum bike city, it's time for it to take Goose Hollow seriously.

Recommendation:

Comment ID

2394

MapApp ID

1617

Commenter

Keith Liden

Date Received:

12/30/2014

Organization:

District:

Northeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

I see the benefit for a project like this, but at \$28 million? As a SW resident, I obviously will not benefit. And with a SW bike network riddled with gaps (only 1 complete route), it's hard to get excited about spending this much in one place when half that amount would help make the network in SW whole. I hate to be so provincial, but I believe with the bleak funding future before us, we need to focus on filling gaps - not going after a new, cool project that will benefit only one portion of the city and suck the funding well dry for everyone else.

Recommendation:

Comment ID

2395

MapApp ID

1618

Commenter

Keith Liden

Date Received:

12/30/2014

Organization:

District:

West Central City

Topic(s):

Tagged?

Staff Recommendation:

Comment:

This \$5 million project needs to be broken down into smaller and clearly defined pieces. The city has blown several opportunities to make it safer for cyclists and pedestrians with recent "improvement" projects on 6th and 4th. The city has systematically ignored this problem and opportunities to address it since the planning and design of the transit mall for MAX. Many of the safety needs can be addressed with pavement striping and reallocation of roadway space. It's not rocket science. The city simply needs to make it a priority.

Recommendation:

Comment ID

2396

MapApp ID

1619

Commenter

Keith Liden

Date Received:

12/30/2014

Organization:

Topic(s):

District:

West

Tagged?

Staff Recommendation:

Comment:

The critical pieces are to make Bertha bike and pedestrian friendly at both ends. The southern terminus at Barbur is tricky for cyclists. The northern end needs bike and pedestrian facilities between Vermont and BH Hwy.

Recommendation:

Comment ID 2397 **MapApp ID** 1620 **Commenter** Noah Lynch **Date Received:** 12/30/2014
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

I think to save time and money the 14th and 22nd Ave bikeways should be consolidated into a single bikeway on 17th from Weidler to Morgan. This route is already used by many cyclists because the street is comfortably wide (especially compared to neighboring streets) and already has 3 auto diverters in place. This route also goes right by Sabin school and is 3 blocks away from Irvington, Vernon, and Woodlawn schools.

Recommendation:

Comment ID 2398 **MapApp ID** 1621 **Commenter** Noah Lynch **Date Received:** 12/30/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I think to save time and money the 14th and 22nd Ave bikeways should be consolidated into a single bikeway on 17th from Weidler to Morgan. This route is already used by many cyclists because the street is comfortably wide (especially compared to neighboring streets) and already has 3 auto diverters in place. This route also goes right by Sabin school and is 3 blocks away from Irvington, Vernon, and Woodlawn schools.

Recommendation:

Comment ID 2399 **MapApp ID** 1622 **Commenter** Noah Lynch **Date Received:** 12/30/2014
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Bike lanes on Ainsworth from Interstate to Grand should be a must for this project.

Recommendation:

Comment ID 2400 **MapApp ID** 1623 **Commenter** Noah Lynch **Date Received:** 12/30/2014
Organization: **District:** Northeast Southeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

A protected bikeway here would be a tremendous boost to businesses along the corridor and make for a heavily favored commuting route for many.

Recommendation:

Comment ID 2401 **MapApp ID** 1624 **Commenter** Noah Lynch **Date Received:** 12/30/2014
Organization: **District:** Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

This needs to happen as soon as possible to give the expanding Riverscape community a safe, convenient transportation option other than driving. This would also greatly improve bicycle access to NW Portland in general.

Recommendation:

Comment ID 2402 **MapApp ID** 1625 **Commenter** Noah Lynch **Date Received:** 12/30/2014
Organization: **District:** North West Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

Comfortable bike facilities must be preserved on this corridor if any changes are to happen.

Recommendation:

Comment ID 2403 **MapApp ID** 1626 **Commenter** Noah Lynch **Date Received:** 12/31/2014
Organization: **District:** West
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

This could be a huge boost to Westside bike commuting as it closes a big gap. It would also make biking to Washington Park and the zoo a lot more convenient.

