

Report of Comp Plan Proposed Draft Testimony Database

Reporting Period - 3/7/2015 to 3/14/2015

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

Comment ID: 3626 **MapApp ID:** 2228 **Commenter:** Mark Hartel **Date Received:** 3/10/2015
Organization: **District:** Southeast
Topic(s): Zoning Map;Comp Plan Map Designation **Tagged?**

Staff Recommendation: Needs Discussion

Comment:

1) Assign \"Mixed Use - Neighborhood\" designation for entire block south of Woodstock (to Martins Street) for the entire length from Cesar Chavez to 52nd Street.2) Fully improve (paving and sidewalks) Martins Street for the entire length from Cesar Chavez to 52nd Street.

Recommendation:

This comment is also reflective of a late shift in the Woodstock NA/CBA discussion and testimony. This relates to the full block vs. half block discussion on mixed use. CPMT should review this request. M. Stockton 3/16/15

Comment ID 3627 **MapApp ID** 2229 **Commenter** Mark Hartel **Date Received:** 3/10/2015
Organization: **District:** Southeast
Topic(s): Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation: Response in Other Record

Comment:

1) Assign \"Mixed Use - Neighborhood\" designation for entire block north and south of Woodstock (Martins Street to Knight Street) for the entire length from Cesar Chavez to 52nd Street.2) Fully improve (paving and sidewalks) Martins Street and Knight Street for the entire length from Cesar Chavez to 52nd Street.

Recommendation:

See Comment ID 3626. M. Stockton 3/16/15

Comment ID 3628 **MapApp ID** 2230 **Commenter** Mark Hartel **Date Received:** 3/10/2015
Organization: **District:** Southeast
Topic(s): Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation: Needs Discussion

Comment:

Assign \"Mixed Use - Neighborhood\" designation for entire block north ofWoodstock (to Knight Street).

Recommendation:

See Comment ID 3626. M. Stockton 3/16/15

From Woodstock to Knight has not been discussed at the Woodstock NA and CBA. I see less of a need here. M. Stockton 3/16/15

Comment ID 3629 **MapApp ID** 2231 **Commenter** Mark Hartel **Date Received:** 3/10/2015
Organization: **District:** Southeast
Topic(s): Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation: Response in Other Record

Comment:

Assign \"Mixed Use - Neighborhood\" designation for entire block north of Woodstock (to Knight Street).

Recommendation:

See Comment ID 3628. M. Stockton 3/16/15

Comment ID 3630 **MapApp ID** 2233 **Commenter** Thomas Karwaki **Date Received:** 3/10/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

AGREE - this change will limit or reduce residential and commercial development adjacent to main rail lines, thus improving health and safety while promoting Open Space. This is consistent with the University Park Neighborhood Association's position on development south of Lombard along this same rail line inside UPNA boundaries. Tom Karwaki, UPNA Land Use Chair

Recommendation:

Comment ID 3631 **MapApp ID** 2235 **Commenter** University Park Neighborhood Association **Date Received:** 3/10/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The University Park Neighborhood Association Board, Land Use and Open Space Committees request that this project receive priority. It provides an important link for the North Portland Greenway and is used extensively by bicyclists and runners. Many events such as the Seattle to Portland (STP), Tri-and Marathons would benefit. It will encourage active mobility by University students and improve bicycle and pedestrian safety.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3632 **MapApp ID** 2232 **Commenter** University Park Neighborhood Association **Date Received:** 3/10/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

The University Park Neighborhood Association and Land Use Committee agree with changing these parcels to R5 so as to maintain the character of the neighborhood. HOWEVER, the Comprehensive Plan draft does not take into consideration the Water Bureau's February 2015 announcement concerning new surplus properties throughout the City. THEREFORE, the UPNA requests an EXPANSION of the R-5 to include all of the Water Department property from N. Syracuse to Lombard OR to convert all Water Dept property to OPEN SPACE. Alternatively, at a very minimum, the UPNA requests that all Water Dept. property adjacent to the Peninsula Trail be rezoned and designated as OPEN SPACE.

This

would mean that one or two parcels could be developed between Syracuse and Oberlin at R-5 and that the areas adjacent to the apartments on Oberlin off Macrum would be OPEN SPACE. This would preserve the park-like setting that for many years people understood as being a park, even though it was owned by the Water Bureau and grass cut by the Parks

Dept. This land is adjacent to the railway cut and provides a wildlife corridor as well as preserves the park like setting along the Peninsula Trail. Finally, OPEN SPACE and R-5 for this larger area promotes equity by providing open space and fields for low-income UPNA and Portsmouth NA residents while preserving the residential nature of the neighborhood. These properties are also in a zone that could be at catastrophic risk due to proximity to the main rail line. The UPNA requests that Comprehensive Plan encourage safety by not promoting commercial or residential development adjacent to or near major rail lines. On behalf of UPNA - Tom Karwaki, Land Use Chair.

Recommendation:

Comment ID 3633 **MapApp ID** 2236 **Commenter** University Park Neighborhood Association **Date Received:** 3/10/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The University Park Neighborhood Association's Board, Land Use and Open Space Committees agree that this segment should receive priority for funding. It links with the western segment that is in the UPNA boundaries, the Waud Bluff trail, and provides an alternative to Willamette Drive for pedestrian commuters.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3634 **MapApp ID** 2237 **Commenter** University Park Neighborhood Association **Date Received:** 3/10/2015
Organization: **District:** North Northeast East
Topic(s): Tagged?

Staff Recommendation:

Comment:

The University Park Neighborhood Association's Board and Land Use Committee AGREE that this is an important project even though only about 15-20% of the project is in the UPNA. Improving stormwater drainage is an important goal. This project should be prioritized and done in conjunction with the Lombard Ave. improvements in the Transportation System Plan (Transportation tab). Tom Karwaki, UPNA Land Use Chair

Recommendation:

In support of CSP recommendation. No map component, Scarzello TB 3/18/15

Comment ID 3635 **MapApp ID** 2238 **Commenter** University Park Neighborhood Association **Date Received:** 3/10/2015
Organization: **District:** North West Northeast East Central City
Southeast
Topic(s): Public Facilities + Infrastructure + Project List + CSP Tagged?

Staff Recommendation: No Change

Comment:

The University Park Neighborhood Association's Board and Land Use Committee support these projects to improve stormwater drainage and treatment. These are important projects that will benefit the neighborhood residents and students at the University of Portland.

Recommendation:

In support of CSP recommendation. No map component. M. Stockton 3/16/15
Supportive of current proposal - MKN 3/16/15

Comment ID 3636 **MapApp ID** 2239 **Commenter** University Park Neighborhood Association **Date Received:** 3/10/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The University Park Neighborhood Association's Board and Land Use Committee SUPPORT this project. Pedestrian safety will be improved. A portion of this project is within the UPNA and it connects with another section of Lombard that runs through the UPNA. Therefore this is important not just to the residents adjacent to it, but to residents of the entire peninsula.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3637 **MapApp ID** 2234 **Commenter** University Park Neighborhood Association **Date Received:** 3/10/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The University Park Neighborhood Association's Board and Land Use Committee support this project. It will increase pedestrian and bicyclist safety and can help provide an identity for the new University Park Business District (at least to the railroad cut). In particular, the UPNA requests that this project be done in conjunction with major commercial developments so that private funds and investments can be leveraged, particularly the New Seasons Market-University Park, the proposed neighborhood center near Portsmouth and Fiske and the Grocery Outlet-Dollar Tree retail center in St Johns. This project will also dovetail with the re-building of Roosevelt High School. Special attention and priority should be given to the intersection at Ida and Lombard since there have been several students injured there. The relationship of this project with the proposed PBOT Greenway along N.Princeton (similar to Central Ave in St Johns) should be assessed. The UPNA requests that the BPS and PBOT and ODOT contact and engage the University Park Business District and St Johns Main Street about this project. The UPBD in particular covers the great majority of this project.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3638 **MapApp ID** 2374 **Commenter** Paul Staub **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation: Map: See Map Menu

Comment:

I think it's time that Portland City planners show a little respect for the Buckman neighborhood. Buckman has been a dumping ground for halfway houses, drug rehab centers, homeless shelters, transitional housing, etc. Now, with proposed land use changes from SE 12th to 30th, the city will enable the wholesale destruction of numerous historic and affordable houses. Please just stop and begin to help Buckman! The Buckman neighborhood is right now absorbing hundreds and hundreds of new apartments that are NOT affordable. If the city wants high density, look to the west of SE 12th Ave, lots of opportunities await there. Again, a strong NO to the proposed land use zone changes from SE 12th to SE 30th Ave.

Recommendation:

Refinement to the map proposal has already been discussed by PSC. Only the historic residential properties will be removed. The nonconforming commercial, manufacturing and split zoned parcels will remain. M. Stockton 3/16/15

Comment ID 3639 **MapApp ID** 2240 **Commenter** University Park Neighborhood Association **Date Received:** 3/10/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Several University Park residents and students at the University of Portland contacted the UPNA Land Use and Transportation Committees in support of these transit and streetscape improvements that are located outside of the UPNA boundaries. However, it shows the interest and regional impact that such projects can have.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3640 **MapApp ID** 2481 **Commenter** Ted Buehler **Date Received:** 3/13/2015
Organization: **District:** West Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Most of these lights seem pretty unnecessary. Auto traffic is on the decline nationally. One of the Pearl District's problems is the lack of bicycle infrastructure -- bicycle use is on the decline, probably from the loss of routes from the 2011-era streetcar expansion. I think the Pearl needs improvements to safety of active transportation, not a massive influx of auto-oriented traffic controls. If Portland, with all of its green initiatives, can't increase population in The Pearl District while maintaining existing levels of auto traffic, it's not taking advantage of some pretty elementary principles of TDM (Transportation Demand Management).

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3641 **MapApp ID** 2241 **Commenter** University Park Neighborhood Association **Date Received:** 3/10/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The University Park Neighborhood Association's Land Use Committee supports this project. Over 100 UPNA residents work on Swan Island and many more use the Waud Bluff Trail for recreational access to Swan Island. Therefore improving trails and vehicular mobility on Swan Island can have health benefits to all of the UPNA residents.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3642 **MapApp ID** 2242 **Commenter** Thomas Karwaki **Date Received:** 3/10/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This is an important bicycle safety project and should receive priority in funding. Locating it on 7th Avenue would use the existing street light at Alberta, although locating it on 9th Street would reduce the amount of vehicle-bicycle incidents. Adding a light or active safety device at 9th & Alberta would help slow vehicular traffic which ignores the school zone at St. Andrew-Nativity School. If located on 9th, St Andrew may be willing to install additional bike parking next to the transit stop.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3643 **MapApp ID** 2243 **Commenter** Kerry Rowand **Date Received:** 3/10/2015
Organization: **District:** East Southeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

It would be great to encourage safer bike travel on this stretch of Powell, and to calm traffic on neighboring 72 Ave.

Recommendation:

TSP related. M. Stockton 3/16/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3644 **MapApp ID** 2244 **Commenter** Kerry Rowand **Date Received:** 3/10/2015
Organization: **District:** East Southeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

I'm so excited for safety improvements for pedestrians and bikers on Foster! Foster has been one of the scariest roads I've crossed on bike. . . lots of room for improvement.

Recommendation:

TSP related. M. Stockton 3/16/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3645 **MapApp ID** 2245 **Commenter** Kerry Rowand **Date Received:** 3/10/2015
Organization: **District:** East Southeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

Crossing Holgate on foot, by bike, or even by car, can take a while due to lots of fast-moving traffic. It would be great to make this stretch safer for bikers and pedestrians!

Recommendation:

TSP related. M. Stockton 3/16/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3646 **MapApp ID** 2246 **Commenter** Kerry Rowand **Date Received:** 3/10/2015
Organization: **District:** East Central City Southeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

My daily commute on the 9 bus (on Powell) is often standing room only, and occasionally the bus is so crowded it becomes drop-off only. If commuters from Gresham would have additional transportation options, this might lighten the load on the 9 (and mean more close-in SE Portland residents will have room to get on the bus in the morning)

Recommendation:

Powell-Division and TSP related. M. Stockton 3/16/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3647 **MapApp ID** 2247 **Commenter** Kerry Rowand **Date Received:** 3/10/2015
Organization: **District:** Northeast East Southeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

I avoid biking to grocery stores and pharmacies on 82 Ave (even though they are the closest to where I live) because of traffic and because I don't feel safe locking my bike out front. It would be great to make this area safer for bikers and pedestrians!

Recommendation:

Sense of safety and TSP related. M. Stockton 3/16/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3648 **MapApp ID** 2248 **Commenter** Beth Heins **Date Received:** 3/11/2015
Organization: **District:** North Northeast East
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I am not in favor of increasing the rail capacity. This will adversely affect a large number of residents who are already struggling with pollution and health issues.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3649 **MapApp ID** 2249 **Commenter** Beth Heins **Date Received:** 3/11/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I live in the Woodlawn neighborhood, and the lack of transparency on this project troubles me greatly. We already have concerns about our air quality, the train horn noise pollution, and the potential impacts of an explosion or derailment. Is the city taking into account the adverse affects on the residents of this neighborhood? I agree with the concerns expressed in the other comments.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3650 **MapApp ID** 2250 **Commenter** Beth Heins **Date Received:** 3/11/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This project would be a terrific addition to the greenways, and should be moved into the 1-5 year time frame! It would be so exciting to see this completed - and it's so affordable compared to many other projects I've been reviewing. I am currently without a car, and the presence of this greenway would greatly improve my cycling experience and would encourage me to remain car-less. It will also serve as a health benefit to the residents of this area.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3651 **MapApp ID** 2251 **Commenter** Rick Kappler **Date Received:** 3/11/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Why change the zoning in an area littered with trash, cigarettes, and in a flood zone with nearby Fanno Creek and Vermont Creek?

Recommendation:

Comment ID 3652 **MapApp ID** 2252 **Commenter** Francisco Gadea **Date Received:** 3/11/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This comment pertains to the Kenton Rail Line Upgrade as well as the 11th/13th Ave Rail Over-crossing projects. I want to express concern that these projects are all about increase speed and number of trains moving through our backyards and not about public safety or quality of life. 1) As local residents we already are enduring loud noise from the trains. So more and faster trains is not an improvement for us.2) The air quality in Multnomah county is among the worse in the nation and Woodlawn is close to some of the sources of emissions. Increasing the number of trains will only contribute to the air quality issue. 3) Traffic delays are bound to increase. 4) With more and faster trains the risk of derailment or accidents will increase. I would also like to express my strong disapproval for using freight trains to transport oil and other fuels. There have been some horrific accidents across the nation lately. If one of those accidents happened in our area many of us would not survive it! Please keep in mind that the experts predict an earthquake in our area in the future. All of these issues affect me as a resident and bike commuter. I am also concerned about the kids in the Woodlawn School who are vulnerable. The school is located very close to these projects.Thank you

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3653 **MapApp ID** 2253 **Commenter** James Kuffner **Date Received:** 3/11/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

The University of Portland supports the comments from the UPNA board and land use committee to change from industrial to open space designation at this location.

Recommendation:

Comment ID 3654 **MapApp ID** 2254 **Commenter** Rick Kappler **Date Received:** 3/11/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

SW Garden Home Road needs stormwater and pedestrian and bike improvements. Street trees are needed to help with traffic calming. Will it take until 2067 to have just one cycle-track-styled multiusepath on the south side of this road?

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3655 **MapApp ID** 2255 **Commenter** Rick Kappler **Date Received:** 3/11/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The future Red Electric Trail needs to be built to the standards of what SW Trails, the non-profit, has asked. Those leaders know how to connect people. Do not use the cheap options.

