

Dear City of Portland Planning and Sustainability Commission,

I have several changes I would like to suggest within the Comp Plan document - [deletes in brackets], **additions in red**:

Eastern Neighborhoods Pattern Area (page GP3-23)

The Eastern Neighborhoods feature a diverse range of urban and natural landscapes. Many structures in the Eastern Neighborhoods, which also include parts of Brentwood-Darlington **Sumner**, and Cully, were developed after World War II **as part of Multnomah County**. [In addition, most] **Most** of this this area was annexed into the City of Portland after the 1980 Comprehensive Plan was completed, **with very high rates of new population growth but very little corresponding public investment in needed infrastructure by the City of Portland. A majority of area residents work outside of downtown, in industrial districts in North Portland, Swan Island, along the Columbia Corridor, and in surrounding counties and cities. As in Southwestern Portland, the lack of active transportation infrastructure and historically poor connectivity encourages working residents to drive more, and farther, than other city residents. Unemployment and poverty is persistently higher in this area than other parts of the city. Similar to Southwestern Portland, local residents pay more property taxes per unit of value, and per person, than in inner Portland, and historically receive fewer services and public investment, except more policing.**

The Eastern Neighborhoods are also the most ethnically diverse in Portland, with a greater concentration and numbers of new immigrants, refugees, and New Portlanders, than any other part of the city. The area also has more larger households, more population growth, and more youth, than any other district, with six different school districts: Portland (15% of its students), Parkrose (98% of its students), David Douglas (98% of its students), Reynolds (20% of its students), Centennial (70% of its students), and North Clackamas (less than 2% of its students). Gentrification and involuntary residential displacement are increasing, with many new residents recently displaced from previously-diverse inner Portland neighborhoods. The policies for the Eastern Neighborhoods promote design that responds to and enhances the area's distinctive mix of urban patterns and natural features, such as groves of Douglas firs, the Eastern Buttes, and **varying terrain [streams]. Some policies address the opportunities and challenges presented by the area's large blocks, **wide right-of-way**, and deep lots.**

The Eastern Neighborhoods provide opportunities for new and distinctive approaches to the design of development and infrastructure that can enhance the area's positive characteristics and improve quality of life. It is important to continue the area's verdant character, **increase access to services**, and provide a more livable environment, while reducing disparities and **involuntary residential displacement**. [increasing access to services.]

Policy 3.82 Eastern Neighborhoods street, block, and lot pattern. Guide the evolving street and block system in the Eastern Neighborhoods in ways that build on positive

aspects of the area's large blocks, such as opportunities to continue mid-block open space patterns. [and create] **Require and prioritize** new connections through blocks that make it easier to access community destinations **using active transportation**. **Adopt policies that discourage the involuntary displacement of existing residents and jobs while encouraging dynamic growth and development in East Portland.**

Policy 3.83 Eastern Neighborhoods trees and natural features. [Encourage] **Require** development and right-of-way design that preserves and incorporates Douglas fir trees and groves, and that protects the area's streams, forests, wetlands, steep slopes, and buttes.

Policy 3.84 Eastern Neighborhoods buttes. Enhance public views of the area's skyline of buttes **and stands of tall trees, especially Douglas firs.**

Policy 3.85 Eastern Neighborhoods corridor landscaping. Encourage landscaped building setbacks along residential corridors on major streets. **Require and prioritize active transportation uses and in-street landscaping along major streets with wide right-of-way, such as 122nd, Stark, Division, Glisan, Halsey, SE 148th, & SE 162nd.**

Policy 3.86 Eastern Neighborhoods active transportation. Enhance access to **regional centers, town** centers and other community destinations in Eastern Neighborhoods by ensuring that corridors have safe and accessible pedestrian facilities and creating additional secondary connections that provide low-stress pedestrian and bicycle access. **Aggressively pursue active transportation connections for East Portland residents, especially frequent and reliable transit, to industrial and employment districts that have family-wage employment, including to North Portland, Swan Island, Washington County, Clark County, Gresham, and Clackamas County.**

Thank you.

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