Recommendation:

referring to project #90096 - Jfrederiksen 12.31.14

Comment ID	2404	MapApp ID	1627	Commenter	joe bradford	Date Received:	12/31/2014
Organization:						District:	Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

this are at the end of 31st culdesac of wide open land should be designated as commercial or at a minimum RH. This lot is split zoned and should be all commercial, or RH to allow property to be developed as multifamily apartments as a buffer zone to the commercial distract from the single family. connect the orange areas and make higher density due to larger plots of land...between 30 th and 31st. I advocate for the land owner and know the owner of the land that is split zoned. split zoning should be eliminated and made the denser zone.

Recommendation:

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 1/3/2015 to 1/5/2015

District:	All
Category	All
Comment Type:	Map App
Staff	All

Comment ID	2428	MapApp ID	1675	Commenter	Nick Christensen	Date Received:	1/4/2015
Organization:						District:	East
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Change 9647 Se Harold St from R5 to CM2. Site is longstanding nonconforming commercial and would benefit from commercial/residential flexibility.

Recommendation:

Comment ID	2429	MapApp ID	1676	Commenter	Nick Christensen	Date Received:	1/4/2015
Organization:						District:	East
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Properties between Henry and Foster, 99th-101st, should be mixed-use or residential in focus. Employment designations have allowed property owners to let properties deteriorate, compounding negative impacts on surrounding R5. Consider CM2 or other designation rather than EG.

Recommendation:

Comment ID 2430 **MapApp ID** 1677 **Commenter** Nick Christensen **Date Received:** 1/4/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

Faster traffic is louder traffic. Any auxiliary lane projects should include installation of sound barriers to mitigate impacts on surrounding neighborhoods, improve livability and ensure equity for vulnerable communities closest to the freeway.

Recommendation:

Comment ID 2431 **MapApp ID** 1678 **Commenter** Nick Christensen **Date Received:** 1/4/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Faster traffic is louder traffic. Any auxiliary lane projects should include installation of sound barriers to mitigate impacts on surrounding neighborhoods, improve livability and ensure equity for vulnerable communities closest to the freeway.

Recommendation:

Comment ID 2432 **MapApp ID** 1679 **Commenter** Nick Christensen **Date Received:** 1/4/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

Include more pedestrian activation and access from the west and north (residential) sides of the property to integrate it into existing neighborhood.

Recommendation:

Comment ID 2433 **MapApp ID** 1680 **Commenter** John ONeil **Date Received:** 1/4/2015

Organization:

District:

West

Topic(s):

Tagged?

Staff Recommendation:

Comment:

Bike and ped access along Hamilton is critical to properly and safely connect the surrounding neighborhoods, schools and parks. The current situation without sidewalks or bikelanes on this major connector is unsustainable and creates disjointed and unsafe transportation opportunities for the neighborhood. Please prioritize these improvements.

Recommendation:

Comment ID 2434 **MapApp ID** 1681 **Commenter** G Bridger

Date Received: 1/4/2015

Organization:

District: West

Topic(s): Comp Plan Map Designation;Campus Institutional Zonning Project

Tagged?

Staff Recommendation:

Comment:

I support the Institutional Zone for PCC. It is the same zone that should be applied to the OHSU campus.

Recommendation:

supports IC proposal for PCC Sylvania - Jfredeirksen 1.5.15

Comment ID 2435 **MapApp ID** 1682 **Commenter** G Bridger

Date Received: 1/4/2015

Organization:

District: West

Topic(s):

Tagged?

Staff Recommendation:

Comment:

Bike improvements, while needed, can only take place in conjunction with pedestrian improvements that provide safe walking access to dwellings and users along Terwilliger. While there is generally a pedestrian facility along the eastern side of Terwilliger, for much of the way pedestrians on the west side of Terwilliger are forced to walk in the roadway. Safe off-roadway walking areas much be provided along residentially-used portions of Terwilliger.

Recommendation:

Comment ID 2436 **MapApp ID** 1683 **Commenter** G Bridger

Date Received: 1/4/2015

Organization:

District: West

Topic(s):

Tagged?

Staff Recommendation:

Comment:

The segment between Sunset and Terwilliger is a highly desirable connection between the Town Center and the major park and recreational area in the community. The present design is so dangerous that people who brave the dangers have to walk IN THE ROADWAY for part of the time.

Recommendation:

Comment ID	2437	MapApp ID	1684	Commenter	G Bridger	Date Received:	1/4/2015
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

The Red Electric Trail is the west-side compliment to the Springwater Corridor on the east side. This corridor will provide a highly desirable alternative for bikers and walkers to recreate and commute. East of Barbur, the preferred alignment goes north along the Slavin Road alignment to downtown.