There needs to be a bike bridge from SW Parkhill Drive to connect beautifully to SW Slavin Road.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3656 **MapApp ID** 2256 **Commenter** Rick Kappler **Date Received:** 3/11/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The future Red Electric Trail needs to be built to the standards of what SW Trails has asked. Anything less is using the cheap option.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3657 **MapApp ID** 2257 **Commenter** Rick Kappler **Date Received:** 3/11/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

There needs to be better bike improvements in Burlingame and this trail needs a bike path so that people can connect to Corbett.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3658 **MapApp ID** 2258 **Commenter** Abigail Thyer-Ohly **Date Received:** 3/11/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I support this 13/14th ave Greenway project and feel strongly that it should be moved up in the timeline to the next 1-5 years. The neighborhood, residents, school and businesses all support this project and would provide great benefit to the community at a low cost. This will provide a safe bike and walkway from the neighborhoods to Woodlawn School, park and businesses, without any disadvantage to drivers.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3659 **MapApp ID** 2259 **Commenter** Abigail Thyer-Ohly **Date Received:** 3/11/2015
Organization: **District:** North Northeast East
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I am NOT in favor of increasing the train capacity here. This is a residential area, with a high number of schools, parks, homes and businesses near the tracks. In addition, many of the residents near this line are at-risk children, low-income and racially diverse families. In addition to the risk of hazardous cargo, there are significant health risks from exposure to the diesel engine exhaust: cancer, stroke, cardiovascular disease, asthma and neurodevelopmental disorders. Moving forward with this plan would significantly lower the quality of life for those that live in the area, and as a parent of a child that plays in the parks (Woodlawn and Farragut) and will be going to school at Woodlawn, I hope that we can work to improve our air quality, neighborhood livability, and reduce the risk of catastrophic train spills or derailments.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3660 **MapApp ID** 2260 **Commenter** Kate McCarter **Date Received:** 3/11/2015
Organization: **District:** Southeast
Topic(s): Design and Development + residential + demos + parking;Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation:

Comment:

This is the heart of historic Montavilla and I believe it should be preserved by leaving it general commercial. It's much more than just a 'corridor.' If designated for residential, too, we could well lose the historic charm of many of the shops on Stark and fall victim to developers like Lower Division. Last year we saw the completely unnecessary demolition of an 1885 Queen Anne home on Washington that now sits as an empty lot. Let's preserve what is left of the history of old Montavilla before it's all demolished. There is plenty of wasteland along 82nd that would work well for new housing and really does qualify as a corridor - a busy, wide, and prominent street. Thank you.

Recommendation:

No change to the map, although individual as a valid point about the storefront nature in Montavilla (Stark Street) having a strong identity and a discussion about what component of our main streets should be considered for preservation in an important topic. There could be a MUZ tool here. M. Stockton 3/16/15

Comment ID 3661 **MapApp ID** 2261 **Commenter** Christian Parker **Date Received:** 3/11/2015
Organization: **District:** Northeast East Southeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

I would agree with the other comments, street trees and safer bike access would be a huge improvement.

Recommendation:

TSP related. M. Stockton 3/16/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3662 **MapApp ID** 2262 **Commenter** Olivier **Date Received:** 3/11/2015
Organization: **District:** Southeast
Topic(s): Housing;Economic Development + Industrial;Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation:

Comment:

I feel like this stretch of 82nd could serve a better purpose for the neighborhood than what the used car lots provide. I see the broader (city) need for a concentration of used car lots, it makes sense that there's an area where a good number of them can be in close proximity. With the land value already being high and going up quickly, it seems that the large amount of space these lots take up could be put to better use though (like housing, commercial, storefront, etc.). More safe pedestrian crossings would be great to have as well. Thanks!

Recommendation:

This area has been reviewed by both the CPMT and PSC. This comment is similar to others about the desire vision of housing along this stretch of SE 82nd. Acknowledging that this differs from the intent of the Mixed Employment designation, which focus on jobs. M. Stockton 3/17/15

Comment ID 3663 **MapApp ID** 2283 **Commenter**
Organization:
Topic(s):

Pamela Dailey

Date Received: 3/11/2015
District: North
Tagged?

Staff Recommendation:

Comment:
Yes to open space.

Recommendation:

Comment ID 3664 **MapApp ID** 2298 **Commenter**
Organization:
Topic(s):

derek

Date Received: 3/13/2015
District: North
Tagged?

Staff Recommendation:

Comment:
yes please preserve OS

Recommendation:

Comment ID 3665 **MapApp ID** 2263 **Commenter** John Slocum **Date Received:** 3/11/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Any change which might reduce the existing neighborhood services (grocery, pharmacy, post office, prepared food) would have a negative impact on this neighborhood. Less services force us back into our cars for drives to Raleigh Hills, Hillside, or Burnside. TriMet has already cut service in the neighborhood. Patton, in front of Stroheckers, carries more traffic than Vista, Broadway Drive, and, I suspect, in any other comparable single-family neighborhood. Any change from CN2 should be very carefully considered.

Recommendation:

Comment ID 3666 **MapApp ID** 2264 **Commenter** David Onley **Date Received:** 3/11/2015
Organization: **District:** Southeast
Topic(s): Urban Form + UDF + Centers & Corridors;Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation: Map: See Map Menu

Comment:

I am in favor of the designation. It's always been my plan to convert my home at least partially into a walk-friendly, local business. So glad to see that I am within the Civic Corridor designation. I approve. Look forward to working with the city on great things!

Recommendation:

In support of UDF/map designation. M. Stockton 3/17/15

Comment ID 3667 **MapApp ID** 2265 **Commenter** Rick Kappler **Date Received:** 3/11/2015
Organization: **District:** North Northeast Central City Southeast
West
Topic(s): Public Facilities + Infrastructure + Project List + CSP Tagged?

Staff Recommendation: No Change

Comment:

This sewage pump station should have used gravity instead of destroying someone's home and spending tens of millions of dollars to pump sewage over hills to the treatment place under the Burnside bridge.

Recommendation:

CSP related. M. Stockton 3/17/15
No change. MKN 3/16/15

Comment ID 3668 **MapApp ID** 2266 **Commenter** Lew Scholl **Date Received:** 3/11/2015
Organization: **District:** Southeast
Topic(s): Urban Form + UDF + Centers & Corridors;Design and Development + residential + demos + parking;Transportation + TSP + parking;Zoning Tagged?
Map;Comp Plan Map Designation

Staff Recommendation:

Comment:

This intersection with 82nd Avenue and Stark and Washington Streets has a huge potential for being a thriving and interesting part of Montavilla. Unfortunately the streets here are not well designed for access to the site that's otherwise nearly ideal for a grocery store - one of Montavilla's great needs. It would greatly enhance Montavilla if the site where the Chinese Village Restaurant is located could be re-developed and occupied by a quality grocery store, but first the street system - especially the southbound left turn access from 82nd onto Washington Street - must be dealt with in a way that enhances access to that site.

Recommendation:

This intersection currently has CG zoning. It makes sense for this node to be CM2, at least within this planning effort. M. Stockton 3/17/15

Comment ID 3669 **MapApp ID** 2267 **Commenter** Rick Kappler **Date Received:** 3/11/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

April Hill Park, along with many parks, needs strict fines for off-leash dogs. This is not a dog park. Nearby Woods Creek needs a restoration. SW Canby Street and SW 60th Ave need stormwater upgrades.

Recommendation:

Comment ID 3670 **MapApp ID** 2268 **Commenter** Rick Kappler **Date Received:** 3/11/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The truck facility that is near the Raz-Baack Crossing needs to be zoned as open space. It is in a flood plain.

Recommendation:

Comment ID 3671 **MapApp ID** 2269 **Commenter** Rick Kappler **Date Received:** 3/11/2015
Organization: **District:** North West Northeast East Central City
Topic(s): Public Facilities + Infrastructure + Project List + CSP Southeast Tagged?

Staff Recommendation: No Change

Comment:

The Willamette River needs a rails-to-trails project for the adjacent Willamette Shore Trolley.

Recommendation:

CSP related. M. Stockton 3/17/15
TSP projects include Willamette Greenway Trail extension to the City limits. Supportive of current proposal. MKN 3/16/15

Comment ID 3672 **MapApp ID** 2270 **Commenter** Rick Kappler **Date Received:** 3/11/2015
Organization: **District:** Central City Southeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

Please stop wasting money in streetcar stuff. People can run faster than the streetcar in every place in downtown Portland.

Recommendation:

TSP related. M. Stockton 3/17/15

Comment ID 3673 **MapApp ID** 2271 **Commenter** Rick Kappler **Date Received:** 3/11/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This place needs bicycle and pedestrian improvements.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3674 **MapApp ID** 2272 **Commenter** Rick Kappler **Date Received:** 3/11/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Marquam Hill greatly needs bicycle, pedestrian, and stormwater improvements.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3675 **MapApp ID** 2273 **Commenter** Rick Kappler **Date Received:** 3/11/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The nearby, dangerous highway needs more trails nearby so pedestrian can use the paths as a safe corridor to travel to the SW 45th Ave business area which has bus stops and access to the future Red Electric Trail. SW 43rd Ave needs more trails.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3676 **MapApp ID** 2274 **Commenter** Dennis Johnson **Date Received:** 3/11/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The last thing Patton Road needs, and the last thing the immediate neighborhood needs, is more traffic. You should see the traffic on Patton Road mornings and evenings. The neighborhood and the road patterns are charming. Additional traffic caused by increased commercial development and/or multi-family housing at the Strohecker's site, would decrease the safety and the livability of the neighborhood. The current basic services provided at Stroheckers are vital to the neighborhood and its continuing livability. Additional services and traffic are not needed.

Recommendation:

Comment ID 3677 **MapApp ID** 2275 **Commenter** Stephen Grieco **Date Received:** 3/11/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

One of the main reasons my wife and I chose Concordia/Woodlawn to raise our family is the promising ease of access to bike friendly infrastructure. We were absolutely inspired and impressed by the NE Holman Bike Boulevard project, especially the Holman Park component (described in detail here: <http://www.portlandoregon.gov/bes/article/424695>). The increase in quality of life this existing Bike Boulevard provides is incredible and unparalleled in the safe and enjoyable bike riding it provides. Our community would benefit exponentially from a sister Bike Boulevard on NE 13th/14th. This project would provide a much needed connection to Alberta, Irvington, SE Portland and Downtown. Greenways reduce auto cut-throughs, provide safer biking & walking routes, reduce auto speeds & many other benefits. At just \$774,000, this project will deliver an incredible amount of benefits for a relatively small investment. Please move forward with this project immediately. At most, I would like to see construction begin within 1 - 2 years. This project will deliver immediate benefits to our neighborhood and provide a safe route to our neighborhood school, parks and businesses.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3678 **MapApp ID** 2276 **Commenter** Donna Pluta **Date Received:** 3/11/2015
Organization: **District:** Southeast
Topic(s): Housing; Economic Development + Industrial; Transportation + TSP + parking Tagged?

Staff Recommendation:

Comment:

As Portland becomes a more and more popular place to live, I see lots of people looking at moving east for more affordable housing. What would make it even more attractive is a more usable and attractive 82nd. It makes a lot of sense to change this long neglected and undervalued area, as the car lots and fast food joints attract dangerous activity that nobody would want to raise their children near. The residents here would like to see trees planted, more crosswalks, green space, mixed use buildings, and a couple of off leash dog parks. This is an exciting prospect for someone who moved here from Seattle last year and has seen what this type of change can do for an up and coming area of a city. Change is the right thing for the Montavilla section of 82nd.

Recommendation:

M. Stockton 3/17/15

Comment ID 3679 **MapApp ID** 2277 **Commenter** Teresa Jackson **Date Received:** 3/11/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I also agree wholeheartedly with the previous comments that: the current zoning needs to change to R1 to fit the scale of the neighborhood; the proposal for a 6-story apartment building on the corner of NE 7th and Russell Street would be a disaster for the neighborhood, dominating the skyline, blocking light, posing traffic safety hazards, and decreasing livability and property values; any new development should be built under the new R1 plan. By proposing a building so out of scale, the developers are exploiting an obvious oversight in the zoning of that block to the detriment of the neighborhood and the city. I live on NE Graham St. north of Knott off of NE 7th and see first hand that traffic and parking has already become a problem in this neighborhood, not to mention the increase in commute time. A six story building would ruin the skyline view and degree of light and adding a minimum of 62 people will destroy the livability of this neighborhood. I urge you to not allow this to move forward.

Recommendation:

Comment ID 3680 **MapApp ID** 2278 **Commenter** David Funk **Date Received:** 3/11/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The proposed change to R1 zoning needs to happen. I live two blocks from the proposed site. Not only would this be out of character with the neighborhood, the area simply cannot handle the increased density.

Recommendation:

Comment ID 3681 **MapApp ID** 2279 **Commenter** Sarah Selden **Date Received:** 3/11/2015
Organization: **District:** Northeast Southeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

I second the comments made in support of prioritizing the 80th Avenue bikeway. A pleasant and safe N/S route would go a long way toward encouraging bike and pedestrian modes, and connecting people to the Glisan and Stark street businesses, and Vestal school. I also support providing the connection from the I-84 overpass to NE 80th via Multnomah Blvd, which would hopefully accommodate a separated ped route as well in an area where the E/W streets lack sidewalks/pathways.

Recommendation:

TSP related. M. Stockton 3/17/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3682 **MapApp ID** 2281 **Commenter** Sarah Selden **Date Received:** 3/11/2015
Organization: **District:** Southeast
Topic(s): Urban Form + UDF + Centers & Corridors;Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation:

Comment:

I think this is an appropriate zoning designation for this street. I would like to continue to see neighborhood serving businesses, and have the City support/encourage investment in the vacant and poorly maintained buildings. I think that creating a more inviting pedestrian experience along Glisan would also help to support a successful commercial storefront environment.

Recommendation:

In support of map designation. M. Stockton 3/17/15

Comment ID 3683 **MapApp ID** 2280 **Commenter** Sarah Selden **Date Received:** 3/11/2015
Organization: **District:** East Southeast
Topic(s): Transportation + TSP + parking Tagged?

Staff Recommendation: No Change

Comment:

I am a strong supporter of the colored bike lanes and crossing improvements recently implemented by PBOT. While I am not opposed to adding this facility to NE Glisan, I agree with the commenter who suggested improving and extending the NE Davis/Everett bike route to NE 80th. Improving the unpaved section of NE Everett from 78th to 80th also closes an important school route gap. I think funding for NE Glisan street improvements would be better allocated toward improved crossings and design solutions that could both slow traffic by visually narrowing the roadway, and provide aesthetic and stormwater enhancement, such as sections of landscaped medians, shoulder swales and street trees. These improvements could also help to support investment in the commercial properties along the street.

Recommendation:

TSP related. M. Stockton 3/17/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3684 **MapApp ID** 2282 **Commenter** Pamela Dailey **Date Received:** 3/11/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

I am fully supportive of shifting and expanding the designation to open space here and elsewhere in this area.

Recommendation:

Comment ID 3685 **MapApp ID** 2284 **Commenter** Jane Hofnann **Date Received:** 3/11/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

This site, as zoned, allows for a full-service grocery store, deli, liquor store, pharmacy, mini post office, movie rentals service, flower shop, dry-cleaning pick-up and delivery, and more. The store is the right size and its employees provide the personal service especially valued in a residential neighborhood. Plus, it reduces the automobile use required to reach other grocery stores and services in Raleigh Hills, along West Burnside, and in NW. Lamb's/Stroh's and adjacent Portland Heights Park also are the only gathering places for area residents. Please don't tinker with the zoning. Changing the zoning to allow a mini-mall would not be an asset. - In addition, please do what you can to encourage Tri-Met to reinstate

the bus service (circa 1977), which was one of the main reasons our family moved here. For decades, riding the #51 bus was part of living in Portland Heights, Council Crest, Healy Heights, and Green Hills. Like Stroh's, it provided a sense of community.

Recommendation:

Comment ID 3686 **MapApp ID** 2285 **Commenter** Kathleen Lefebvre **Date Received:** 3/12/2015
Organization: **District:** Southeast
Topic(s): Urban Form + UDF + Centers & Corridors;Housing;Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation:

Comment:

The proposed new zoning would ruin the character of Hawthorne. Please don't move forward with proposed zoning. Keep this commercial. Keep the giant, monolith, jail-like condos off our beautiful Hawthorne. Please don't ruin this historic part of the City.

Recommendation:

Perspective about housing development and growth with a commercial main street area. M. Stockton 3/17/15

Comment ID 3687 **MapApp ID** 2286 **Commenter** Kathleen Lefebvre **Date Received:** 3/12/2015
Organization: **District:** Southeast
Topic(s): Urban Form + UDF + Centers & Corridors;Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation:

Comment:

The proposed coding would be a mistake. Please keep this commercial. The neighborhood cannot withstand more condo monoliths. Please keep Portland safe from Beaverton-based construction companies changing the character of OUR neighborhoods!

Recommendation:

M. Stockton 3/17/15

Comment ID 3688 **MapApp ID** 2287 **Commenter** Kathleen Lefebvre **Date Received:** 3/12/2015
Organization: **District:** Southeast
Topic(s): Urban Form + UDF + Centers & Corridors;Zoning Map;Comp Plan Map Designation Tagged?

Staff Recommendation:

Comment:

The proposed zoning is terrible for the neighborhood. Please preserve our neighborhood and keep this commercial. The surrounding area and single family homes would be severely impacted if the zoning changed as proposed. Please help us neighbors keep our neighborhood! Please don't ruin Portland.

