

March 13, 2015

I hereby request the public comment period for the 2035 plan update process be extended at least 90 days. The current process has not been well presented to the general public and therefore citizen involvement per statewide planning goals is not adequately met. With changes to the Oregonian, it is no longer a newspaper of general distribution throughout the metro area and because of its lack of content and subscription changes, many people no longer receive this paper. Similarly, I have not received a neighborhood association newsletter in years, so I have no idea how involved my association is or what kind of outreach to my neighborhood has occurred. Finally, you have to be extremely savvy with negotiating computer websites to be able to figure out what is going on with the comprehensive plan update process. The Map On function doesn't work on my computer and the various parts of the plan are so separated that it is difficult to get a holistic picture of what is proposed. Dividing the city into neighborhood areas does not help when you seek a holistic picture. In summary, the web information is confusing and I would doubt that a majority of residents in Portland even are aware of this process. More time is needed, especially when a doubling of households is proposed by this update.

In case additional review time is not granted, here are specific comments/concerns that I have:

1. Housing is not accommodated fairly and affordably. Gentrification is raising rents overall. The homeless are not accommodated adequately (tent camps don't count as housing). Single family houses are being squeezed out in favor of medium to high density apartment housing. This does not provide for housing choice. I think Portland is violating the Federal Fair Housing Act.
2. Transportation plans do not accommodate anticipated growth. Too many bicycle lanes are being added while arterial streets are being reduced in capacity. Earth to Portland Planning: the car is not going away. As higher efficiency and mileage vehicles are marketed (hybrids, electric, fuel cell technology) cars will continue to be the choice of transportation for a majority of residents. Reducing the capacity of SE Division Street is already causing gridlock during peak PM hours. Doing similar to SE Foster will be even worse as both Foster and Division are arterial streets which feed I-205.
3. Street maintenance is abysmal. The plan should set in law maintenance provisions to prevent the City Council from taking street maintenance funding and using it for none street maintenance purposes. Increasing street use because of increased population and housing but not accommodating maintenance means the infrastructure is inadequate. This violates the public facilities goal of the statewide planning goals. Solve infrastructure problems before designating increase facilities use.
4. Don't modify single family residential areas into quasi-commercial. Turning single family homes into bnb's is not appropriate for single family residential areas. What about traffic? What about rental houses becoming bnb's? Just because the City Council was suckered by Airbnb doesn't mean this is appropriate. Similarly, the city also allows day cares to operate in rental houses with the only requirement that someone have a drivers license with that address on

it. This does not guarantee the house has a resident living in it. The city's definition of resident needs to be better defined and enforced.

5. Stop allowing apartment housing to have little or no parking adjacent to low density neighborhoods. A study last year showed 60% of tenants have cars. Guess where they park? On the neighborhood streets. Parking is going to be a major problem in coming years because the car is not going away, no matter how much whining there is about using multimodal forms of transportation. How about striping neighborhood streets for onstreet parking? That would help. Also, did you realize that every street side rain garden Portland installs takes away from 3-5 (or more) onstreet parking spaces?

6. Better coordination is needed in the implementation of the plan. Housing density shouldn't be increased if street capacities are not accommodated, for example.

7. Terminate the current antiquated commission form of government in favor of City Council which deals with policies and a city manager in charge of overall city operations. It would be more efficient and force better coordination of implementation of city services.

8. Stop gentrification and the promotion of certain areas of the city over others. Gentrification leads to higher housing prices and ghettos. Where's the balance? And why are areas like the Pearl not providing housing choice in terms of affordability? A recent article indicated approximately 20,000 people work in the Pearl and 10,000 live there. But virtually none of the people who work there can afford to live there. That's a travesty.

9. More citizen involvement is needed. More neighborhood involvement is needed. Stop using racist terms such as "people of color." Stop talking about improving schools when Portland Planning has nothing to do with the operations of PPS.

10. How about more neighborhood parks? My neighborhood (Richmond) does not have a single park within it. How can you accommodate more growth in the city when you can't provide new parks or even maintain existing parks without special tax levies?

In closing, this process needs more work and more time.

Regards,

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