Recommendation:

Comment ID	2438	MapApp ID	1686	Commenter	G Bridger	Date Received:	1/4/2015
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Pedestrian improvements are an absolute must along this route. While carrying out this pedestrian upgrade, bike improvements should also be carried out.

Recommendation:

Comment ID	2439	MapApp ID	1687	Commenter	Jacob Becker	Date Received:	1/4/2015
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I strongly support adding sidewalks to SW Shattuck as I have kids in the neighborhood and believe Shattuck is very dangerous. Cars travel at very high speeds as they come down the hill off of Patton. I moved from Ladd's Addition on the east-side where the sidewalks are an enormous amenity to the neighborhood. Children can walk with their family to the parks, elderly people can walk for exercise, and public transit can be utilized by more people. Furthermore, sidewalks will allow parents to walk their kids to Bridlemile Elementary School

without fear of being hit by a car. This is an urgent community safety issue. Thank you

Recommendation:

Comment ID	2440	MapApp ID	1688	Commenter	G Bridger	Date Received:	1/4/2015
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

The addition on the now operational traffic signal at SW 26 acerbates the need for a signal at Vermont/SW 25th. Add signal at that location.

Recommendation:

Comment ID 2441 **MapApp ID** 1689 **Commenter** G Bridger **Date Received:** 1/4/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Pedestrian improvements are 60 years overdue along this section of Barbur. While carrying out these improvements, care should be taken to assure that it retains the needed capacity for overflow traffic from I 5, so that the traffic does not divert to local streets. Any improvement that incorporates HCT should place that facility along the I 5 border (only 200 feet away from Barbur at the most) so as to maintain a more commercial and community-friendly Barbur.

Recommendation:

Comment ID 2442 **MapApp ID** 1690 **Commenter** G Bridger **Date Received:** 1/4/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Construction of the Red Electric Trail is very important for the long term desirability of the community. This is both a transportation and a park project.

Recommendation:

Comment ID 2443 **MapApp ID** 1691 **Commenter** Jacob Becker **Date Received:** 1/4/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Adding pedestrian friendly amenities to the neighborhood would be a significant improvement. It would connect families to Bridlemile School, the park, and give people greater access to public transit. This is a basic safety issue for the neighborhood. Kids should not need to walk on a narrow dangerous path with cars speeding by. This is very much a family based area but yet missing some of the most basic elements of a community...sidewalks. Thank you

Recommendation:

Comment ID 2444 **MapApp ID** 1692 **Commenter** Rithy Khut **Date Received:** 1/4/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

With the addition of bike lanes past 60th and the new bicycle infrastructure on 52nd adding bicycle lanes from 52nd to 60th on the south side of Division would be great. Maybe add sharrows from 60th to 52nd heading west.

Recommendation:

Comment ID 2445 **MapApp ID** 1693 **Commenter** Rithy Khut **Date Received:** 1/4/2015
Organization: **District:** Northeast Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The 64th street from Division to Lincoln should be done much sooner than the entire project. Having a direct connection from south of Division to Mt Tabor would be an amazing way to add connectivity from the south that is seriously lacking.

Recommendation:

Comment ID 2446 **MapApp ID** 1694 **Commenter** Rithy Khut **Date Received:** 1/4/2015
Organization: **District:** East Central City Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

If the bus enhancements are a bus rapid transit line, the line should be on Powell from the river until 82nd. The right of way along division from the river to 82nd is too narrow.

Recommendation:

Comment ID 2447 **MapApp ID** 1695 **Commenter** Rithy Khut **Date Received:** 1/4/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Please considered at minimum buffered bike lanes or at best separated bicycle facilities. If parking could be remove from one side of the road and a road diet could be accomplished, it would slow traffic speeds and increase safety.

Recommendation:

Comment ID 2448 **MapApp ID** 1696 **Commenter** Rithy Khut **Date Received:** 1/4/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Infrastructure work should include the ability to retain water in the reservoirs so they can still have water in the reservoir ponds. Also if possible the piping should be maintained if they were needed to be reconnected at some point in the future.