Recommendation:

Doesn't understand that housing is allowed out right and that this isn't a change. M. Stockton 3/17/15

Comment ID 3689 **MapApp ID** 2288 **Commenter** Ty Schwoeffermann **Date Received:** 3/12/2015
Organization: **District:** Southeast
Topic(s): Design and Development + residential + demos + parking;Transportation + TSP + parking;Campus Institutional Zonning Project Tagged?

Staff Recommendation:

Comment:

I am a current resident of the house on the corner of 77th and Division. My house was sold to me last year by a contractor who sub-lotted my property into 3 lots and is currently building a house very close to mine on one side and we think he has plan to build on the other side. I have concerns that my house is too close to the other house. It is to the point where

I can reach out my window and touch the new house. In the future when neighbors move in fear that our privacy will be compromised a bit. Crossing division is hard for residents especially students walking to Bridger school. They often skip the light that is located one block down on 76th and decide to cross directly on 77th. This is very unsafe and I have witnessed several close calls. Because the school is located on 77th I propose moving the light to 77th so that students can cross more safely. We are neighbors to PCC which has

expanded significantly in recent years by purchasing the Kaiser building and other properties. They need to continue to be good neighbors by engaging us in community building and

neighborhood beautification. On my street 77th are very large trees that are impossible for home owners to groom because they stand 70 feet tall or more. Branches constantly fall,

damaging property and cluttering the street. They could voluntarily help residents groom these trees and keep the streets cleaner for residents. The former Kaiser parking lot on 76th is still vacant, it is kind of an eye sore and could be developed into something that benefits the community like a meeting space, park, playground for kids or something useful. PCC and the city of Portland should ask residents to weigh in on what they would like to see placed there. Thanks Ty Schwoeffermann

Recommendation:

Noting comment on the former Kaiser parking lot site that is currently split designated. There are also Conditional Use conditions of approval to prevent redevelopment of the site. Besides the map change, a Type III Conditional Use is necessary to remove the these conditions of approval, as confirmed by Douglas Hardy and the City Attorney. M. Stockton 3/17/15

Comment ID 3690 **MapApp ID** 2289 **Commenter** Tom Karwaki **Date Received:** 3/12/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The UPNA Board and Land Use committee support this important project and request that it be given high priority and accelerated to the first ten years rather than years 11-20. Most development will be completed by year 11.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3691 **MapApp ID** 2290 **Commenter** Cory Poole **Date Received:** 3/12/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This corridor is badly in need of separated bikeways or cycle tracks. This neighborhood feeds glencoe elementary as well as Mt. Tabor Middle School. There are NO safe east west routes. A cycle track from 44th to 54th would create the safe connections for families to ride with their children.

Recommendation:

Comment ID 3692 **MapApp ID** 2291 **Commenter** Cory Poole **Date Received:** 3/12/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

I would like to see Portland build a facility for gravity sports. This would include cycling, skateboarding, and roller skating. Kelly Butte seems like a very good candidate. A continuously graded paved route from the top to the base with a direct path back to the top would serve this a broad community of active recreation users while preserving the natural state of the park.

Recommendation:

Suggestion for Parks regarding specific recreation amenities. Not a map change. TB Scarzello 3/18/15

Comment ID 3693 **MapApp ID** 2292 **Commenter** Thomas Karwaki **Date Received:** 3/12/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This is an important project to reduce the noise of train signals in this rapidly growing residential neighborhood adjacent to industrial facilities. However, the Owner or Party Responsible for this project should be the City of Portland as well as the Port of Portland since both are involved and the City has expertise on residential street safety. This project will also improve pedestrian safety.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3694 **MapApp ID** 2293 **Commenter** University Park Neighborhood Association **Date Received:** 3/12/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The UPNA Land Use committee supports this project because it will mitigate the impacts of rail operations on residents and because the noise can be heard by UPNA residents. HOWEVER, we recommend that it be moved from the "Other Agency" list to the "Major City Projects and Programs" list. Under Federal DOT regulations, the City of Portland must request the quiet zone. Therefore PBOT should take the lead on this project and because it is the City streets that must be modified for the project. However, the Port can play a support role.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3695 **MapApp ID** 2294 **Commenter** Natalie Leivant **Date Received:** 3/12/2015
Organization: **District:** North Northeast East
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

North Portland does not need any more train diesel exhaust polluting the air for its residents and train noise. I oppose this proposal.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3696 **MapApp ID** 2295 **Commenter** Kathy Coleman **Date Received:** 3/12/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

Hello, my neighbors and I are just learning about some proposed zoning changes that will affect our neighborhood. My biggest concern is parking. Lovely St. is a very narrow street and most of us don't have driveways. This is already problematic and so if developers were to come in and add multi-family dwellings up and down our street it would amplify the current not-so-great situation. I hope that the city will consider this when developers come around. Also, we would like to request that our neighborhood association be notified every time a large project is being proposed.thank you for your time,kathy

Recommendation:

Comment ID 3697 **MapApp ID** 2309 **Commenter** Linda Robinson **Date Received:** 3/13/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

This is where the Midland Library is located, so this zone change makes sense.

Recommendation:

in support of change. TB Scarzello 3/18/15

Comment ID 3698 **MapApp ID** 2310 **Commenter** Linda Robinson **Date Received:** 3/13/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The I-205 under crossing is desperately needed -- for safety reasons. At this time, people who live west of I-205 (between I-84 and Rocky Butte) don't have a good way to get to the I-205 multi-use path. They must go west to 82nd Ave, then north around Rocky Butte via Sandy Blvd or south to Glisan. The only alternative is to go up over the steep Halsey overpass (sharing a single sidewalk on the north side with pedestrian/bike traffic going both ways), then cross Halsey and travel through the maze of the Gateway Shopping Center, through the Gateway Transit Center, and across three sets of rail tracks to get to the multi-use path.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3699 **MapApp ID** 2296 **Commenter** Melissa McVeigh **Date Received:** 3/12/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Since the language of "comparable zone" is rather vague and subjective, it worries me what could happen here. If they are thinking of adding offices and/or apartments to where Stroheckers is, it would not be in the best interests of our neighborhood, in my opinion. SW Patton simply cannot handle that much traffic. It's bad enough as is. And adding more cars to the area where little kids play is dangerous. I love Stroheckers market and the park (and the fact that we can walk there). I appreciate that our neighborhood has the basic services of a grocery store, and that we have a gas station up the road and Vista Springs cafe down the road, and it's pretty much all we need here. If we need more, we can drive 7-10 minutes away. Please do not do something that will add more cars and congest our streets. Don't make Portland Heights into something it was not designed to be, and something the current residents do not want or need.

Recommendation:

Comment ID 3700 **MapApp ID** 2297 **Commenter** Your name is required. **Date Received:** 3/12/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

As a resident of Old Orchard Road who lives close to Strohecker's grocery store, I am writing to get your assurance that the land use agreement applicable to this site, as specified in Ordinance No 155609, will be honored. The store provides the neighborhood with the primary daily needs for groceries, and also includes a pharmacy, post office, delicatessen, cafe, etc. As a commercial enterprise, it serves the neighborhood in the most useful and appropriate way. The Ordinance was written to ensure that this valuable resource to Portland Heights would be honored by retaining the property for use as a grocery store only, and its maximum size was specified and subsequently used in its construction some 30 years ago. Furthermore, the neighbors worked diligently on many issues, including that the original plan for a cement-faced store would be changed to brick to make it more in keeping with a residential area. The above Ordinance was made in all good faith between the City and the neighbors. I trust that this agreement will continue to be honored regardless of zoning reclassifications

Recommendation:

Comment ID 3701 **MapApp ID** 2311 **Commenter** Whitney **Date Received:** 3/13/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

I hope these changes take into consideration that the streets directly off Lombard: Fortune, Lovely, Westanna, etc. all have a very residential feel. It is a narrow street with challenges to parking and speeding already. With any additional multifamily and commercial building, parking must be taken into consideration.

Recommendation:

Comment ID 3702 **MapApp ID** 2312 **Commenter** Whitney **Date Received:** 3/13/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

I hope these changes take into consideration that the streets directly off Lombard: Fortune, Lovely, Westanna, etc. all have a very residential feel. It is a narrow street with challenges to parking and speeding already. With any additional multifamily and commercial building, parking must be taken into consideration.

Recommendation:

Comment ID 3703 **MapApp ID** 2299 **Commenter** Denise Hare **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The section of Division between 29th and 35th has changed radically in the last 4 years, and not for the better. I have lived near this section of Division for many years, and many of the businesses that I patronized regularly--by foot--have closed or moved. These spaces are now occupied by Airbnb's or by high-end specialized boutiques that I cannot afford and have no use for. The restaurant landscape also has changed and fewer and fewer of the new entries are within my budget. Meanwhile excess parking and traffic have degraded the Clinton bikeway to the point that I no longer consider it safe for my daughter to use. The neighborhood has become less bikeable and walkable, and overall much less livable. Trash is piling up along Division, in the bioswales and elsewhere, and along all the side streets. Neighbors encounter dog waste and other trash in our yards and in our recycling and yard debris cans. Are the Bureaus of Transportation and Planning and Sustainability really involved in the conversation here? It seems like Bureau of Development Services (aptly named) is running the entire show. Please come have a look at what is happening here and give traffic/parking/vehicle access impacts as well as intrusions into neighborhood privacy greater weight in your zone changes. We need lower heights (maximum 3 stories) and less massing, also wider setbacks, especially along sides and backs, and deeper step backs on all sides.

Recommendation:

Comment ID 3704 **MapApp ID** 2300 **Commenter** Ken Diener **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Absolutely the WRONG change and the MOST unfair situation for zone splitting a block for the existing neighbors. That block is R2.5 and R1 the neighbors, THE OAK St residences bought their property with that contract with the city and government trust. A change to any commercial allowing 45' high mixed use or 4 stories of residential towering over their back yards to the SOUTH is a total change of the quality of life and VALUE to their home. Adding allowed height to the North side of a street, backing up to a split block residential to the NORTH creates a absolute THIEVERY of sun and sky access that NO PLANNER SHOULD ALLOW.

Recommendation:

Comment ID 3705 **MapApp ID** 2301 **Commenter** Linda Robinson **Date Received:** 3/13/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

This area should NOT be changed to allow industrial uses. If it's changed from Farm & Forest, it should become Open Space. If that can't be done, the Comp Plan should explicitly state that the property owner (Port of Portland) will be required to mitigate for any land put into industrial uses. But with Terminal 6 sitting idle nearly all the time, and other industrial sites (including brownfields) readily available, this land should NOT be converted to industrial uses.

Recommendation:

Comment ID 3706 **MapApp ID** 2303 **Commenter** Linda Robinson **Date Received:** 3/13/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This change in zoning is welcomed, because it reflects the fact that Portland Parks & Recreation has purchased the land for a future park.

Recommendation:

Comment ID 3707 **MapApp ID** 2302 **Commenter** Ken Diener **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This sweeping change allows the destruction of an integral mixed historic and residential quality to the Buckman neighborhood corridor. In the mid 90s the BLAZ study spent MONTHS of public outreach NOTICE and many meetings between the Sunnyside/Buckman and REACH organizations for THIS VERY CORRIDOR and with great PROPERTY by property analysis of every property non conforming with the existing planner broadbrush ivory tower zone designation. THIS SWEEPING corridor change DESTROYS countless existing historic residential structures and TOTALLY impacts the hundreds of residential properties across the streets to the south of Belmont and North of Morrison and with the Inexcusable lack of required parking allowed for the new proposed designations this change WOULD SWAMP the adjoining neighborhoods with their overflow UN Accounted for parking. DO Not change this corridor ZONE without LOT by LOT neighborhood outreach.

Recommendation:

Comment ID 3708 **MapApp ID** 2304 **Commenter** Jill Shepard Erickson **Date Received:** 3/13/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

Between the Portland Parks and Recreation owned property between 151st and 154th Avenues, along the railroad/I-84 corridor, there is only a barbed wire fence, no concrete barrier wall. Transients have access to the parks area creating danger to passing trains from foot traffic.

Recommendation:

TSP related, maybe Parks. TB Scarzello 3/18/15

Comment ID 3709 **MapApp ID** 2305 **Commenter** Terry Dublinski-Milton **Date Received:** 3/13/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

If public money goes into retrofitting this bridge, it should be part of a bikeway from Beaverton to Saint John's including a path across this span. This path would be a tourist attraction connecting up to the North Portland Greenway Trail.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3710 **MapApp ID** 2306 **Commenter** Jill Shepard Erickson **Date Received:** 3/13/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

This area is also a food desert, the 30 year old Jasper Heights and River Cliff condo's have always been for 55+ with elderly owners driving less and less. A quality grocery store in walking distance would be a welcome addition to the property being transformed from agricultural to commercial.

Recommendation:

Comment ID 3711 **MapApp ID** 2307 **Commenter** Linda Robinson **Date Received:** 3/13/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

It's good to see this existing park is finally getting the zoning changed to open space.

Recommendation:

in support, no map change TB Scarzello 3/18/15

Comment ID 3712 **MapApp ID** 2308 **Commenter** Terrence Dublinski-Milton **Date Received:** 3/13/2015
Organization: **District:** None
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

With all the railroad bridges in this stretch, a multi-use path connection should be included to connect Vancouver to Beaverton via the west hills. The connection to the trail system around the wetlands, on either side of the river, can be built one at a time. If/When the lift span is moved a path to Vancouver would become a tourist attraction that would long term pay for itself combined with a trail to Beaverton and the North Portland Greenway Trail. This tourism can long term be an alternative to more industrial development like Propane exports.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3713 **MapApp ID** 2313 **Commenter** Linda Robinson **Date Received:** 3/13/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The map shows the 130's neighborhood greenway as starting at NE Pacific and going south. It was my understanding that it would also go north -- to connect with the Knott/Russell Greenway. The map also shows a one-block gap between the 130's greenway and the start of the Pacific Greenway that will take people to the Gateway Transit Center. It was my understanding there would be a direct connection between the two greenways at this point.

Recommendation:

TSP regarding greenways Scarzello TB 3/18/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3714 **MapApp ID** 2314 **Commenter** Chris Longfield **Date Received:** 3/13/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I lived at 17th and Weidler for a period of time in the mid 2000s. It is a very interesting neighborhood with a large amount of potential. The connectivity it provides via the Banfield and major North/South, East/West through ways, make it an ideal location to absorb increased density as the urban core moves eastward. Providing the opportunity to revitalize this stretch of Weidler makes equal sense to neighbors in Sullivan's Gulch, local business interests and development alike. The vibrant Broadway corridor would be well-served by additional residents provided by increased residential density on the South side of Weidler beyond 16th.

Recommendation:

Comment ID 3715 **MapApp ID** 2315 **Commenter** Linda Robinson **Date Received:** 3/13/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I would like to see a north-south off-road bikeway that passes through Glendoveer.

Recommendation:

TSP suggestion. Scarzello TB 3/18/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3716 **MapApp ID** 2316 **Commenter** Jamie Strohecker **Date Received:** 3/13/2015
Organization: **District:** Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

I live in southwest Portland and work at the University of Portland in North Portland. I have come to know and enjoy the North Portland / St. Johns area and heard about the proposed changes in land use in and around North Lombard by the railroad tracks. I also was informed that the people who live in the areas the city plans to 'rezone' to more dense housing were not informed until very recently of these proposed changes by the city. Supposedly the city government talks about transparency in working with various communities across Portland but apparently that is just a ruse. There has been no transparency on this rezoning / redistribution plan and not all information has been forthcoming or available to those living in the area to ask about. If I remember, the people of Portland elected (aka hired) city government to work for us and not for us to do their bidding without input and final decision making. I hope the city officials will seriously consider any input from the folks directly affected by these proposed changes to the St. Johns area over the next 30+ years and listen to the people who live and work here every day. They, unlike most of city government, know what they're talking about. Thank you.

Recommendation:

Comment ID 3717 **MapApp ID** 2317 **Commenter** Linda Robinson **Date Received:** 3/13/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

These improvements are desperately needed, so that more frequent bus service can be provided along the full length of 122nd Ave. There are bike lanes on much of NE 122nd, but there are very scary to use, especially where 122nd narrows as it goes under I-84 and the railroad line. Someday the I-205 multi-use path needs to be connected to the multi-use path that starts at NE 122nd and parallels I-84 (there is a one-mile gap) -- and this narrow under-crossing is going to be the most difficult part of that connection.

Recommendation:

TSP 3/18/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3718 **MapApp ID** 2318 **Commenter** Jane Marnchianes **Date Received:** 3/13/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

I object to the changes that I'm seeing in North Portland, especially along Interstate. I don't think we need such big apartment buildings and I really value single family homes. The light rail line has caused this growth. The city encourages people to move here. I also dislike skinny houses and object to all the demolitions of old homes. The berries from newly planted trees are making a mess. I don't like the atmosphere anymore.

Recommendation:

Comment ID 3719 **MapApp ID** 2319 **Commenter** Tim **Date Received:** 3/13/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

It makes perfect sense to extend the mixed use and high residential density development to both sides of Weidler and extend this zoning out several blocks beyond 16th avenue. Weidler is a multiple lane, major thoroughfare, that sits up against a very high density mixed use area, and it is land better suited for high density use. It also makes no sense to make the North side of Wiedler mixed use/high density, but not extend the same zoning to the South side of Wiedler. I don't know who would want to own a single family home and raise a family on the South side of Wiedler, if the North side is high density. It makes more sense to keep the zoning consistent. Lastly, along the same lines, the city's quilt work of zoning is certainly puzzling and not consistent. Certain areas of the city which are much more residential in character than Wiedler (such as SE Division) have high density, mixed use with little off-street parking. On the flip side other areas such as Wiedler that are seemingly more fitting for high density are not zoned accordingly. I ask that the city please take a closer look at reviewing zoning in our neighborhoods and allow increased development where it makes sense, but also afford more protections for the traditional residential neighborhoods located away from the high traffic/density areas.

Recommendation:

Comment ID 3720 **MapApp ID** 2320 **Commenter** Michael Van Kleeck **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Any changes to zoning on 50th need to be sensitive to the fact that this is not a major street and there is no capacity on the street or in the neighborhood for additional transportation infrastructure that would support increased density.

Recommendation:

Comment ID 3721 **MapApp ID** 2321 **Commenter** Colin Gilmore **Date Received:** 3/13/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

As a neighbor and community member since 1998, I look forward to the future development along the designated corridor of NE Broadway. I strongly feel your plan to increase residential density and mixed use zoning should extend to NE Weidler corridor between NE 16th and NE 21st as it is currently underutilized.

Recommendation:

Comment ID 3722 **MapApp ID** 2322 **Commenter** Michael Van Kleeck **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Any changes to zoning on 50th need to be sensitive to the fact that this is not a major street and there is no capacity on the street or in the neighborhood for additional transportation infrastructure that would support increased density. However, a change to mixed-use neighborhood from commercial is welcomed. The property must be kept from development until this change can be adopted. This particular parcel has always been small commercial and it is at the heart of the neighborhood, so it should be treated with special care.

Recommendation:

Comment ID 3723 **MapApp ID** 2323 **Commenter** Tim Knecht **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I ask the city please consider making zoning in the city more consistent based on the traditional type of use in an area. It is baffling how NE 17th and Wiedler along a multiple lane, major thoroughfare adjacent to the Rose Quarter is low density residential, but the much more residential areas of 50th and Lincoln (and most of Division) are zoned mixed use/high density with little off street parking. This makes absolutely no sense. I realize the city is growing quickly and we need more high density development, but not keeping the zoning more consistent to match the surrounding area does not make sense. What does make sense is expanding high density development in areas located adjacent to downtown or major traffic/population center (such as Broadway/Wiedler), but on the flip side offer more protections for the traditional residential neighborhoods such as 50th and Lincoln and Division.

Recommendation:

Comment ID 3724 **MapApp ID** 2324 **Commenter** Michael Van Kleeck **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This area of the neighborhood is in EXTREME DANGER OF MISDEVELOPMENT right now and the current proposed projects here must be stopped so that the new plan can take a comprehensive view of the entire stretch of SE 50th between Hawthorne and Division. This is a small street that cannot handle more automobile traffic. However, there is great bike infrastructure here. This zone could be used to create an incredibly livable development that could even incorporate small offices. This is possibly the best opportunity to create something stunning in all of Southeast Portland and should be treated as the jewel that it is at the base of Tabor. However, current proposals would create completely unsuitable, unthinkably large residential developments that abut the back of existing houses and destroy the quality of life in the area. These must be halted even before the plan is adopted. Any changes to zoning on 50th need to be sensitive to the fact that this is not a major street and there is no capacity on the street or in the neighborhood for additional transportation infrastructure that would support increased density. However, a change to mixed-use neighborhood from commercial is welcomed. The property must be kept from development until this change can be adopted.

Recommendation:

Comment ID 3725 **MapApp ID** 2325 **Commenter** Michael Van Kleeck **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This is a terrible re-zoning decision. The current parking lot here is not good use of space, but this is in the heart of a neighborhood of single-family homes and it is not at all appropriate to extend the urban center into the neighborhood here. This would be a great place for a transition zone between the urban center and the neighborhood. It would be a perfect location for a small urban park, similar to the park in the heart of The Pearl.

Recommendation:

Comment ID 3726 **MapApp ID** 2328 **Commenter** Bridget Quinn **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This development is killing our neighborhoods. Decreased privacy, decreased property values, and decreased livability. Parking is an issue, and so is traffic. Development is going to introduce many more cars entering and exiting off of 50th, which is heavily used by pedestrians and bicyclists. Safety is going to be a difficult goal to accomplish if development continues to happen in this once quiet neighborhood. Look what has happened to SE Division Street. Do we want all of Portland to become as congested and unfriendly as that?

Recommendation:

Comment ID 3727 **MapApp ID** 2326 **Commenter** Michael Van Kleeck **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The Hawthorne neighborhood as-is is a perfect example of a working mixed-use neighborhood. The manageable height of current development keeps a small-town feel to the area close in to the city. New zoning here needs to keep heights limited. All of the previous comments seem to be from developers who want to squeeze as much housing into small lots as possible. There is no need for substantial change on Hawthorne, other than to limit the height of new developments to 30' or less. Take a look at the block including the H45 building. (between 44th and 45th). That block is a wall and dead zone in the neighborhood because the imposing height of the building darkens the street and creates an urban blockage. Any new development on Hawthorne needs to be height-limited to keep the street alive. Additionally, the current traffic management on Hawthorne is extremely unfriendly to pedestrians. There is not a single signaled crossing between 41st and 50th, and the only place a pedestrian can safely cross right now is at 46th. Hawthorne is not wide enough to support tall buildings like H45. They are not proportional to the street and they choke off the neighborhood. Please limit building height on Hawthorne, require ground-floor public/commercial spaces in all buildings, and incorporate a park or other shared public space. This is a neighborhood that is currently coming to life, owing to the neighborhood-friendly New Seasons at SE 41st. pedestrian traffic has increased markedly. Let's encourage that livability. Adopt zones that will keep new development in line, scale-wise, with that store. And please add a public space to make Hawthorne the centerpiece for the surrounding neighborhood.

Recommendation:

Comment ID 3728 **MapApp ID** 2327 **Commenter** Barbara Wagner **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

For more than a century, Strohecker's has been the heartbeat of one of Portland's loveliest neighborhoods. Located next to the neighborhood park, it provides the much needed services of grocery, post office and pharmacy that would be necessary to get in a car and DRIVE at least 2 miles in any direction to find elsewhere. When the store expanded in 1984, a facility was created that still meets the needs of this historic area beautifully. Current services should not be reduced and nothing should be changed or added to increase density or change the atmosphere of the community. I have lived in my home more than 40 years and have made the decision to "age in place." Sadly, the drastic reduction of Tri-Met service has made this challenging. Please don't reduce the quality of life further by changing the zoning.

Recommendation:

Comment ID 3729 **MapApp ID** 2329 **Commenter** Bridget Quinn **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This development is killing our neighborhoods. Decreased privacy, decreased property values, and decreased livability. Parking is an issue, and so is traffic. This development is going to introduce many more cars entering and exiting off of 50th, which is heavily used by pedestrians and bicyclists. Safety is going to be a difficult goal to accomplish if development continues to happen in this once quiet neighborhood. Look what has happened to SE Division Street. Do we want all of Portland to become as congested and unfriendly as that?

Recommendation:

Comment ID 3730 **MapApp ID** 2330 **Commenter** Jacob Haas **Date Received:** 3/13/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

As a resident of the neighborhood it seems appropriate to designate the area from NE 16th Ave to NE 24th Avenue on NE Weidler as the same zoning on NE Broadway. The large amount of pedestrian and traffic use along Weidler would greatly benefit from a higher density zone. I strongly encourage and support an expansion of the proposed NE Broadway zone to encompass North and South sides NE Weidler from 16th to 24th ave.

Recommendation:

Comment ID 3731 **MapApp ID** 2331 **Commenter** Erin Cooper **Date Received:** 3/13/2015
Organization: **District:** North Northeast East
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This rail line will increase both noise and air pollution in this residential neighborhood. While there may be a need for increased freight transport in the future, I feel that this is a solution that takes advantage of historically disadvantaged neighborhoods. Residents of the affected neighborhoods have made significant efforts to increase the quality of life in this region, and this "improvement" will only set things back. Please note that this area contains some of Portland's most diverse neighborhoods, as well as a large percentage of children on free or reduced lunch in our schools. This proposed rail line puts a disproportionate cost on a few neighborhoods, and it feels extremely inequitable.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3732 **MapApp ID** 2332 **Commenter** sonja creel **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

We moved to 49th Ave 10 years ago when my daughter was a new born. We specifically targeted this area for its beauty of the old neighborhood housing, the trees, the walkability to Mt Tabor and the schools. It was an area ideal to raise our daughter. When we arrived there were only 3 other children under the age of 10 on our tiny street. Now there are over 15 children within a 3 block stretch. The goliath apartment buildings designed to accommodate primarily singles (72 studio apartments??) by demolishing old character houses is ruining the integrity of the neighborhood and will ultimately flush out families. I have concerns about traffic safety, parking, increased crime, the lowering of the aesthetics and housing values - all of which have happened in other cities that have undergone the same process. I ask that people think about how they are impacting the families n our neighborhood and take the safety of our children who have grown up here into account. This is still a family centered neighborhood and the high density apartments designed to pack in as many people into studio apartments so the builder can make the most money is built on pure greed. Please maintain the integrity of the neighborhood and keep our Mt Tabor family centered street a safe place to raise our children.

Recommendation:

Comment ID 3733 **MapApp ID** 2333 **Commenter** Erin Cooper **Date Received:** 3/13/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

What a benefit to the neighborhood this proposed Greenway would be! Given the community support for this project and the projected benefits, there's no reason why it shouldn't be slated for the 1-5 year priority list. It'll increase both the accessibility and the safety of our neighborhoods.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3734 **MapApp ID** 2358 **Commenter** nancy seton **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

Excellent idea!

Recommendation:

Comment ID 3735 **MapApp ID** 2334 **Commenter** Jinx Faulkner **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I strongly oppose extra height on the buildings on Hawthorne. Such density does not enhance liveability, increases congestion and parking needs and changes the well-known and loved character of one of the original \"neighborhood\" centric streets in the city.

Recommendation:

Comment ID 3736 **MapApp ID** 2335 **Commenter** Mindy Miller **Date Received:** 3/13/2015
Organization: **District:** Central City
Topic(s): Tagged?

Staff Recommendation:

Comment:

I have lived in SE Portland thirty-five years and I treasure the neighborhood and livability. Please keep the buildings at residential standards and be respectful of the residents' quality of life. What makes Portland and particularly the SE so desirable is the beauty that one can experience the greenery and see the sky. We don't want tall buildings blocking views and creating density including traffic that will spoil the essence of why people love it here. Sincerely, Mindy Miller

Recommendation:

Comment ID 3737 **MapApp ID** 2336 **Commenter** Rick Michaelson **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

rezone the block to the east (surrounded by SW Grant, Broadway Dr, and Broadway0 and the adjacent right of way from RH to a commercial or mixed use zone. The site is surrounded by traffic and much too noisy for successful residential development. It has also been identified as a possible site for the relocation of historic buildings from downtown, and a commercial or mixed use zone would work better, The proposed site is adjacent to commercial/mixed use zoning to both the east and the west

Recommendation:

Comment ID 3738 **MapApp ID** 2337 **Commenter** Steven Bingold **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I strongly oppose extra height on the buildings on SE 50th Ave. Such density does not enhance livability. It will increase congestion and parking due to the limited parking these structures are allowed. Addition of high-rise apartments will change the well-known and loved character of one of the original "neighborhood" centric streets in the city.

Recommendation:

Comment ID 3739 **MapApp ID** 2338 **Commenter** Steven Bingold **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I strongly oppose extra height on the buildings on SE 50th Ave. Such density does not enhance livability. It will increase congestion and parking due to the limited parking these structures are allowed. Addition of high-rise apartments will change the well-known and loved character of one of the original "neighborhood" centric streets in the city.

Recommendation:

Comment ID 3740 **MapApp ID** 2339 **Commenter** Steven Bingold **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I strongly oppose extra height on the buildings on SE 50th Ave. Such density does not enhance livability. It will increase congestion and parking due to the limited parking these structures are allowed. Addition of high-rise apartments will change the well-known and loved character of one of the original "neighborhood" centric streets in the city.

Recommendation:

Comment ID 3741 **MapApp ID** 2340 **Commenter** Steven Bingold **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I strongly oppose extra height on the buildings on SE 50th Ave. Such density does not enhance livability. It will increase congestion and parking due to the limited parking these structures are allowed. Addition of high-rise apartments will change the well-known and loved character of one of the original "neighborhood" centric streets in the city.

Recommendation:

Comment ID 3742 **MapApp ID** 2341 **Commenter** Steven Bingold **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I strongly oppose extra height on the buildings on SE 50th Ave. Such density does not enhance livability. It will increase congestion and parking due to the limited parking these structures are allowed. Addition of high-rise apartments will change the well-known and loved character of one of the original "neighborhood" centric streets in the city.

Recommendation:

Comment ID 3743 **MapApp ID** 2342 **Commenter** margriet hecht **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

new development: I agree with all the above comments. This old neighborhood will lose its charm and friendliness that brought me here. The "waling in" of Hawthorn Ave with buildings 7 stories high is absurd. The infrastructure can not carry such amounts of population with cars and no where to park. Keep the current hight of buildings and do not destroy this old neighborhood by depriving it of sun light and livability. Besides becoming an ugly neighborhood with cheap housing (that costs a lot) it will destroy our investments in gardens, and our homes. It will devalue the area that was created 100 plus years ago. Where will you go next? MT. Tabor???(after you have closed the reservoirs???)

Recommendation:

Comment ID 3744 **MapApp ID** 2343 **Commenter** Kersten Green **Date Received:** 3/13/2015
Organization: **District:** North Northeast East
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I already worry about our close proximity (2 blocks) to the busy rail line next to Lombard, please do not move forward with a project that will double the pollution. I want the area that my kids sleep, play, and grow in to be SAFE.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3745 **MapApp ID** 2345 **Commenter** Greg Petras **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Please do something to prevent large monolith buildings like the one at 45th and Hawthorne. This type of construction severely changes the characteristics of the neighborhood, both on Hawthorne (loss of light, historic character, and no limited commercial activity/friendly storefronts). Listen to THE PEOPLE THAT LIVE HERE, not the people who want to make millions off the future people who want to live here. Listen to the people that have MADE SMALL BUSINESSES IN THIS NEIGHBORHOOD A SUCCESS STORY. Listen to the small businesses that want their business district to remain intact, available, and affordable for current and future small businesses.

Recommendation:

Comment ID 3746 **MapApp ID** 2346 **Commenter** Greg Petras **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This neighborhood cannot support 7 story buildings, as some developers claim. The street is narrow, and already the Trimet buses and trucks claim a portion of the left lane when moving in the right lane. Parking for the current density of commercial businesses already bleeds far into the blocks north and south of Hawthorne. Don't make our neighborhoods any more clogged with cars than they currently are. If you allow 7 story buildings on Hawthorne, there will be such a glut of vehicles that Hawthorne will be overcome with traffic. Consider the character that makes this neighborhood good before you make changes that would destroy it.

Recommendation:

Comment ID 3747 **MapApp ID** 2344 **Commenter** Elizabeth Alvis **Date Received:** 3/13/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I have lived in many of the inner NE & SE neighborhoods since moving to Portland in 1999. After living on NE Weidler for 3 years I am surprised at the lack of development of the Weidler/Broadway corridor. The developing areas of the east side such as Division, Vancouver and Alberta seem less likely to increase commercial and residential density than Broadway/Weidler. By increasing the density and mixed use along Weidler this may help to slow the traffic and increase connectivity to Broadway. Broadway is not a thriving business corridor and could use this type of investment. I endorse high density mixed use zoning along Weidler from 16th to 24th. A long range outlook would be RH or greater. R1 would be short sighted. Parking is becoming a tremendous issue in the inner city neighborhoods. We should learn from the errors on Division. Higher density zoning would allow for investment in parking. Commercial use should be on the north and south side and be subject to neighborhood design and usage review. Hopefully we could get a streetcar down Weidler & Broadway, in addition to the zoning changes and density investment, to make this corridor an example of smart development in the city.