Recommendation:

Comment ID 2449 **MapApp ID** 1697 **Commenter** Terry Anthony **Date Received:** 1/4/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

My wife, two kids and I have lived on NE 32nd Ct for 13 years. I consider the intersection of 33rd and Knott the center of the Grant Park neighborhood. Yet since we arrived this commercial area has been occupied solely by lawyers, doctors, and dentist offices...i.e. it is just spillover from the Hollywood District. This is most disheartening. No one goes there. Can we spatially expand and/or restrict use of this zone to encourage businesses like cafes and delis--places where neighbors can gather, or park users can go to buy an ice cream? We lost a huge opportunity when the new orthodontist built a special purpose, suburban style office. I called him up to ask him to consider putting in an espresso cart for the community but he just blew me off. The current uses will remain because they benefit hugely from the traffic and visibility, so I think we should look at rezoning some of the adjacent houses for business use. These houses tend to be comparatively run down anyway as they are exposed to heavy vehicle traffic and so are not desirable as residences.

Recommendation:

Comment ID 2450 **MapApp ID** 1698 **Commenter** Terry Anthony **Date Received:** 1/4/2015
Organization: **District:** Northeast Central City Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I'd love to see the streetcar come back to Hollywood. Practically speaking, we need an alternative to MAX going downtown because none of the latter's stations are convenient. The local bus is OK but since it no longer goes direct to downtown I don't use it. I also like the prospect of the streetcar increasing the "Main Street" pedestrian vibe of Broadway...I'd go there more myself if that was the case.

Recommendation:

Comment ID 2451 **MapApp ID** 1699 **Commenter** Terry Anthony **Date Received:** 1/4/2015
Organization: **District:** Northeast Central City Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Would you consider extending Phase 1 as far as 28th street so it connects with the new bikeway? I believe this would have a dramatic effect on usage.

Recommendation:

Comment ID 2452 **MapApp ID** 1700 **Commenter** Terry Anthony **Date Received:** 1/4/2015
Organization: **District:** West Northeast Central City Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

What does the bike share program mean to you if you live just outside the designated area?

Recommendation:

Comment ID 2467 **MapApp ID** 1657 **Commenter** Roger Averbeck **Date Received:** 1/3/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

At this time, SW 22nd Ave between Multnomah Blvd and Barbur Blvd is classified as a city walkway and city bikeway as well as a local service street. (The map app is incorrect and shows a project alignment cutting north and south through buildings and private property in between SW 22nd and SW 24th). Due to the I - 5 South freeway off ramp and the westbound

Multnomah slip lane from Barbur, SW 22nd is not a safe place to cross Multnomah Blvd - even though people do this to access the new Safeway all to often. There is a new crosswalk

with rapid flashing beacons on Multnomah at SW 24th. SW 25th / Hume Ct / SW 24th should be designated as a city walkway and bikeway. Although 24th has short segments of sidewalk gaps, it has a signalized crossing of Barbur Blvd, and this new designation will compliment the Reg Flex Funded Barbur Demonstration sidewalk and bike lane project to be completed in 2016.

Recommendation:

Comment ID 2468 **MapApp ID** 1661 **Commenter** db **Date Received:** 1/3/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

don baack baack@q.com 6495 SWBurlingame Place, Portland, OR 97239 There are two key links in this pathway that will make it much easier for peds and bikes to get from 18th to Duniway Park. This linkage will be a great improvement in the linkage near to but not in downtown. It will allow the less aggressive bicycle rider to get west or east without going through downtown. The walkers will be able to avoid a hard to find stairs and not easy to find routes.

Recommendation:

Comment ID 2469 **MapApp ID** 1659 **Commenter** db **Date Received:** 1/3/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

don baack baack@q.com 6495 SWBurlingame Place, Portland, OR 97239 Break into segments, do the part in the Hillsdale Town Center first as it is a safe route to school for Robert Gray students.

Recommendation:

Comment ID 2470 **MapApp ID** 1660 **Commenter** db **Date Received:** 1/3/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

don baack baack@q.com 6495 SWBurlingame Place, Portland, OR 97239 Hamilton is getting segments of extended shoulders from the BES project, but the widened paved shoulders are not continuous. As a first step, we need a continuous 4 to 5 foot wide extended shoulder on one side of the street from Hamilton to Scholls Ferry Road There are two segments on the SW Urban Trails Network. Hamilton is on the current SDC System Development Charges for transportation list.