Recommendation:

Comment ID 3748 **MapApp ID** 2347 **Commenter** Greg Petras **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Changing the zoning on this block would be a major mistake. Changes on Division below SE 39th have already exacerbated traffic issues on Hawthorne and on 50th. Addition of a building that allows 110 units is already a major change, let alone rezoning this whole area at SE 50th and Division to allow this to proliferate. Preserve the ability for businesses like Green Zebra to even consider building in a neighborhood like this, don't destroy a neighborhood that can't support the massive number of parked cars and traffic that this change will bring.

Recommendation:

Comment ID 3749 **MapApp ID** 2356 **Commenter** Darrick Wong **Date Received:** 3/13/2015
Organization: **District:** North West Northeast East Central City
Topic(s): Southeast
Tagged?

Staff Recommendation:

Comment:

Sidewalks on SE Thorburn between 69th and 74th, and an improved crossing at 73rd, would make it much easier to walk to Mt. Tabor park from the western parts of Montavilla.

Recommendation:

TSP and Parks access. Scarzello TB 3/18/15

Comment ID 3750 **MapApp ID** 2357 **Commenter** Blythe Olson **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

This is a good idea looking into the future for this site and this neighborhood.

Recommendation:

Comment ID 3751 **MapApp ID** 2359 **Commenter** Darrick Wong **Date Received:** 3/13/2015
Organization: **District:** Northeast East Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Please work with ODOT to improve/widen the sidewalks, and replace the horrible pedestrian crossings on 82nd through Montavilla.

Recommendation:

TSP. TB Scarzello 3/18/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3752 **MapApp ID** 2363 **Commenter** Darrick Wong **Date Received:** 3/13/2015
Organization: **District:** Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I would love it if ODOT cut down on the amount of weaving required to drive the 5 through the Rose Quarter. It's really stressful to have to zig across the lanes while others zag to get through here.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3753 **MapApp ID** 2348 **Commenter** Your name is required. **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

In an effort to plan for anticipated growth, it seems to me that the City is ignoring the rights and wishes of its existing residents. Every resident in this affected area along SE Caruthers signed a petition to urge the City to amend the Comp Plan to maintain residential uses here. None of the other quadrants of the Division/Cesar Chavez intersection have a Comp Plan designation that allows for future full-block development to displace single family homes, so why is this quadrant being singled out? Some of the most intense development in Portland in recent years occurred on the Division corridor. None of that needed a full-block commercial designation. It all fit, appropriately, on the Division half-block. Full block commercial development here is neither appropriate nor necessary.

Recommendation:

Comment ID 3754 **MapApp ID** 2349 **Commenter** Evan P. Schneider **Date Received:** 3/13/2015
Organization: **District:** Northeast Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I second the comment above that notes that SE 80th is already being used as a default bike corridor, a strong reason that makes it the best candidate for a greenway. As a bike commuter who rides downtown from Montavilla, I see a majority of fellow commuters take the route along 80th. Even as a well-seasoned rider, I make a point to avoid riding on 76th altogether, if I can, because it's narrow (due to allowed parking in both directions) and car traffic on 76th moves very quickly, despite the large speed humps. 80th is wider and far more mellow, though, it must also be noted that several intersections along SE 80th between Washington and Madison do not have stop signs in either direction, a fact that would obviously need rectifying if it were to become the official greenway.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3755 **MapApp ID** 2350 **Commenter** Greg Petras **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I live on SE 49th Ave between Hawthorne and Harrison, and I have talked with many neighbors on 49th, 50th, and 51st. None of us want an 84 unit apartment building on SE 50th, it is out of character with a lovely neighborhood, out of character for South East Portland (except for Sackhoff's other poorly executed buildings, ie SE 37th and Division), and out of character for a city that supposedly (used to?) claims to pride itself on building walkable, sustainable neighborhoods. If you're going to rezone this, rezone it to match the zoning of properties nearby. Neighbors would accept townhouses similar to what is being built at SE 50th and Mill over what is proposed (84 units). Please LISTEN TO THE PEOPLE THAT LIVE HERE and want to see responsible development from responsible business people.

Recommendation:

Comment ID 3756 **MapApp ID** 2351 **Commenter** Julie Lipson **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Please keep our neighborhood a neighborhood. Don't allow any additional building (for any reason) unless ample parking is provided. You are chasing families away from what they helped create. If you change it, it will change.....

Recommendation:

Comment ID 3757 **MapApp ID** 2352 **Commenter** Kathleen Lefebvre **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I am revising my comments only in regard to the codes as I didn't fully understand the Mixed-Use Neighborhood code prior to commenting, please note I stated the following "The code should NOT be change to medium density housing (as noted in the previous comment, R1 is 43 unites per acre)/ Mixed-Use Neighborhood, that is another way for the City to allow these monolith condos in our neighborhoods. If the code changes as proposed this will allow the current owner to build a 45' condo in this site, destroying sunlight and privacy and livability for adjacent houses and neighbors. This lot needs to remain commercial so this neighborhood has a variety of businesses and residents. Not high density housing, which is not in the character of this neighborhood. Please don't allow these monolith condos in Portland anymore. Will we stand back and be proud of these monolith condos in the future? Can someone please say no to the developers and protect our Portland neighborhoods? If the code changes to "Mixed-Use Neighborhood" as proposed this site would be ripe for a 45' condo. Please don't ruin Portland." and that I would like to express:Please code this whatever way is necessary to avoid the large scale condos by implementing height restrictions to match that of surrounding houses and density restrictions to low density on commercial and residential zones in this area.

Recommendation:

Comment ID 3758 **MapApp ID** 2353 **Commenter**
Organization:
Topic(s):

Daniel P. Haley

Date Received: 3/13/2015
District: Northeast
Tagged?

Staff Recommendation:

Comment:

I lived in this area for many years, and agree that the city should extend the mixed use area & high density development area on both sides of Weidler to bridge the development gap that exists from 17th street to the lower 20th area where its developed all the way up. This area should be more consistent with the rest of the streets (both Broadway & Weidler) There are not that many real single family homes that truly exist in this area and the city should take a strong look at rezoning such a great close in area in Portland. If zoning is re-done..off street parking should be considered. Learn from Division street right?

Recommendation:

Comment ID 3759 **MapApp ID** 2354 **Commenter**
Organization:
Topic(s):

Kathleen Lefebvre

Date Received: 3/13/2015
District: Southeast
Tagged?

Staff Recommendation:

Comment:

Please code this whatever way is necessary to avoid the possibility of large scale condos by implementing height restrictions to match that of surrounding houses and density restrictions to low density.

Recommendation:

Comment ID 3760 **MapApp ID** 2355 **Commenter** Darrick Wong **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Could someone please provide a sidewalk on SE Thorburn between 69th and 74th? Also, an improved crossing at 73rd would make it much easier to walk to Mt. Tabor park. I don't see the reason for bike lanes on Burnside west of 68th -- the existing greenways on Davis, Couch, and Ankeny provide a route to bike with lower collision risks and less direct exposure to lungful of particulate pollution. However, that section of Everett between 57th and 58th needs help badly.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3761 **MapApp ID** 2360 **Commenter** Kristen Pilgrim **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

My family came to PDX for the livability that makes it desirable. What is this livability? 1) small, affordable homes in inner neighborhoods, 2) yards for gardening, food, sustainability, recreation, privacy, and sunlight, 3) sidewalks for walking for recreation and to local stores, 4) safe streets for biking, walking 5) low buildings to see the hills and receive the sun, 6) neighborhoods where residents stay and invest their life savings and work to support schools, arts, taxes, local shops 7) neighborhoods where we know each other, babies flourish next to seniors, and no gates. ALL OF THIS IS BEING TAKEN AWAY FROM THE NEIGHBORS WHO HAVE MADE THIS NEIGHBORHOOD LIVABLE AND IS BEING GIVEN TO SK HOFF & FAMILY TO FURTHER LINE THEIR DOLLAR-STUFFED POCKETS. SK Hoff is capitalizing on spot zoning - allowed to take 1 small and in-scale CG building PLUS one R1 single home and turn it into a massive apartment 45'± high, 84 400+ square foot units, only 21 parking spots. This MONSTROSITY takes away ALL of our livability: our R5 zoned house will be plunged into impenetrable shadow morning and kill our large garden and fruit trees, bushes. Our moonlights and sunsets will be replaced by apartment lights, tvs. Our privacy & safety--gone! Strangers will stare into our yard and house and at our young daughter. How can we safely raise our family? There will be mad traffic and scramble for parking. Bus 14 is now at standing room at 50th & Lincoln. How many more busses? And cars? Current traffic is often at a standstill. 2 real estate agents assessed the impact of this monstrosity: our property value will decrease by 25% - 30% if this unit is built at current size. Why is it okay to LOSE OUR INVESTMENT? Why can SK HOFF make millions off of our investment and we lose?! This monstrosity is legal but not ethical. It is a taking with no giving. 2 neighborhoods beg SK Hoff for a max. 30'± height and more parking. We are not against appropriate development. But this is NOT appropriate. It's a \$ killing for SK Hoff & zero livability for Mt Tabor & Richmond. This SK Hoff unit is shameless. City must require spot zoning to be in line with neighborhood requests, or pose a moratorium to examine if it is in PDX's interest to destroy neighborhoods. Plus, this unit is ONLY 1 OF 4 developments planned for the 3/10-mile on SE50th bet. Hawthorne-Division. City is ignoring the compound effect! Without livability, PDX is a low-wage city with few jobs in anywhere USA.

Recommendation:

Comment ID 3762 **MapApp ID** 2361 **Commenter** Darrick Wong **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Has anyone considered (in the long term) replacing reservoir 6 with more playgrounds or a large community garden? I'd like to see 1 & 5 continue to be reflecting pools, but the flatter parts could be re-purposed.

Recommendation:

Comment ID 3763 **MapApp ID** 2362 **Commenter** Darrick Wong **Date Received:** 3/13/2015
Organization: **District:** Northeast East Central City Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I commute via bus to downtown. Every time someone implements a "traffic calming" feature on Burnside, the bus ride takes longer! Before, the bus could simply drive the curb lane, but with the lane reductions it has to wait and wait and wait to merge back into traffic. I get that people don't like motor speedways where they live, but adding delays to the bus system isn't going to get people in the habit of using it. Seriously, don't screw bus riders for the sake of discouraging single occupancy vehicle use.

Recommendation:

TSP. Scarzello TB 3/18/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3764 **MapApp ID** 2364 **Commenter** Mary Anne Ericson **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This proposed 84-unit apartment building, which will loom over the neighboring homes and block views and sunlight as well as greatly increase traffic congestion, is completely out of proportion to its surroundings and will adversely affect the character and livability of our beautiful Mount Tabor neighborhood. The townhouses under construction a half block to the north are of a reasonable scale for this particular area, but this behemoth of an apartment building will stick out like a sore thumb. Please do not let this project go through!

Recommendation:

Comment ID 3765 **MapApp ID** 2365 **Commenter** Tracy Wiens **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

As a resident of the neighborhood, I understand the need for and appreciate our Urban Density ideal, however, we are not NYC or San Fran with a sophisticated transit/subway system.

So, to allow a building of that size with minimal parking in an already condensed neighborhood makes no sense. I applaud the developer at 50th & Mill with their Townhouse concept - they are increasing the density without decreasing our livability and negatively impacting the property values to those adjacent to them unlike the huge development that is proposed.

Recommendation:

Comment ID 3766 **MapApp ID** 2366 **Commenter** Sarah Harmon **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

My partner and I bought our house on SE 47th a year ago with the excitement to join a community that shares our same love of Portland....knowing our neighbors, raising a family in a quiet, charming neighborhood, gorgeous 100 year old craftsman homes, reduced traffic and noise, safety with walking and biking around the neighborhood, etc. I am saddened to see what is happening to our surrounding neighborhoods with these enormous apt. complexes being built. You are allowing these 80 + unit apt buildings to be built in quiet neighborhoods, thus impacting a community with more cars, more traffic and more people. I've already seen an increase in traffic and speed on my street because of people trying to avoid busy 50th and Hawthorne. So much so that I am inclined to rally my neighbors to add speed bumps. In a few months, we will see an even greater impact on parking problems and speeding traffic once the apt complex on SE Hawthorne and 47th is complete. By allowing more of this developments on 50th, Hawthorne, and Division, you are destroying what we all love about Portland!! I beg you to please take all of these thoughtful concerns that myself and my neighbors have listed and do the ethical thing. Thank you for your time!

Recommendation:

Comment ID 3767 **MapApp ID** 2367 **Commenter** Randall Ericson **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The 84-unit apartment building planned for 50th Ave is out of proportion for the neighborhood. Already development of 50th is changing the landscape on 51st. The nature of the neighborhood is changing, parking will be an issue, and congestion will increase dramatically. None of these things are beneficial and will have a negative impact on our home values.

Recommendation:

Comment ID 3768 **MapApp ID** 2368 **Commenter** Sarah Harmon **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

My partner and I bought our house on SE 47th a year ago with the excitement to join a community that shares our same love of Portland....knowing our neighbors, raising a family in a quiet, charming neighborhood, gorgeous 100 year old craftsman homes, reduced traffic and noise, safety with walking and biking around the neighborhood, etc. I am saddened to see what is happening to our surrounding neighborhoods with these enormous apt. complexes being built. You are allowing these 80 + unit apt buildings to be built in quiet neighborhoods, thus impacting a community with more cars, more traffic and more people. I've already seen an increase in traffic and speed on my street because of people trying to avoid busy 50th and Hawthorne. So much so that I am inclined to rally my neighbors to add speed bumps. In a few months, we will see an even greater impact on parking problems and speeding traffic once the apt complex on SE Hawthorne and 47th is complete. By allowing more of this developments on 50th, Hawthorne, and Division, you are destroying what we all love about Portland!! I beg you to please take all of these thoughtful concerns that myself and my neighbors have listed and do the ethical thing. Thank you for your time!

Recommendation:

Comment ID 3769 **MapApp ID** 2372 **Commenter** Peggy Capps **Date Received:** 3/13/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Considering this area seems to largely belong to the hospital's businesses offices, and I want this business to be a part of the community, not just a bunch of people who come in 5 days a week for 40 hours, I hope we can continue to work with this business that provides a health service. However, one thing I do not want to see allowed ever again in this area is too-tall and obtrusive buildings. The offices on 47th seem to be fine, but it irks me every time I walk down Halsey and see the unfortunate conditions that happened to the residents who were there before the 6(?)-story building went up: The hospital took away their sunshine. In winter. Any Portlander can tell you this is not fair. It's not right. It's not just. And it's too late. But if any other building proposals come up, and even though there are tall buildings in Hollywood, I implore you to restrict no size but sun deprivation. It should be a theft punishable by law.

Recommendation:

Comment ID 3770 **MapApp ID** 2373 **Commenter** Paul Staub **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I completely disagree with the proposed Land Use changes along SE Stark Street from 12th through 14th Avenues. The existing zoning should remain and be a constant for property owners. Property owners purchased with an understanding that R1 and R2.5 would remain that way. If you want to gain more density, which I support, look to the west of SE 12th Avenue. Furthermore, consideration should be given to existing residents as to the negative impacts a 45 foot building towering over their property will entail.

Recommendation:

Comment ID 3771 **MapApp ID** 2375 **Commenter** Kirk Paulsen **Date Received:** 3/13/2015
Organization: **District:** Northeast Central City Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Yes, we definitely need this! Please prioritize this project.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3772 **MapApp ID** 2369 **Commenter** Peggy Capps **Date Received:** 3/13/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I want to add my sentiments to the lack of concern for pedestrians in this area, but I am glad to see this area on the map, because it needs a lot of work and I will do everything I can to help get the funding it requires. But to help focus my comments, I want to stress the extreme lack of safety and great tend toward speed at NE Halsey and 47th Ave. People constantly speed, and when they are not speeding, they are visibly impatient. In just the 5 months I have lived in Hollywood, I have seen at least one crash a month at this intersection, and many more close calls. As an avid pedestrian (I mean, how can you not be in a walkable area like Hollywood), I have tried to obey the laws and street signs, and it seems as if every time I do, it results in me nearly getting hit by a car. Pedestrians get ZERO priority in this area, and that must absolutely change with a transit center, hospital, and huge shopping district. I would like to see a bike path run continuously up Halsey (not abruptly ending, to the detriment of those who use it) and the street narrowed from a highway equivalent of four lanes(!) plus parking to a more reasonable and neighborhood-appropriate three lanes (the third for turning left). If we have to take away the parking, that is fine by me (again, see: transit center 5 blocks away and excessive parking for the hospital). We have to slow down Halsey: despite have MORE PEDESTRIAN FATALITIES (2008-2012, according to city map) on the same length of Sandy that is a High Crash Corridor. And for 47th, where there are homes, constant walkers from/to/around the hospital, and a children's center, I want to see traffic-calming measures to ensure people actually go the speed limit (we are delusional if we believe anyone is actually going 25). I would like to see a design much closer to the likes of 53rd, which incorporates safe use by all users. I see so many children, families, and women on bicycles on 47th; their rights need to be protected. NE Halsey and 47th Ave. promotes stupid and unsafe driving.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3773 **MapApp ID** 2370 **Commenter** Alan Love **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The SW Corridor plan is too far off in the future (2025 at BEST) to wait for improvements along the bridges on Barbur. As someone who both drives and bikes this nearly every work day, it is confusing and high stress, not to mention outright dangerous, for all involved. Rebuilding the existing sidewalk as a MUP with a minimum 6 foot width and proper ramps, though challenging, is feasible. Alternatively, a road diet is NOT unreasonable, and would be cheaper.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3774 **MapApp ID** 2371 **Commenter** Jill Davidson **Date Received:** 3/13/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

I bought my house on this street because of the neighborhood feel and it's working class residents. With the increase of multi-unit dwellings over the past few years, we've noticed increased vehicular traffic, pedestrian traffic, and crime. While I fully support progress and rejuvenation, our short, narrow street cannot sustain increased occupants and the traffic that accompanies it without major consideration from the City of Portland's Bureau of Planning. I am requesting that our neighborhood be contacted and notified of any and all proposed zoning changes as well as developer bought properties. JD

Recommendation:

Comment ID 3775 **MapApp ID** 2376 **Commenter** Kirk Paulsen **Date Received:** 3/13/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Yes, we also definitely need this segment of the trail, especially with Gateway Green in the pipeline.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3776 **MapApp ID** 2377 **Commenter** Peter Ovington **Date Received:** 3/13/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I'm very concerned about the low-rise scale of development in the mixed-use neighborhood areas near me on NE Alberta Street between 10th and 31st Ave. and similar areas in Northeast. Alberta Street has become a low-rise strip mall of boutique retail with very little housing above. The street is mostly one- and two-story buildings. I'm guessing this is because many property owners don't have the dollars to tear-down and build higher-use projects. I would welcome the kind of mixed-use buildings going up on Division, Williams, and Mississippi. I'd like to see policies and plans to incentivize more construction of five- and six-story mixed-use buildings (or higher) along these streets. Every lot that is kept at such low-density scale creates more congestion, parking problems, and extends the pain of our neighborhood growing from a low-density single-family housing stock to the complete neighborhood that we need, with less dependence on cars. I'd also like to see plans for building setbacks and streetscape design to allow for more bike lanes separated from vehicle traffic with some kind of buffer, not just a white stripe of paint. Lastly, I'd like to see creative approaches to making better use of excess public right-of-way. About one-third of our city's land area is covered in roads. A few select, strategic areas of roadway should be vacated and put to higher uses. Sale of the land by the City could generate public dollars for a number of policies and projects identified in the Portland Plan, ranging from seismic retrofits for buildings to transportation, and streetscape or storefront improvements.

Recommendation:

Comment ID 3777 **MapApp ID** 2378 **Commenter** Nancy Seton **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The SWHRL Neighborhood Association and I support this! We need all the help we can get to improve infrastructure and safety for walkers and bikers in our challenging terrain, especially since we have such limited bus service. Nancy Seton, SWHRL President.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3778 **MapApp ID** 2379 **Commenter** Nancy Seton **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The SWHRL Neighborhood Association Board supports this! We need all the help we can get to improve infrastructure and safety for walkers and bikers in our challenging terrain, especially since we have such limited bus service.Nancy Seton, SWHRL President.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3779 **MapApp ID** 2380 **Commenter** Nancy Seton **Date Received:** 3/13/2015
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

The SWHRL Neighborhood Association Board supports this! This is a particularly dangerous place to walk, but school children and others are obliged to use it to get to the nearest bus stop at Patton. We need all the help we can get to improve infrastructure and safety for walkers and bikers in our challenging terrain, especially since we have such limited bus service.Nancy Seton, SWHRL President

Recommendation:

Comment ID 3780 **MapApp ID** 2381 **Commenter** Nancy Seton **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The SWHRL Neighborhood Association Board supports this! We need all the help we can get to improve infrastructure and safety for walkers and bikers in our challenging terrain, especially since we have such limited bus service. Nancy Seton, SWHRL President

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3781 **MapApp ID** 2382 **Commenter** Nancy Seton **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The SWHRL Neighborhood Association Board strongly supports this! Protect our steep wooded slopes from development.

Recommendation:

Comment ID 3782 **MapApp ID** 2383 **Commenter** Jeffery Creel RLA **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Im am a Registered Landscape Architect in the State of Oregon and I am concerned with the scale of development in the area of SE 50th Avenue between Hawthorn and Division. The character of this area is residential in nature with building heights no taller than 2 stories. Narrow tree-lined streets and sidewalks dominate this area. The businesses in this area blend into the neighborhood, with low-rise roof lines. I would discourage development in this area that will create monolithic buildings with no context, neighborhood character or aesthetic connection to the surrounding neighborhood. I am in favor of re-zoning these areas as mixed-use neighborhood with a design review requirement for building in that zoning and a 2 story height maximum. The historic character of the surrounding neighborhood is an asset to the community that should not be so easily dismissed in the name of in-fill at any cost. I would argue that the renaissance of inner southeast Portland can be most attributed to the re-cycling of existing homes and neighborhoods. If these neighborhoods continue to lose their character at the current rate, home owners will leave and investment in neighborhoods will leave with them. Finally, I would argue that the infrastructure surrounding this area will not support large commercial-mixed use, multi-story development. SE 50th between Hawthorne and Division can hardly sustain the current traffic load. Before any additional development is allowed, further traffic studies need to be done to assess the impact of the additional use brought on by large scale multi-story commercial-mixed use building. Care should be taken to consider the large number of pedestrians and bicycles accessing Mt. Tabor Park and the nearby schools that cross SE 50th.

Recommendation:

Comment ID 3783 **MapApp ID** 2384 **Commenter** Nancy Seton **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The SWHRL Neighborhood Association Board strongly supports this!

Recommendation:

Comment ID 3784 **MapApp ID** 2385 **Commenter** nancy seton **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The SWHRL Neighborhood Association Board strongly supports this! Protect our steep wooded slopes from development.

Recommendation:

Comment ID 3785 **MapApp ID** 2386 **Commenter** nancy seton **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The SWHRL Neighborhood Association Board strongly supports this! Protect our steep wooded slopes from development.

Recommendation:

Comment ID 3786 **MapApp ID** 2387 **Commenter** Nancy Seton **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The SWHRL Neighborhood Association Board strongly supports this! Protect our steep wooded slopes from development.

Recommendation:

Comment ID 3787 **MapApp ID** 2388 **Commenter** Nancy Seton **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The SWHRL Neighborhood Association Board strongly supports this! Protect our steep wooded slopes from development.

Recommendation:

Comment ID 3788 **MapApp ID** 2389 **Commenter** Nancy Seton **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The SWHRL Neighborhood Association Board strongly supports this! Protect our steep wooded slopes from development.

Recommendation:

Comment ID 3789 **MapApp ID** 2390 **Commenter** Nancy Seton **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

The SWHRL Neighborhood Association Board strongly supports this! Protect our steep wooded slopes from development.

Recommendation:

Comment ID 3790 **MapApp ID** 2392 **Commenter** Richard von Ahlefeld **Date Received:** 3/13/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

The proposed zoning changes and construction would completely overwhelm and overcrowd the already too narrow lovely street

Recommendation:

Comment ID 3791 **MapApp ID** 2393 **Commenter** Beth Sanders **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

North Tabor Neighborhood Association supports improvements nearby the 60th Ave MAX station (bike lanes, sidewalks, etc). This is a close-in transportation hub that has been largely ignored. With increased density coming to the area, it will be necessary to make more connected infrastructure improvements near this area.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3792 **MapApp ID** 2394 **Commenter** Beth Sanders **Date Received:** 3/13/2015
Organization: **District:** East Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This is an important project. Since the Glisan road diet has happened, it seems to make so much sense to prioritize this project to better connect North Tabor to Laurelhurst/Montavilla area, especially as Glisan is rezoned to hopefully foster more pedestrian/bike friendly businesses. I see so many people biking on the sidewalk near 60th/Glisan, it is not safe and bike lanes would help.

Recommendation:

TSP Scarzello TB 3/18/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3793 **MapApp ID** 2395 **Commenter** S Knecht **Date Received:** 3/13/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I live in SE Portland (Hawthorne) but work off of NE 23rd between Weidler and Broadway...I agree that mixed use is an appropriate designation for Weidler/Broadway. Both are clear commercial corridors and it seems to make sense to extend the zoning past 16th Ave.

Recommendation:

Comment ID 3794 **MapApp ID** 2396 **Commenter** Beth Sanders **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This project is highly important to our neighborhood. North Tabor does not have any schools within its boundaries. Mt Tabor Middle School and Glencoe Elementary are both neighborhood schools, yet many North Tabor residents are disconnected from the schools in terms of finding safe routes to walk/bike there from the "pocket" and other Northern parts

of the neighborhood. With Burnside being a high crash corridor, this project would really improve safety, livability, and support the growing businesses along Burnside between 53rd-62nd.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3795 **MapApp ID** 2391 **Commenter** Anne-Lise M Sveen **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The proposed changes along SE Caruthers and SE Division (between SE 25th and Cesar Chavez and beyond) need to consider the current homeowners. We are hard-working taxpayers who just want some consideration in the development of our neighborhood. Too much development is happening too fast. Division and any streets nearby within this corridor

have become dangerous. This is due to the amount of new traffic and many cars racing down side streets to avoid Division. The height levels do not match the surrounding area. You cannot go into your own backyard without being in plain view of numerous apartment dwellers. Now going even higher than four stories is in the Plan. Not only does this take away privacy but it takes away sunshine as well. Of course, there are parking issues too. Developers do not want to add parking to their buildings because they want to make as much profit

as possible. I have lived in Paris, France and in congested neighborhoods in the SF area and guess what? Those apartments were affordable and had parking. Why can't we do the same? Another impact that the neighborhood is going through is an escalation in theft. I had plans of passing on my house to my family but now it is zoned for an Urban Center? What

is going to happen to my neighbors and myself within our block? We pay a good amount of taxes. We should be given more consideration in the re-zoning of our homes. I understand that the city is growing and that we need housing. What I do not understand is why we are congesting neighborhoods with gigantic buildings all at once. Throughout the city, I see empty lots where developers can build. They may not be right on top of a main bus line but that should not matter. When I take the bus, I don't mind walking a couple of blocks to the nearest stop. You may think you are encouraging people to not own cars by building right on main transit lines. Even if people use public transit, they still own cars. Within my short block, there are usually four or so cars that do not move for a few days up to a few weeks at a time. So, even though there are two major bus lines next to this block, people still own cars.

Please consider neighborhood feedback and re-consider changing the zoning of SE Caruthers.

Recommendation:

Comment ID 3796 **MapApp ID** 2397 **Commenter** Beth Sanders **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This project is needed! We live in the "pocket" that is east of 60th, North of Glisan. It is truly a pocket in that it is unsafe to cross South to Mt Tabor area on foot/bike. It is unfair that this area of North Tabor is disconnected from safe ways to get to schools/parks. It's important to improve safety along 60th Ave, especially near Glisan. It is not pedestrian friendly or ADA friendly. With mixed use zoning changes happening in this corner, it would be great to see improvements made to the intersection.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3797 **MapApp ID** 2398 **Commenter** Laura Hassell **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

While "mixed use" seems to make sense for this corridor, the blocks along 50th between Hawthorne and Division are largely residential, with older single family homes. Allowing larger buildings, either apartment buildings or commercial buildings, which are out of character and scale with the surrounding homes will be detrimental to the neighborhood. The corresponding traffic issues will also add to the considerable congestion on the street. Please consider adopting restrictions on development along 50th which would require new construction to be in keeping with height and character of existing homes on the street.

Recommendation:

Comment ID 3798 **MapApp ID** 2399 **Commenter** Beth Sanders **Date Received:** 3/13/2015
Organization: **District:** Northeast Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This bikeway would be extremely useful for residents of the "pocket", east of 60th and north of Glisan. Currently it is very hard to connect to other bikeways from the pocket. It seems like

a no brainer to connect Mt Tabor park with North Tabor area, and crosswalks/bikeway along 62nd would be extremely helpful, especially on Glisan and Burnside. I really hope this project is prioritized.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3799 **MapApp ID** 2400 **Commenter** Michael Hayes **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I support the proposed Mixed Employment designation with some reservation. This parcel is actively being used by PGE; it is the site of the Sellwood Substation. A change in use within the next 20 years seems unlikely. The southwest corner of the site has been an electric substation for 110 years. The original Sellwood Substation was built to bring electricity to

Portland, to power the rail system and to promote commercial development. The original structure built in 1905 is on the corner of SE 13th Avenue and SE Ochoco Street; the building

remains substantially unchanged. While major change on the PGE site within the next 20 years seems unlikely, change could come to the historic building. It is no longer an active part of the power grid; it is an underutilized, beautiful historic building. We lost the trolley barn which was directly across the street; we should not lose the 1905 Sellwood Substation building. It is part of our cultural heritage. If the change to a mixed employment land use classification contains guidance that would promote the preservation of this part of our

cultural

landscape, that would be positive and I support it.

Recommendation:

Comment ID 3800 **MapApp ID** 2401 **Commenter** Beth Sanders **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This project is very welcomed by North Tabor Neighborhood Association. We want to see more mixed use and pedestrian friendly businesses in this area.

Recommendation:

Comment ID 3801 **MapApp ID** 2402 **Commenter** Beth Sanders **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This change is much welcomed by North Tabor Neighborhood Association, as it will hopefully support a thriving strip of businesses that are bicycle and pedestrian friendly.

Recommendation:

Comment ID 3802 **MapApp ID** 2403 **Commenter** Beth Sanders **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This zoning change is supported by North Tabor Neighborhood Association, as it makes sense to try to create a uniform feel of storefront commercial zoning along 60th ave near Belmont, Burnside and Glisan.

Recommendation:

Comment ID 3803 **MapApp ID** 2404 **Commenter** Hannah Stromberg **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Please encourage denser multi-family housing as this area is becoming unaffordable very fast and pushing families out. This neighborhood shouldn't just be for wealthy out of state people migrating to Portland.

Recommendation:

Comment ID 3804 **MapApp ID** 2405 **Commenter** Beth Sanders **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I think this change in zoning will help out this area. There is demand among residents of North Tabor/Montavilla to have more businesses that are pedestrian and bicycle friendly.

Recommendation:

Comment ID 3805 **MapApp ID** 2406 **Commenter** Hannah Stromberg **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Please encourage mid height multi family units along NE Glisan this area needs more affordable housing desperately.

Recommendation:

Comment ID 3806 **MapApp ID** 2407 **Commenter** Beth Sanders **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

I echo the other comments here on this zoning change. I think there's a lot of potential for more thriving businesses along this area.

Recommendation:

Comment ID 3807 **MapApp ID** 2408 **Commenter** Hannah Stromberg **Date Received:** 3/13/2015
Organization: **District:** Northeast Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The desire for a green way is understandable however the proposed routes cut through major traffic thoroughfares and would pose a risk to bicyclists and congest traffic in the area. I just do not think the greenway idea is a right fit for this part of the city.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3808 **MapApp ID** 2409 **Commenter** Hannah Stromberg **Date Received:** 3/13/2015
Organization: **District:** East Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I do not think Glisan would be safe for bicyclists it is already dangerous for pedestrians. Also where is this money coming from? We do not have money to repair our roads but have money for greenways and bike lanes?

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3809 **MapApp ID** 2410 **Commenter** Hannah Stromberg **Date Received:** 3/13/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

It will be interesting to see what the city plans for this area since Banfield Hospital plans to move out of the area. It would be nice to see the city work to bring in a employer that offers some blue collar/middle class jobs.

Recommendation:

Comment ID 3810 **MapApp ID** 2411 **Commenter** Hannah Stromberg **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Would be great to see even more Medium Density residential added in this neighborhood this seems insufficient.

Recommendation:

Comment ID 3811 **MapApp ID** 2417 **Commenter** Lindsay Jensen **Date Received:** 3/13/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

Proposed Changes #679, 193, 674, 684 to Downtown St. Johns Business District (and surrounding streets) In general, we (St. Johns Main Street and St. Johns Neighborhood Association) agree with the proposed zoning changes. However, we do not approve of allowing multiple 45-foot buildings to be developed in our downtown corridor, especially right next door to one another. As a compromise, we would like to see some sort of alternating height limitation enforced where every other building would be allowed the 45-foot height limitation (and then the other buildings capped at 35-foot).