Recommendation:

Comment ID 2499 **MapApp ID** 1656 **Commenter** Owen Loh **Date Received:** 1/3/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

My daughter is not yet old enough to attend Bridlemile, but I sincerely hope that a project to make Hamilton a safer walking/biking corridor can be completed in the near future to provide a safer environment for her. I frequently see families walking or riding along Hamilton in a single-file manner to avoid traffic due to the lack of any margin along the side of the road. As a result, Hamilton (and Shattuck and Dosch) effectively divide the \"Bridlemile\" area into sectors which are unsafe and quite frankly undesirable to cross between. This is a shame given the otherwise close knit and nurturing community centering around the school. Regarding the specifics of how to make Hamilton a safer street, I understand that it is a fully developed corridor that does not leave a lot of margin to widen without impacting those with Hamilton street addresses. Minimizing the expansion to a simple pedestrian/bike pathway on one side of the street with no curbs necessary (potentially obtained by widening slightly on both sides and shifting the automobile lanes to one side) would in my opinion maximize the chances for approval/execution and be a cost-effective way to relieve the stress for pedestrians and bicycles.

Recommendation:

Comment ID	2500	MapApp ID	1658	Commenter	Rosemary Wolfe	Date Received:	1/3/2015
Organization:						District:	West
Topic(s):							Tagged?

Staff Recommendation:

Comment:

Yes, we need a bike trail or at least a sidewalk along Hamilton and even down Shattuck to Bvrn-Hillsdale. I see so many close calls of pedestrians almost getting hit. Would love to send my son to the store, or park alone, but my only fear is the lack of space for him to ride or walk! We would use our car so much less if we had the space to ride or walk safely!

Recommendation:

Comment ID	2501	MapApp ID	1662	Commenter	don baack	Date Received:	1/3/2015
Organization:						District:	West Central City
Topic(s):							Tagged?

Staff Recommendation:

Comment:

This one needs to be thought about a great deal before we move ahead. We have traffic backed up beyond Hamilton on Barbur waiting in line to access the Ross Island Bridge. This is a key connection for many into eastern part of downtown and the way to access the bridges leading to the east side. Cost estimate looks very low. As a start, install signalized crosswalks along the route to make it safer for pedestrians.

Recommendation:

Comment ID	2502	MapApp ID	1663	Commenter	db	Date Received:	1/3/2015
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Organization:

Topic(s):

District:

West

Tagged?

Staff Recommendation:

Comment:

This is the community preferred route for the first phase of the Red Electric. It travels on existing rights of way, and will connect to the Hooley Bridge, and the Corbett bike greenway downtown. It also will provide a less expensive way of crossing the two canyons along Barbur Blvd if we use two way bridges and then connect to South Bound Barbur at the south end of the Vermont Structure. The one way bridges on the west side of Barbur can be built at a later date.

Recommendation:

Comment ID 2503 **MapApp ID** 1664 **Commenter**

db

Date Received:

1/3/2015

Organization:

District:

West

Topic(s):

Tagged?

Staff Recommendation:

Comment:

This bridge is a key part of Urban Trail 5 connecting the Willamette River, Lewis & Clark with Metzger and Washington Square. The route could be a key east west bicycle route with some route changes due to terrain.

Recommendation:

Comment ID 2504 **MapApp ID** 1665 **Commenter**

Sierra

Date Received:

1/3/2015

Organization:

District:

West

Topic(s):

Tagged?

Staff Recommendation:

Comment:

I grew up living and walking around Bridlemile, Shattuck, and Beaverton Hillsdale. I would often walk from my house near Bridlemile to my friend's house off of Beaverton Hillsdale. This stretch of Shattuck and Beaverton Hillsdale was always the most dangerous part to navigate, especially when lighting was poor or foliage on the side of the street left little room for me to walk at a safe distance from the cars. Even though it would have been more direct for me to continue from Beaverton Hillsdale to Hamilton on Shattuck, I would take a trail to avoid Shattuck's narrow edges that are unsafe for pedestrians.

Recommendation:

Comment ID 2505 **MapApp ID** 1666 **Commenter**

Noah Lynch

Date Received:

1/3/2015

Organization:

District:

North Northeast

Topic(s):

Tagged?

Staff Recommendation:

Comment:

This would be awesome, especially since it will connect to the NP Greenway and almost half of it is already complete. I think it should cross Vancouver Ave at Farragut Park on the South side of the railroad tracks to make a better neighborhood connection.