Recommendation:

Comment ID 3812 **MapApp ID** 2418 **Commenter** Jim Kogler **Date Received:** 3/13/2015
Organization: **District:** West Northeast Central City Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Bikeshare is fast becoming a component of a modern city's public transportation system. I have more concerns about vandalism here in Portland than I do in other cities, but even with the risks I think it's an important part of making bicycling a transportation option for everyone.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3813 **MapApp ID** 2412 **Commenter** Peter Rossing **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

My concern is not about specific zoning designations for specific parcels, but about attitudes and processes around permitting. The current system establishes "non-discretionary" criteria that amount to automatic green-lighting of individual projects without regard for cumulative impact of multiple projects to an area and without provisions to stop or negate permanent negative impacts to neighborhoods. All this while city officials and bureaus embellish speeches and mission statements with words like "livability" and "distinctive places". The current system has clearly created a climate where developers thrive at the expense of long-time residents and small-business owners who have invested their life energy to make neighborhoods the desirable and livable place they have become. Builders are now sounding the alarm because they may lose the "certainty" that enables them to guarantee that their investment will yield the desired gains. As a business owner myself, I have to say that anyone who thinks they have a right to "certainty" in business has been coddled and favored by an unbalanced system to an extent that they have lost touch with the real, risky world of entrepreneurship. It's time for the pendulum to swing back to at least a point of balance. Permitting for commercial projects should incorporate a stronger voice and real influence for neighborhood associations, residents, area business associations, and tax-paying citizens. "It's not illegal, so it's OK." is not a mindset that sustains livable cities and keeps communities strong. We can and must do better. Leadership that will continue shaping and building a great city is not about codes, definitions, and designations, but about vision, courage, and vigilance.

Recommendation:

Roberta Jortner 3/17/15

Comment ID 3814 **MapApp ID** 2413 **Commenter** Hannah Stromberg **Date Received:** 3/13/2015
Organization: **District:** East
Topic(s): Tagged?

Staff Recommendation:

Comment:

We need more density not less density

Recommendation:

Comment ID 3815 **MapApp ID** 2414 **Commenter** Michael Hayes **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

This is a National Register of Historic Places site, the Portland Railway, Light and Power Company Building constructed in 1910. It was a club house for railway workers. It was restored and preserved as professional offices. I support the ongoing preservation of the building in its current use. The proposed comprehensive plan designation seems appropriate.

Recommendation:

Comment ID 3816 **MapApp ID** 2415 **Commenter** Michael Hayes **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The intersection of 14th and Bybee is much too dangerous for a crossing. At a SMILE neighborhood association meeting the concern was aired and request made to jog the route from 15th to 16th at Malden and cross Bybee at 16th. I am an adult and I will not use 14th. We should encourage our children to be safe and use 16th to cross Bybee.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3817 **MapApp ID** 2416 **Commenter** Lindsay Jensen **Date Received:** 3/13/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation:

Comment:

The proposed change would allow mixed use developments of up to 45' along this stretch of N Fessenden. We (St. Johns Main Street and St. Johns Neighborhood Association) strongly feel that this height restriction is inappropriate for this section of St. Johns. We would like to see this section re-zoned Neighborhood Commercial 2, which would cap height restrictions at 35' while still allowing for more commercial development.

Recommendation:

Comment ID 3818 **MapApp ID** 2419 **Commenter** Michael Hayes **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

A Neighborhood Greenway along SE Andover Place should be adopted as an interim measure to connect the Springwater Trail at SE 13th Avenue to the Milwaukie Trolley Trail. Both trails are due for completion in the fall of 2016 and a safe interim connection is needed until the Springwater Trail is extended from SE 13th along the SE Ochoco right-of-way to SE 17th Avenue. The segment of the Springwater Trail from SE 19th to SE 17th is needed and should be built as soon as possible. A bicyclist or pedestrian activated traffic control light at 17th and Ochoco Street is needed; it cannot be avoided if safety is a prime objective.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3819 **MapApp ID** 2420 **Commenter** Lindsay Jensen **Date Received:** 3/13/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The St. Johns Neighborhood Association and St. Johns Main Street would like to see this project prioritized. We do not want to wait 15-20 years to see this come to fruition!

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3820 **MapApp ID** 2421 **Commenter** Jim Kogler **Date Received:** 3/13/2015
Organization: **District:** Central City Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I would just like to echo the calls for diversions on this greenway. Nothing is more frustrating than a greenway with too much car traffic.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3821 **MapApp ID** 2422 **Commenter** Janna Holm **Date Received:** 3/13/2015
Organization: **District:** North Northeast East
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

No, City of Portland, NO! Adding additional tracks and capacity along this corridor is a terrible idea. The neighborhood directly affected (Woodlawn) is a growing diverse neighborhood FULL OF CHILDREN. It is residential. There are schools and parks and homes. DO NOT pollute this area anymore than it already is. This is a totally inappropriate proposal.

Recommendation:

TSP. Scarzello TB 3/18/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3822 **MapApp ID** 2423 **Commenter** Jeff Cole **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

It is a mistake to view Hawthorne Blvd as a good candidate for blocks of continuous mid rise commercial mixed use development. Yes it is four lanes until Chavez; the price for that is relatively narrow sidewalks. The recent examples of four story buildings on Hawthorne have detracted from the urban character. Because Hawthorne was once lined with houses most commercial lots are relatively shallow and abut residential housing that's been in place for decades. The erection of four story or higher buildings on Hawthorne represents a form of takings from the homeowners who will live next to these new monoliths. Hawthorne Blvd. thrives today. Sunnyside thrives today. Richmond is vibrant today. We have markets; wonderful restaurants, small stores, and a blocks of wonderful commercial storefront. Today. We do not need to see this gem transformed into another rendition of Portland's generic Vanilla Deluxe mixed use development. You can fit thousands more into our neighborhoods - they will survive yet I am not sure what's proposed is for the better. What I would like to see is more development in very specific nodes of limited geographic arc. For example, build up the immediate area of Hawthorne/Chavez; build up near the Safeway and the awful four story plus monster across the street. In short, funnel more growth into specific pockets and leave large parts of the boulevard alone. Again the most important point: the neighborhoods along Hawthorne are wonderful today - they are not in need in development in order to be more desirable or attract services. We have it all now and it's taken a lot of work by numerous individuals to revitalize it. Please don't wreck it.

Recommendation:

Comment ID 3823 **MapApp ID** 2424 **Commenter**
Organization:
Topic(s):

Jeff Cole

Date Received: 3/13/2015
District: Southeast
Tagged?

Staff Recommendation:

Comment:

Belmont Blvd in the Sunnyside neighborhood is a jewel. Given it's narrow profile only buildings three stories or less should be built on this street. Ten foot setbacks on higher buildings is not a solution to a building that is just too high. The new three story buildings at SE Belmont & 38th are examples of properly scaled additions to the neighborhood. A block away within residential areas you can barely see them. they have some parking. They are mixed use. Four story buildings are a big mistake on Belmont and if we permit four stories we are raising the land values in manner that makes it difficult for a developer to build three stories since land is always priced at its greatest zoned use. We know you know that already.

Recommendation:

Comment ID 3824 **MapApp ID** 2425 **Commenter**
Organization:
Topic(s):

Jeff Cole

Date Received: 3/13/2015
District: Southeast
Tagged?

Staff Recommendation:

Comment:

This part of Sunnyside is park deficient by PPR 2020 Vision. Before we add more density we need a firm commitment additional park resources will be available for the residents who need them most: those living in mixed use building.

Recommendation:

Comment ID 3825 **MapApp ID** 2426 **Commenter** jeff Cole **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

These are wonderful nodes today... they are almost lyrical pockets of small town feeling commercial pockets surrounded by residential. Building them up may destroy their character.

The nodes along Clinton deserve a neighborhood designation and curb the urban gene.

Recommendation:

Comment ID 3826 **MapApp ID** 2427 **Commenter** Wilmer Windham **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I live directly across the street from Strohecker's grocery store. Currently, there is access to a grocery store with a pharmacy, a post office, a liquor store, dry cleaning services and propane service. If adopted as currently proposed the Comprehensive Plan and Mixed Use Zones Project would change the zone from "commercial" to

"commercial mixed-use." This would allow "mixed use, multi-dwelling, or commercial development." Under this language, any future property owner would not be precluded from tearing down the current structure and building a multi-dwelling only. As such, any deviation from the current ordinance (No 155609) as delineated

in the mixed-dispersed language will be vigorously opposed. That being said, it is my understanding from the City that the current Ordinance with its clearly defined conditions will remain in effect because this site will be rezoned to a comparable zone. The City has advised that "in order to assure that there is absolutely no confusion or unintended negation of the existing conditions of approval, [the city] intends to do a zoning code amendment to this section to clarify/state that comparable also means "commercial to commercial or commercial mixed use"; and that "The change to the zone name, under the Mixed Use Zones Project and the zoning code language amendment would happen in the same timeframe." I look forward to the continued current use.

Recommendation:

Comment ID 3827 **MapApp ID** 2428 **Commenter** Michael Hayes **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The siting of the Trail should preserve archeological resources within the springwater corridor, which include buried railway rails and the piers of the twin water towers on parcel 7100. Contaminated soil was excavated from the area around the towers leaving a pit and backfill needs to be placed to eliminate that hazard and to protect the eight historic piers. The park maintained land adjoining the Springwater Trail should be restored and maintained as a natural area. Parks should develop a management plan for this natural area emphasizing its contribution to the Sellwood cultural history, calling it the Sellwood Heritage Park and Natural Area. The Springwater Trail will be the central off-street pathway through the natural area; it should have numerous connections to the neighborhood streets. Where feasible, complementary pedestrian pathways should be developed to provide meandering walkways through the natural area parkland.

Recommendation:

Comment ID 3828 **MapApp ID** 2429 **Commenter** ryan fedie **Date Received:** 3/13/2015
Organization: **District:** West Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I lived in the south waterfront for a number of years. This seems of low priority, especially for the \$21 million price tag, for a short extension to an area that doesn't have congestion issues. This money would be much better spent at reducing congestion and solving longstanding issues in the interchange between US26 and I405.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3829 **MapApp ID** 2430 **Commenter** ryan fedie **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Sidewalks and an uphill bike lane are sorely needed. It's amazing one of Portland's main arteries lacks the most basic of infrastructure. This is a safety hazard as people consistently walk/bike this route. It's hard to understand how this is not prioritized when so little is in SW to improve multi-modal transportation, especially when the SW has extremely low walkability and bikability scores compared to areas in portland that have numerous projects funded and prioritized.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3830 **MapApp ID** 2431 **Commenter** ryan fedie **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This project is sorely needed. This is a safety hazard as people consistently walk/bike this route. It's hard to understand how this is not prioritized when so little is in SW to improve multi-modal transportation and when the SW has extremely low walkability and bikability scores compared to areas in portland that have numerous projects funded and prioritized. This should be prioritized.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3831 **MapApp ID** 2432 **Commenter** ryan fedi **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This project is sorely needed. This is a safety hazard as people consistently walk/bike this route. It's hard to understand how this is not prioritized when so little is in SW to improve multi-modal transportation and when the SW has extremely low walkability and bikability scores compared to areas in portland that have numerous projects funded and prioritized. This should be prioritized.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3832 **MapApp ID** 2433 **Commenter** ryan fedie **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This project is sorely needed. This is a safety hazard as people consistently walk/bike this route. It's hard to understand how this is not prioritized when so little is in SW to improve multi-modal transportation and when the SW has extremely low walkability and bikability scores compared to areas in portland that have numerous projects funded and prioritized. This should be prioritized.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3833 **MapApp ID** 2434 **Commenter** ryan fedie **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This project is sorely needed. This is a safety hazard as people consistently walk/bike this route. It's hard to understand how this is not prioritized when so little is in SW to improve multi-modal transportation and when the SW has extremely low walkability and bikability scores compared to areas in portland that have numerous projects funded and prioritized. This should be prioritized.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3834 **MapApp ID** 2435 **Commenter** ryan fedie **Date Received:** 3/13/2015
Organization: **District:**
Topic(s): Tagged?

Staff Recommendation:

Comment:

This project is sorely needed. This is a safety hazard as people consistently walk/bike this route. It's hard to understand how this is not prioritized when so little is in SW to improve multi-modal transportation and when the SW has extremely low walkability and bikability scores compared to areas in portland that have numerous projects funded and prioritized. This should be prioritized.

Recommendation:

Comment ID 3835 **MapApp ID** 2436 **Commenter** ryan fedie **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This project would be of large value for the neighborhood and visitors who use teh trails. This is a safety hazard as people consistently walk/bike this route. It's hard to understand how this is not prioritized when so little is in SW to improve multi-modal transportation and when the SW has extremely low walkability and bikability scores compared to areas in portland that have numerous projects funded and prioritized. This should be prioritized.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3836 **MapApp ID** 2437 **Commenter** ryan fedie **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This project is sorely needed as it is one of portland's most popular bike routes. It's hard to understand how this is not prioritized when so little is in NW to improve multi-modal transportation and when the NW has extremely low walkability and bikability scores compared to areas in portland that have numerous projects funded and prioritized. This should be prioritized.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3837 **MapApp ID** 2438 **Commenter** ryan fedie **Date Received:** 3/13/2015
Organization: **District:** West Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This project would be a huge help to a critical link, one of the only ways to bike into SW from downtown. It's hard to understand how this is not prioritized when so little is in SW to improve multi-modal transportation and when the SW has extremely low walkability and bikability scores compared to areas in portland that have numerous projects funded and prioritized. This should be prioritized.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3838 **MapApp ID** 2217 **Commenter** Mary Lynne Chambers **Date Received:** 3/10/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

We oppose a mixed use zoning arrangement for this location. This grocery and the adjoining park are the only safe park like space within close walking distance of our home. Without

a similar service oriented business in its place we are forced to drive outside the neighborhood for many of our basic food and service needs. Certainly this neighborhood could not support a multi unit dwelling without offering some of these basic services within walking distance. Other points already well articulated regarding lack of public transportation and traffic concerns would also hinder a broader multi use occupation of these grounds.

Recommendation:

Comment ID 3839 **MapApp ID** 2218 **Commenter** Kathleen Lefebvre **Date Received:** 3/10/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

The code should NOT be change to medium density housing (as noted in the previous comment, R1 is 43 unites per acre)/ Mixed-Use Neighborhood, that is another way for the City to allow these monolith condos in our neighborhoods. If the code changes as proposed this will allow the current owner to build a 45' condo in this site, destroying sunlight and privacy and livability for adjacent houses and neighbors. This lot needs to remain commercial so this neighborhood has a variety of businesses and residents. Not high density housing, which is not in the character of this neighborhood. Please don't allow these monolith condos in Portland anymore. Will we stand back and be proud of these monolith condos in the future? Can someone please say no to the developers and protect our Portland neighborhoods? If the code changes to \"Mixed-Use Neighborhood\" as proposed this site would be ripe for a 45' condo. Please don't ruin Portland.

Recommendation:

Comment ID 3840 **MapApp ID** 2219 **Commenter** Lisa Kraxberger **Date Received:** 3/10/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

As a homeowner in this neighborhood for over 10 years, I am truly disheartened by the changing landscape. I am not opposed to progress, however, I am opposed to it without adequate research or preparation. This area can not withstand the amount of traffic that these large-scale condos and apartments will surely bring. Please do not change zoning in this area. The projects that are already in the works will be devastating enough.

Recommendation:

Comment ID 3841 **MapApp ID** 2220 **Commenter** Isidore Lefebvre **Date Received:** 3/10/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

As a father of three girls in the neighborhood we moved into this specific area for its livability and feeling of being protected from the busy traffic on SE 50th. The street we live on is narrow (and feels like single lane) where all the neighborhood kids can gather and play. We've already seen dramatic changes due to the traffic lights on 49th/Hawthorne where cars try "cheating" the lights and speed down 49th. The proposed 84' unit by the Urban Development Group on 50th will already create tremendous traffic pressure on the arterial streets between Division and Hawthorne. If the proposed change of 604 gets re-coded to additional medium density housing this will fly directly against the "Vision Zero" Initiative that the Portland Bureau of Transportation is implementing (via their website): "Portland families deserve safe streets on which to walk, bike, operate mobility devices, access transit, and drive. PBOT aims to make our transportation system the safest possible and to move toward zero traffic-related fatalities and serious injuries in the next 10 years." This is beyond worrisome to the parents of 15 children within three blocks on this narrow street. Taming this arterial street would be a huge undertaking that can easily be prevented by not changing #604s coding and slowing down the additional approval of the demolition of older houses and recoding other commercial properties to add more medium density housing. Please don't forget who you are Portland--a safe place for all to walk, bike, play and live in.

Recommendation:

Comment ID 3842 **MapApp ID** 2222 **Commenter** Mark Hartel **Date Received:** 3/10/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Remove large surface parking lot between Safeway and Bi-Mart and replace with store fronts to make more pedestrian-friendly.

Recommendation:

Comment ID 3843 **MapApp ID** 2223 **Commenter** Mark Hartel **Date Received:** 3/10/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

1) Assign \"Mixed Use - Neighborhood\" designation for entire block north and south of Woodstock (Martins Street to Knight Street) for the entire length from Cesar Chavez to 52nd Street. (Remove \"saw tooth\" zoning pattern.)2) Fully improve (paving and sidewalks) Martins Street and Knight Street for the entire length from Cesar Chavez to 52nd Street.

Recommendation:

Comment ID 3844 **MapApp ID** 2221 **Commenter** Lisa Kraxberger **Date Received:** 3/10/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Why does every available open lot or empty building need to be used to construct more unattractive and over-priced apartment/condo buildings? Maybe we should do something innovative like plan a diverse and mutually-beneficial neighborhood. Why do we have to take these things to extremes ie: as many buildings as can be squeezed in, the biggest buildings allowed under the codes. Building with abandon without adequate research re: how this could affect traffic and livability in the future, will only cause problems for residents and the city alike. Instead of Kowtowing to the money, please consider the citizens of this currently excellent city!

Recommendation:

Comment ID 3845 **MapApp ID** 2224 **Commenter** Mark Hartel **Date Received:** 3/10/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

1) Assign \"Mixed Use - Neighborhood\" designation for entire block south of Woodstock (to Martins Street) for the entire length from Cesar Chavez to 52nd Street.2) Fully improve (paving and sidewalks) Martins Street for the entire length from Cesar Chavez to 52nd Street.

Recommendation:

Comment ID 3846 **MapApp ID** 2225 **Commenter** Mark Hartel **Date Received:** 3/10/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

1) Assign \"Mixed Use - Neighborhood\" designation for entire block south of Woodstock (to Martins Street) for the entire length from Cesar Chavez to 52nd Street.2) Fully improve (paving and sidewalks) Martins Street for the entire length from Cesar Chavez to 52nd Street.

Recommendation:

Comment ID 3847 **MapApp ID** 2226 **Commenter** Mark Hartel **Date Received:** 3/10/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

1) Assign \"Mixed Use - Neighborhood\" designation for entire block south of Woodstock (to Martins Street) for the entire length from Cesar Chavez to 52nd Street.2) Fully improve (paving and sidewalks) Martins Street for the entire length from Cesar Chavez to 52nd Street.

Recommendation:

Comment ID 3848 **MapApp ID** 2227 **Commenter** Mark Hartel **Date Received:** 3/10/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

1) Assign \"Mixed Use - Neighborhood\" designation for entire block south of Woodstock (to Martins Street) for the entire length from Cesar Chavez to 52nd Street.2) Fully improve (paving and sidewalks) Martins Street for the entire length from Cesar Chavez to 52nd Street.

Recommendation:

Comment ID 3849 **MapApp ID** 2439 **Commenter** Joseph Kent Weaver **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation:

Comment:

I strongly support keeping the existing zoning and the 1984 ordinance in place. High density/mixed use zoning is inappropriate for this unique and historic neighborhood of single family homes. We do not need additional traffic on the already stressed SW Patton road, or the parking issues that will surely come with high density/mixed use zoning. Please respect the historic precedent of the 1984 ordinance and the historic integrity of our neighborhood. Thank you.

Recommendation:

Comment ID 3850 **MapApp ID** 2440 **Commenter** Isidore Lefebvre **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

All this condo height will lead to Hawthorne's plight.

Recommendation:

Comment ID 3851 **MapApp ID** 2441 **Commenter** Your name is required. **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This is a very bad intersection with no pedestrian crossing, worn-out bike lanes due to people cutting the corner, cars parked on or near the public right-of-way, and the speeds are high. There is a bad stormwater drainage problem.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3852 **MapApp ID** 2442 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

The Ashcreek neighborhood needs an overhaul of Garden Home Road. It even had the public school shut down before 2006 and there are no parks.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3853 **MapApp ID** 2443 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

SW Illinois and SW Idaho and Nebraska all need 20 mph speed limits.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3854 **MapApp ID** 2444 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This needs to be built to a high standard; dumping it onto Macadam is a poor choice. It needs to be built to SW Slavin Road.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3855 **MapApp ID** 2445 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This Nevada court trail needs to be built! Many of the trails in Gabriel Park are muddy and have potholes. SW 45th Ave needs sidewalks and bike lanes.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3856 **MapApp ID** 2446 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Washington County's side of this BH Highway is 35 mph yet PBOT has this highway at 40 mph except near Robert Gray Middle School where it becomes 30. Fanno Creek often floods due to poor stormwater infrastructure. It needs a lower speed limit, cycle-track styled multiuse paths, and the rejection for zoning that allows giant storage buildings. Grocery stores are needed in this corridor, not storage places.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3857 **MapApp ID** 2447 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Why would this road not have bicycle, pedestrian, and stormwater drainage improvements?

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3858 **MapApp ID** 2448 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Patton Road is in desperate need of a bike and pedestrian overhaul. It also needs crosswalks.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3859 **MapApp ID** 2449 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This project for Scholls Ferry road needs to be expedited. It needs stormwater management to clean up nearby Sylvan Creek and cycle-track styled multiuse paths.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3860 **MapApp ID** 2450 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This project needs to be expedited and also needs a cleanup of Fanno Creek, Pendleton Creek, and Vermont Creek. How many more people need to die on SW Shattuck Road?

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3861 **MapApp ID** 2451 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

All of SW Hamilton St needs an overhaul. It is on a SW Trails route, connects schools, and it goes over creeks. Why would Portland not prioritize this busy street?

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3862 **MapApp ID** 2452 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Cameron Road is part of the Red Electric Trail. It needs an overhaul.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3863 **MapApp ID** 2453 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This needs cycle-track styled multiuse paths. Patches of wider shoulders in certain places in not enough.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3864 **MapApp ID** 2454 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

All of Boones Ferry needs an overhaul and the city of Lake Oswego needs to work with PBOT to make it safe.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3865 **MapApp ID** 2455 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Terwilliger greatly needs an overhaul.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3866 **MapApp ID** 2456 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Will there ne mountain biking trails in the River View Natural Area? Mountain biking is transportation. This new greenway is greatly needed.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3867 **MapApp ID** 2457 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This street is dangerous and it needs an overhaul.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3868 **MapApp ID** 2459 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This road greatly needs an overhaul.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3869 **MapApp ID** 2460 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This part of SW Portland has a wide diversity of people and businesses. It needs a safety overhaul so that people can walk and ride bikes.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3872 **MapApp ID** 2462 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This needs more street trees, better bike lanes, and better stormwater management.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3873 **MapApp ID** 2463 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This updated park, Spring Garden Park, needs cycle-track styled multiuse paths.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3874 **MapApp ID** 2464 **Commenter** Isidore Lefebvre **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

All this condo height will lead to Hawthorne's plight.

Recommendation:

Comment ID 3875 **MapApp ID** 2465 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I ride a bike on this section and it is terrifying with speeding drivers. The road becomes a river in heavy rain.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3876 **MapApp ID** 2466 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This greatly needs an overhaul.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3877 **MapApp ID** 2467 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

It needs a cycle-track styled multiuse path on SW Multnomah Blvd all the way to SW Garden Home Road and to where it meets SW Oleson Road.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3878 **MapApp ID** 2468 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

SW Trails built a boardwalk for a fraction of the original quoted price.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3879 **MapApp ID** 2469 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Bertha needs more street trees and it needs a cycle-track styled multiuse path.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3880 **MapApp ID** 2470 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This corner needs more street trees and it needs cycle-track styled multiuse paths.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3881 **MapApp ID** 2471 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

This project is sorely needed. I ride a bike on this part of Vermont and it is dangerous.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3882 **MapApp ID** 2472 **Commenter** Rick Kappler **Date Received:** 3/13/2015
Organization: **District:** West
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

45th greatly needs a overhaul. The sidewalk ends at SW Iowa and it is dangerous.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3883 **MapApp ID** 2473 **Commenter** Ted Buehler **Date Received:** 3/13/2015
Organization: **District:** North Northeast East
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I made a comment on Oct 10, 2014 on this trail. A follow-up to that comment -- I am specking specifically on the Schmeer Road to Marine Drive section of this proposed trail system -- The Schmeer Road to Marine Drive portion should be prioritized because it is the \"missing link\" in a walkable/bike friendly corridor from downtown Portland to Hayden Island and downtown Vancouver. The other segments of this route are all complete.(All the other sections of path listed on this item are all useful and valuable, but I am speaking specifically about the value and urgency of the Schmeer Rd - Marine Drive segment).

Recommendation:

TSP. Scarzello TB 3/18/15

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3884 **MapApp ID** 2474 **Commenter** Ted Buehler **Date Received:** 3/13/2015
Organization: **District:** Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Widening I-5 is a boondoggle. Safety benefits will be minimal. The downtown freeway system will still be gridlocked at peak periods. The only difference will be that our government will be \$210,000,000 poorer, we will have endured a couple years of gritty construction on I-5, Broadway, Weidler, Williams and Vancouver, and we will have 3 lanes of gridlock through the Rose Quarter rather than two. I see zero upside to this. If the region is serious about reducing freeway congestion near downtown at peak periods, this \$210,000,000 would buy a whole lot more road capacity if it was spent on improvements to transit, bicycling and walking to enable some of today's commuters from close-in PDX to downtown to switch to a mode that wouldn't contribute to gridlock. Don't rebuild I-5 through the Rose Quarter. Spend our transportation dollars on something more effective, more green, with less concrete, and fewer years of living with the noise of jackhammers busting out functional infrastructure.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3885 **MapApp ID** 2475 **Commenter** Ted Buehler **Date Received:** 3/13/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Whatever is done here, it shouldn't allow for an increase in peak hour traffic off of I-405 to Kerby. The neighborhood streets are already gridlocked at peak periods. ODOT built this ramp to the Kerby/Gantenbain intersection without ever adding capacity to neighborhood streets. 40 years ago it would have been possible, today it is an impossibility. The ramps were a waste of \$ in 1973, ODOT has needed to own and maintain these oversize ramps for 42 years. Downsizing the ramps through shortening or narrowing would return

some of the Real Estate back to the neighborhoods, and allow for an increased quality of life through parkland, or increased local population through additional housing -- local population that can get around on bikes and transit and wouldn't be a burden on the ODOT-owned highway system. Whatever you do, please don't do anything that will run more cars from the freeway onto the local street network.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3886 **MapApp ID** 2476 **Commenter** Ted Buehler **Date Received:** 3/13/2015
Organization: **District:** Northeast East Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Yes! Improve the crossings! They're horrific. Very few bicyclists want to play fender tag on poorly marked/controlled crossings. This is a low budget item that can deliver big results. Barriers to walking and bicycling force many people to use cars who would prefer not to. PBOT has done a great job of improving bicycle connections on local streets to the east and west of I-205, but the north-south path along 205 is still pretty dismal. Fix the path, and more folks will choose to bike instead of drive.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3887 **MapApp ID** 2478 **Commenter** Ted Buehler **Date Received:** 3/13/2015
Organization: **District:** Northeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Make sure this includes bicycle and pedestrian improvements. Lots of people work at the airport and at Cascade Station. Alderwood and Cully have been improved for bicyclists, but getting across Columbia is very dangerous. This crossing singlehandedly turns what would be a pleasant, manageable bike commute into a total dealbreaker. Fix it.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3888 **MapApp ID** 2477 **Commenter** donald shelford **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation:

Comment:

Our family lives on SE 51 Ave. behind this property. We moved here from downtown for the beautiful character of the single family homes in the area. In the last year we've attended town meetings to address the growing number proposed condo developments in our neighborhoods, who's height and overall scale is completely out of character for the predominantly residential homes next to which they are being built. If this property is to be rezoned, please match the zoning of properties nearby. As others on this comment page have stated, we would accept townhouses similar to what is being built at SE 50th and Mill over what is proposed (84 units). Please LISTEN TO THE PEOPLE THAT LIVE HERE and want to see responsible development from responsible business people.

Recommendation:

Comment ID 3889 **MapApp ID** 2479 **Commenter** Ted Buehler **Date Received:** 3/13/2015
Organization: **District:** Central City Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I see that this project is listed as \"completed.\" But I think it should be revisited -- the Portland 2030 Master Plan for Bicycles calls for cycletracks or buffered bike lanes on this corridor. For whatever reason they were not included in the 2014 improvements, but they're certainly still needed for bicyclists to have safe and convenient access to businesses and residences on Division. Please upgrade Division so it's part of a true \"15 minute neighborhood\"

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3890 **MapApp ID** 2480 **Commenter** Ted Buehler **Date Received:** 3/13/2015
Organization: **District:** Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Yes -- get rid of this bridge. It's a relic from the 1950s when cars were the only vehicles on the road, and the AASHTO highway standards hadn't yet been developed. It's been substandard for decades. This road isn't Highway 99 anymore, it's a city street, but this bridge prevents the corridor from being used by bicyclists (no bike lane under the bridge), freight (weight restriction on the bridge). Most of the other 1950-era "freewayettes" have long since been demolished -- Harbor Drive, the ramps at the east end of the Steel Bridge, & the loop ramps from Interstate Ave to the Broadway Bridge. This bridge has been functionally obsolete for decades, it's a maintenance headache, and it will collapse in an earthquake. Get rid of it and replace it with a conventional at-grade intersection.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3891 **MapApp ID** 2482 **Commenter** Ted Buehler **Date Received:** 3/13/2015
Organization: **District:** West Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

While many of these signals are unnecessary, one is vital. This is the traffic signal at the North Park Blocks and Burnside. This signal should be expedited, as Burnside is a very nasty barrier to the walkability/bikeability of the Park Blocks. The lack of a signal here effectively eliminates the possibility of pedestrians using the twin jewels of the N and S Park Blocks as a contiguous transportation corridor. Please fast-track the proposed traffic signal at the North Park Blocks and W Burnside. Thank you.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3892 **MapApp ID** 2483 **Commenter** Ted Buehler **Date Received:** 3/13/2015
Organization: **District:** North
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Please take the I-5 Bridge Replacement off this list. There are much more vital places in the transportation infrastructure where this money is needed. And widening I-5 at the river will only move the morning gridlock from Vancouver into Portland.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3893 **MapApp ID** 2484 **Commenter** Ted Buehler **Date Received:** 3/13/2015
Organization: **District:** Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

Please prioritize this bikeway improvement. The existing road has narrow lanes for cars -- be reducing the total number of lanes, widening the individual car lanes, and adding bicycle facilities and safety and throughput will both be improved. Thank you.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3894 **MapApp ID** 2485 **Commenter** Jim Kogler **Date Received:** 3/13/2015
Organization: **District:** Northeast Central City Southeast
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I love the idea of being able to hop on a bike highway and make it all the way to 205. But the vision presented in this plan doesn't seem to match the dramatic and expensive nature of the project. Is it going to take until 2035 to build this comparatively tiny section? If the intent is to make it longer, shouldn't that be reflected in this plan, or are we going to have to wait 20 years to even think about extending it? I know that it's been a struggle to get the project this far. I just don't feel that there's a clarity of vision on the bigger picture in what is intended to be a very big-picture presentation. The I-5 Broadway interchange project has 3 phases listed. Is there no phase 2 for Sullivan's Gulch? If there's a reason that there is not, that might be a reason to re-examine this project as well.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.

Comment ID 3895 **MapApp ID** 2486 **Commenter** Ted Buehler **Date Received:** 3/13/2015
Organization: **District:** Northeast Central City
Topic(s): Tagged?

Staff Recommendation: No Change

Comment:

I bicycle on NE 7th regularly, and it definitely needs improvements. Cars use it to bypass MLK, but that's not what it's designed for -- it's a neighborhood street. If you improved this road for bicycling, more Portland commuters would be able to switch from cars to bikes as their commute mode. 7th should also be recognized as one of the few "low grade" routes that connects downtown to lands north of the Alameda Ridge. By improving Williams, Rodney and 7th, we can add capacity for many more bicyclists at peak periods to use this narrow neck of topography that allows a comfortable and gradual climb up to the Alameda Ridge.

Recommendation:

R. Jennings 03/18/15 - Comment relates to a project in the TSP project list. Comment to be tracked in TSP project evaluation process.