Recommendation:

Comment ID	2506	MapApp ID	1667	Commenter	Noah Lynch	Date Received:	1/3/2015
Organization:						District:	Northeast East
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I would love to see this prioritized as it is a fairly simple project that would be great for the neighborhood and provide the only safe connection between NE Portland and the 205 path.

Recommendation:

Comment ID	2507	MapApp ID	1668	Commenter	Noah Lynch	Date Received:	1/3/2015
Organization:						District:	Northeast Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

If a bikeway is to be created on SE 72nd Ave then I would suggest that the 60's bikeway be moved to SE 62nd from Woodward to Clatsop, so that it is evenly spaced between the two neighboring bikeways, ensuring that everyone in the area is no further than 5 blocks from a North-South bikeway. This route would be more direct and have the added benefit of going right by Brentwood Park and Lane School

Recommendation:

Comment ID	2508	MapApp ID	1669	Commenter	Noah Lynch	Date Received:	1/3/2015
Organization:						District:	Northeast Southeast
Topic(s):							Tagged?

Staff Recommendation:

Comment:

I think that bike facilities on Halsey from 67th Eastward toward Gateway should be prioritized over the segment from 67th Westward because this Eastern segment has less nearby

alternatives than the Western segment so it is much more needed, also it would not require removing on-street parking.

Recommendation:

Comment ID 2509 **MapApp ID** 1670 **Commenter** Noah Lynch **Date Received:** 1/4/2015
Organization: **District:** Northeast East
Topic(s): Tagged?

Staff Recommendation:

Comment:

I love this project, just ensure the path continues south of Fremont to Fargo and 122nd to connect to the I-84 path.

Recommendation:

Comment ID 2510 **MapApp ID** 1671 **Commenter** Noah Lynch **Date Received:** 1/4/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

Outer Division, Stark, and Glisan are all wide, high speed streets that need physically separated bike lanes to encourage bicycling and that can easily be achieved by removing auto parking on BOTH sides of these streets. Nearly all businesses and residences along these streets have parking lots and there are many nearby side streets to park on. Currently the parking lanes are rarely used and replacing them with top-quality bike facilities would slow traffic and make these streets less intimidating for pedestrians.

Recommendation:

Comment ID 2511 **MapApp ID** 1672 **Commenter** Noah Lynch **Date Received:** 1/4/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

Outer Division, Stark, and Glisan are all wide, high speed streets that need physically separated bike lanes to encourage bicycling and that can easily be achieved by removing auto parking on BOTH sides of these streets. Nearly all businesses and residences along these streets have parking lots and there are many nearby side streets to park on. Currently the parking lanes are rarely used and replacing them with top-quality bike facilities would slow traffic and make these streets less intimidating for pedestrians.

Recommendation:

Comment ID 2512 **MapApp ID** 1685 **Commenter** G Bridger **Date Received:** 1/4/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Much needed route for school and park access.

Recommendation:

Comment ID 2513 **MapApp ID** 1673 **Commenter** Noah Lynch **Date Received:** 1/4/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

Outer Division, Stark, and Glisan are all wide, high speed streets that need physically separated bike lanes to encourage bicycling and that can easily be achieved by removing auto parking on BOTH sides of these streets. Nearly all businesses and residences along these streets have parking lots and there are many nearby side streets to park on. Currently the parking lanes are rarely used and replacing them with top-quality bike facilities would slow traffic and make these streets less intimidating for pedestrians.

Recommendation:

Comment ID 2514 **MapApp ID** 1674 **Commenter** Jason Brauser **Date Received:** 1/4/2015
Organization: **District:** West
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

As someone who must use public transit due to a visual impairment that does not allow me to drive a car, I walk on Shattuck between Beaverton-Hillsdale Highway and Bancroft twice a day almost daily. This has become especially true as the bus service on Hamilton has been cut back dramatically over the past several years. The entire stretch from Bancroft to BH Highway is simply not safe for pedestrians. The shoulders are inadequate to non-existent. In addition to daily commuters like me, we have school children, particularly kids who go to Lincoln and have to take the bus, who regularly walk on Shattuck in the morning and evening darkness. I think residents of a great city like Portland, a city that prides itself on its friendliness to alternatives to automobiles, should expect better facilities for pedestrians and cyclists on major streets within the city. I strongly urge the city to improve Shattuck from Vermont to Patton.

Recommendation:

Jfrederiksen 1.5.15